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Local and regional contributions to fine particulate matter in the 18 cities of Sichuan Basin, southwestern China

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Abstract

The Sichuan Basin (SCB) is one of the regions suffering from severe air pollution in China, but fewer studies have been conducted for this region than the more developed regions in North and East China. In this study, a source-oriented version of the Community Multi-scale Air Quality (CMAQ) model was used to quantify contributions from nine regions to $PM_{2.5}$ (i.e., particulate matter (PM) with an aerodynamic diameter less than 2.5 μm) and its components in the 18 cities within the SCB in the winter (December 2014 to February 2015) and summer (June to August, 2015). In the winter, citywide average $PM_{2.5}$ concentrations are 45~126 μg m^{-3}, with 21~51% and 39~66% due to local and non-local emissions, respectively. In the summer, 15~45% and 25~52% of citywide average $PM_{2.5}$ (14~31 μg m^{-3}) are due to local and non-local emissions, respectively. Compared to primary PM (PPM), the inter-region transport of secondary inorganic aerosols (SIA, including ammonia (NH_4^+), nitrate (NO_3^-), and sulfate (SO_4^{2-})) is greater. The region to the east of SCB (R7) is the largest contributor outside the SCB, and it can contribute approximately 80% in the northeast, east, and southeast rims of the SCB, but only 10% in the other regions in both seasons. Under favorable transport conditions, regional transport of air pollutants from R7 could account for up to 35~100 μg m^{-3} of $PM_{2.5}$ in each of the SCB cities in the winter. This study demonstrates that it is important to have joint emission control efforts among cities within the SCB and neighbor regions to the east in order to reduce $PM_{2.5}$ concentrations and prevent high $PM_{2.5}$ days for the entire basin.

Keywords: Sichuan Basin, local emission, regional transport, $PM_{2.5}$, source apportionment

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1. Introduction

Air pollution in major economic centers in China, including the North China Plain (NCP), Yangtze River Delta (YRD), and Pearl River Delta (PRD), has been extensively studied in recent years. Regional transport has been identified as an important process of particulate matter (PM) (Jiang et al., 2015;Li et al., 2015;Tang et al., 2016;Wang et al., 2015;Yang et al., 2018;Ying et al., 2014;Zhang et al., 2013;Zhao et al., 2013b;Zheng et al., 2015). Several urbanized areas in western China also have been suffering from severe air pollution due to rapid industrial and urban development, but fewer studies have been conducted. One of such areas is the Sichuan Basin (SCB), which covers an area of ~0.22 million km^2 and is home for more than 100 million residents (NBSC, 2015). The SCB is topographically isolated, with mountains on all sides. Emissions from two megacities (Chongqing and Chengdu) and 16 other cities in SCB tend to accumulate in the basin, causing severe air pollution (Zhao et al., 2018;Ning et al., 2018). In 2015, annual average concentrations of $PM_{2.5}$ (i.e., PM with an aerodynamic diameter less than 2.5 μm) measured in Chengdu and Chongqing were 64 and 57 μg m^{-3}, respectively, about six times of the World Health Organization (WHO) guideline (10 μg m^{-3}) (NBSC, 2015;WHO, 2006).

To design effective $PM_{2.5}$ control strategies for the SCB, it is necessary to quantify the source contributions and inter-/intra-region transport of $PM_{2.5}$ within the SCB and its surrounding regions. Different methods have been used to quantify source and regional contributions of pollutants, including receptor-based models, chemical transport models (CTMs), air parcel trajectory models, and remote sensing. Receptor-based models, such as the Positive Matrix Factorization (PMF) (Paatero and Tapper, 1994) and the Chemical Mass Balance (CMB) (Watson et al., 1990), are semi-quantitative and cannot determine the source contributions from an exact emission sector or a specific location. They also require a large number of monitoring data and can only resolve source contributions at the monitoring sites (Hopke, 2016). In addition, receptor-based models. Air parcel trajectory models, such as the Potential Source Contribution Function (PSCF) and the Hybrid Single Particle Lagrangian Integrated Trajectory Model (HYSPLIT) (Liu et al., 2018;Begum et al., 2005;Stein et al., 2015) are used to determine the sources of air pollutants, but they are not directly quantitative either. Remote sensing has been used to show the transport of dust storms (Uno et al., 2009) and wildfire plumes (Wu et al., 2018), but it cannot quantitatively determine source-region contributions. CTMs have also been used to quantify contributions from different regions and sectors to air pollutants for areas at local to global scales (Lelieveld et al., 2015;Shi et al., 2017;Kim et al., 2015;Bove et al., 2014;Itahashi et al., 2017). Sensitivity analysis and tagged-tracer methods are the main types of methods used in CTMs to quantify source contributions (Burr and Zhang, 2011). Sensitivity analysis such as the brute-force method is more suitable to estimate air quality changes due to emission perturbations, as emissions from certain sources would be eliminated or reduced in each simulation of sensitivity analysis (Burr and Zhang, 2011;Huang et al., 2018;Han et al., 2018). In the tagged-tracer method, source-tagged-species are used to track air pollutants from specific emission regions and sectors and would go through all the non-linear chemical and physical processes in the model, thus this type of source apportionment method is considered to provide more realistic evaluations of the contributions of different sources or source regions to the current level of air pollution under the current emission intensities (Burr and Zhang, 2011;Chen et al., 2017;Wang et al., 2009).

Transport of $PM_{2.5}$ and its precursors has been studied for Chengdu, Chongqing, and the entire SCB region (Zhu et al., 2018). Based on in-situ observations and the HYSPLIT model, studies have found that dust storms from northwestern China and biomass burning activities would cause high PM days, particularly in spring (Zhao et al., 2010;Tao et al., 2013;Chen and Xie, 2014;Chen et al., 2015). Using the PSCF model, a study reported that the main potential sources of $PM_{2.5}$ for Chengdu were from southeastern cities and western margin of the SCB in addition to local emissions from December 2013 to February 2014 (Liao et al., 2017). Based on the HYSPLIT and PSCF analyses, air pollution was determined mainly from the south during persistent extreme haze days in Chengdu from 6th to 16th January 2015 (Li et al., 2017). Using a source-oriented version of the Community Multi-scale Air Quality (CMAQ) model, Ying et al. (2014) predicted that non-local emissions account for approximately 30% and 50% of total of nitrate (NO_3^-) and sulfate (SO_4^{2-}) ions in the SCB in summer and winter, respectively. However, the aforementioned studies based on the HYSPLIT and PSCF models are not fully quantitative in terms of emission contributions. Their accuracy is also limited by the meteorological inputs to drive these models, which are often in very coarse resolutions (0.5 to 1.0 degree) that are not enough to accurately predict air pollutant transport within the SCB. Also, previous country-level modeling study did not have sufficient spatial resolution to properly quantify the transport among different regions within the SCB.

