

## Response to Reviewers

# Source Sector and Region Contributions to Black Carbon and PM<sub>2.5</sub> in the Arctic

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June 13, 2018

Dear Dr. Kathy Law,

We thank you and the reviewers for your time and the constructive comments and suggestions for improving this manuscript. We have carefully reviewed the manuscript and addressed all the comments. Below is the point by point responses to the reviewers' comments with the corresponding changes and refinements made in the revised paper. The reviewers' comments are shown in gray, the responses are shown in black plain text. We have made our best effort to accommodate all suggestions in details. The modified or added text in the manuscript is shown in *italics* with quotation marks. We have also included a highlighted version of the manuscript in PDF format to communicate changes and modifications effectively and easily.

Thank you for your consideration of this submission. We hope our responses adequately address the reviewers' comments and suggestions. We would highly appreciate your time and comments and look forward to your decision.

Best Regards,

Negin Sobhani, on behalf of all co-authors

## Reviewer I

This study quantifies the contributions of different emission regions and sectors to Arctic Black Carbon (BC) and PM<sub>2.5</sub> concentrations using a chemistry transport model. First, the authors evaluate their model to the ARCTAS flight campaign and two stations in the Arctic. Then, by using a sensitivity analysis they identify the main sectors contributing to Arctic PM<sub>2.5</sub> (the power, industrial and biomass burning sector), and the largest contributors to BC surface concentrations (the residual and transport sector). Further, they look at the seasonal cycle and emissions from Europe and China in particular. The study is well-written and concise and the figures are clear and easy to understand. I really appreciate the seasonal focus in this study. I recommend this manuscript for publication after some clarifications, more details given below.

**Response:** We really appreciate your constructive comments and suggestions for improving this paper. We have provided itemized responses to your comments and suggestions.

### 1. Methods

- Emissions. Can you please add a paragraph describing the emission dataset in more detail instead of just referring to Kulkarni et al. 2015? E.g. can you explain the different sectors? I like the plots of the data showing the geographical distribution (Fig 1), but could you also say something about the seasonal cycle? Do all sectors have a seasonal cycle? How is this calculated? E.g. is there a correlation with outdoor temperature in the residual sector? Is the seasonal cycle the same every year except for biomass burning? Could you say something about the uncertainties in the emissions?

**Response:** Thanks so much for these comments and questions on emissions. The following two paragraphs including more details about the emissions used in this study, has been added to section 2.1.1.

*“The base emission setup used for this modeling study is similar to Kulkarni et al. 2015, except that anthropogenic emissions were updated to the Hemispheric Transport of Air Pollution phase 2 emissions inventory (HTAP\_v2.2) for the year 2008 (Janssens-Maenhout et al., 2015). HTAP\_v2.2 emission inventory contains comprehensive harmonized sector-specific  $0.1^\circ \times 0.1^\circ$  longitude-latitude emission grid maps for SO<sub>2</sub>, NO<sub>x</sub>, NMVOC, NH<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, BC, and OC with monthly and yearly temporal resolution for the years 2008 and 2010 (Janssens-Maenhout et al., 2015, data available at [http://edgar.jrc.ec.europa.eu/htap\\_v2/index.php?SECURE=123](http://edgar.jrc.ec.europa.eu/htap_v2/index.php?SECURE=123)). For this study, we utilized the monthly-varying emissions available for 2008 from HTAP v2.2 emission inventory. HTAP\_v2.2 emission is based on a collection of different regional gridded emission inventories per sector and per region including that of the European Monitoring and Evaluation Programme (EMEP) and Netherlands Organisation for Applied Scientific*

*Research (TNO) for Europe, the Environmental Protection Agency (EPA) for USA, the EPA and Environment Canada (for Canada), and the Model Inter-comparison Study for Asia (MICS-Asia III) for China, India and other Asian countries (Janssens-Maenhout et al., 2015; Li et al., 2017; Lu et al., 2011). For the rest of the world (South America, Africa, Russia, and Oceania) the emission grid maps of the Emissions Database for Global Atmospheric Research (EDGARv4.3) bottom-up inventory was used in HTAP\_v2.2 (Janssens-Maenhout et al., 2015). The sectors in HTAP\_v2.2 emission dataset are based on IPCC 1996 categories definitions. In this study, Energy (alternatively named as Power) sector is defined as total emissions from stationary and mobile energy activities for electricity generation, which includes fuel combustion as well as fugitive fuel emissions. The industrial sector includes emissions from industrial large-scale combustion emissions other than electricity productions (power sector) and emissions from industrial processes and solvent productions and applications. Emissions from the residential sector are from small-scale combustion including heating, cooling, illuminations, cooking and other auxiliary engines (such as lifting systems) to equip residential buildings, commercial buildings, agricultural facilities (including fisheries), waste-water treatment, and solid waste disposal and incineration.*

*Emissions from the residential sector have strong seasonal (monthly) variations, which is negatively correlated to the temperature in most of the regions due to the use of heating systems (Janssens-Maenhout et al., 2015). In some developed countries, the residential sector emissions have a positive correlation with the temperature during the summer due to the increase in emissions from air conditioning devices (Janssens-Maenhout et al., 2015). Emissions from transport, industry, and energy sectors show modest seasonality in all regions (Janssens-Maenhout et al., 2015). There are high uncertainties in HTAP v2.2  $PM_{2.5}$  and BC emissions emerging from different sources (especially transport and residential sectors). These uncertainties originate the uncertainties in officially announced annual inventories provided by countries, uncertainties due to process representation (the quality and representativeness of the controlled emission factors), and uncertainties due to aggregations (grid maps used for allocating national totals for a source category will be different from the maps used at national levels). It is important to note that  $PM_{2.5}$ , BC, and OC emissions from residential and transport sectors are qualitatively classified as highly uncertain in HTAP v2.2.”*

Additional discussion about emission uncertainty is added in the introduction section.

*“The uncertainties associated with emissions is a key component of this inter-model variability and differences between simulations and observations. According to Ramanathan and Carmichael, 2008, regional emissions can have a factor of 2 to 5 uncertainty. For example, while previous studies estimated that oil and natural gas flaring is an important sector contributor to the Arctic (AMAP, 2015; Eckhardt et al.,*

2015; Huang et al., 2014, 2015; Sand et al., 2015; Stohl et al., 2013; Xu et al., 2017), a recent paper (Winiger et al., 2017) showed that emissions from oil and gas flaring contribute to only ~6% of Arctic BC concentration indicating a 6.25× overestimation of flaring emissions in the previous studies”

- STEM model coupled to WRF. Could you also add a paragraph describing this model? Are there any known biases?

**Response:** Thank you for this comment. The following paragraphs are now included in section 2.1.3. for additional information on the STEM model.

*“This model is investigating the convective-diffusion equation below with Eulerian approach to calculate the concentration of chemical species  $i$  ( $c_i$ ).*

$$\frac{\partial c_i}{\partial t} + \nabla(\mathbf{v}c_i) = \nabla \cdot \mathbf{K} \cdot \nabla c_i + R_i + S_i + G_i$$

*In the above equation,  $c_i$  is the gas phase concentration of compound  $i$ ,  $\mathbf{v}$  is the wind velocity vector,  $\mathbf{K}$  is for eddy diffusivity tensor,  $R_i$  is the total reactions of species  $i$ ,  $S_i$  denotes the sources for species  $i$  and  $G_i$  is the mass transfer between gas and liquid (Kulkarni, 2009). The dry deposition of particles was calculated based on the resistance in series parameterization developed by Wesely and Hicks, 2000 and the values vary with meteorological conditions and land cover (Adhikary et al., 2007; Kulkarni et al., 2015; Sobhani, 2017; Uno et al., 2004). Wet deposition was modeled as a function of loss rate based on the meteorological fields (precipitation rates) from the WRF model as described in Uno et al., 2003 and Adhikary et al., 2007. Aging has been considered for both BC and OC particles using  $7.1 \times 10^{-6}$  s as the aging rate (Adhikary et al., 2007; Cooke and Wilson, 1996). In this study, we used STEM model for simulating BC, OC, sulfate ( $\text{SO}_4$ ),  $\text{SO}_2$ ,  $\text{PM}_{2.5}$ ,  $\text{PM}_{10}$ , and other primary emitted  $\text{PM}_{2.5}$  and  $\text{PM}_{10}$ .”*

*“Regional models such as STEM require initial and boundary conditions from a larger-scale model to achieve reasonable predictions (Abdi-Oskouei et al., 2018; Tang et al., 2007). The STEM model used fixed boundary conditions for these annual simulations. The boundary conditions varied spatially and vertically based on observations from previous aircraft field experiments and discussed in detail in Tang et al., 2004. Further details describing this modeling system can be found in Kulkarni et al., 2015 and D’Allura et al., 2011.”*

STEM has been successfully used in several field campaigns before including TRACE-P/ACE-Asia, ICARTT, INTEX-B, ARCTAS, PACDEX and others. There are no known biases in STEM model that the authors are aware of.

- How is the model setup regarding the sensitivity analysis? How did you perform the experiments? Simulation period? Please add a paragraph describing this as well.

**Response:**

The following section (2.1.4.) has been added to the paper to describe the sensitivity simulations conducted for this study:

*“2.1.4. Sensitivity Simulations*

*For making effective emission mitigations policies, it is essential to assess the impacts of source sectors and source regions on the Arctic pollution. The base simulations and sensitivity analysis with perturbed emissions were performed to assess the impacts of various emission sectors and regions on the concentrations of PM and its components in the Arctic. The sector contributions were calculated using a series of model runs by eliminating the emissions of a particular sector each time. The base simulation included emissions from all sectors and used meteorology from the WRF model for the study period. The contributions of each sector to the PM concentrations were calculated as the difference between the base case and a simulation including all emissions but zeroing out the specific sector. Additional simulations were performed to calculate the source contribution from specific regions to PM concentrations over the Arctic. Using a similar method, sensitivity simulations were also performed to estimate the contributions of economic sectors from each of the geographic source regions to the Arctic surface and column concentrations. “In all case we used a zero out perturbation. These large emissions changes can lead to errors in secondary pollutants if the chemistry is non-linear. As BC, dust, and primary PM are primary species the results are not sensitive to non-linear effects. Sulfate is a secondary pollutant but its chemistry (in cloud and gas phase) is treated as a linear process in this model experiment.”*

The simulation period for all simulations were April 2008- August 2009.

**2. Figures:**

- In general, I think the captions could contain more information about the data shown (and what the boxes, lines etc. represent).

**Response:** Thank you for your suggestions to improve the quality of the figures. We have revised all figures and their captions carefully. We have added more information about the plots representations and acronyms used in figures in the corresponding figure captions.

- FIG3: I suggest moving figure 3 to the Supplementary.

**Response:** Thank you for this suggestion. We have moved Figure 3 to the supplementary materials (Fig SM3).

- FIG4: Could you add more text in the manuscript on Figure 4? What does the boxes represent? Is it each flight averaged over the column? Maybe you could replace this figure with SM3, which is easier to read I think. Or is your point here to show the flight by flight variation?

**Response:** Thank you for this comment. We have added this to the caption of this figure and other boxplot figures in this paper:

*“In box and whisker, the middle line denotes the median value, while the edges of the box represent 25<sup>th</sup> and 75<sup>th</sup> percentile values respectively. The whiskers denote the maximum and minimum values.”*

The model data were extracted along the flight paths for this comparison. The blue boxes and whiskers show the distributions for simulated values along the flight paths. In Fig SM3 (SM4 in the current version) both modeled and observed values are binned by flight altitudes every 1 km and plotted as vertical profiles. Since the vertical profile of the flights are already mentioned in Fig 5 for all flights, we preferred to keep Fig SM3 in the supplementary materials.

- FIG5: Again, can you explain what the boxes and whiskers represent? The model, as you say, is biased high at higher altitudes. This is common for many models. Could you maybe speculate a little on the reasons for why your model overestimate BC at high altitude, as you do for SO<sub>4</sub>?

**Response:** Thank you for this excellent comment. We have added the following statements to the manuscript regarding the reasons of BC overestimation at higher altitudes.

*“Pollutant transport across the Pacific happens in discrete plumes during Springtime (Adhikary et al., 2010). CTMs tend to disperse these plumes in vertical layers of the atmosphere too much. This spreading typically results in decreases in modeled peak values (Adhikary et al., 2009; Kulkarni, 2009). The underestimation of BC at the surface may also be attributed to an underestimation of BC emissions especially at higher latitudes e.g., gas flaring (Huang et al., 2014, 2015; Stohl et al., 2013) and shipping emissions (Marelle et al., 2016). The over-prediction of BC at higher altitudes might be due in part to underestimations of BC removal by frozen clouds and precipitations (Koch et al., 2009)”*

Similar to the above comment, more information on box and whisker plots are added to this plot.

- FIG6: Impressive seasonal cycle in the model. Not many models have such a distinct seasonal cycle. To be clear: in the data at Barrow used here the BB contributions were removed, right?

**Response:** Thanks for this comment. To reduce the local contamination, the observational data from Barrow site are routinely screened. Stohl et al, 2006 found that the biomass burning plumes are unintentionally removed at Barrow site. Based on this screening only values are considered valid when the wind direction is between 0-130 (Bodhaine, 1995; Hirdman et al., 2010) . Stohl et al. 2013 study mentions that by reducing the data screening, the EBC values were increase by a factor 2-3 in summer.

- FIG7: Could you make the dots representing the IMPROVE observations larger? It is a bit hard to spot them. In the text you say that this is ‘annual mean’, but the simulation period is April 2008 to July 2009. How did you average the data? Over the whole period? Is 0.16 ug/m3 averaged over the entire US in the model? If so, is that number very different by just averaging the grid boxes containing stations? Are the IMPROVE monthly or daily data? How did you compare missing data etc?

**Response:** We have updated and improved Figure 7 as you suggested. We changed the colormap for better clarity and made the stations 50% bigger. We have also increased the thickness of black line circling each station for better clarity and visibility.

The annual mean is for April 2008-Mar 2009. The model shows all simulated data average for April 2008-Mar 2009. The observation values show the average available data for each station. IMPROVE data has daily frequency. Annual means are calculated based on averaging daily observation from April 01, 2008 to March 30, 2009. Since the frequency of missing data is different at each station, we used all available data points. The modeled annual means are based on averages of all data from April 2008- Mar 2009.

- FIG8: The caption says ‘Dust’ for the ‘SO4’ plot. Again, you say in the text that this is annual average, but in the caption that this is an average over the simulation period?

**Response:** Thank you so much for this comment. We fixed the error and exchanged dust with sulfate (SO4) in figure 8’s caption. This figure shows the annual average for one year starting from April 01, 2008 to March 31, 2009. This description is also added to the caption of this figure.

- FIG10: OPM2.5? This is the first time we see OC, and it is not mentioned in the text.

**Response:** Thank you for this comment. OPM<sub>2.5</sub> is the acronym for other PM<sub>2.5</sub> and refers to other primary emitted non-carbonaceous particles with aerodynamic diameters less than 2.5 μm. We have also added this information to Figure 10's caption.

*“OPM<sub>2.5</sub> is the acronym for other PM<sub>2.5</sub> and refers to other primary emitted non-carbonaceous particles with aerodynamic diameters less than 2.5 μm such as fly ash, road dust, and cement which were simulated as a single mass component in the model.”*

- FIG14: The row with the Dust plot seems a bit out-of-place here. At least change the 'Base' to BC in the first row and have the same color scale as dust? Is this fine-mode dust as in FIG10.

**Response:** Thank you for this suggestion. We have changed Base to BC in the model's title. We have improved the quality of Fig 14 and make x axis labels (latitude and longitudes) font larger. We have removed the last row (dust) and moved it to SM (Figure SM12). The dust row (now removed) of this figure is for comparing transport of dust vs. BC. Dust major emission sources are lower latitudes and Central Asia, compared to BC emission sources. Please note that dust denotes sum of both fine and coarse dust concentrations.

### 3. **Conclusions:**

- Last paragraph: Could you be a bit more specific here? I miss a discussion on the uncertainties in the emission inventories, observations and the data you have used, but that can be written elsewhere e.g. in the Methods section. You highlight high-resolution modeling; why would high resolution modeling studies be the most necessary to reduce the uncertainties in the future? Do your conclusions fit well with what other studies have shown? What are the implications of your study?

**Response:** Thank you for this comment. We have added discussions about uncertainties for emissions inventories (both introduction and method) and for observations (in method section) used in this study. We have made several modifications to the conclusions section to address this comment. We tried to incorporate the related literature as much as possible in the results section. However, a quantitative inter-comparing between our results and previous results is challenging due to multiple reasons including difference in region definitions, emission inventories, simulation periods.



#### 4. Minor Comments:

- Page 2, L8: With ‘albedo reduction’ do you mean the general warmer temperatures → sea-ice is melting → more open water, or the albedo reduction caused by BC deposition only? If the latter, as it is written now it seems like the largest feedback in the Arctic causing the doubling of temperature increase is caused by BC.

**Response:** Thanks for this comment. This sentence is slightly modified for clarity.

Also, exactly two lines after this sentence, it is mentioned that ~25% of the past century’s warming over the Arctic is caused by BC.

- Page 4: L1: You say here that you studied organic carbon? As far as I can see, there is no mentioning of OC except that it is included in the bottom panel of FIG10. And what about dust?

