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Interactive comment on “Emissions factors for gaseous and particulate pollutants from offshore diesel engine vessels in China” by F. Zhang et al.

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As the very short of localized emission factors of shipping emissions based on real-world measurement in China, this research has given basic emission factor data of offshore vessels, which could give some support to relative research, though only three vessels were tested here. Fuel-based EFs, power-based EFs and EFs in different operating modes were given in the study, which were meaningful for the development of shipping emission inventory in China.

1 The emission factors were calculated based on carbon balance method; please give the standard deviation for both fuel-based EFs and power-based EFs in Table 3 and Table 4.

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2 The vessel HH had relative larger standard deviation compared with the other two vessels, can you explain why? Besides, please give the basis for classification of the different speed of vessels, such as low speed, medium speed and high speed.

3 You have mentioned the 8-stage particulate sampler and analysis of PAHs in Fig 1, why there is no relative results in the manuscript? Besides, HC and TVOCs were also mentioned in Fig 1, if you have the comparative result of them, which might have the ratio of VOCs to HC of 1.053 according to EPA?

4 Here are several advices, typical ships such as cargo ships and container ships should be paid attention to as only one engineering vessel and two research vessels were tested in the research. All the fuels used in the research were good diesel with Sulphur content less than 0.15%, so heavy fuel and residual fuel should also be paid attention to in the future.

I recommend this paper publication after minor revision.

Interactive comment on Atmos. Chem. Phys. Discuss., 15, 23507, 2015.

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