Since both inter-regional transport within the cities in the basin and from outside the region can greatly affect $PM_{2.5}$ concentrations, systematically quantifying contributions from different regions to $PM_{2.5}$ for all the 18 cities in the SCB is urgently needed as emission controls are further tightened to improve air quality in this region. In this study, an improved source-oriented CMAQ model was used to quantify the contributions from nine regions (five within the SCB and four outside) to $PM_{2.5}$ and its components for the 18 SCB cities. The assumption is that the transport of air pollutants is evident among the SCB cities and some cities in the rims of the SCB are greatly affected by emissions from outside SCB. Therefore, the objectives of this study are to quantitatively determine (1) the inter-region transport of air pollutants emitted in the SCB and its contributions to $PM_{2.5}$ within the basin and (2) the contributions of emissions outside the basin to $PM_{2.5}$ in the SCB cities. This is a companion paper to our previous paper, which reports the model performance and analyzes the characteristics of $PM_{2.5}$ and ozone (O_3) pollution in the basin (Qiao et al., 2018).

2. Methods and materials

2.1. Model description

The source-oriented CMAQ model used in this study is based on the CMAQ model version 5.0.1. The gas phase and aerosol mechanisms are extended from the standard SAPRC-99

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photochemical mechanism and aerosol module version 6 (AERO6). This version of the source-oriented CMAQ is capable of simultaneously tracking both primary particulate matter (PPM) and secondary inorganic aerosol (SIA, including ammonia (NH_4^+), NO_3^-, and SO_4^{2-}) from multiple source sectors and regions. It unifies the two previous models individually developed for PPM (Hu et al., 2015) and SIA (Ying et al., 2014;Shi et al., 2017) into a single consistent model framework. For SIA, multiple source-tagged reactive species are introduced in both gas and particle phases to represent the same species originated from different source sectors or regions. The corresponding photochemical mechanisms, aerosol and cloud modules are expanded so that SIA and their precursors from different regions can be tracked separately throughout the model calculations. For PPM, source-tagged non-reactive tracers are added to track the total amount of PPM emitted from different source sectors and regions. Source contributions to SOA are not resolved in the current model.

2.2. Model application

The source-oriented CMAQ model was applied to quantify nine source-region contributions to $PM_{2.5}$ and its components (PPM and SIA) for the 18 cities in the winter (from December 2014 to February 2015) and summer (June to August 2015) using nested domains settings. The locations of domains, nine source-regions, and the 18 cities of the SCB are shown in Figure 1. The horizontal resolutions of the parent and nested domains are 36-km and 12-km, respectively. There are 18 vertical layers with an overall height of 20 km and the layer closest to the land surface is up to 35 m. As Chengdu and Chongqing are the two largest cities in western China, we classified western Chongqing, eastern Chongqing, and Chengdu into three individual regions (R1, R5, and R4, respectively). The five cities in the northeastern SCB (Bazhong, Dazhou, Guangyuan, Guang'an, and Nanchong) are grouped into R2 and they have relatively lower anthropogenic emission densities compared to most of the other cities in the basin (Qiao et al., 2018). As shown in Figures 2a and 3a, R1, R2, and R5 are generally the upwind region within the SCB. The rest SCB cities are grouped into R3. Region 8 is the area of Sichuan Province excluding those cities in the SCB. R6 includes three provinces to the south of the SCB and R7 has the Chinese provinces to the east and northeast of the SCB. R9 includes Xinjiang, Qinghai, Gansu, and Tibet in China and other countries.

Meteorological inputs were generated using the Weather Research and Forecasting (WRF) model version 3.9 based on the 6-hourly FNL (Final) Operational Global Analysis data from the National Center for Atmospheric Research (NCAR) with a spatial resolution of 1.0×1.0^{o} (http://dss.ucar.edu/datasets/ds083.2/). The anthropogenic emission inventory used was the Emission Database for Global Atmospheric Research (EDGAR) version 4.3.1 for the year of 2012 (Crippa et al., 2018). The inventory was directly used for the model year of 2014-2015 as no reliable sources for emission changes in the SCB are available. The monthly EDGAR inventories have a spatial resolution of 0.1×0.1^{o} (~10 km × 10 km) and were re-projected to the model domains using the Spatial Allocator (https://www.cmascenter.org/sa-tools/). Temporal profiles specific to sources were used to allocate the monthly emission rates to hourly values for CMAQ modeling (Olivier et al., 2003; Streets et al., 2003; Wang et al., 2010). The EDGAR inventory includes carbon monoxide (CO), nitrogen oxides (NO_x), sulfur dioxide (SO_2), ammonia (NH_3), non-methane volatile organic compounds (NMVOCs), $PM_{2.5}$, PM_{10} (PM with an aerodynamic diameter less than 10 μm), elemental carbon (EC), and organic carbon (OC)

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from various sources. Emission sources are grouped into six categories: energy, industries, residential activities, on-road transportation, off-road transportation, and agriculture. In addition to these six anthropogenic sources, contributions of biogenic sources were also determined using emissions generated by the Emissions of Gases and Aerosols from Nature (MEGAN) model version 2.1 (Guenther et al., 2012). The contributions from open burning were estimated based on the fire emissions generated from the Fire Inventory from the National Center for Atmospheric Research (NCAR FINN) (Wiedinmyer et al., 2010). Contributions of dust and sea salt emissions were determined based on in-line generated emissions during CMAQ simulations. The initial and boundary conditions (ICs and BCs, respectively) for the 36-km domain were based on the default CMAQ profiles, and those for the 12-km domain were generated using the CMAQ outputs from the 36-km simulations. More details about the setup and configurations of the WRF/CMAQ modeling system can be found in a previous publication for China (Kang et al., 2016).