**Response:** Thanks for this comment. OC is studied only as a component of PM<sub>2.5</sub> in this paper. The focus and evaluations were mostly concentrated on BC and sulfate.

- Page 9, L21-23: Where is this shown? Can you point us to a figure?

**Response:** This is shown in figure 10 and figure 12. Both figures contain information on the time series contributions of residential sector to Arctic BC.

- Page 9, L24: What is the average in the Arctic region? You compare your range to Sharma et al 2013; can you add a sentence about what this number (0.06 ug/m<sup>3</sup>) represents (e.g. all surface stations)?

- **Response:** Thanks for your comment. We have added the following sentence including the Arctic are average (> 60°N) to this paragraph for clarification:

*“The simulated annual BC average for the Arctic area (latitudes > 60°N) is on average ~ 0.65µg/m<sup>3</sup>. ”*

This value represents the annual average for all grid points with latitudes > 60°N.

- Page 9, L28: Can you add chapter reference for IPCC instead of just the whole report?

**Response:** This has been implemented.

- Page 10, L10: Can you add why (~ the natural sources are larger in size)?

**Response:** Significant components of PM<sub>10</sub> are coarse dust and sea salt (both emitted via natural sources) while for PM<sub>2.5</sub>, the major components sulfate, BC, and OC (anthropogenic sources). The significance of sea salt to PM<sub>10</sub> over oceans has been discussed in the same paragraph.

- Page 10, L18: ‘global warming’ or you only mean (local) warming over the Arctic?

**Response:** Thank you for this comment. For clarifications we changed this sentence to the following statement:

*“Due to the significant contribution of BC in warming over the Arctic and its amplification mechanisms, it is important to understand the influence of specific source regions and source sectors on the Arctic BC concentration.”*

- Page 11, L1: Could you add numbers?

**Response:** Thank you. The values are added to this line.

- Page 12, L25. Move or remove the parenthesis

**Response:** Thank you. This has been implemented.

- Page 15: L4: I guess you refer to 14-l (not 14-i)

**Response:** Thank you. This has been corrected.

## Reviewer II

### **General comments:**

The study adds to a growing list of studies on impacts of regional emissions of black carbon on Arctic aerosol concentrations. Given large yet uncertain impacts of aerosols on Arctic climate, there is considerable need for research in this area. The authors of the study analysed at a wide range of model results in great detail. However, there are substantial issues with the design of the study and presentation of the results.

**Response:** Thank so much for your comments and suggestions. We have provided itemized responses to your comments below.

- First, important sources of black carbon were not accounted for. Consequently, BC concentrations in the Arctic are underestimated and conclusions about the relative importance of different source regions are biased. More specifically, emissions of black carbon from central and south America, central and south Africa, and Australia are not accounted for in the simulations. According to data sets that were used by AMAP for an assessment of the impacts of black carbon on the Arctic (AMAP, 2015; Stohl et al., 2015), these regions contributed about 41% to total (anthropogenic and natural) global emissions of black carbon in 2010 (AMAP region "ROW"). The simulated contribution of these emissions to total black carbon mass in the Arctic atmosphere is 10-20%, depending on the model. Furthermore, it appears that emissions associated with oil and gas flaring were not accounted for. According to AMAP data, about 65 GgC of black carbon were emitted by oil and gas flaring industrial activities in 2010, especially from sources at high latitudes. Efficient transport to the Arctic implies that the contribution of these emissions to total black carbon mass in the Arctic atmosphere is relatively large, i.e. comparable to the impacts of emissions of black carbon from all North American sources.

**Response:** Thanks for this comment. First, our modeling domain were extended over northern Africa, Middle East, and south Asia to include the emissions from population-dense regions, while in AMAP 2015, ROW (Rest of the world regions) is sum of central Asia, Middle East, northern Africa, southern Asia, and southern hemisphere emissions (AMAP 2015, Figure 5-1). The STEM model used fixed boundary conditions for these annual simulations. The boundary conditions varied spatially and vertically based on observations from previous aircraft field experiments and discussed in detail in (Tang et al., 2004). However, no emission perturbation simulations were done on the BC coming from the boundaries.

Furthermore, Shekar and Olivier, 2007 shows that emission from Australia, South America, and Africa each contribute to ~1% of sum of Arctic and Antarctic BC surface deposition. Hence, we can assume that their contributions to Arctic BC is <1%. Similarly,

Zhang et al., 2015 shows that contributions of emissions from Australia and South America is 0% and <0.1% to sum of Canada, former Soviet Union and Europe BC burden.

We have added the following statements to the manuscript for clarifications:

*“Regional models such as STEM require initial and boundary conditions from a larger-scale model to achieve reasonable predictions (Abdi-Oskouei et al., 2018; Tang et al., 2007). The STEM model used fixed boundary conditions for these annual simulations. The boundary conditions varied spatially and vertically based on observations from previous aircraft field experiments and discussed in detail in Tang et al., 2004. Further details describing this modeling system can be found in Kulkarni et al., 2015 and D’Allura et al., 2011.”*

We agree that under-estimation of flaring emissions could lead to the under-estimations of surface and column concentrations over the Arctic. However, a recent study (Winiger et al., 2017) using Bayesian approach, FLEXPART, and 2-yr continuous observations identified the errors in space allocation and suggested -84% reduction in this emission, which translates to (6.25x) overestimation in the previous emission inventory. We have added the followings to the manuscript (introductions and results sections) for clarifying this important point:

*“For example, while previous studies estimated that oil and natural gas flaring is an important sector contributor to the Arctic (AMAP, 2015; Eckhardt et al., 2015; Huang et al., 2014, 2015; Sand et al., 2015; Stohl et al., 2013; Xu et al., 2017), a recent paper (Winiger et al., 2017) showed that emissions from oil and gas flaring contribute to only ~6% of Arctic BC concentration indicating a 6.25× overestimation of flaring emissions in the previous studies.”*

*“Previously, Stohl et al., 2013 study suggested that emission from oil and natural gas flaring in Russia is an important but overlooked source of Arctic BC contributing to % 66 of total anthropogenic emissions within the Arctic (latitudes > 66 °N). Similarly, Huang et al., 2015 estimated that gas flaring emissions accounts for 36.2% of total anthropogenic BC emissions from Russia. Using similar emission inventory, AMAP, 2015, Eckhardt et al., 2015, Huang et al., 2014, Huang et al., 2015, Sand et al., 2015, Stohl et al., 2013, and Xu et al., 2017 concluded that flaring is a significant contributor to Arctic BC. However, a recent study (Winiger et al., 2017) using Bayesian approach, FLEXPART, and 2 year continuous observations identified the errors in space allocation and suggested -84% reduction of flaring emissions, which translates to (6.25x) overestimation of flaring emissions in the previous emission inventory. Winiger et al., 2017 study shows that contribution of gas flaring is relatively small (6%) compared to*

*residential (35%) and transport (38%) sectors, which is similar to our results showing residential and transportation are contributing ~38% and ~30% to the Arctic BC.”*

- 2) Second, the analysis of model results in the study seems narrowly focused on results for the Arctic, which is problematic with regard to an improved understanding of the impacts of aerosols on Arctic climate. For instance, aerosol radiative effects at mid latitudes have a strong impact on Arctic climate by influencing the transport of heat to the Arctic. There are also impacts of black carbon on snow albedos, which are not considered either.

**Response:** It is important to note that the focus of this study is not studying the impacts of BC on radiative forcing or climate. The goal of this study is to quantify the contributions of emission sources from different economic sectors and geographical region to the Arctic pollution. For developing effective emission mitigation policies, it is necessary to quantify sources and economic sectors and identify the transport pathways of pollutants to the Arctic. We have added the following paragraph to the manuscript for better clarifying the scope of this study:

*“It is crucial to identify the sources of Arctic pollution in order to devise effective control strategies for mitigating the Arctic air quality, climate, and radiation imbalances. The primary goal of this study is to quantify the relative contributions of different source sectors and source regions on the arctic aerosol concentration (surface and column abundances) and its impact on Arctic air quality through a series of model sensitivity simulations. Although the aerosol vertical profiles and column abundances are discussed, addressing the aerosol radiative and climate impacts is beyond the scope of this work.”*

- 3) Finally, it is not obvious why results for PM<sub>2.5</sub>, PM<sub>10</sub>, sulphate, and dust concentrations are analysed. Comparisons with observations are missing and analysis of model results for these is less complete than the analysis for black carbon. Overall, the relevance of model results is not obvious with regard to impacts of aerosols on climate or air quality. There is no discussion of climate implications or comparison with results from other studies.

**Response:** As mentioned in the above comment, the goal of this study is not calculating the radiative forcing or climatic impacts caused by aerosols, but to understand which source sectors and source regions are contributing the most to the Arctic surface and column PM concentrations. The results and discussions of this study are mostly focused on BC and sulfate (modifications made accordingly). Additional evaluations for sulfate at two surface sites (Alert and Barrow) are added to the discussion. Correspondingly the information about the sulfate measurements is added to the method section and results

section. Figure 6 and the following paragraphs has been added to the manuscript to address this comment.

*“Sulfate measurements at Barrow and Alert are taken using ion chromatographic analysis (Hirdman et al., 2010; Quinn et al., 1998; Sirois and Barrie, 1999). A basic high volatile sampler from Sierra Instruments is used for collecting aerosol samples at both the monitoring sites. The measured sulfate concentrations at both Alert and Barrow sites were corrected by subtracting sea salt component using aerosol sodium (Na<sup>+</sup>) and chlorine (Cl<sup>-</sup>), which is mostly from marine sources (AMAP 2015; Barrie and Hoff, 1985; Hirdman et al., 2010; Quinn et al., 1998, 2000). Therefore, the reported non-sea salt (nss) sulfate can be directly compared with the modeled values. It should also be noted that the sample durations for Alert and Barrow sites varied 1-5 days for Barrow and 3-9 days for Alert (Hirdman et al., 2010; Quinn et al., 1998; Sirois and Barrie, 1999).”*

*“**Error! Reference source not found.** shows monthly boxplots comparing simulated sulfate with observed values at Alert and Barrow. Both stations show strong seasonal variation with the minimum occurring during summer and early fall similar to BC. As discussed above for BC, this is due to the northward retreat of the Arctic front and efficient wet scavenging during summer. The model accurately captured the seasonality of observed sulfate at both sites. The summer-time minima of sulfate reflects the less effective transport and high scavenging during summer. At Barrow, the model over-predicted the observed values throughout the year. However, during spring and winter, the simulated sulfate values are much closer to the observation. It should be noted that the observations from Barrow site has large data gaps and missing data possibly due to equipment malfunction. To avoid local contamination, the sector source controlled sampling method removes data suspected to be contaminated by the town of Barrow (Bodhaine, 1989, 1995; Fisher et al., 2011; Hirdman et al., 2010a). The significant data gaps might introduce biases in the monthly calculations. There were also no sulfate measurements for July, August, and December 2008. The model over-predicted sulfate at the Alert site, except for winter-time. During winter, the model accurately predicted the range of simulated sulfate at the Alert site. The over-prediction during summer might be due to the less effective scavenging processes and higher magnitude of transport in the model. The results are similar to the (Hirdman et al., 2010b) study, which used nss sulfate monthly averages during the years 2000-2006. Observations and model show that Barrow shows much higher concentrations of sulfate throughout the year when compared to the Alert site.”*

It should be noted that We included dust results since dust can be an important component of Arctic PM with high impact on PM seasonal cycle. For dust, the model evaluation over the Arctic is limited due to a scarcity of observations. Satellite data

(MODIS) can only identify high dust events over the Arctic and provide no meaningful quantitatively data (Groot Zwaafink et al., 2017). Using a similar modeling setup with the same dust emissions, we evaluated AOD extensively on hemispheric level with MODIS satellite observation, AERONET, EANET, and EMEP sites in Kulkarni et al., 2015 Supplemental Material (<https://www.atmos-chem-phys.net/15/1683/2015/acp-15-1683-2015-supplement.pdf>).

### **Specific comments:**

- P. 2, L. 22: Another great reference is Bond et al. (2013).

**Response:** Thanks for this comment. Bond et al. 2013 is added as the reference for this sentence.

- P. 3, L. 10: Sharma et al. (2013) and references given in that paper seem relevant here, too.

**Response:** Sharma et al. 2013-a, Wang et al. 2014, Ikeda et al. 2018 are added as additional references for the next sentence discussing the studies showing significant contribution of Asian emissions to the Arctic.

- P. 3, L. 27: Uncertainties and biases in parameterizations of wet deposition and convective processes should be more emphasized here since they mainly explain differences in simulated aerosol concentrations in the Arctic. See Browse et al. (2012) and Mahmood et al. (2016) and references in these papers.

**Response:** Thank you for your comment. We have added the following statements discussing uncertainties and biases in further details.

*“The modeling inter-comparison study by Eckhardt et al., 2015 showed that current models (including both atmospheric chemistry transport and climate models) were unable to reproduce the observed BC seasonality at the surface. There are also high discrepancies among different models in capturing BC concentrations over the Arctic (Eckhardt et al., 2015; Shindell et al., 2008), which is caused by various factors including emissions, meteorology, and transport patterns. The uncertainties associated with emissions is a key component of this inter-model variability and differences between simulations and observations. According to Ramanathan and Carmichael, 2008, regional emissions can have a factor of 2 to 5 uncertainty. For example, while previous studies estimated that oil and natural gas flaring is an important sector contributor to the Arctic (AMAP, 2015; Eckhardt et al., 2015; Huang et al., 2014, 2015; Sand et al., 2015; Stohl et al., 2013; Xu et al., 2017), a recent paper (Winiger et al., 2017) showed that emissions from oil and gas flaring*

contribute to only ~6% of Arctic BC concentration indicating a  $6.25\times$  overestimation of flaring emissions in the previous studies.

Other factors that also contribute to the model-observation offset in the Arctic region are the uncertainties and errors in meteorology and transport mechanism (Jiao et al., 2014). Finally, the representation of the particle processes in the atmosphere is another major source of uncertainty in the inter-model variability. Errors and uncertainties in dry and wet removal processes (including in-cloud and below-cloud mechanisms) at high altitudes is a major source of uncertainty. Mahmood et al., 2016 study indicates that scavenging of BC in convective clouds outside the Arctic, substantially influences BC vertical distributions and overall wet deposition efficiency within the Arctic; hence, is one of the major cause of discrepancies in Arctic BC burdens among different models used in Eckhardt et al., 2015. Marelle et al., 2017 indicates that both surface and tropospheric BC in the Arctic are highly sensitive to the representation of cumulus cloud processes impacting aerosols.”

It is worth noting that several other factors including differences in meteorological conditions used by models and biases in the emissions inventories are the main reason of discrepancies in different model simulations to the biases and uncertainties of simulated aerosols as discussed above.

- P. 3, L. 28: The statement that regional chemical transport models capture BC concentrations better is highly questionable. According to Eckhardt et al. (2015), there is no single class of models that outperforms other models. The statement here is based on 2 individual models.

**Response:** Thank you for this comment. That is correct. We have removed this sentence from the manuscript and added the following sentences:

*“Eckhardt et al. 2015 inter-comparison modeling study showed that current models (including both atmospheric chemistry transport and climate models) failed in reproducing the observed BC seasonality at the surface level. There are also high discrepancies among different models in capturing BC concentrations over the Arctic (Eckhardt et al., 2015; Shindell et al., 2008).”*

- P. 3: The discussion in this section is focussed on simulations of surface concentrations. For climate and radiative forcings, aerosol vertical distributions and deposition of BC on snow are more important than surface concentrations. Please clarify the focus of the study on air quality aspects of Arctic aerosols or include further information regarding aerosol vertical profiles. This is particularly important since comparisons for aerosol vertical profiles are included in the paper (Section 3.1.2). The title and abstract are somewhat ambiguous in that regard.



**Response:** The focus of this study is identifying and assessing the impact of sectors and regions on the Arctic PM surface and column concentration. The scope of this study has been discussed in details in response to comment 2 of reviewer 2. Also, the following statements are added to the manuscript for clarifying the scope of this study.

*“It is crucial to identify the sources of Arctic pollution in order to devise effective control strategies for mitigating the Arctic air quality, climate, and radiation imbalances. The primary goal of this study is to quantify the relative contributions of different source sectors and source regions on the arctic aerosol concentration (surface and column abundances) and its impact on Arctic air quality through a series of model sensitivity simulations. Although the aerosol vertical profiles and column abundances are discussed, addressing the aerosol radiative and climate impacts is beyond the scope of this work.”*

- P. 4, Section 2.1.2: Please indicate whether annual mean emissions are used. Are temporal variations in fire emissions are accounted for?

**Response:** Thank you for your comment. The emissions used in this study including both anthropogenic and biomass burning emissions have temporal resolution and the annual mean emissions are not used. The anthropogenic emissions (HTAP\_v2.2) is based on Janssens-Maenhout et al., 2015 for 2008 and has monthly temporal resolution. The biomass burning emissions are from FINNv1(Wiedinmyer et al., 2011). FINN v1 emissions provides daily emissions with high resolution using satellite observations (MODIS) of fires and land cover changes. The followings with more information about the emissions are added to section 2.1.2.