3. Results and discussion

3.1. Model performance

The model performance on meteorological parameters and 24-hr $PM_{2.5}$ in the 12-km domain for the two seasons has been evaluated in a companion paper (Qiao et al., 2018) and is briefly summarized here. As the meteorology predictions are important in modeling air pollutant transport (Zhao et al., 2009), the WRF model performance on wind speed (WS), wind direction (WD), temperature (T), and relative humidity (RH) were evaluated using hourly observation data were downloaded from the National Climate Data Center (NCDC; ftp://ftp.ncdc.noaa.gov/pub/data/noaa/, last accessed on June 20, 2018). The mean biases (MBs) of predicted RH (-10.8% to -1.1%) and T (-0.9 to -0.1˚C) in each month are comparable to other studies in China (Wang et al., 2010;Zhao et al., 2013a;Wang et al., 2013). The MB of WD in each month (-5˚ to 6˚) meet the benchmark of $<\pm10˚$ suggested by Emery et al. (2001). Although the MB of WS in each month (0.5 to 1.1 m s^{-1}) does not meet the benchmark of $<\pm0.5$ m s^{-1}, the gross errors (GEs: 1.4-1.9 m s^{-1}) are within the benchmark of <2.0. For 24-hr $PM_{2.5}$ concentrations, the statistical measures of model performance are generally within the criteria recommended by Emery et al. (2017) for regulatory applications, with only a few cities exceeding the normalized mean bias (NMB) metric of $<\pm30\%$ in the winter (Chongqing 42%; Guangyuan 41%; Mianyang 37%; Meishan 31%; Ziyang 48%) and in the summer (Dazhou -39%) (Figure S1). The 24-hr $PM_{2.5}$ predictions meet the goals of normalized mean error (NME<±35%), fractional bias (FB<±30%), and fractional error (FE<±50%) in all the cities in both seasons, except for the NME of Ziyang (58%) in the winter. The predictions of major $PM_{2.5}$ components (including OC, EC, NH_4^+, NO_3^-, and SO_4^{2-}) in Chengdu and Chongqing are comparable with observations. Both predictions and observations suggest that OC and SIA are the largest contributors to $PM_{2.5}$ in summer and winter, with combined contributions of ~70% (Qiao et al., 2018).

3.2. Seasonal average contributions

3.2.1. Contributions at the city centers

The predicted $PM_{2.5}$ concentrations and source-region contributions at the 18 SCB city centers (the grid cell which is located in the center of all the national air quality stations within the urban areas of a city) are presented in Table 1 for winter and Table S1 for summer. In all the city centers, the predicted $PM_{2.5}$ concentrations are much higher in the winter (60~191 μg m^{-3}) than in the summer (14~64 μg m^{-3}). The city centers are considerably affected by both local and regional emissions in both seasons. Emissions within the SCB are the major contributor to $PM_{2.5}$ in Chengdu and Chongqing in both seasons (~80%) and emissions outside the SCB contribute approximately 7~15%. Among the regions within the SCB, local emissions (i.e., emissions from the region where the city center is in) are the largest contributor to $PM_{2.5}$ in Chongqing and Chengdu in both seasons (about 70% and 58%, respectively). However, emissions from R3 (i.e., the 11 cities in the northwestern, western, and southwestern SCB) also have considerable contributions in Chengdu (~20% and 14% in the winter and summer, respectively). For the R3 cities, the contributions of emissions within the SCB (64-83%) are also larger than that from outside the SCB (8~26%) in both seasons. Local emissions are the largest contributor for R3 cities (40~60%), except that Suining has only ~13% due to its local region. For the five cities in the northern SCB (R2), emissions within the SCB account for 40~70% in both seasons, including 37~57% from local emissions. Emissions outside the SCB also have large contributions to the R2 cities (21~36% and 17~28% in the winter and summer, respectively), as R2 is located in one of the regions where winds from R7 intrude the basin (Figure 2a). In the winter, contributions from SOA and others (including IC, BC, windblown dust, and sea salt) are less than 8% each. In the summer, SOA and others each contribute 9~28% and less than 10%, respectively, but the SOA contributions larger than 15% are found only in the city centers, where summer $PM_{2.5}$ concentrations are less than 30 μg m^{-3}. In summary, local emissions are the largest contributor for all the city centers in both seasons, except for Suining. In summary, the non-local contributions for the city centers are in the ranges of 25~52% in the winter (except for 75% in Suining) and of 14~40% in the summer (except for 61% in Suining), and emissions outside the SCB account for 7~36% in the seasons.

3.2.2. Spatial variations and citywide area-weighted averages

The spatial variations of source-region contributions to $PM_{2.5}$ in the winter and summer are presented in Figures 2 and 3, respectively. In both seasons, local emissions are generally the largest contributor in each city, except that R7 has contributions similar to or larger than that of local emissions for most regions in eastern Chongqing (R5) and R2. Specifically, the contributions from R7 to $PM_{2.5}$ in R2 and R5 are approximately 20~80% in the winter and 20~60% in the summer. R7 also has contributions larger than 20% for few areas in R3. The regions of R6, R8, and R9 outside the SCB each has contributions of <5% across the basin, except for some very limited areas in the western and southern rims of the SCB. The contributions from R6, R8, and R9 are low because these areas are less urbanized and industrialized. In addition, the mountains to the west and south of the SCB also prevent the transport of air pollutants from these regions into the SCB (Figures 1c, 2a, and 3a). In summary, R7 is the sole non-SCB region that can have >20% contributions to $PM_{2.5}$ in the SCB, and its impact decreases from the northeast, east, and southeast to others in the basin.

As shown in Figures 2 and 3, $PM_{2.5}$ concentrations and its source contributions from a given region may vary greatly within a city in both seasons. For example, about 20~80% of $PM_{2.5}$ across Chengdu (R4) and western Chongqing (R1) are due to local emissions in each season, and higher $PM_{2.5}$ concentrations are generally related to higher local contributions. For the downwind regions of Chengdu and western Chongqing, they receive considerable contributions from the two mega-cities. For example, over half areas of Meishan and Ya'an, which are downwind of Chengdu, have 20~40% and 20~60% of $PM_{2.5}$ concentrations due to Chengdu in the winter, respectively. In the two seasons, western Chongqing contributes to about 10~40% of $PM_{2.5}$ concentrations in its neighboring cities, except that most area of eastern Chongqing (R5) is not affected by emissions from western Chongqing, as R5 is upwind of western Chongqing (Figure 2a). Because of the large spatial variations of $PM_{2.5}$ and its source contributions in the basin, we further calculated their citywide area-weighted averages (Table 2). In the winter, the citywide average $PM_{2.5}$ concentrations in Chengdu and urban Chongqing are 99 and 110 μg m^{-3}, with only 38% and 47% due to local emissions, respectively. Non-local emissions also have high contributions in other SCB cities, with citywide averages of 39~66% and 25~52% in the winter and summer, respectively. The above suggest the importance of regional emission control to reduce $PM_{2.5}$ concentrations for the entire basin.

3.2.3. Differences in PPM and SIA

The transport distances of PPM, NH_4^+, NO_3^-, and SO_4^{2-} might be different, because of the differences in chemical and physical processes that affect their concentrations in the atmosphere (Hu et al., 2015;Ying et al., 2014). This leads to significant differences in their regional distributions and thus requires different control strategies. From the source-region contributions to PPM and SIA for each city center shown in Figure 4, it is obvious that the regional transport of SIA is more significant than that of PPM. In the city centers of Chengdu and Chongqing, 55~65% of PPM and 25~45% of SIA are due to local emissions in the two seasons. In the city centers of R2, PPM is also more from local emissions (65~80%) than SIA (25~45%) in both seasons. Similarly, local emissions have larger contributions to PPM (50~85%) than to SIA (34~50%) in all the city centers of R3 except for Suining, which is not significantly affected by local emissions. The spatial distributions of source-region contributions to PPM and SIA also indicate more signifcant transport of SIA (Figure S1-4) than PPM. For example, R3 contributes to >20% of SIA across entire Chengdu, but only half areas of Chengdu are similarily affected (>20%) by R3 for PPM. From the north to south in R2, the contributions from R7 to PPM decrease from ~55% to ~10%, while the contributions of R7 to SIA decrease from ~75% to ~20%. The contributions to NH_4^+, NO_3^-, and SO_4^{2-} in each city center from local emissions and emissions within and outside SCB are further analyzed (Tables S3 and S4). In each city center, concentrations of SO_4^{2-} (3.8~12.6 and 12~41 μg m^{-3}) are much higher than that of NH_4^+ (1.4~4.0 and 6.0~17.0 μg m^{-3}) and NO_3^- (0.3~2.4 and 6~20 μg m^{-3}) in the summer and winter, respectively. Also, the transport of SO_4^{2-} is greater than the other two ions, as the percentage contributions from emissions outside the SCB to SO_4^{2-} is higher than that to NH_4^+ and NO_3^- in each city center. In both seasons, emissions outside SCB contribute <25% of NH_4^+ in the city centers, except for Chongqing (26%) in the summer and Bazhong (36%) and Guangyuan (33%) in the winter. As for NO_3^-, emissions outside SCB also contribute <25% in the city centers in both seasons, except for Bazhong (49%), Dazhou (34%), and Guangyuan (25%) in the summer and all the cities of R2 (27~57%) in the winter. In the two seasons, emissions outside SCB account for 22~33% of SO_4^{2-} in Chengdu and Chongqing, while they contribute 52~70% of SO_4^{2-} for the R2 cities. For the R3 cities, emissions outside SCB account for 25~53% of SO_4^{2-} in the city centers in the seasons, except for Meishan (21%) in the winter. All the above suggest

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that it would be more efficient to control the SIA (particularly SO_4^{2-}) and its precursors than PPM in order to reduce the transport of air pollutants within and into the basin.

3.3. Maximum daily contributions from a given region

The maximum daily contribution from a given region to $PM_{2.5}$ (MDC, μg m^{-3}) in each city center is shown in Table 3 for winter and Table S4 for summer. The largest MDC for each city center (79~291 and 13~147 μg m^{-3} in the winter and summer, respectively) are found associated with local emissions, except for Guangyuan and Suining. In Guangyuan and Suining, the largest MDCs in the winter are from R7 (62 μg m^{-3}) and R2 (110 μg m^{-3}), both are slightly higher than that from the local region of 60 and 105 μg m^{-3}, respectively. Table 3 also shows that the inter-basin transport of air pollutants can have large contributions (>50 μg m^{-3}) on high $PM_{2.5}$ days (>150 μg m^{-3}). For example, R7 contributes 99 μg m^{-3} to total $PM_{2.5}$ (200 μg m^{-3}) in Chongqing on a winter day. In Nanchong, the MDC due to western Chongqing (R1) is 58 μg m^{-3}, when daily $PM_{2.5}$ is 180 μg m^{-3} on that day. In Chengdu, R3 and R7 can contribute up to 86 and 63 μg m^{-3} on the days with daily $PM_{2.5}$ of 267 and 151 μg m^{-3}, respectively. In Deyang and Meishan, the MDCs from Chengdu are 147 and 138 μg m^{-3} on the days having daily $PM_{2.5}$ of 288 and 235 μg m^{-3}, respectively. Table S4 shows that air pollutant regional transport is also significant on certain days in the summer. For example, the highest summer MDC from R7 among the 18 central cities is found for Bazhong (36 μg m^{-3}), when daily $PM_{2.5}$ is 63 μg m^{-3}. Chengdu contributes about 44, 16, 55, 13, 7, and 21 μg m^{-3} to Deyang, Leshan, Meishan, Ya'an, and Mianyang on the summer days, when daily $PM_{2.5}$ are 89, 56, 100, 85, 22, and 54 μg m^{-3}, respectively. All the above suggest that joint effects should be made by neighbor cities and provinces to reduce $PM_{2.5}$ pollution for the entire SCB.