*“The base emission setup used for this modeling study is similar to Kulkarni et al. 2015, except that anthropogenic emissions were updated to the Hemispheric Transport of Air Pollution phase 2 emissions inventory (HTAP\_v2.2) for the year 2008 (Janssens-Maenhout et al., 2015). HTAP\_v2.2 emission inventory contains comprehensive harmonized sector-specific  $0.1^\circ \times 0.1^\circ$  longitude-latitude emission grid maps for SO<sub>2</sub>, NO<sub>x</sub>, NMVOC, NH<sub>3</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, BC and OC with monthly and yearly temporal resolution for the years 2008 and 2010 (Janssens-Maenhout et al., 2015, data available at [http://edgar.jrc.ec.europa.eu/htap\\_v2/index.php?SECURE=123](http://edgar.jrc.ec.europa.eu/htap_v2/index.php?SECURE=123)). For this study, we utilized the monthly-varying emissions available for 2008 from HTAP v2.2 emission inventory. HTAP\_v2.2 emission is based on a collection of different regional gridded emission inventories per sector and per region including that of the European Monitoring and Evaluation Programme (EMEP) and Netherlands Organisation for Applied Scientific Research (TNO) for Europe, the Environmental Protection Agency*

*(EPA) for USA, the EPA and Environment Canada (for Canada), and the Model Inter-comparison Study for Asia (MICS-Asia III) for China, India and other Asian countries (Janssens-Maenhout et al., 2015; Li et al., 2017; Lu et al., 2011). For the rest of the world (South America, Africa, Russia, and Oceania) the emission grid maps of the Emissions Database for Global Atmospheric Research (EDGARv4.3) bottom-up inventory was used in HTAP\_v2.2 (Janssens-Maenhout et al., 2015). The sectors in HTAP\_V2.2 emission dataset are based on IPCC 1996 categories definitions. In this study Energy (alternatively named as Power) sector is defined as total emissions from stationary and mobile energy activities for electricity generation, which includes fuel combustion as well as fugitive fuel emissions. The industrial sector includes emissions from industrial large-scale combustion emissions other than electricity productions (power sector) and emissions from industrial processes and solvent productions and applications. Emissions from the residential sector are from small-scale combustion including heating, cooling, illuminations, cooking and other auxiliary engines (such as lifting systems) to equip residential buildings, commercial buildings, agricultural facilities (including fisheries), waste-water treatment, and solid waste disposal and incineration.”*

*“Emissions from the residential sector have strong seasonal (monthly) variations, that is negatively correlated to the temperature in most of the regions due to the use of heating systems (Janssens-Maenhout et al., 2015). In some developed countries, the residential sector emissions have a positive correlation with the temperature during the summer due to the increase in emissions from air conditioning devices (Janssens-Maenhout et al., 2015). Emissions from transport, industry, and energy sectors show modest seasonality in all regions (Janssens-Maenhout et al., 2015). There are high uncertainties in HTAP v2.2 PM<sub>2.5</sub> and BC emissions emerging from different sources (especially transport and residential sectors). These uncertainties originate the uncertainties in officially announced annual inventories provided by countries, uncertainties due to process representation (the quality and representativeness of the controlled emission factors), uncertainties due to aggregations (grid maps used for allocating national totals for a source category will be different from the maps used at national levels). It is important to note that PM<sub>2.5</sub>, BC, and OC emissions from residential and transport sectors are qualitatively classified as highly uncertain in HTAP v2.2.”*

Furthermore, for fire emission the following sentence is added:

*“FINN provide daily global emissions based on satellite (e.g., MODIS) observation for detecting active fires as thermal anomalies and land cover change (Wiedinmyer et al., 2011).”*

- P. 5, Section 2.1.3: This section lacks a lot of detail. What types of aerosols are considered and how they are numerically represented? Does the model simulate aerosol size distributions? What kind of aerosol processes are accounted for? Is aging of BC accounted for? How are interactions between aerosols and gas-phase chemistry represented?

**Response:** Thank you for this comment. More details and descriptions are added to section 2.1.3. :

*“This model is investigating the convective-diffusion equation below with Eulerian approach to calculate the concentration of chemical species  $I$  ( $c_i$ ).*

$$\frac{\partial c_i}{\partial t} + \nabla(\nu c_i) = \nabla \cdot K \cdot \nabla c_i + R_i + S_i + G_i$$

*In the above equation,  $c_i$  is the gas phase concentration of compound  $i$ ,  $\nu$  is the wind velocity vector,  $K$  is for eddy diffusivity tensor,  $R_i$  is the total reactions of species  $i$ ,  $S_i$  denotes the sources for species  $i$  and  $G_i$  is the mass transfer between gas and liquid (Kulkarni, 2009). The dry deposition of particles was calculated based on the resistance in series parameterization developed by Wesely and Hicks, 2000 and the values vary with meteorological conditions and land cover (Adhikary et al., 2007; Kulkarni et al., 2015; Sobhani, 2017; Uno et al., 2004). Wet deposition was modeled as a function of loss rate based on the meteorological fields (precipitation rates) from the WRF model as described in Uno et al., 2003 and Adhikary et al., 2007. Aging has been considered for both BC and OC particles using  $7.1E-6$  s as the aging rate (Adhikary et al., 2007; Cooke and Wilson, 1996). In this study, we used STEM model for simulating BC, OC, sulfate, SO<sub>2</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and other primary emitted PM<sub>2.5</sub> and PM<sub>10</sub>.”*

*“Regional models require initial and boundary conditions from a larger-scale model to achieve reasonable predictions (Abdi-Oskouei et al., 2018; Tang et al., 2007). The STEM model used fixed boundary conditions for these annual simulations. The boundary conditions varied spatially and vertically based on observations from previous aircraft field experiments and discussed in detail in Tang et al., 2004.”*

- P. 7, Section 3.1.2: Comparisons for BC are included here but similar comparisons for sulfate are missing. The latter needs to be added (e.g. by comparing sulfate concentration in the Arctic with observations) because much of the subsequent discussion in the manuscript also addresses sulfate. It is not clear how well the model simulates non-BC aerosol species. Similar, it is not obvious that simulated results for

PM are realistic. Without validation it would be better to remove results for sulfate and PM from the paper altogether.

**Response:** Thank you. Comparisons of sulfate with observations along the ARCTAS flight paths have already been discussed in this section and in figures 4, 5, and SM3.

Additionally, we added the evaluations of sulfate at two Arctic surface concentrations. We made the boxplots for comparison of sulfate at Alert and Barrow. A new figure containing this has been added to the manuscript page. The following discussion has been added to the manuscript in method (section 2) and results (section 3.1.2.) regarding this comparison.

*“Sulfate measurements at Barrow and Alert are taken using ion chromatographic analysis (Hirdman et al., 2010; Quinn et al., 1998; Sirois and Barrie, 1999). A basic high volatile sampler from Sierra Instruments is used for collecting aerosol samples at both the monitoring sites. The measured sulfate concentrations at both Alert and Barrow sites were corrected by subtracting sea salt component using aerosol sodium (Na<sup>+</sup>) and chlorine (Cl<sup>-</sup>), which is mostly from marine sources (AMAP 2015; Barrie and Hoff, 1985; Hirdman et al., 2010; Quinn et al., 1998, 2000). Therefore, the reported non-sea salt (nss) sulfate can be directly compared with the modeled values. It should also be noted that the sample durations for Alert and Barrow sites varied 1-5 days for Barrow and 3-9 days for Alert (Hirdman et al., 2010; Quinn et al., 1998; Sirois and Barrie, 1999).”*

*“**Error! Reference source not found.** shows monthly boxplots comparing simulated sulfate with observed values at Alert and Barrow. Both stations show strong seasonal variation with the minimum occurring during summer and early fall similar to BC. As discussed above for BC, this is due to the northward retreat of the Arctic front and efficient wet scavenging during summer. The model accurately captured the seasonality of observed sulfate at both sites. The summer-time minima of sulfate reflects the less effective transport and high scavenging during summer. At Barrow, the model over-predicted the observed values throughout the year. However, during spring and winter, the simulated sulfate values are much closer to the observation. It should be noted that the observations from Barrow site has large data gaps and missing data possibly due to equipment malfunction. To avoid local contamination, the sector source controlled sampling method removes data suspected to be contaminated by the town of Barrow (Bodhaine, 1989, 1995; Fisher et al., 2011; Hirdman et al., 2010a). The significant data gaps might introduce biases in the monthly calculations. There were also no sulfate measurements for July, August, and December 2008. The model over-predicted sulfate at the Alert site, except for winter-time. During winter, the model accurately predicted the range of simulated sulfate at*

*the Alert site. The over-prediction during summer might be due to the less effective scavenging processes and higher magnitude of transport in the model. The results are similar to the (Hirdman et al., 2010b) study, which used nss sulfate monthly averages during the years 2000-2006. Observations and model show that Barrow shows much higher concentrations of sulfate throughout the year when compared to the Alert site.”*

- P. 11, L. 23: Figure 10 shows the seasonal cycle of aerosol concentrations at the surface. A similar figure needs to be added for the vertically integrated amount of BC in the Arctic. This information is necessary for the interpretation of the relative contributions of different regions to vertically integrated BC in Fig. 13. The meaning of relative seasonal variations in Fig. 13 is not clear without this information.
- **Response:** Thanks for your comment. Do you mean Fig. 12 instead of Fig. 13? Because Fig. 13 bar plots only show surface concentrations and are not related to column contributions. A figure similar to Fig. 10 for column BC (vertically integrated amount of BC ) is added to SM. The following statements are also added to this section regarding this.

*“Figure SM8 shows the seasonal variation of contributions of different economic sectors to Arctic BC column concentration (vertically integrated amount of BC). The contribution of biomass burning to column concentration is very significant and much higher than the surface concentration in spring and especially during spring 2008. The heat and convection caused by the fires inject the biomass burning much higher in the atmosphere; hence the impact of biomass burning emission is accentuated in column concentrations. The biomass burning contribution to Arctic column BC in spring 2008 is almost double that of spring 2009, which shows the impacts of an unusually higher number of forest fires in 2008.”*

- P. 12, L. 10: Please describe what is meant by a "sensitivity analysis". Were simulations repeated with modified/masked emissions using the same meteorology? Did the approach account for non-linear interactions of aerosols and trace gases from different regions? Did you verify that BC concentrations from individual model experiments with modified emissions add up to the concentrations obtained by running the model with all emissions included?

**Response:** Thank you for this comment. The contributions of each sector of each region to the concentrations were calculated as the difference between the base case and a simulation including all emissions but zeroing out the specific sector of that region. The base case includes all emissions and uses a similar meteorology as the

other tests. The following section is added to the manuscript for more clarifications on sensitivity simulations:

#### *“2.1.4. Sensitivity Simulations*

*For making effective emission mitigations policies, it is essential to assess the impacts of source sectors and source regions on the Arctic pollution. The base simulations and sensitivity analysis with perturbed emissions were performed to assess the impacts of various emission sectors and regions on the concentrations of PM and its components in the Arctic. The sector contributions were calculated using a series of model runs by eliminating the emissions of a particular sector each time. The base simulation included emissions from all sectors and used meteorology from the WRF model for the study period. The contributions of each sector to the PM concentrations were calculated as the difference between the base case and a simulation including all emissions but zeroing out the specific sector. Additional simulations were performed to calculate the source contribution from specific regions to PM concentrations over the Arctic. Using a similar method, sensitivity simulations were also performed to estimate the contributions of economic sectors from each of the geographic source regions to the Arctic surface and column concentrations. “In all case we used a zero out perturbation. These large emissions changes can lead to errors in secondary pollutants if the chemistry is non-linear. As BC, dust, and primary PM are primary species the results are not sensitive to non-linear effects. Sulfate is a secondary pollutant but its chemistry (in cloud and gas phase) is treated as a linear process in this model experiment.”*

- P. 13, L. 16: Fig. 12 seems to show key results for this study. However, the figure is confusing and needs to be cleaned up and explained. Several sub-panels are included but not explained. Would it be possible to include a table with annual mean results in order to summarize some of the results in this figure more clearly? Also, it would be very useful to compare results to multi-model results from AMAP (2015) for 2010. According to AMAP (2015), domestic emissions from East and South Asia are the largest source of annual mean BC in the Arctic. Emissions from Russian fires, Russian oil and gas flaring are also important according to AMAP (2015). Contributions of emissions from Nordic countries and the rest of Europe are much less important than contributions from Russian emissions. However, results in Fig. 12 show similar relative contributions for European and Russian emissions. Is it possible that a lack of Russian oil and gas flaring emissions in WRF simulations might account for this difference? Furthermore, the WRF model domain does not seem to include emissions of BC from fires in Africa and South America. According to AMAP (2015), contributions of BC emissions from the rest of the world (i.e. mainly Africa and South America) to Arctic BC burdens are similar to contributions of BC

emissions from North America and Europe. Overall, it seems that results from AMAP (2015) are quite different from results simulated by WRF.

**Response:** Thanks for this comment. The caption for this figure is modified and more information on the acronyms are added to the caption on the acronyms. The figure is cleared up for better visibility.

Similar to AMAP 2015, the residential emissions from China is a significant source of annual mean BC column concentration. However, the regions are defined differently in AMAP 2015 compared to our study. AMAP 2015 study used ECLIPSE emission inventory which includes high emissions from flaring. In this emission inventory, flaring emission from Russia accounts for 93% of total anthropogenic BC emissions within the Arctic (Xu et al., 2017). Winiger et al., 2017 study reported errors in spatial allocations of BC sources over Russia and significant over-estimation of flaring emissions recommending -84% reduction of gas flaring emissions in ECLIPSE dataset. Generally, there are high uncertainties with the anthropogenic emissions from Russia. Huang et al. 2014 suggested the emissions from oil and gas industry and mining are highly under-estimated in EDGAR v4.3 (used in our study). The in-depth discussions on emissions from southern hemisphere are mentioned in the above comments (Comment 1 of Reviewer 2).

- P. 13, L. 28: Vague. Overall, the context of the study is not clear (air quality vs climate processes).

**Response:** The context and scope of the study is discussed in the response for the comments above in details. Please refer to responses above.

- P. 14, L. 22: The title of the section is misleading since no transport pathways are actually analysed in this section. It is not clear how the discussion of concentration cross sections helps to explain the transport of aerosols to the Arctic without information about the simulated circulation. Typically, advection leads to import of BC mass to the Arctic in some regions and export in other regions (e.g. see Iversen, 1996).

**Response:** Thanks for this comment. We changed the title of this section to “*PM Vertical Profiles and Associated Seasonality*”.

- P. 15, Section 4: A critical evaluation of results and comparisons with results from other studies is missing. Contributions of emissions from different geographic regions and emission sectors have been studied before (see references in introduction and review comments above). It is not obvious whether the current study adds any significant new results?

- **Response:** Previous studies have quantified the contributions from different sectors and regions using various approaches; however, a quantitative inter-comparing between our results and previous results is challenging due to multiple reasons. First and foremost, the regions (Arctic and other regions) are defined very differently in each study. In this study the Arctic region is defined as latitudes above 60 °N, while other studies have different minimum latitude for Arctic region (varying from 60 °N to 75°N). For example, Stohl et al. 2013 study shows flaring emissions contributes to 66% of Arctic BC emission (latitudes above 66 °N) but only 33% of Arctic BC emissions if Arctic region is defined as latitudes above 60 °N. Uncertainties in emissions and different simulation time periods are other factors. In the manuscript, the results were qualitatively and quantitatively compared to the previous studies whenever applicable.

As far as the authors know, this is the first study identifying sources (source sectors and geographical source regions of PM) after (Winiger et al., 2017) study which reported the error and significant over-estimation of flaring emissions. Previous studies (cited above and in the manuscript) suggested that flaring emissions from Russia are the major component of Arctic BC, while this study shows that the focus should be shifted to mitigating the emissions from residential sector (from China and Europe), industry sector from China, and European transportation emissions.

- P. 29, Fig. 1: Please indicate the base year of the emissions. It seems that emissions due to oil and gas flaring are not accounted for? These emissions are an important source of BC in the Arctic (AMAP, 2015).

**Response:** Thanks for your comments. Discussions about emissions have been addressed in above comments and several paragraphs on emissions are added to the manuscript. But to summarize, we have used the monthly-varying emissions available for 2008 from HTAP v2.2, in this paper. HTAP v2.2 uses EDGAR v4.3 emissions over Russia (Janssens-Maenhout et al., 2015). Emissions from oil and gas flaring from Russia, is included in EDGAR inventory but it is highly under-estimated. Huang et al. 2014 study shows that emissions from several emission sectors including gas flaring and mining are significantly under-estimated in EDGAR emission inventory. We agree that under-estimation of flaring emissions could lead to the under-estimations of surface and column concentrations over the Arctic. It should also be noted that HTAP v2.2 is the emission recommended by AEROCOM.

- P. 31, Figs. 3 and 4: These figures are confusing and need to be modified or replaced. First, very large regions with considerable meteorological and chemical variations are



covered by each individual flight track so that mean results for individual flights are not very meaningful and difficult to compare with each other. Second, what is the purpose of using a time axis? Can results for individual days be used to understand the temporal evolution of plumes of polluted air? Finally, the large amount of information in the figure is overwhelming. A much better way to present the data would be to produce plots similar to Fig. SM2, with meteorological variables plotted along flight tracks.

Furthermore, it is not obvious that a comparison of meteorological results is necessary for the validation of simulated concentrations? Perhaps these figures can be moved to the supplementary document?