4. Conclusion

In this study, a source-oriented CMAQ model was applied to quantify contributions of nine regions to $PM_{2.5}$ for the 18 cities in the SCB. The simulations were carried out for winter (December 2014 to February 2015) and summer (June to August 2015). Predicted citywide area-weighted average $PM_{2.5}$ concentrations are much higher in the winter (60~191 μg m^{-3}) than in the summer (14~64 μg m^{-3}). In the winter, the citywide average $PM_{2.5}$ concentrations in Chengdu and western Chongqing are 99 and 110 μg m^{-3}, with and 44% and 52% due to non-local emissions, respectively. Non-local emissions also have high contributions in other SCB cities, with citywide averages of 39~66% and 25~52% in the winter and summer, respectively. Among the four regions outside the SCB, only the one to the northeast, east, and southeast of the SCB (R7) has large contributions to $PM_{2.5}$ concentrations for the SCB in both seasons (10~80%), and the contributions decrease from the rims of the northeastern, eastern, and southeastern SCB to other regions. However, the MDCs from R7 are large (35~99 μg m^{-3}) for all the city centers in the winter. On high $PM_{2.5}$ days in the winter, emissions outside SCB can contribute up to 99 μg m^{-3} in a city center, suggesting the importance of regional emission control in not just reducing averaged $PM_{2.5}$ but also preventing severe events. The transport of SIA is greater than that of PPM, suggested by that local emissions have higher contributions to PPM (>55%) than to SIA (<45%) in the city centers in both seasons. Among the three ions of SIA, the transport of SO_4^{2-} is the greatest in general, as >50% of it in all the city centers is associated with non-local emissions in both seasons, except that the contributions are 37~44% in Chongqing and Chengdu in the summer and Chongqing in the winter. In conclusion, in order to reduce $PM_{2.5}$ concentrations and prevent high $PM_{2.5}$ days for the entire SCB, local emissions and the transport of air pollutants within and across SCB should be all controlled simultaneously.

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Competing interests. The authors declare that they have no conflict of interest.

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Table 1. Predicted source-region contributions to $PM_{2.5}$ in the 18 SCB city centers in the winter.

Region ID	City	$PM_{2.5}$	Contributions from each region, SOA, and others* (%)													
		(μg m^{-3})	R1	R2	R3	R4	R5	*Within SCB*	R6	R7	R8	R9	*Outside SCB*	SOA	Others	Non-local#
R1	Chongqing$	191	**67.7**	4.5	3.7	0.4	1.8	**78.1**	2.7	11.1	0.1	0.9	**14.8**	3.9	3.3	**25.2**
R2	Bazhong	65	2.0	**42.6**	2.8	1.2	2.9	**51.5**	1.7	31.9	0.1	2.7	**36.4**	6.9	5.1	**45.3**
	Dazhou	89	2.4	**47.3**	1.7	0.5	7.5	**59.4**	1.5	27	0.1	1.6	**30.2**	6.0	4.3	**42.3**
	Guangan	109	8.9	**50.4**	2.0	0.5	5.4	**67.2**	2.3	19.6	0.1	1.4	**23.4**	5.8	3.5	**40.2**
	Guangyuan	60	2.3	**45.5**	5.2	1.8	1.7	**56.5**	1.3	25.5	0.1	4.2	**31.1**	6.5	5.8	**42.1**
	Nanchong	120	6.1	**56.5**	3.2	0.6	3.1	**69.5**	1.8	18.1	0.1	1.3	**21.3**	5.7	3.4	**34.3**
R3	Deyang	143	2.7	4.6	**58.0**	14.5	0.8	**80.6**	0.8	9.4	0.1	1.6	**11.9**	4.2	3.4	**34.5**
	Leshan	125	2.9	3.1	**58.7**	15.1	0.6	**80.4**	1.2	8.2	0.1	1.2	**10.7**	5.7	3.0	**32.4**
	Luzhou	149	13.9	4.8	**53.9**	1.8	1.2	**75.6**	3.8	11.2	0.1	1.0	**16.1**	5.4	2.9	**37.8**
	Meishan	153	2.5	3.1	**40.2**	36.3	0.6	**82.7**	0.9	7.7	0.1	1.1	**9.8**	4.6	2.9	**52.3**
	Mianyang	114	2.7	6.8	**60.3**	4.8	1.1	**75.7**	0.9	12.4	0.1	2.2	**15.6**	4.9	3.8	**31.0**
	Neijiang	140	11.3	7.6	**51.9**	2.8	1.3	**74.9**	2.4	12.7	0.1	1.1	**16.3**	5.6	3.1	**39.3**
	Suining	100	11.7	33.5	**14.4**	1.1	3.2	**63.9**	2.6	21.4	0.1	1.7	**25.8**	6.8	3.6	**75.3**
	Ya'an	79	3.2	3.6	**45.9**	20.1	0.7	**73.5**	1.4	11.0	0.3	2.3	**15.0**	7.6	3.8	**42.6**
	Yibin	134	6.8	4.1	**60.1**	5.5	0.9	**77.4**	2.8	9.7	0.1	1.1	**13.7**	6.0	3.0	**31.0**
	Zigong	145	8.9	6.0	**57.1**	3.2	1.1	**76.3**	2.4	11.4	0.1	1.1	**15.0**	5.5	3.3	**34.2**
	Ziyang	131	5.8	7.3	**54.0**	7.1	1.2	**75.4**	1.7	12.6	0.1	1.4	**15.8**	5.6	3.2	**37.2**
R4	Chengdu	144	2.2	3.5	20.4	**55.2**	0.6	**81.9**	0.8	8.2	0.1	1.4	**10.5**	4.2	3.5	**37.2**

* Others include initial and boundary conditions, windblown dust, and sea salt.
# Non-local=Within SCB + Outside SCB – Local.
$ the city center of Chongqing.

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Table 2. Predicted citywide area-weighted average $PM_{2.5}$ concentrations and source-region contributions in the 18 SCB cities in the winter and summer.

Region ID	**Number of grid cells**	**Total area (km^2)**	**City**	**Number of grid cells**	**Total area (km^2)**	**Winter**			**Summer**		
						$PM_{2.5}$ (μg m^{-3})	**Contributions (%)**		**$PM_{2.5}$ (μg m^{-3})**	**Contributions (%)**	
							Local	**Non-local#**		**Local**	**Non-local#**
R1	248	28011	Western Chongqing	248	28011	**99**	37.8	52.1	**27**	36.8	36.0
R2	543	56265	Bazhong	106	10734	**51**	27.9	58.2	**14**	19.3	43.6
			Dazhou	139	14689	**64**	29.1	58.6	**16**	21.6	45.7
			Guangan	60	5618	**100**	40.6	49.5	**23**	32.3	40.3
			Guangyuan	133	14182	**50**	28.3	57.1	**13**	23.4	40.5
			Nanchong	105	11042	**89**	47.9	41.4	**20**	36.3	34.1
R3	998	98185	Deyang	59	5346	**101**	49.9	40.2	**25**	44.5	32.8
			Leshan	107	1159	**81**	42.5	44.4	**14**	35.0	29.7
			Luzhou	112	1075	**92**	35.3	53.8	**20**	25.6	43.7
			Meishan	74	6570	**120**	42.6	47.7	**26**	36.7	35.8
			Mianyang	171	1801	**59**	36.8	49.2	**15**	32.9	36.7
			Neijiang	58	4859	**122**	45.8	44.8	**29**	40.8	34.7
			Suining	50	4743	**104**	30.3	59.7	**23**	25.4	48.4
			Ya'an	131	1349	**45**	34.5	49.2	**6**	27.9	35.1
			Yibin	117	1182	**101**	50.1	39.1	**21**	43.3	24.9
			Zigong	45	3935	**126**	51.3	39.4	**30**	47.3	26.9
			Ziyang	74	7042	**115**	40.3	50.2	**25**	32.6	41.9
R4	105	1075	Chengdu	105	1075	**110**	46.5	44.1	**31**	44.6	33.0
R5	390	44371	Eastern Chongqing	390	44371	**54**	21.0	66.0	**15**	14.7	52.1

Non-local =100%-Local-SOA-Others; Others include initial and boundary conditions, windblown dust, and sea salt.