- **Response:** Thanks for these suggestions. First, we have moved Fig. 3 to supplementary materials. Second, the x axis (flight dates) are used as a way to distinguish flights from each other. The concentrations along each individual flight is plotted (observation vs. simulation). Discussions about temporal evolution of plumes for each of the ARCTAS flights are not in the scope of this paper. Several previous papers dedicated to temporal evolution of the plumes along ARCTAS flights over both Arctic and non-Arctic domain. For your information, we can provide the time series concentrations plots along the flight paths for all 22 flights.

Finally, evaluation of meteorological values from the meteorological model (here WRF) results is important in any air quality modeling study as it is the driver of the underlying transport patterns. For example, using a more sophisticated representation of wet deposition and its impact on the Arctic is not useful as long as we first evaluate our meteorological inputs (RH, precipitation, T, ...). Comparison of meteorological results give us the information and details necessary for validating, interpreting, and understanding any simulated concentrations. The figure is moved to SM. We also added the following to the manuscript for more clarification:

*“Since meteorology drives the underlying transport patterns in air quality simulations, WRF model performance was evaluated using observations from 2008 ARCTAS field campaign.”*

- P. 42, Fig. 14: Why are results for dust shown in this figure? Dust has not been addressed before in the paper. In particular, it is not clear how well the model simulates dust. Furthermore, the labels in the figure are much too small and so it is not clear what longitude range is shown. Locations of Eurasia and Siberia are not clear. What are the units of the concentrations?
- **Response:** Thank you for this comment. We have modified this plot and improved the quality of it. The labels are enlarged for better clarity. The x axis labels have changed. The unit concentrations were already mentioned on each contour subplot on top right but for better clarity we also added the unit concentrations are both in Y axis

labels. The units of all the subplots are  $\mu\text{g}/\text{m}^3$  as shown in the plots. The dust row has been removed from this figure and transferred to supplemental materials Here Siberia refers to the non-European Russia with longitude between  $70^\circ\text{E}$  to  $180^\circ\text{E}$ . The term Eurasian Arctic is replaced by European arctic to reduce confusions. European arctic is between  $10^\circ\text{W}$  to  $70^\circ\text{E}$  with latitudes higher than  $65^\circ\text{N}$ .

### **Technical corrections:**

- There are several grammar mistakes. A few examples are given in the following. It will be necessary to check the text for additional grammar mistakes.  
P. 5: L. 9: "been" missing. L. 10: remove "the" L. 11: "an" missing. L. 16: "detail" L. 15: "The model used..." (past tense) vs "The model includes..." L. 15: missing "a"

**Response:** Thank you. All have been corrected in the manuscript.

- P. 7, L. 27: Redundant information. Tables 1 and Fig. SM2 were already mentioned in the previous section.

**Response:** We removed this sentence.

- P. 8, L. 19: A reference is missing for the MAC value used in the current study.  
**Response:** The reference for the MAC value used in this study has already been mentioned earlier in the manuscript in the method section.
- P. 14, L. 25: "Concentration" instead of "magnitude".

**Response:** Thank you. This has been implemented.

- P. 36, Fig. 8: Values on the map are mentioned but are not actually visible in the plots?

**Response:** Thanks for this comment. The caption is corrected now.

- P. 38, Fig. 10: What is OPM2.5?

**Response:** OPM2.5 refers to as other non-carbonaceous PM2.5 (i.e. aerosols such as fly ash and road dust) that were simulated as a single component. The following has been added to the text:

*“OPM2.5 is the acronym for other PM2.5 and refers to other primary emitted non-carbonaceous particles with aerodynamic diameters less than  $2.5\ \mu\text{m}$  such as fly ash, road dust, and cement which were simulated as a single mass component in the model.”*

- P. 40, Fig. 12: Abbreviations BBSI, BBEU etc. in the figure need to be explained in the caption. It is not clear what these represent.

**Response:** Thank you. The descriptions of these abbreviations are added to the captions text. The following has been added to the caption of this figure:

*“BBSI, BBEU, BBNA, and BBSA denote biomass burning from Russia, Europe, North America, and South Asia respectively. EUR and CHI denote Europe and China. Industry, power, residential and transportation sectors are represented with IND, POW, RES, and TRA. MAM denotes the average for months of March, April, and May. JJA denotes the average for months of June, July, and August. SON (bottom right panel) denotes average for months of September, October, and November. DJF denotes the average for the months of December, January, and February.”*

# Source Sector and Region Contributions to Black Carbon and PM<sub>2.5</sub> in the Arctic

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## Abstract

10           The impacts of BC and PM<sub>2.5</sub> emissions from different source sectors (e.g. transportation, power, industry, residential, and biomass burning) and geographic source regions (e.g. Europe, North America, China, Russia, Central Asia, South Asia, and the Middle East) to Arctic BC and PM<sub>2.5</sub> concentrations are investigated through  
15 using a series of annual sensitivity ~~runs~~ simulations using the WRF-STEM modeling framework. The simulations are validated using observations at two Arctic sites (Alert and Barrow), IMPROVE surface sites over  
20 the US, and aircraft observations over the Arctic during spring and summer 2008. Emissions from power, industrial, and biomass burning sectors are found to be the main contributors to the Arctic PM<sub>2.5</sub> with contributions of ~30%, ~25%, and ~20% respectively. In contrast, the residential and transportation sectors are identified as the major contributors to Arctic BC with contributions of ~38% and ~30%. Anthropogenic emissions are the most dominant contributors (~88%) to the BC surface concentration over the Arctic annually; however, the contribution from biomass burning is significant over the summer (up to ~50%). Among all geographical regions, Europe and China have the highest contributions to the BC surface concentrations with contributions of ~46% and ~25% respectively. Industrial and power emissions had the highest contributions to the Arctic sulfate (SO<sub>4</sub>) surface concentration with annual contributions of ~43% and ~41% respectively. Further sensitivity runs show that among various economic sectors of all geographic regions, European and Chinese residential sectors contribute to ~25% and ~14% of the

Arctic average surface BC concentration. [Emissions from Chinese industry sector and European power sector contribute ~12% and ~18% of the Arctic surface sulfate concentration.](#) For Arctic PM<sub>2.5</sub>, the anthropogenic emissions contribute > ~75% at the surface annually, with contributions of ~25% from Europe and ~20% from China; however, the contributions of biomass burning emissions are significant in particular during spring and summer. The contributions of each geographical region to the Arctic PM<sub>2.5</sub> and BC vary significantly with altitude. The simulations show that the BC from China is transported to the Arctic in the mid-troposphere, while, BC from European emission sources are transported near the surface under 5km, especially during winter.

## 1. Introduction

Arctic temperature has increased more than the mean global surface air temperature over the past century due to various positive feedbacks and amplification mechanisms such as [albedo feedback caused by](#) black carbon (BC) deposition ~~and albedo reduction~~ (AMAP, 2011a, 2011b, 2015; Cohen et al., 2012; IPCC, 2013; Screen and Simmonds, 2010). Long-range transport of atmospheric particulate matter (PM) from mid-latitudes to the Arctic is the main contributor to the Arctic aerosol load (AMAP, 2011b; Law and Stohl, 2007; Quinn et al., 2007). Several studies, as early as the 1980s, reported a distinctive seasonal cycle in the Arctic aerosol and BC concentration and visibility (Barrie, 1986; Quinn et al., 2007; Rosen et al., 1981; Schnell, 1984; Wang et al., 2011). The so-called Arctic Haze phenomenon in the winter-spring period has been attributed to increased levels of transported ~~Particulate Matter (PM)~~ from anthropogenic emission sources at lower latitudes and slower wet deposition removal processes (Barrie et al., 1981; Law and Stohl, 2007; Quinn et al., 2002, 2007).

BC is a critical component of the Arctic haze, and influences global climate and water cycles in various ways (AMAP, 2011b; Bond et al., 2013; Shindell et al., 2008). BC particles in the atmosphere absorb solar radiation and warm the surrounding air. When deposited on snow and ice, BC reduces the surface albedo and absorbs more solar radiation; hence, increases the temperature of snow and accelerates the snow melting process (Clarke and Noone, 1985; Flanner et al., 2007; Hansen and Nazarenko, 2004; Koch et al., 2007; Wiscombe and Warren, 1980). Although BC is a minor contributor to aerosol loading (~10%), it has been identified as the second largest contributor to global warming after carbon dioxide (CO<sub>2</sub>) ([Bond et al., 2013](#); Ramanathan and Carmichael, 2008). Studies suggest that BC has caused ~25% of the 20<sup>th</sup> century warming over the Arctic (Bond and Sun, 2005; Koch and Hansen, 2005; Ramanathan and Carmichael, 2008). Although BC plays a significant role in global climate, there is high uncertainty in assessing the magnitude of BC effects on radiative forcing ~~in~~ [and](#) climate (Bond et al., 2013; Flanner et al., 2007). Considering the short atmospheric lifetime of BC and its significant impact on the

Arctic climate, mitigating BC emissions provides us with an opportunity to decrease BC concentration in the atmosphere immediately to reduce near-term climate impacts (Bond and Sun, 2005; Hansen and Sato, 2001; Jacobson, 2002; Ramanathan and Carmichael, 2008). To devise effective global BC emission abatement policies, it is necessary to quantify the contribution of each geographical source region and source sector, and to identify the major transport pathways to the Arctic (AMAP, 2011b).

BC in the Arctic has both natural (e.g. biomass burning) and anthropogenic sources (e.g. smelter emissions from Norilsk or the Kola peninsula) (Schmale et al., 2011), but there are very few emission sources locally within the Arctic region (AMAP, 2011b; Law and Stohl, 2007). Hence, the main contributor to BC in the Arctic atmosphere is the long-range transport of particles from mid and high-latitude regions (AMAP, 2011b; Bond et al., 2013; Law et al., 2014; Law and Stohl, 2007). Several studies have shown that transport of aerosols from mid-latitudes is the most significant transport mechanism to the Arctic pollution (AMAP, 2011b; Law and Stohl, 2007). Previous studies in literature have identified Europe as the major source region contributor to the Arctic BC concentrations (Barrie, 1986; Quinn et al., 2007, 2008; Raatz and Shaw, 1984; Shaw, 1995). However, during the past two decades emissions from East Asia have increased rapidly due to the vast economic growth, while the emissions from Europe have declined during the same time period (Streets et al., 2009). Recent studies have shown the significant contribution of Asian emissions to the Arctic, especially during winter-spring (Breider et al., 2014; Fisher et al., 2010; Ikeda et al., 2017; Koch and Hansen, 2005; Sharma et al., 2013a; Shindell et al., 2008; Stohl, 2006; Wang et al., 2014, 2011). However, there ~~is~~are significant ~~uncertainties~~iesy associated with these estimates (Fisher et al., 2010; Koch and Hansen, 2005; Sharma et al., 2013b; Stohl et al., 2006; Wang et al., 2011), due to. ~~There are number of factors including but not limited to the~~ uncertainties in emissions, and the complicated transport pathways from mid-latitudes to the Arctic ~~that contribute to the uncertainties in calculating the impacts of emission sources~~ (Bian et al., 2013; Fuelberg et al., 2010).

Modeling BC concentrations over the Arctic is considered a challenging task for chemical transport models (Eckhardt et al., 2015; Koch et al., 2009; Shindell et al., 2008; Wang et al., 2011). Previous model inter-comparison studies have shown an order of magnitude differences between observation and model (Bond and Sun, 2005; Wang et al., 2011). The studies by Shindell et al., 2008 and Koch et al., 2009 -have shown negative bias between model and observation. However, Shwartz et al. (2010) shows positive bias comparing global models with observation (Shwartz et al. 2010, Sharma et al., 2013). These differences between model performances are largely primarily due to the high ~~uncertainties~~iesy in emissions, Arctic meteorology, -and scavenging efficiency for calculating wet deposition (Bourgeois and Bey, 2011; Browse et al., 2012; Eckhardt et al., 2015; Garrett et al., 2010, 2011, Liu et

al., 2015, 2011; Marelle et al., 2017; Qi et al., 2017a). The modeling inter-comparison study by Eckhardt et al., 2015 showed that current models (including both atmospheric chemistry transport and climate models) were unable to reproduce the observed BC seasonality at the surface. There are also high discrepancies among different models in capturing BC concentrations over the Arctic (Eckhardt et al., 2015; Shindell et al., 2008), which is caused by various factors including emissions, meteorology, and transport patterns. The uncertainties associated with emissions is a key component of this inter-model variability and differences between simulations and observations. According to Ramanathan and Carmichael, 2008, regional emissions can have a factor of 2 to 5 uncertainty. For example, while previous studies estimated that oil and natural gas flaring is an important sector contributor to the Arctic (AMAP, 2015; Eckhardt et al., 2015; Huang et al., 2014, 2015; Sand et al., 2015; Stohl et al., 2013; Xu et al., 2017), a recent paper (Winiger et al., 2017) showed that emissions from oil and gas flaring contribute to only ~6% of Arctic BC concentration indicating a 6.25× overestimation of flaring emissions in the previous studies.

Other factors that also contribute to the model-observation offset in the Arctic region are the uncertainties and errors in meteorology and transport mechanism (Jiao et al., 2014). Finally, the representation of the particle processes in the atmosphere is another major source of uncertainty in the inter-model variability. Errors and uncertainties in dry and wet removal processes (including in-cloud and below-cloud mechanisms) at high altitudes is a major source of uncertainty. Mahmood et al., 2016 study indicates that scavenging of BC in convective clouds outside the Arctic, substantially influences BC vertical distributions and overall wet deposition efficiency within the Arctic; hence, is one of the major cause of discrepancies in Arctic BC burdens among different models used in Eckhardt et al., 2015. Marelle et al., 2017 indicates that both surface and tropospheric BC in the Arctic are highly sensitive to the representation of cumulus cloud processes impacting aerosols. Regional chemical transport models with a focus on the Arctic capture the BC concentration better over the Arctic. Koch et al. 2009 and Liu et al., 2011 studies captured the NASA ARCTAS flights vertical profiles and seasonality well.

It is crucial to identify the sources of Arctic pollution in order to devise effective control strategies for mitigating the Arctic air quality, climate, and radiation imbalances. The primary goal of this study is to quantify the relative contributions of different source sectors and source regions to the arctic aerosol concentration (surface and column abundances) and its impact on Arctic air quality through a series of model sensitivity simulations. Although the aerosol vertical profiles and column abundances are discussed, addressing the aerosol radiative and climate impacts is beyond the scope of this work. In this study, we designed a modeling framework (WRF-STEM) for analyzing BC, organic carbon (OC), sulfate (SO<sub>4</sub>), PM<sub>2.5</sub>, and PM<sub>10</sub> concentrations over the Arctic from April

2008 to July 2009. We utilize this system to study the seasonal variations in the contributions of emissions from different source sectors (e.g. transportation, power, industry, residential, and biomass burning) and geographic source regions (e.g. Europe, North America, China, Russia, Central Asia, South Asia, and the Middle East) on Arctic PM mass concentration (Figure SM1). Section 2 describes the data sources and modeling framework utilized in this study, while the findings are discussed in section 3 followed by conclusions in section 4.

## 2. Method and Data

### 2.1. Modeling System

#### 2.1.1. Meteorological Model

The Weather Research and Forecasting model (WRF) (Skamarock et al., 2008) version 3.4 model was used for producing necessary meteorological inputs for the STEM model. The ice sheet coverage, initial and boundary conditions for the model were provided by the National Center for Environmental Prediction (NCEP) Final Analysis (FNL, <http://rda.ucar.edu/datasets/ds083.2/>). The meteorological factors affecting chemical distribution and concentration were imported into the STEM model every 6 hours as described in Kulkarni et al. 2015 and Sobhani, 2017.

#### 2.1.2. Emissions

The base emission setup used for this modeling study is similar to Kulkarni et al. 2015, except that anthropogenic emissions were updated to the Hemispheric Transport of Air Pollution phase 2 emissions inventory (HTAP\_v2.2) for the year 2008 (Janssens-Maenhout et al., 2015). HTAP\_v2.2 emission inventory contains comprehensive harmonized sector-specific  $0.1^\circ \times 0.1^\circ$  longitude-latitude emission grid maps for  $\text{SO}_2$ ,  $\text{NO}_x$ , NMVOC,  $\text{NH}_3$ ,  $\text{PM}_{10}$ ,  $\text{PM}_{2.5}$ , BC, and OC with monthly and yearly temporal resolution for the years 2008 and 2010 (Janssens-Maenhout et al., 2015, data available at [http://edgar.jrc.ec.europa.eu/htap\\_v2/index.php?SECURE=123](http://edgar.jrc.ec.europa.eu/htap_v2/index.php?SECURE=123)). For this study, we utilized the monthly-varying emissions available for 2008 from HTAP v2.2 emission inventory. HTAP\_v2.2 emission is based on a collection of different regional gridded emission inventories per sector and per region including that of the European Monitoring and Evaluation Programme (EMEP) and Netherlands Organisation for Applied Scientific Research (TNO) for Europe, the Environmental Protection Agency (EPA) for USA, the EPA and Environment Canada (for Canada), and the Model Inter-comparison Study for Asia (MICS-Asia III) for China, India and other Asian



countries (Janssens-Maenhout et al., 2015; Li et al., 2017; Lu et al., 2011). For the rest of the world (South America, Africa, Russia, and Oceania) the emission grid maps of the Emissions Database for Global Atmospheric Research (EDGARv4.3) bottom-up inventory was used in HTAP\_v2.2 (Janssens-Maenhout et al., 2015). The sectors in HTAP\_v2.2 emission dataset are based on IPCC 1996 categories definitions. In this study, Energy (alternatively named as Power) sector is defined as total emissions from stationary and mobile energy activities for electricity generation, which includes fuel combustion as well as fugitive fuel emissions. The industrial sector includes emissions from industrial large-scale combustion emissions other than electricity productions (power sector) and emissions from industrial processes and solvent productions and applications. Emissions from the residential sector are from small-scale combustion including heating, cooling, illuminations, cooking and other auxiliary engines (such as lifting systems) to equip residential buildings, commercial buildings, agricultural facilities (including fisheries), waste-water treatment, and solid waste disposal and incineration.