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Table 3. Predicted maximum daily contribution from a given region (MDCs) in the SCB city center and the corresponding $PM_{2.5}$ concentrations in the city center on the same day. Only winter data are included in this table. The units are μg m^{-3}. The numbers in the bold present the contributions due to local emissions or that from R7.

Region ID	Cities	MDCs (total $PM_{2.5}$ concentrations)										
		Within SCB						Outside SCB			SOA	Others[#]
		R1	R2	R3	R4	R5	R6	R7	R8	R9		
R1	Chongqing[$]	**291 (353)**	54 (414)	48 (294)	16 (302)	15 (143)	22 (290)	**99 (200)**	1 (182)	8 (212)	12 (160)	12 (294)
R2	Bazhong	8 (160)	**83 (139)**	23 (160)	18 (160)	7 (64)	14 (68)	**73 (109)**	0 (140)	6 (90)	14 (327)	11 (34)
	Dazhou	46 (219)	**123 (216)**	16 (171)	6 (171)	34 (219)	12 (77)	**79 (190)**	0 (173)	5 (54)	18 (367)	8 (54)
	Guangan	72 (159)	**129 (205)**	31 (180)	10 (180)	22 (225)	14 (102)	**76 (165)**	0 (234)	5 (129)	16 (219)	7 (75)
	Guangyuan	11 (122)	**60 (107)**	35 (122)	15 (122)	4 (56)	10 (86)	**62 (100)**	0 (91)	11 (46)	16 (226)	10 (25)
	Nanchong	58 (180)	**152 (242)**	50 (200)	12 (243)	18 (238)	13 (141)	**78 (166)**	0 (177)	5 (136)	17 (178)	10 (71)
R3	Deyang	32 (226)	30 (257)	**170 (296)**	147 (288)	4 (257)	14 (215)	**70 (132)**	0 (215)	9 (137)	13 (91)	10 (67)
	Leshan	15 (270)	15 (166)	**163 (270)**	57 (222)	4 (166)	10 (222)	**47 (122)**	1 (108)	5 (118)	15 (222)	9 (105)
	Luzhou	115 (245)	33 (207)	**211 (261)**	21 (240)	10 (207)	18 (259)	**71 (272)**	1 (192)	6 (90)	17 (307)	10 (182)
	Meishan	17 (189)	22 (379)	**155 (379)**	138 (235)	4 (176)	11 (263)	**54 (263)**	1 (379)	5 (80)	15 (164)	9 (100)
	Mianyang	24 (209)	30 (170)	**219 (294)**	67 (305)	6 (168)	11 (144)	**70 (112)**	0 (337)	9 (86)	16 (294)	11 (46)
	Neijiang	93 (214)	39 (168)	**161 (205)**	49 (309)	6 (168)	17 (165)	**79 (198)**	1 (192)	5 (198)	19 (181)	9 (164)
	Suining	75 (183)	110 (242)	**105 (186)**	25 (225)	14 (210)	17 (151)	**83 (167)**	0 (154)	5 (79)	17 (198)	10 (41)
	Ya'an	14 (126)	17 (205)	**79 (170)**	88 (234)	3 (205)	8 (170)	**35 (205)**	1 (123)	6 (40)	15 (189)	9 (43)
	Yibin	74 (283)	21 (162)	**160 (217)**	45 (164)	5 (236)	16 (188)	**58 (166)**	1 (122)	4 (147)	14 (170)	9 (127)
	Zigong	64 (281)	34 (171)	**162 (214)**	51 (291)	6 (171)	17 (192)	**71 (195)**	1 (195)	5 (199)	16 (283)	10 (162)
	Ziyang	39 (192)	33 (137)	**164 (298)**	63 (176)	7 (120)	19 (181)	**73 (155)**	1 (298)	6 (176)	18 (203)	9 (126)
R4	Chengdu	16 (232)	23 (225)	86 (267)	**250 (327)**	4 (139)	11 (267)	**63 (151)**	1 (166)	7 (132)	16 (228)	9 (101)

[#] Others include initial and boundary conditions, windblown dust, and sea salt.
[$] includes the city center of Chongqing.