Emissions from the residential sector have strong seasonal (monthly) variations, which is negatively correlated to the temperature in most of the regions due to the use of heating systems (Janssens-Maenhout et al., 2015). In some developed countries, the residential sector emissions have a positive correlation with the temperature during the summer due to the increase in emissions from air conditioning devices (Janssens-Maenhout et al., 2015). Emissions from transport, industry, and energy sectors show modest seasonality in all regions (Janssens-Maenhout et al., 2015). There are high uncertainties in HTAP v2.2 PM<sub>2.5</sub> and BC emissions emerging from different sources (especially transport and residential sectors). These uncertainties originate the uncertainties in officially announced annual inventories provided by countries, uncertainties due to process representation (the quality and representativeness of the controlled emission factors), and uncertainties due to aggregations (grid maps used for allocating national totals for a source category will be different from the maps used at national levels). It is important to note that PM<sub>2.5</sub>, BC, and OC emissions from residential and transport sectors are qualitatively classified as highly uncertain in HTAP v2.2.

A new source category of emissions from open waste burning from Wiedinmyer et al., 2014 were also utilized in this study. For carbonaceous aerosols and PM emissions from biomass burning sector, the Fire Inventory from NCAR (FINN\_v1) emissions from Wiedinmyer et al., 2011 was used. FINN provide daily global emissions based on satellite (e.g., MODIS) observation for detecting active fires as thermal anomalies and land cover change (Wiedinmyer et al., 2011). Dust emissions were estimated using Uno et al., 2004 method for grids with snow cover <1%. Further details of the biomass burning and dust emissions described in Kulkarni et al. 2015 and Sobhani, 2017.

Figure 1 shows the regional distribution of anthropogenic and wildfire BC emissions for the modeling domain. The major anthropogenic BC emission hotspots are over China and India along with significant emissions from Eastern Contiguous United States (CONUS), Europe, and Northern Middle East regions. The major hotspots of wild-fire BC emissions are over South East Asia, Siberia, and Europe. There are also wild-fire emission sources from Southeastern and Western CONUS (Figure 1).

Figure 2 shows the anthropogenic BC emissions from the different economic sectors. The residential source sectors is the major-primary source of BC emissions over Asia (including China, India, and Southeastern Asia) with values ranging from ~45% to ~95% of total anthropogenic BC emissions. The transportation sector is the dominant emission sector over North America and Central Asia with values ranging from ~35% to ~90%. The industry sector contributes between ~35% to ~50% of total BC emissions over Central Asia and Siberia.

### 2.1.3. Chemical Transport Model

The WRF-STEM modeling framework is similar to that used by Kulkarni et al. 2015 except for updated anthropogenic emissions (described above). The STEM model is a regional scale Chemical Transport Model (CTM) developed at the University of Iowa in the 1980's (Carmichael and Peters, 1984, 1986) and has been continuously developed since then. The STEM model includes the emission, transport (convective and diffusive), and deposition of particles and chemicals based on an Eulerian approach. This model is investigating the convective-diffusion equation below with Eulerian approach to calculate the concentration of chemical species  $i$  ( $c_i$ ).

$$\frac{\partial c_i}{\partial t} + \nabla(v c_i) = \nabla \cdot K \cdot \nabla c_i + R_i + S_i + G_i$$

In the above equation,  $c_i$  is the gas phase concentration of compound  $i$ ,  $v$  is the wind velocity vector,  $K$  is for eddy diffusivity tensor,  $R_i$  is the total reactions of species  $i$ ,  $S_i$  denotes the sources for species  $i$  and  $G_i$  is the mass transfer between gas and liquid (Kulkarni, 2009). The dry deposition of particles was calculated based on the resistance in series parameterization developed by Wesely and Hicks, 2000 and the values vary with meteorological conditions and land cover (Adhikary et al., 2007; Kulkarni et al., 2015; Sobhani, 2017; Uno et al., 2004). Wet deposition was modeled as a function of loss rate based on the meteorological fields (precipitation rates) from the WRF model as described in Uno et al., 2003 and (Adhikary et al., 2007). Aging has been considered for both BC and OC particles using  $7.1e-6$  s as the aging rate (Adhikary et al., 2007; Cooke and Wilson, 1996). In this study,

we used STEM model for simulating BC, OC, sulfate (SO<sub>4</sub>), SO<sub>2</sub>, PM<sub>2.5</sub>, PM<sub>10</sub>, and other primary emitted PM<sub>2.5</sub> and PM<sub>10</sub>.

The modeling domain for both WRF and STEM models covers most of the Northern hemisphere including the significant emission sources such as Asia, Russia, Europe, and North America. Also, the model extends over the Northern Africa, Middle East, and South Asia to include the dust emissions from the arid regions and anthropogenic emissions from the population-dense regions. The model used a polar stereographic map projection with 60 km horizontal resolution (249x249 grid cells). Regional models such as STEM require initial and boundary conditions from a larger-scale model to achieve reasonable predictions (Abdi-Oskouei et al., 2018; Tang et al., 2007). The STEM model used fixed boundary conditions for these annual simulations. The boundary conditions varied spatially and vertically based on observations from previous aircraft field experiments and discussed in detail in Tang et al., 2004. Further details describing this modeling system is described in further details can be found in Kulkarni et al., 2015 and D’Allura et al., 2011.

#### 2.1.4. Sensitivity Simulations

For making effective emission mitigation policies, it is essential to assess the impacts of source sectors and source regions on the Arctic pollution. The base simulations and sensitivity analysis with perturbed emissions were performed to quantify the impacts of various emission sectors and regions on the concentrations of PM and its components in the Arctic. The sector contributions were calculated using a series of model runs by eliminating the emissions of a particular sector each time. The base simulation included emissions from all sectors and used meteorology from the WRF model for the study period. The contributions of each sector to the PM concentrations were calculated as the difference between the base case and a simulation including all emissions but zeroing out the specific sector. Additional simulations were performed to calculate the source contribution from specific regions to PM concentrations over the Arctic. Using a similar method, sensitivity simulations were also performed to estimate the contributions of economic sectors from each of the geographic source regions to the Arctic surface and column concentrations. These large emissions changes can lead to errors in secondary pollutants if the chemistry is non-linear. As BC, dust, and primary PM are primary species the results are not sensitive to non-linear effects. Sulfate is a secondary pollutant but its chemistry (in cloud and gas phase) is treated as a linear process in this model experiment.

## 2.2. Observations

The modeling system performance was evaluated by comparing simulated values with aircraft observations

~~For evaluating the modeling system performance, the model's outputs were compared with aircraft data~~ from the National Aeronautics and Space Administration (NASA) Arctic Research of the Composition of the Troposphere from Aircraft and Satellites (ARCTAS) field campaign (Jacob et al., 2010). The ARCTAS field campaign measurements included observations from DC-8, P-3 and B-2000 research aircraft and data analysis and forecasts by different global and regional modeling teams. The ARCTAS field campaign took place as a part of the international POLARCAT framework (POLar study using Aircraft, Remote sensing, surface measurements and models, of Climate, chemistry, Aerosols, and Transport; see Law et al., 2014, and [www.polarcat.no](http://www.polarcat.no)) during the 2007-2008 international polar year, with the goal to better understand the factors causing changes in the Arctic atmospheric composition and radiative forcing (Jacob et al., 2010; Law et al., 2014). The spring phase (ARCTAS-A) which happened during April 2008, was concurrent with an unusually higher number of Siberian fires, which subsequently caused higher concentrations of carbonaceous aerosols (Fuelberg et al., 2010; Jacob et al., 2010; Kondo et al., 2011; Liu et al., 2015; Matsui et al., 2011; McNaughton et al., 2011; Spackman et al., 2010; Wang et al., 2011; Warneke et al., 2009). Figure SM2 panels show the flight pathways of all ARCTAS flights during spring (ARCTAS-A) and summer 2008 (ARCTAS-B) respectively.

The model performance was evaluated during different seasons by comparing simulated concentrations with the surface observations at two sites located in the Arctic: Barrow, Alaska (156.6° W, 71.3° N, 11 m a.s.l.) and Alert (Nunavut), Canada (62.3° W 82.5° N, 210 m a.s.l.) depicted in Figure SM2. The Barrow site is located northeast of the Barrow town at the northern edge of Alaska. Observations at Barrow are retrieved from National Oceanic and Atmospheric Administration (NOAA) Global Monitoring Division (GMD), where a particle soot absorption photometer (PSAP) is used for measuring BC light absorbing coefficient at three wavelengths (476, 530, and 660 nm) (Bodhaine, 1989; Bond et al., 1999; Delene and Ogren, 2002-; Data is available at <https://esrl.noaa.gov/gmd/aero/net/>). The Alert station, located in the northernmost Qikiqtaaluk region of Canada, is mostly isolated from both local and continental source regions. The Alert observatory is the most northerly site of World Meteorological Organization (WMO) Global Atmosphere Watch (GAW) network. Alert BC concentrations are calculated using light absorption coefficient data measured by Environment and Climate Change Canada using a PSAP (Radiance Research, Inc.) at three wavelengths (476, 530, and 660 nm) (Sharma et al., 2004, 2013a, 2017; Data is available at <http://ebas.nilu.no/>). The light absorption coefficients are converted to Equivalent Black Carbon (EBC) using mass absorption cross-section (MAC). In this study for calculating EBC concentration,

light absorption coefficient at 530 nm was used with a MAC value of 9.5 m<sup>2</sup>/g as recommended by [McNaughton et al., 2011](#); [Qi et al., 2017a](#); [Sharma et al., 2013b](#); [Stohl et al., 2013](#); [Wang et al., 2011](#).

Sulfate measurements at Barrow and Alert are taken using ion chromatographic analysis ([Hirdman et al., 2010a](#); [Quinn et al., 1998](#); [Sirois and Barrie, 1999](#)). A basic high volatile sampler from Sierra Instruments is used for collecting aerosol samples at both the monitoring sites. The measured sulfate concentrations at both Alert and Barrow sites were corrected by subtracting sea salt component using aerosol sodium (Na<sup>+</sup>) and chlorine (Cl<sup>-</sup>), which are mostly from marine sources (AMAP 2015; Barrie and Hoff, 1985; Hirdman et al., 2010; Quinn et al., 1998, 2000). Therefore, the reported non-sea salt (nss) sulfate can be directly compared with the modeled values. It should also be noted that the sample durations for Alert and Barrow sites varied 1-5 days for Barrow and 3-9 days for Alert ([Hirdman et al., 2010a](#); [Quinn et al., 1998](#); [Sirois and Barrie, 1999](#)). For further validating the model's performance outside the Arctic's circle, BC surface concentration data was evaluated using annual average data from 168 Interagency Monitoring of Protected Visual Environment (IMPROVE) sites over North America and is described in section 3.1.2.

### 3. Results and Discussions

#### 3.1. Model Evaluation

##### 3.1.1. Meteorological Model Evaluation

Since meteorology drives the underlying transport patterns in air quality simulations, WRF model performance was evaluated using observations from 2008 ARCTAS field campaign. The spring and summer 2008 ARCTAS flight tracks are illustrated in Figure SM2 a and b respectively. To evaluate performance of the model for different regions in the Arctic, the flights were categorized into the following 7 categories based on the location and time of the flights including, 1- spring Alaska local flights, 2- spring Greenland flights, 3- spring transit flights, 4- summer California flights, 5- summer Canada local flights, 6- summer Canada Greenland flights, and 7- summer transit flights. Table 1 shows the different flight categories and the date of the flights corresponding to each category. The model data were evaluated for each individual flight and each-all flight categories.

Figure SM3 ~~Figure 3~~ **Error! Reference source not found.** boxplots compare the model ~~vs~~ with measured ~~-observation~~ meteorological data for each of the flights. Each flight category is shaded with a different color and the spring and summer transition flights are not shaded. The simulated meteorological variables were extracted

along the DC-8 flight pathways and compared against observational data measured on the DC-8. For each of the flights, simulation and measured data, combined at all altitudes, were summarized into one separate box/whisker plot. [Table 2](#) shows a statistical summary of comparisons between modeled and measured metrological parameters.

5            These results and further analysis by altitude (Figure [SM4](#)[SM5](#)) show that the modeled meteorology captured the many of the observed features seen in temperature, Relative Humidity (RH), and wind speed. Temperature shows a slight positive bias for summer flights and a negative bias at higher altitudes during spring. In addition, the model underpredicts RH during the spring and summer California flights, while it overpredicted it during the summer Canada Greenland flights. The RH underprediction happens at lower latitudes for spring flights, and overprediction occurs in higher altitudes for summer flights. The model also tends to slightly overpredict wind speed by ~4% at higher altitudes during spring flights. The model underpredicted the wind speed for all summer California flights. The model captured the RH vertical distribution in the lower troposphere but displays a **large substantial** negative bias at altitudes above ~4km. This indicates the difficulties in capturing the complex ice and cloud formation properties at high altitudes in the polar region during springtime.

15            [Table 2](#) summarizes the statistical summary of the major meteorological variables for both ARCTAS observation data and model output. Based on this table and box and whisker plots analysis ([Figure SM3](#) and [SM5](#)) the model captures vertical profiles and magnitudes of meteorological observations from ARCTAS [field campaign](#).

### 3.1.2. Concentration Evaluation

#### *Concentration Evaluation along ARCTAS DC-8 flights*

20            The simulated air pollution concentrations were evaluated using NASA ARCTAS flight data. ~~Table 4 shows the NASA ARCTAS flight categories and Figure SM2 panels show the flight tracks for spring and summer.~~ [Figure 3](#) shows boxplots comparing concentrations of BC, ~~SO<sub>4</sub>sulfate~~, and SO<sub>2</sub> for model and observations for each ARCTAS flight. The flight categories are shaded similar to [Figure SM3](#). ~~Figure 3~~. The results show that generally, simulated BC follows the same flight-by-flight variation as observed with an overall high bias ([Figure 3](#)). ~~The vertical distributions of aerosols play a critical role in determining the impacts of aerosols on radiative forcing.~~ [Figure 4](#) compares the vertical BC and ~~sulfate SO<sub>4</sub> concentration~~ profiles for all flights. The vertical profiles for each flight category are shown in Figure [SM3](#)[SM4](#). In the vertical profile plots, both modeled and observed values are binned by flight altitudes every 1 km. The model captured the vertical

variability of BC and SO<sub>4</sub> concentration well (~~Figure 4~~Figure-4). For BC, both observation and model show the highest values near the surface. The simulated BC values are biased high above 5 km for all flight categories (Figure ~~SM3~~SM4). There is also a constant overprediction of ~~SO<sub>4</sub>-sulfate~~ above 5km, which may be due in part to an underprediction of RH, resulting in underestimation of wet removal and in-cloud scavenging at altitudes above 5km. ~~Pollutant transport across the Pacific happens in discrete plumes during Springtime (Adhikary et al., 2010). CTMs tend to disperse these plumes in vertical layers of the atmosphere too much. This spreading typically results in decreases in modeled peak values (Adhikary et al., 2009; Kulkarni, 2009). The underestimation of BC at the surface may also be attributed to an underestimation of BC emissions especially at higher latitudes e.g., gas flaring (Huang et al., 2014, 2015; Stohl et al., 2013) and shipping emissions (Marelle et al., 2016). The overprediction of BC at higher altitudes might be due in part to underestimations of BC removal by frozen clouds and precipitations (Koch et al., 2009).~~

#### ~~BC~~ Surface Concentration Evaluation at Barrow and Alert

For evaluating the model performance in capturing the seasonality of BC concentration in the Arctic region, we compared the simulated BC surface concentrations with BC data available at Barrow and Alert stations for the duration of ~~the~~ study (April 2008- March 2009). When using EBC values, it is ~~imperative very important~~ to keep in mind that the MAC values used for estimating EBC has a large range (from 5m<sup>2</sup>/g to 20 m<sup>2</sup>/g) and EBC concentrations has at least a factor of two uncertainty (Bond and Bergstrom, 2006; Liousse et al., 1996; Sharma et al., 2002, 2017; Weingartner et al., 2003). Traditionally, a MAC value of 10 m<sup>2</sup>/g was used for EBC calculations for aged BC particles and Sharma et al., 2013a used MAC values of 19 m<sup>2</sup>/g for both Barrow and Alert sites. However, recent studies suggest much lower values for MAC compared to the 9.5 m<sup>2</sup>/g used for this study. Sharma et al., 2017 suggest MAC values of 5 ±2 m<sup>2</sup>/g for summertime and Sinha et al., 2017 suggested MAC values as low as 8.5 m<sup>2</sup>/g for Barrow site. Using ~~the lower values of~~ MAC values, will result in higher observed EBC.