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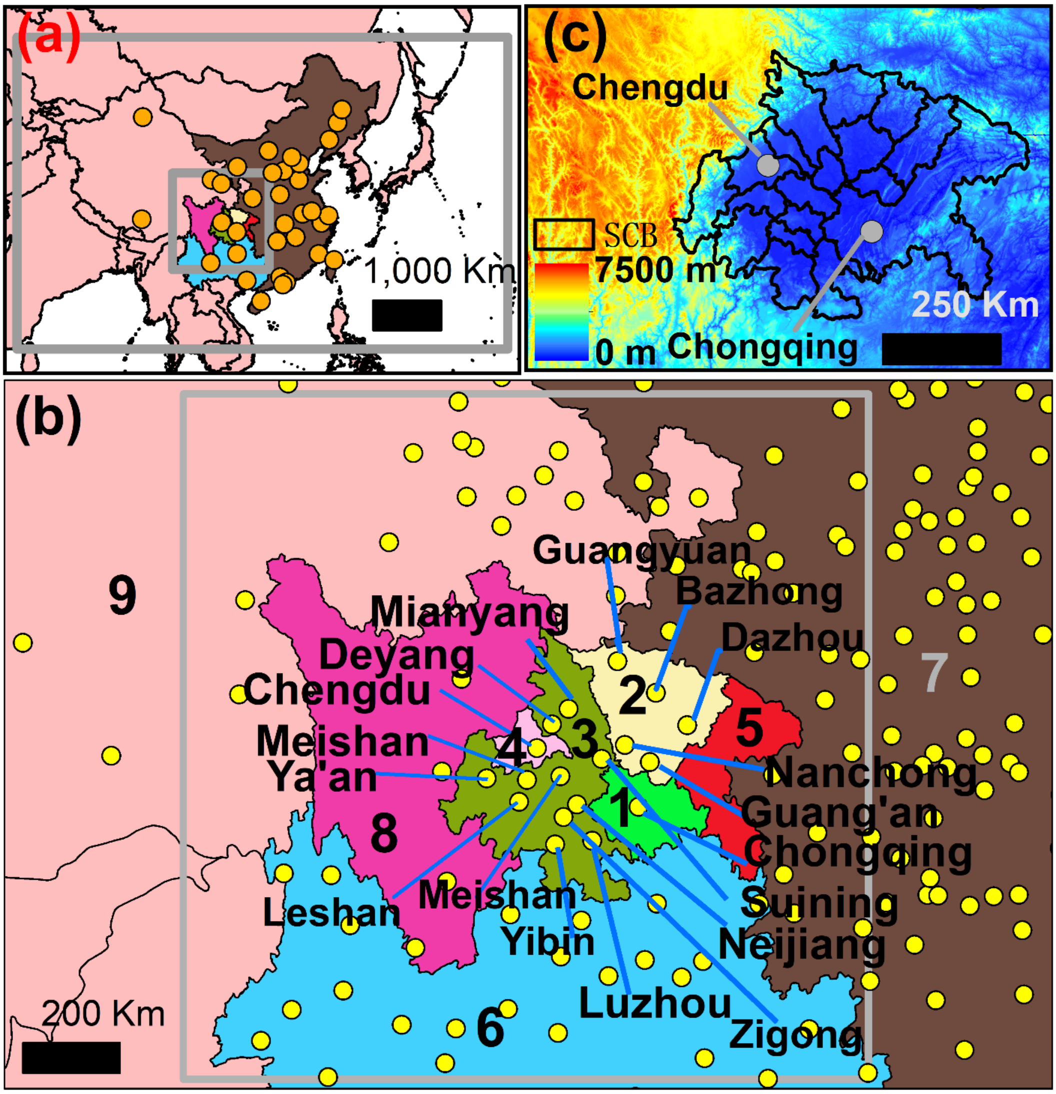

Figure 1. (a) Locations of the 12-km and 36-km domains (grey rectangles) and the locations of provincial capitals and municipalities (orange circles), (b) locations of region categories 1~9 and the prefecture-level cities (yellow circles), and (c) terrain within and surrounding the 18 cities of the SCB (black line). Regions 1~5 are the cities within the SCB. Regions 1, 4, and 5 are western Chongqing, Chengdu, and eastern Chongqing, respectively. The city center of Chongqing is located in western Chongqing. Region 8 is the area of Sichuan Province excluding those cities in the SCB.

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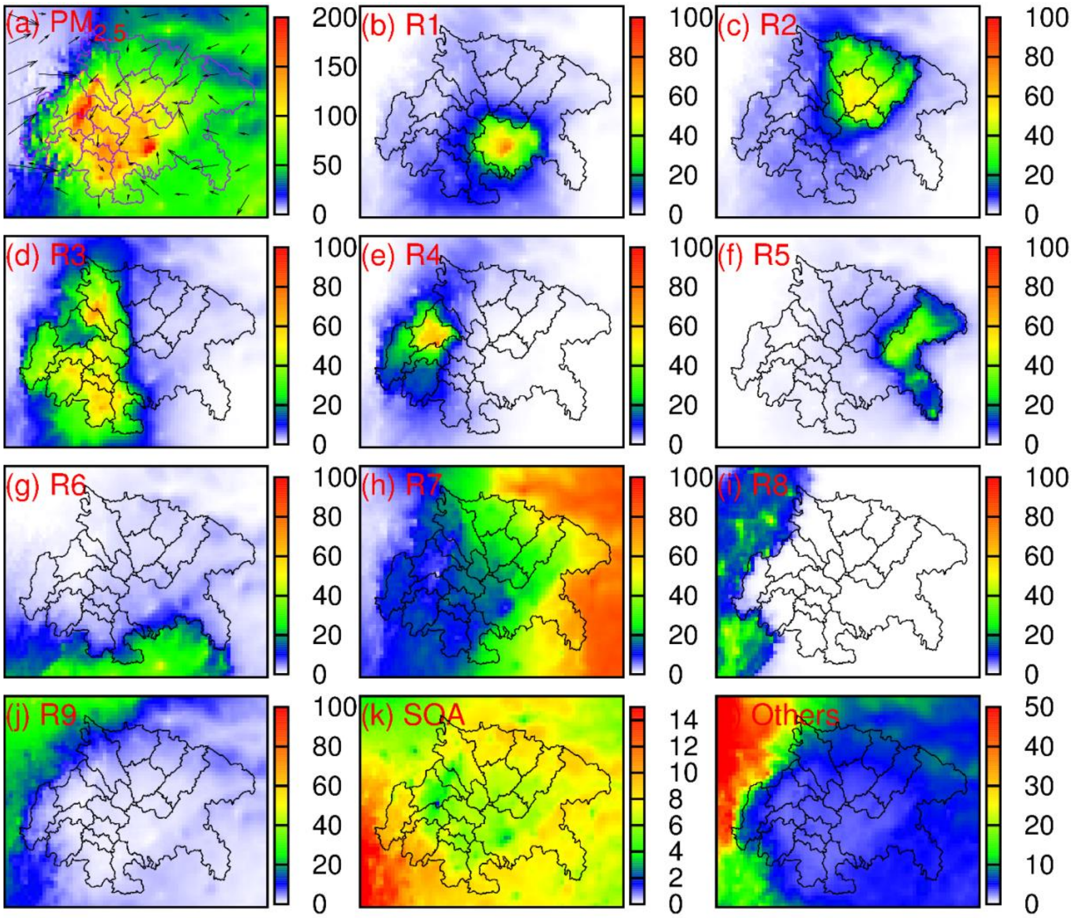

Figure 2. (a) Spatial distributions of predicted $PM_{2.5}$ concentrations (μg m^{-3}) and (b-l) source-region contributions to $PM_{2.5}$ (%) in the winter. Others include IC, BC, windblown dust, and sea salt. Black arrows in (a) are wind vectors.