~~Figure 5~~Figure-5 shows the time-series boxplots of simulated BC vs. observed EBC concentration for the duration of the study at the surface for the Alert and Barrow sites. The model ~~was able to~~ accurately ~~predicted~~ ~~capture~~ the seasonality of BC in both sites. Both model and observation show higher values of BC during winter and spring, indicating the Arctic Haze. At the Alert site, the model especially captured the wintertime and springtime peak values; however, it overpredicted the summer BC concentration. Using lower MAC values as suggested by Sharma et al., 2017 for summertime results in 1.9~~x~~\* higher observed EBC which will be closer to the simulated values.

For the At Barrow site, the model consistently overestimates the BC concentrations during the year. The overestimation of BC during summer can be due to the large contributions of biomass burning from Siberia in the simulations caused by overestimations of emissions and/or too little removal during transport. However Furthermore, Stohl, 2006 and Stohl et al., 2013 studies discussed that the biomass burning contributions from remote locations were unintentionally removed in the Barrow measurements data processing. By removing the data cleaning for Barrow site, the observations were increased by a factor of 2-3 during summer. (Stohl et al., 2013).

Figure 66 shows monthly boxplots comparing simulated sulfate with observed values at Alert and Barrow. Both stations show strong seasonal variation with the minimum occurring during summer and early fall similar to BC. As discussed above for BC, this is due to the northward retreat of the Arctic front and efficient wet scavenging during summer. The model accurately captured the seasonality of observed sulfate at both sites. The summertime minima of sulfate reflects the less effective transport and high scavenging during summer. At Barrow, the model overpredicted the observed values throughout the year. However, during spring and winter, the simulated sulfate values are much closer to the observation. It should be noted that the observations from Barrow site has large data gaps and missing data possibly due to equipment malfunction. To avoid local contamination, the sector source controlled sampling method removes data suspected to be contaminated by the town of Barrow (Bodhaine, 1989, 1995; Fisher et al., 2011; Hirdman et al., 2010a). The significant data gaps might introduce biases in the monthly calculations. There were also no sulfate measurements for July, August, and December 2008. The model overpredicted sulfate at the Alert site, except for wintertime. During winter, the model accurately predicted the range of simulated sulfate at the Alert site. The overprediction during summer might be due to the less effective scavenging processes and higher magnitude of transport in the model. The results are similar to the (Hirdman et al., 2010b) study, which used nss sulfate monthly averages during the years 2000-2006. Observations and model show that Barrow shows much higher concentrations of sulfate throughout the year when compared to the Alert site.

#### *BC Concentration Evaluation for IMPROVE sites*

The simulated air pollution concentrations were further evaluated using data from 168 IMPROVE sites over the U.S. for the period of April 2008 to July 2009 (Data available from <http://vista.cira.colostate.edu/improve/Data/IMPROVE/AsciiData.-asp>). Figure 7 shows the annual mean surface BC concentration over the U.S. compared with observations at IMPROVE network sites. Each site is represented as a circle in the map. The average model BC over the U.S. is  $0.16 \mu\text{g}/\text{m}^3$  while average IMPROVE



data is  $0.19 \mu\text{g}/\text{m}^3$ . Further statistical ~~analyses analysis~~ shows that the root-mean-square deviation (RMSE) between model and observation is 32% and the mean bias error (MBE) is  $0.03 \mu\text{g}/\text{m}^3$ .

### 3.2. Spatial Distribution of PM Species

BC and ~~SO<sub>4</sub>-sulfate~~ are major ~~parts-components~~ of  $\text{PM}_{2.5}$ , and can be transported over long distances and across the continents. ~~Both BC and sulfate, and they both~~ have ~~various-several~~ anthropogenic and natural emission sources. ~~Figure 8~~ ~~Figure 8~~ shows the annual average concentrations of surface BC, ~~SO<sub>4</sub>sulfate~~,  $\text{PM}_{2.5}$ , and PM Ratio over the entire modeling domain. ~~Figure 8~~ ~~Figure 8~~-a shows that the modeled BC surface concentration is in the range of  $\sim 0.25$  to  $\sim 3 \mu\text{g}/\text{m}^3$ . The major BC hotspots are over Southeast Asia, northern India, and China with annual average concentrations of  $\sim 3 \mu\text{g}/\text{m}^3$ . Furthermore, the seasonal and monthly results show that BC concentration peaks during wintertime since there are higher biomass and fossil fuel burning for heating during the winter season. The annual average surface concentration over the U.S. is  $0.16 \mu\text{g}/\text{m}^3$  with the maximum BC over the Eastern U.S. with ~~the~~ average of  $0.75 \mu\text{g}/\text{m}^3$ . The annual average BC for the Arctic ~~area-region~~ (latitudes  $> 60^\circ\text{N}$ ) is between  $\sim 0.025 \mu\text{g}/\text{m}^3$ – $0.075 \mu\text{g}/\text{m}^3$  with the minimum occurring over Greenland, Alaska, and Northern Canada. ~~The simulated annual BC average for the Arctic area (latitudes  $> 60^\circ\text{N}$ ) is on average  $\sim 0.065 \mu\text{g}/\text{m}^3$ .~~ This value is consistent with the average of  $0.06 \mu\text{g}/\text{m}^3$  over the Arctic from Sharma et al. 2013-b.

~~SO<sub>4</sub>-Sulfate~~ can be produced by sea spray or volcanos, but they are mostly from oxidation of  $\text{SO}_2$  emitted during combustion of sulfur-containing fossil-fuels (~~Forster et al., 2007~~). ~~Sulfate SO<sub>4</sub>~~-scatters solar radiation and has a negative direct radiative forcing. ~~Figure 8~~ ~~Figure 8~~-b shows that the major ~~sulfate SO<sub>4</sub>~~-levels are in Asia and northern India, with less intense but significant concentrations over Europe and eastern CONUS. The concentration of ~~sulfate SO<sub>4</sub>~~-particles over East Asia is approximately two times higher than ~~sulfate SO<sub>4</sub>~~-concentration over the eastern CONUS and Europe. This is ~~partly~~ due to higher  $\text{SO}_2$  emissions in the Asian region and relatively faster  $\text{SO}_2$  oxidation rates (Chin et al., 2007).

~~Figure 8~~ ~~Figure 8~~-c shows the distribution of surface  $\text{PM}_{2.5}$ . Major  $\text{PM}_{2.5}$  hotspots are over the Persian Gulf, Central Asia, northern India, and northern Africa with annual average maxima as high as  $\sim 80 \mu\text{g}/\text{m}^3$  around the Persian Gulf. The Arctic area (above  $60^\circ\text{N}$ ) show values between  $1$ -  $5 \mu\text{g}/\text{m}^3$  with maximum occurring over northern Europe and northern Russia. Greenland, Northern Canada, and Alaska show average  $\text{PM}_{2.5}$  concentrations of  $\sim 2 \mu\text{g}/\text{m}^3$ . ~~Figure 8~~ ~~Figure 8~~-d shows the  $\text{PM}_{2.5}/\text{PM}_{10}$  ratio, which is an indicator of relative contributions from anthropogenic and natural sources. The arid regions with high natural dust emissions such as northern African, the Persian Gulf, and Central Asia show lower PM ratios indicating the major contributions of dust to PM over these

regions. Over the oceans, the PM ratio is very low (0.1-0.2) caused by higher contributions of sea salt to  $PM_{10}$  and low  $PM_{2.5}$  concentration (~84% contribution of coarse sea salt to  $PM_{10}$  over the Atlantic Ocean and ~75% over the Pacific Ocean). Higher PM ratio values in eastern Asia and eastern CONUS indicate that the sources of PM in these regions are mostly anthropogenic.

### 3.3. Sources of Arctic PM

#### 3.3.1. Source Sectors Contributing to PM Surface Concentration

Due to the significant contribution of BC ~~in to the global~~-warming seen over the Arctic and its amplification mechanisms, it is important to understand the influence of specific source regions and source sectors on the Arctic BC concentration. ~~Figure 9~~ Figure 9 shows the 5 major source sector contributions percentage to BC surface concentrations. Transportation is the major sector contributor over North America with contributions ranging from ~30% to ~55%. The residential sector is the major contributor to BC over China and South Asia with maximum residential contribution percentage as high as ~70 %, which is generally consistent with spatial pattern of emissions (Figure 2). However, the residential sector has a significant (~25%) contribution over Western U.S. reflecting the outflow of Asian BC over Pacific Ocean and to the West Coast. The residential, transportation and industrial sectors are the major emission sources over Europe as shown in figure 2. Over the Arctic (60 °N and above) residential and transportation sectors show maximum contributions of ~38% and ~30%, respectively. The contribution from the biomass burning sector over the Siberian Arctic is substantial with values as high as ~40%, which can be attributed ~~be attributed~~ to the large number of forest fires particularly during springtime. Previously, Stohl et al., 2013 study suggested that emission from oil and natural gas flaring in Russia is an important but overlooked source of Arctic BC contributing to 66% of total anthropogenic emissions within the Arctic (latitudes > 66 °N). Similarly, Huang et al., 2015 estimated that gas flaring emissions accounts for 36.2% of total anthropogenic BC emissions from Russia. Using similar emission inventory, AMAP, 2015, Eckhardt et al., 2015, Huang et al., 2014, Huang et al., 2015, Sand et al., 2015, Stohl et al., 2013, and Xu et al., 2017 concluded that flaring is a significant contributor to Arctic BC. However, a recent study (Winiger et al., 2017) using Bayesian approach, FLEXPART, and 2 year continuous observations identified the errors in space allocation of previous emission inventory and suggested -84% reduction of flaring emissions, which translates to (6.25x) overestimation of flaring emissions. Winiger et al., 2017 study shows that contribution of gas flaring is relatively small (~6%) compared to residential (~35%) and transport (~38%) sectors, which is similar to our results showing residential and transportation are contributing ~38% and ~30% to the Arctic BC.

Industrial and power emissions had the highest contributions ~~on to~~ the Arctic sulfate SO<sub>4</sub>-concentration with annual contributions of ~43% and ~41% respectively, while biomass burning, power and industrial emissions have the highest contributions (~30%, ~25%, ~ 20%) to Arctic PM<sub>2.5</sub> (Figure SM-~~56~~ and SM ~~6-7~~ respectively).

Figure SM ~~5-6~~ shows the large contributions of power sector to Europe sulfate SO<sub>4</sub> and high contributions industrial sector over North America and Siberia. Based on Figure SM-~~76~~, power sector is the major contributor to PM<sub>2.5</sub> over the Europe and eastern US, and Industrial sector is the most significant contributor to PM<sub>2.5</sub> over Canada, western US, Russia, and China. Biomass burning has significant contributions to PM<sub>2.5</sub> over southeastern Asia, Western US, and Russia. Residential sector has high impact on Eastern China and Indo-Gangetic plain PM<sub>2.5</sub> surface concentration based on Figure SM ~~67~~.

The seasonality ~~of in~~ sector contributions to the Arctic pollution is shown in ~~Figure 10~~ Figure 10. ~~Figure 10~~ Figure 10 top panel shows the time series contribution from five emission sectors to BC surface concentration (calculated as the area average surface concentration for latitudes 60°N and above) over the Arctic. ~~For this plot, the area average surface concentration for latitudes 60°N and above is shown.~~ The surface concentrations range from 0.05 µg/m<sup>3</sup> to 0.2 µg/m<sup>3</sup> over the Arctic ~~with the~~ values BC concentrations occurring during wintertime, indicating the prevalence of Arctic haze. The contribution from residential sector significantly increases during wintertime, since burning of biofuels and coal are the main heating resource at higher latitudes. Furthermore, there is a high seasonal variability in the contribution of biomass burning with maximum values occurring during the springtime due to the widespread seasonal agricultural burning over Russia and the increased occurrence of Siberian forest fires (AMAP, 2011b). During spring 2008, biomass burning was reported to be unusually high (AMAP, 2011b; Jacob et al., 2010; Liu et al., 2015; Matsui et al., 2011; Wang et al., 2011; Warneke et al., 2009). Furthermore, during the spring the ~~A~~ arctic front is more southerly on the Eurasian side (Bond et al., 2013; Stohl, 2006). Hence, the BC emitted from agricultural burning and boreal forests from Europe and Russia transport easily, especially at lower altitudes. These results are similar to Qi et al., 2017b, Brock et al., 2011, Warneke et al., 2010, and Bond et al., 2013, which suggest that high-latitude agricultural and boreal forest fire is one of the main contributors to BC over the Arctic during spring 2008.

Figure SM8 shows the seasonal variation of contributions of different economic sectors to Arctic BC column concentration (vertically integrated amount of BC). The contribution of biomass burning to column concentration is very significant and much higher than the surface concentration in spring and especially during spring 2008. The heat and convection caused by the fires inject the biomass burning emissions much higher in the atmosphere; hence the impact of biomass burning emission is accentuated in column concentrations. The biomass burning contribution to Arctic column BC in spring 2008 is almost double that of spring 2009, which shows the impacts of an unusually higher number of forest fires in 2008.

The middle panel of ~~Figure 10~~ ~~Figure 10~~ shows the time series of contributions from the emission sectors to anthropogenic PM<sub>2.5</sub> and biomass burning over the Arctic. Biomass burning contributes to the PM<sub>2.5</sub> seasonality with maximum contribution in spring and summer. The power, industry, and transportation sectors are the highest contributors during wintertime, reflecting the increased energy consumption for both domestic and industrial heating.

~~Figure 10~~ ~~Figure 10~~ bottom panel shows the contribution of different PM<sub>2.5</sub> components to the Arctic total PM<sub>2.5</sub> concentration. BC comprises an average of ~5% of PM<sub>2.5</sub> over the Arctic. Fine dust (defined as dust with aerodynamic diameter of less than 2.5 μm) is a major source of PM<sub>2.5</sub> seasonal variation, with maximum contribution in spring (~40%). ~~Sulfate SO<sub>4</sub>~~ shows the highest contribution over the winter months with a peak of ~60%. ~~Sulfate SO<sub>4</sub>~~-maximum in winter is caused by the shift in the transport pathways of pollutants during wintertime over the Europe. The high values of ~~the Arctic sulfate SO<sub>4</sub>~~-during the cold months are ~~partly due to mostly caused by~~ the large Europe contribution with higher use of fossil fuel and coal burning and SO<sub>2</sub> emissions for industry, power and residential purposes. The industry and power sectors have the highest contributions to the Arctic ~~sulfate SO<sub>4</sub>~~-concentration (~~each ~42%~43% and ~41%~~) on an annual basis. The ~~transport pathways and seasonality are is further~~-described ~~further~~ in ~~section 3.4. the transport pathways section.~~

### 3.3.2. Geographical ~~source~~ ~~Source contribution~~ ~~Contribution~~ to PM ~~C~~ concentration

Contributions of BC emissions from different source regions (i.e. Europe, China, North America, Central Asia, Middle East, South Asia, Central Asia, and Siberia) were also analyzed ~~using through emission perturbation simulations~~ ~~sensitivity analysis~~. ~~Figure 11~~ ~~Figure 11~~ shows the spatial plots of annual average contributions ~~from of~~ different geographical regions to ~~BC~~-surface ~~BC~~ concentration ~~with the largest contributions from~~ Europe and China ~~have the largest contribution to BC surface concentration~~ over the Arctic. China ~~also~~ contributes to ~35% of the BC in Canada, Northwestern CONUS and Alaskan regions, which indicates the significance of the inter-continental transport of BC. North American BC emissions have up to ~20% contribution to Southern Europe surface BC concentration.

The source region contributions to surface and column BC concentration ~~exhibit significant also show~~ seasonal variability. ~~Figure 12~~ ~~Figure 12~~ shows the contributions of different emission regions to BC surface concentration and column amounts. Anthropogenic emissions from Europe and China have the highest impact on the Arctic surface BC concentration with annual averages of ~46% and ~25%. However, Europe only contributes to ~25% of the Arctic BC column and China contributes ~36% of column BC in the Arctic. During the winter and

spring, air masses from colder and drier regions can follow surfaces of constant potential temperature and cross the Arctic front barrier but emissions from moister and warmer regions such as North America and China cannot easily cross the Arctic front. However, these particles originating from warmer and moister lower latitudes regions can be lifted and transported to the Arctic in the middle and upper troposphere along the isentropes (AMAP, 2011b; Barrie, 1986; Law and Stohl, 2007; Stohl, 2006). Therefore, emissions from northern latitudes such as (Europe and Russia) have higher contributions to the surface concentration but emissions from lower latitudes have higher contributions to the column aerosol load in the Arctic. Anthropogenic emissions from North America (Canada and United States) are also significant contributors to the BC column concentration with contributions of ~10%. However, anthropogenic emissions from North America contribute only ~4% of surface concentration over the Arctic. North American emissions are mostly from lower latitudes with higher potential temperature and higher humidity. The major transport pathway of North American emissions to the Arctic follows constant potential temperatures, which cause cloud formation and precipitation, hence higher wet scavenging of aerosols. Brock et al., 2011, McConnell, 2007, Stohl, 2006, Breider et al., 2014 and Liu et al., 2015 show similar low contributions of North American Anthropogenic emission to the Arctic surface concentration. Less than 5% percent of emissions are transported from each of South Asia and the Middle East to the Arctic. During the winter, anthropogenic emissions from Russia accounts for ~12% of BC surface concentration and less than 5% of column BC concentration over the Arctic. This is due to the thermally stable condition and lower vertical mixing during the winter over Russia, which facilitates pollution transport to the Arctic. During the spring time, anthropogenic emissions from Europe, China, and Russia account for ~35%, ~25%, and, <~10% of BC surface concentration. This finding is consistent with the study of Koch and Hansen 2005, which showed that emissions from Russia, Europe and South Asia have contributions of 20-30% during springtime.

The peak BC surface concentration occurs during the wintertime; however, the contribution of biomass burning in Siberia significantly increases during spring and summer periods, when the biomass burning emissions are the highest. The contributions of Siberian biomass burning to the Arctic surface and column concentration almost doubled during spring 2008 compared to spring 2009. The spring 2008 peak concentrations are explained in the model by Siberian biomass burning plumes transported to the Arctic with low wet scavenging by precipitation and dilution. During the winter, anthropogenic emissions ~~are-account~~ accountable for ~97% of BC concentration over the Arctic, while during the summer biomass burning contributes up to ~50% of Arctic BC concentration. During the summer, the contributions of European biomass burning increase. The simulation results also show that

the biomass burning plumes from South East Asia can reach the Arctic troposphere accounting for up to ~10% of BC aerosol loading during April 2009.

~~Figure 13~~ ~~Figure-13~~ shows the percentage contributions of various sectors and regions to BC, ~~sulfate~~SO<sub>4</sub>, and PM<sub>2.5</sub> at Alert, Barrow, and the Arctic region average (i.e. 60° N and above). This figure shows that the ~~power and industry are the~~ ~~major sector contributors to~~ ~~SO<sub>4</sub> sulfate are power and industry~~ ~~at both~~ Alert and Barrow and ~~in over~~ the Arctic region, ~~while Europe, China, and Eurasia are the major regional contributors to the Arctic sulfate.~~ ~~The major region contributors for SO<sub>4</sub> are China and Europe.~~ ~~At both Barrow and Alert sites, the contributions of china to surface and column sulfate concentration are at maximum level during summer and fall.~~ The sectoral contributions for ~~sulfate~~ (SO<sub>4</sub> and PM<sub>2.5</sub> for Barrow are similar to those for the Arctic mean. Therefore, Barrow is representative of the sectoral contributions to the Arctic mean ~~sulfate~~ SO<sub>4</sub> and PM<sub>2.5</sub>. The geographical contributions show more variability between sites and the Arctic mean. However, the geographical contributions to the BC in Alert is a good representation of that of the Arctic average.

For informing more efficient policies, it is essential to study the impact of emissions from various economic sectors of specific source regions on the Arctic surface and column concentrations. Since Europe and China had the highest contributions to the Arctic BC concentrations, the impacts of each specific economic sectors from China and Europe on the Arctic PM concentrations were studied further. Figure 13 also shows the annual average concentrations of each economic sector from Europe and China to surface BC concentration. The ~~emissions originating from the~~ residential sector ~~in from~~ China contributes ~~to~~ ~14% of total BC surface concentration ~~over the Arctic~~. The residential sector accounts for ~~≥ more than~~ ~55% of total China contribution to the Arctic surface BC concentration. The emissions originating from residential and transportation sectors in Europe account for ~90% (~55% from residential and ~35% from transportation sectors) of total European contributions to the Arctic surface BC. ~~Figure 12~~ ~~Figure-12~~ shows how the contributions of specific emission sectors for China and Europe vary by season. The emissions from European residential sector contributes to ~25% of Arctic BC surface concentration on an annual basis. This impact is much higher during the winter and spring due to higher emissions for heating purposes. ~~Figure 13~~ ~~Figure-13~~ (g-l) ~~subplots~~ show the contributions of different economic sectors from China and Europe to the impact of emissions from Europe or China to annual surface BC, ~~sulfate~~SO<sub>4</sub>, and PM<sub>2.5</sub> concentrations for Alert, Barrow, and the Arctic average.

Emissions from Chinese industry sector and European power sector contribute ~12% and ~18% of the Arctic surface sulfate  $\text{SO}_4$  concentration. Emissions from power sector in china also contributes to ~8% of Arctic annual average sulfate concatenation. It should be noted that > 50% and ~35% of China contribution to the Arctic sulfate originated from industry and power sectors respectively (Figure 13). ~80% of Europe contribution to the Arctic sulfate is emitted from power and industry sectors (~45% and ~35%). Emissions originating from power, industry and residential sectors in Europe account for ~12%, ~8%, and ~8% of total  $\text{PM}_{2.5}$  surface concentration over the Arctic respectively. Further seasonal and spatial analysis (Figure ~~SM7-SM10~~ and ~~SM8SM11~~) show that Chinese residential emissions have higher impacts (up to ~35%) on the Pacific Arctic (including Siberia, Alaska, Canadian sub-arctic, and Bering Sea) during the winter. Further details on the seasonality of contributions of various emission sectors from Europe or China to the BC surface concentrations over the entire domain are presented in Figure ~~SM8-SM10~~ and Figure ~~SM9SM11~~.

### **3.4. Long Range Transport Pathways PM Vertical Profiles and Associated Seasonality**

To further understand ~~the seasonal differences in the composition of BC by altitude, the seasonality and transport pathways of BC in the Arctic,~~ the seasonally averaged altitude–latitude cross-sections are shown at 65 °N (entrance boundary for the Arctic) in ~~Figure 14~~Figure 14. During the spring, the ~~magnitude-concentration~~ of BC is relatively high in Eurasia and Siberia. This is partly due to southerly extent of the polar dome during spring especially over Eurasia, which facilitates the transport of BC emission from lower latitudes to the Arctic. During spring, there are extensive agricultural fires and high number of forest fires in Northern Siberia. In addition, spring 2008 had exceptionally higher numbers (almost double) of Siberian boreal forest fires compared to other years (Liu et al., 2015).

During winter (~~Figure 14~~Figure 14-d), we see higher concentration of BC up to 5km indicating the higher low-level transport of BC from the source regions including North America, Europe and Siberia ~~indicative of. This shows the~~ stable and low vertical mixing. During the cold months, Europe is the major contributor to the BC concentration, at lower altitudes as shown in ~~Figure 14~~Figure 14-l. This is due to thermally stable conditions over winter, which inhibits the upward transport and vertical mixing of emission plumes. However, China shows higher contribution at mid and upper troposphere, which indicates the transport pathways of Asian plumes to the Arctic (~~Figure 14~~Figure 14-h). The contribution of biomass burning to BC concentration is high during summer over Eurasian Arctic, Siberia, and North American Arctic. The contribution of biomass burning is especially high in spring over Siberia during spring 2008 relative to the other years. Also, higher residential emissions of BC in



Europe and Asia during the winter is another factor contributing to the higher BC concentration over the Arctic. Siberian forest fires are the major cause of higher BC concentration in Siberian Arctic during summer ([Figure 14](#)~~Figure 14~~-n). The higher rate of wet scavenging during summer causes lower transport via low-level pathways. However, the convection caused by forest fires can inject BC in the free troposphere, which reduces the wet and dry deposition for that plume. [Figure SM12](#) [Figure 14](#)(~~q-t~~) shows the dust concentration at the 65 °N cross-section. During spring, we have higher altitude plumes of dust transporting to the Arctic. Dust emission sources are usually from lower latitudes dry and semi-arid regions; hence dust transport to the Arctic is usually higher in the troposphere. Summer also shows similar pattern but with less intensity compared to the spring. [Figure SM12 \(left column\)](#) shows the seasonal and annual sulfate cross-section at 65 °N. For sulfate the cross-sections have similar pattern as BC. However, the concentration of sulfate is much less pronounced during spring compared to BC. During winter high sulfate concentrations were observed under 4km over Eurasia and to the lesser extent Alaska.

#### 4. Conclusions and Future Works

In this study, we used a chemical transport model (STEM) to investigate long-range transport of PM to the Arctic and calculate the contributions of various anthropogenic and biomass-burning emission sources to the Arctic surface and column PM concentrations. The focus of this study was to quantify ~~and assess the impacts of the different economic~~ source sectors and source regions ~~contributions~~ to the Arctic ~~aerosols~~BC, sulfate (SO<sub>4</sub>), and PM<sub>2.5</sub> concentrations using sensitivity simulations. The simulated BC and sulfate concentrations were evaluated with observations at two Arctic sites (Alert and Barrow). The simulated concentrations were further validated along ARCTAS DC-8 flights and IMPROVE surface sites over the US.-

This study found that ~~emissions originating from~~ residential and transportation ~~sector emissions sectors~~ were the major contributors to the Arctic BC loading on an annual basis with contributions of ~38% and ~30% respectively, ~~while. However, the results showed that~~ power, industrial, and biomass burning emissions were the major contributors to the Arctic PM<sub>2.5</sub> (contributions of ~30%, ~25%, and ~20% respectively). ~~Our~~ The simulations showed a distinct seasonality ~~for~~ in the contributions of ~~economic~~ sectors and ~~source~~ regions to BC and PM<sub>2.5</sub> concentration over the Arctic. During the winter peak concentration period, the contributions from residential sector were ~~maximized~~ highest due to high-energy consumption for heating purposes. Biomass burning also showed a distinct cycle with contributions to BC surface concentration as high as ~50% during summer and less than ~3% during winter. The contributions of anthropogenic sources to BC concentrations near the surface were dominant varying from ~50% ~~in spring to~~ ~97% ~~over the~~ winter year. However, the contributions of biomass burning

from Siberia were significant during spring 2008 (up to ~40%), and the contributions of biomass burning emissions from Europe became significant over the summer accounting for up to ~20% of Arctic BC column concentration. There is also a distinct inter-annual difference in BC from biomass burning between spring 2008 and spring 2009 which indicates the higher occurrence of fire during spring 2008. Biomass burning plumes from South East Asia can reach the Arctic troposphere accounting for up to ~10% of BC column concentration during April 2009.

Industrial and power emissions had the highest contributions to the Arctic sulfate surface concentration with annual contributions of ~43% and ~41% respectively. The dominant source region for the Arctic sulfate surface concentration is China, Europe, and Russia. Emissions from power sector in Europe and industry sector in china contributes to ~ 18% and ~12% of Arctic sulfate concentration.

Fine dust was shown to be one of the most important drivers of Arctic PM<sub>2.5</sub> seasonality, with maximum contributions in spring (~40%). Dust was the largest component of PM<sub>2.5</sub> in the region in all seasons except for cold months, when sulfate was the largest contributor (~60%) to the PM<sub>2.5</sub>.

In this study, we found that the major source regions contributing to BC surface concentrations are Europe and China annually with contributions ~46% and ~25% respectively. Among the various economic sectors from each of the geographic regions, the residential sector from Europe and China were the largest contributors to Arctic BC with ~25% and ~14% respectively. In addition, the contribution of each geographical source regions varied significantly by altitude. In the mid and upper troposphere, the contributions of Chinese emissions were higher due to their dominant transport pathway to the Arctic though warm conveyer belts. Model results showed a distinctive temporal variability for regional contributions to the Arctic. In general, the anthropogenic emissions from Europe were the most significant due to its large contributions over the winter (haze season).

There are a number of factors (including but not limited to high uncertainties ~~uncertainites~~ in transport pathways, emission inventories, transport pathways, and removal parametrizations) that can contribute to uncertainties associated with the contributions of each individual source sector and source regions to the Arctic PM loading. Future Arctic warming, sea ice decline, and industrial development facilitates international shipping and transport via the northern sea route, which consequently increase the Arctic pollutants burden (Law et al., 2017; Marelle et al., 2016). Additional observations at Arctic locations along with higher resolution and more sophisticated modeling studies are necessary to reduce these uncertainties in future. Improved estimates of local Arctic emissions are essential for developing successful pollution mitigation strategies.

## Acknowledgements

The University of Iowa group activities are funded by NASA awards (NNX08H56G and NNX12AB78G) and an EPA award (RD-83503701-0). The authors would like to acknowledge ARCTAS science team. We would also like to thank the Global Monitoring Division (GMD) at NOAA Earth System Research Laboratory (ESRL), and Environment and Climate Change Canada for maintaining and providing BC measurements. We would like to acknowledge World Meteorological Organization (WMO) Global Atmosphere Watch (GAW) and the Norwegian Institute for Air Research (NILU) for hosting the measurement data (<http://ebas.nilu.no>). We also would like to thank the Emissions Database for Global Atmospheric Research (EDGAR) for developing HTAP emission inventories. The authors would like to thank Christine Wiedinmyer for providing open burning emission data. The authors would like to thank Interagency Monitoring of Protected Visual Environments (IMPROVE) for providing observational data over the CONUS. IMPROVE is a collaborative association of state, tribal, and federal agencies, and international partners. US Environmental Protection Agency is the primary funding source, with contracting and research support from the National Park Service. The Air Quality Group at the University of California, Davis is the central analytical laboratory, with ion analysis provided by Research Triangle Institute, and carbon analysis provided by Desert Research Institute. [The National Center for Atmospheric Research \(NCAR\) is sponsored by the National Science Foundation \(NSF\).](#)

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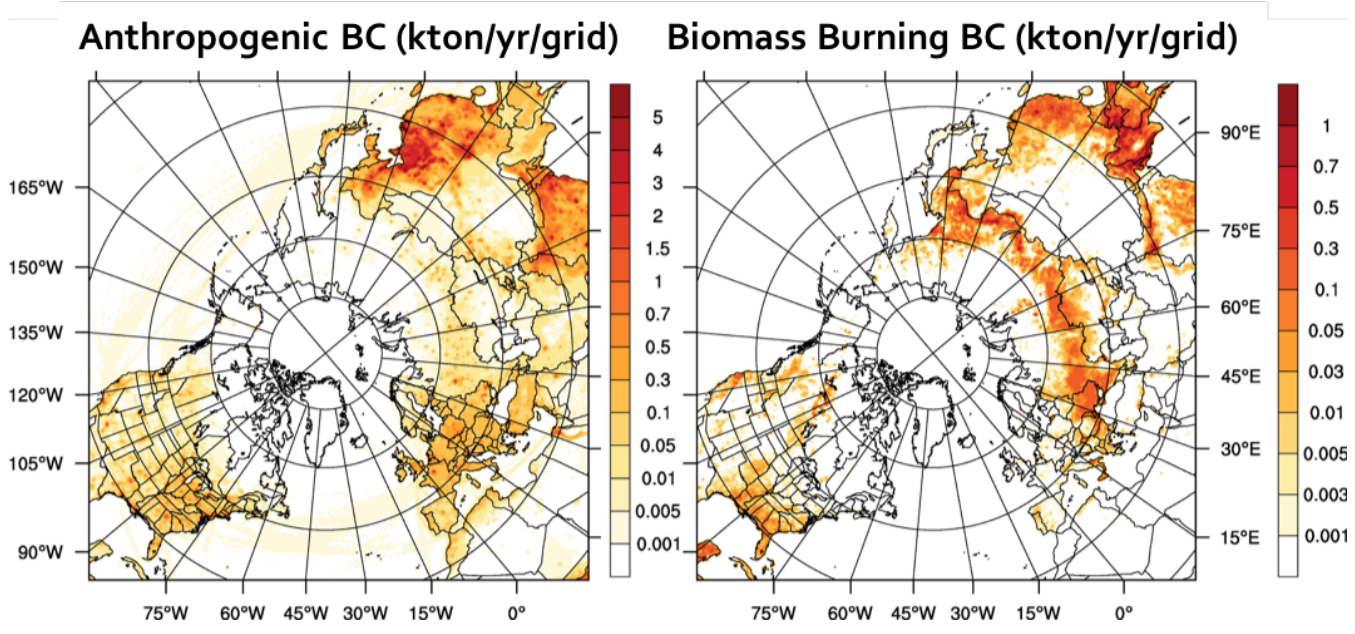
## 7. Tables and Figures