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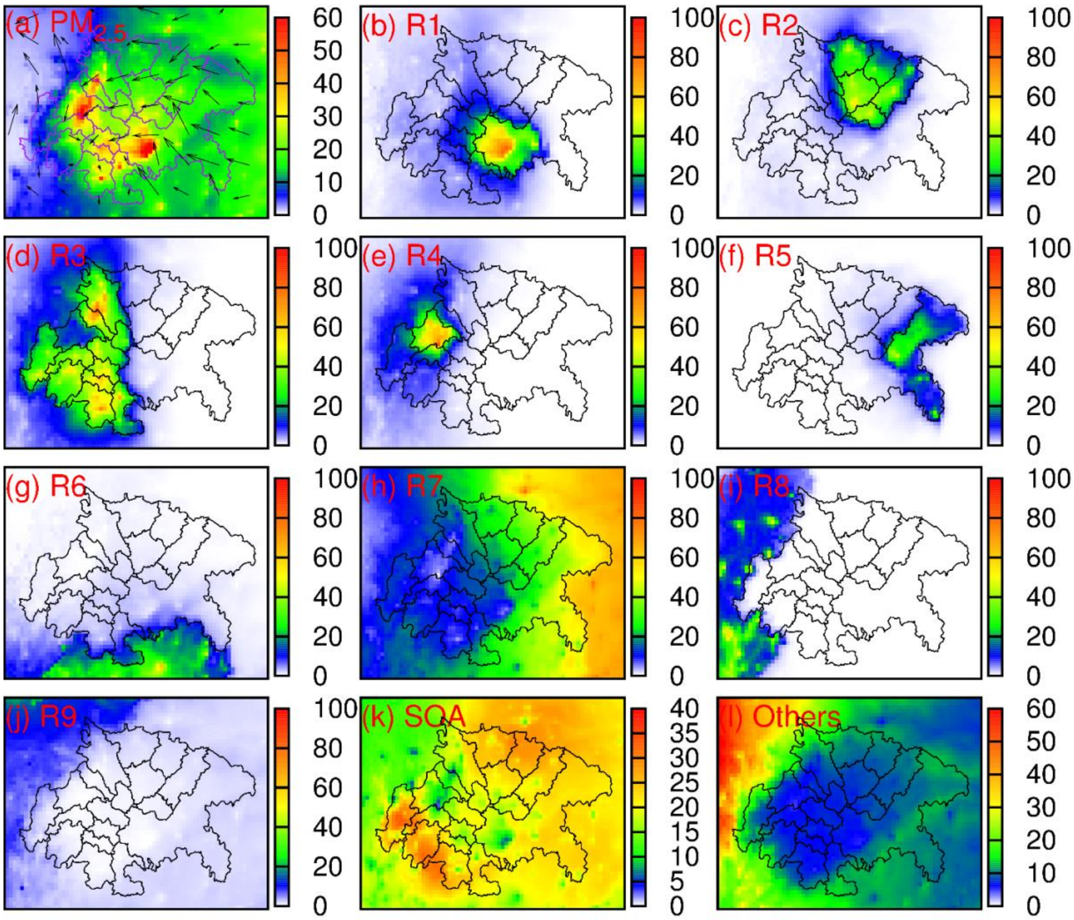

Figure 3. (a) Spatial distributions of predicted $PM_{2.5}$ concentrations (μg m^{-3}) and (b-l) the source-region contributions to $PM_{2.5}$ (%) in the summer. Others include IC, BC, windblown dust, and sea salt.

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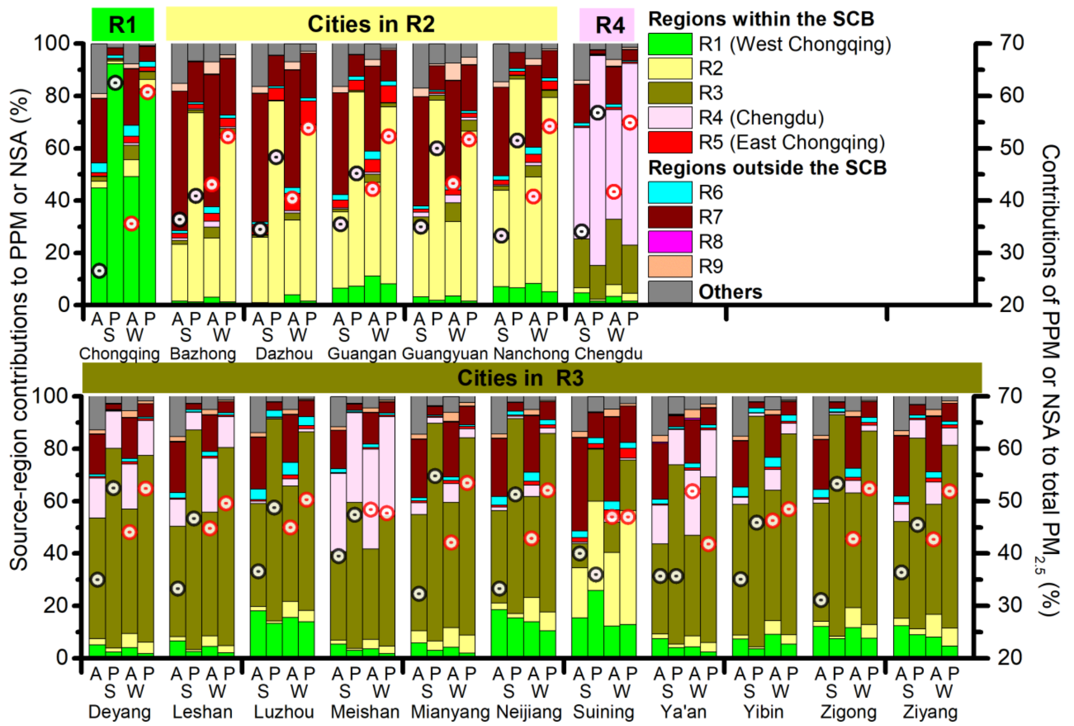

Figure 4. Predicted source-region contributions to SIA (A) and PPM (P) (bars, left y-axis) and the predicted proportions of SIA and PPM in $PM_{2.5}$ (circles, right y-axis) for the 18 city centers of the SCB in the summer (S) and winter (W). Others include IC, BC, windblown dust, and sea salt.