**Table 1: NASA ARCTAS Flight Categories for Spring and Summer 2008**

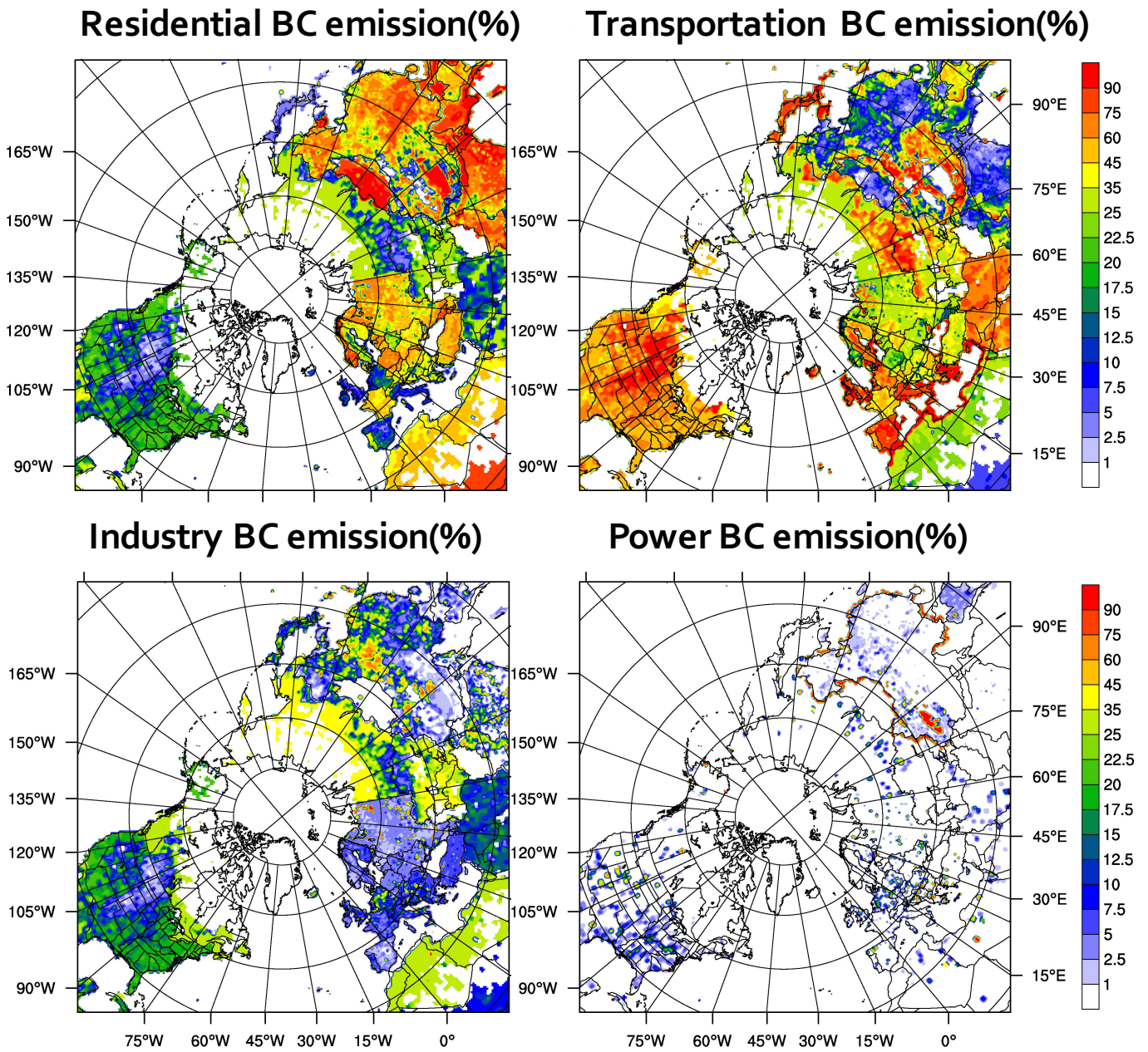
Flight Season	Flight Categories	Flight Date	Flight Number	
Spring Flights	Spring Alaska Local Flights	04/12/2008	08	
		04/16/2008	09	
	Spring Greenland Flights	04/04/2008	04	
		04/05/2008	05	
		04/08/2008	06	
		04/09/2008	07	
		04/17/2008	10	
	Spring Transit Flights	04/01/2008	03	
		04/19/2008	11	
	Summer Flights	Summer California Flights	06/18/2008	12
			06/20/2008	13
06/22/2008			14	
06/24/2008			15	
Summer Canada Flights		06/29/2008	17	
		07/01/2008	18	
		07/04/2008	19	
		07/05/2008	20	
Summer Canada Greenland Flights		07/08/2008	21	
		07/09/2008	22	
		07/10/2008	23	
Summer Transit Flights		06/26/2008	16	
		07/13/2008	24	

**Table 2- Statistical summary of comparison of observed and modeled meteorological parameters for NASA ARCTAS spring and summer flights. Obs and Mdl denote observation and model data.**

	Temperature (K)		Pressure (hpa)		Relative Humidity (%)		Wind Speed (m/s)	
	Obs	Mdl	Obs	Mdl	Obs	Mdl	Obs	Mdl
Mean	248.4	263.1	610.2	594.6	45.5	45.5	13.0	13.5
Standard Error	0.3	0.3	3.7	3.4	0.4	0.4	0.2	0.1
Median	245.4	265.7	554.9	569.0	43.4	43.4	9.7	11.5
Mode	225.0	231.4	1007.0	329.3	19.8	19.8	25.7	25.7
Standard Deviation	23.6	23.1	253.2	232.8	27.0	27.0	10.9	9.1
Range	94.8	93.6	818.9	817.2	117.1	117.1	56.2	43.4
Minimum	212.7	212.2	206.7	187.1	0.7	0.7	0.2	0.1
Maximum	307.4	305.8	1025.6	1004.2	117.8	117.8	56.4	43.5
R-Square	0.984		0.757		0.585		0.405	
Standard Error	32.463		314.263		34.059		12.553	



**Figure 1: Spatial distribution of anthropogenic BC emissions (left) and wildfire BC emissions (right) in Gg/yr/grid. This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.**



**Figure 2: Spatial distribution of economic sectors (%) ~~in~~ to total BC anthropogenic emissions on an annual basis. This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.**

### NASA ARCTAS Spring and Summer Flights

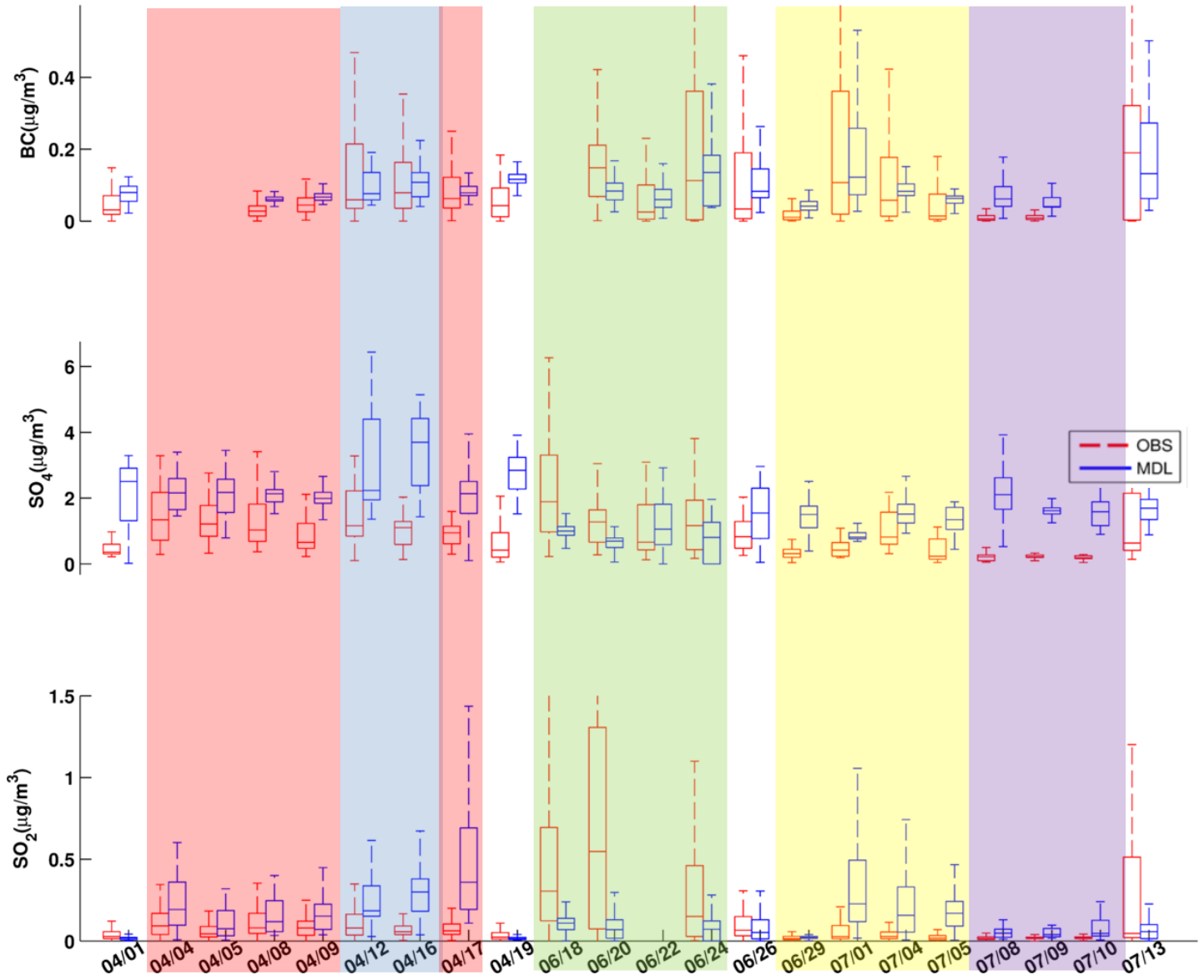
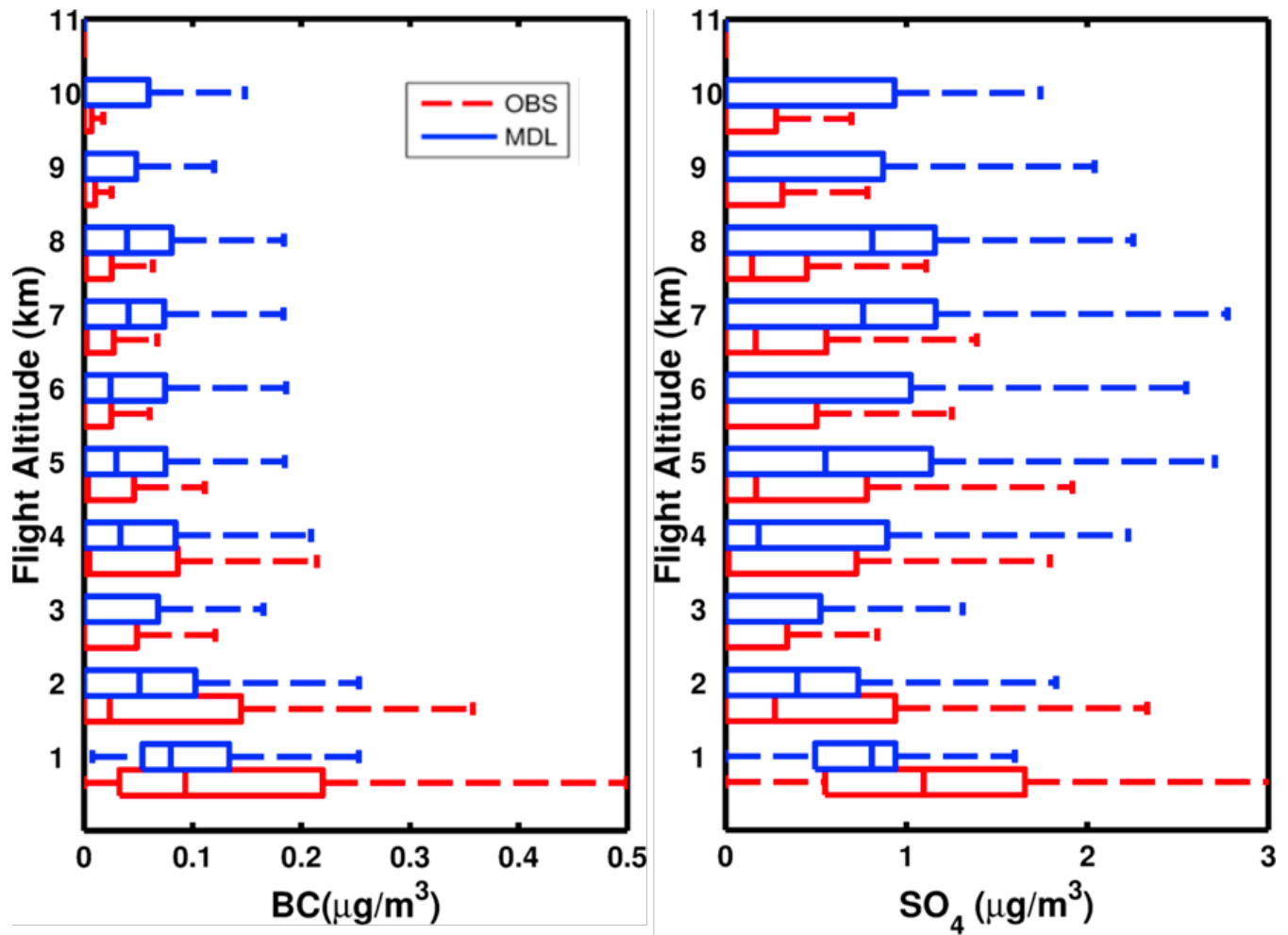


Figure 3: Comparison of BC, sulfate (SO<sub>4</sub>)<sub>s</sub>, and SO<sub>2</sub> for NASA ARCTAS spring and summer flights. Flight categories are shaded same as figure 3. Each flight category is shaded with a different color and the spring and summer transition flights are not shaded. Spring Alaska local flights and spring Greenland flights are shaded blue and red respectively. Green, yellow, and purple shades denote the summer California flights, summer Canada flights, and summer Canada Greenland flights. In each box whisker panel, the middle line denotes the median value, while the edges of the box represent 25th and 75th percentile values respectively. The whiskers denote the maximum and minimum values. Table 1 Table 1 shows the NASA ARCTAS flight categories and Figure SM2 panels show the flight tracks for spring and summer.





5 **Figure 4: Comparison of model and observation BC and sulfate (SO<sub>4</sub>) for all ARCTAS flights. In each box whisker panel, the middle line denotes the median value, while the edges of the box represent 25<sup>th</sup> and 75<sup>th</sup> percentile values respectively. The whiskers denote the maximum and minimum values.**

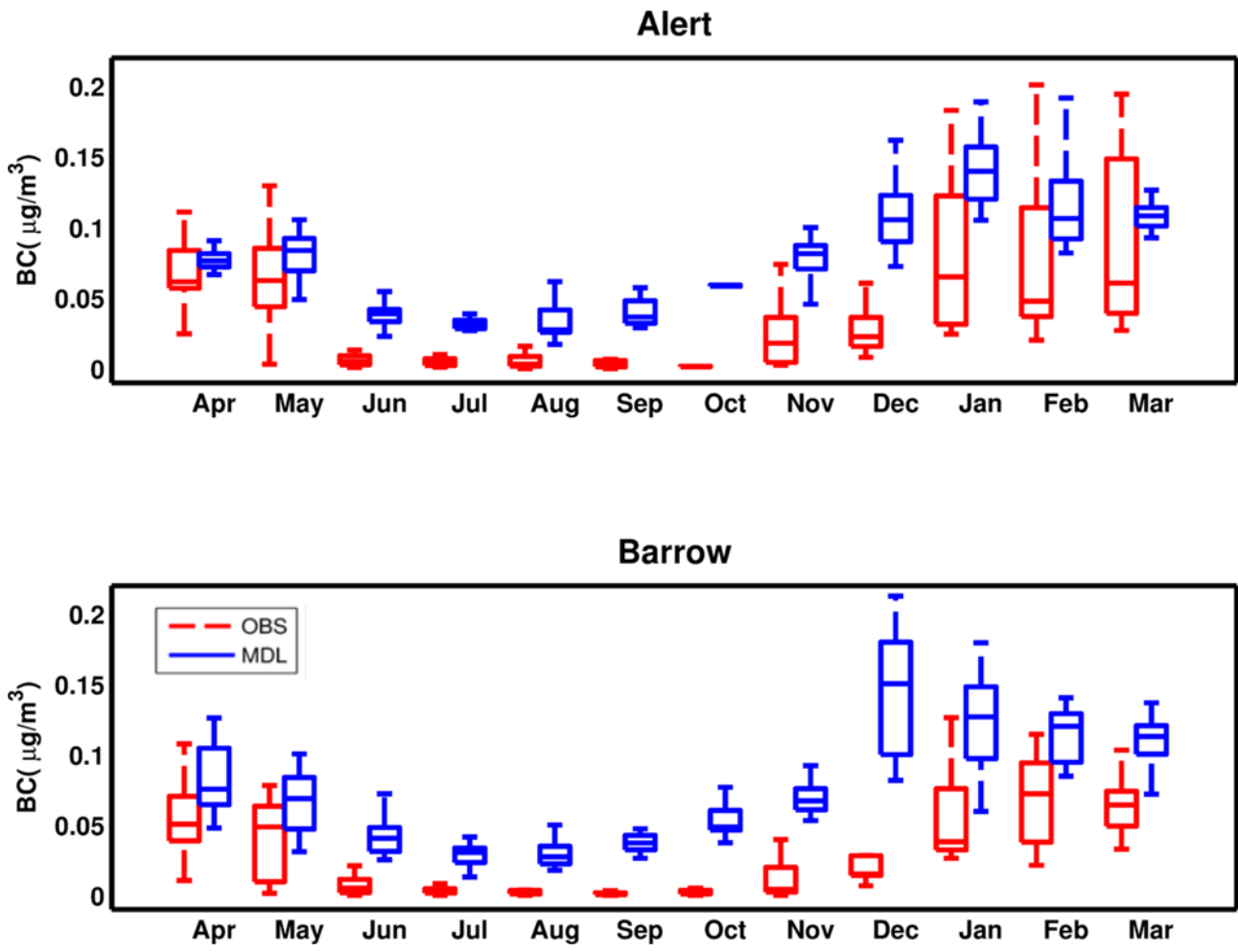
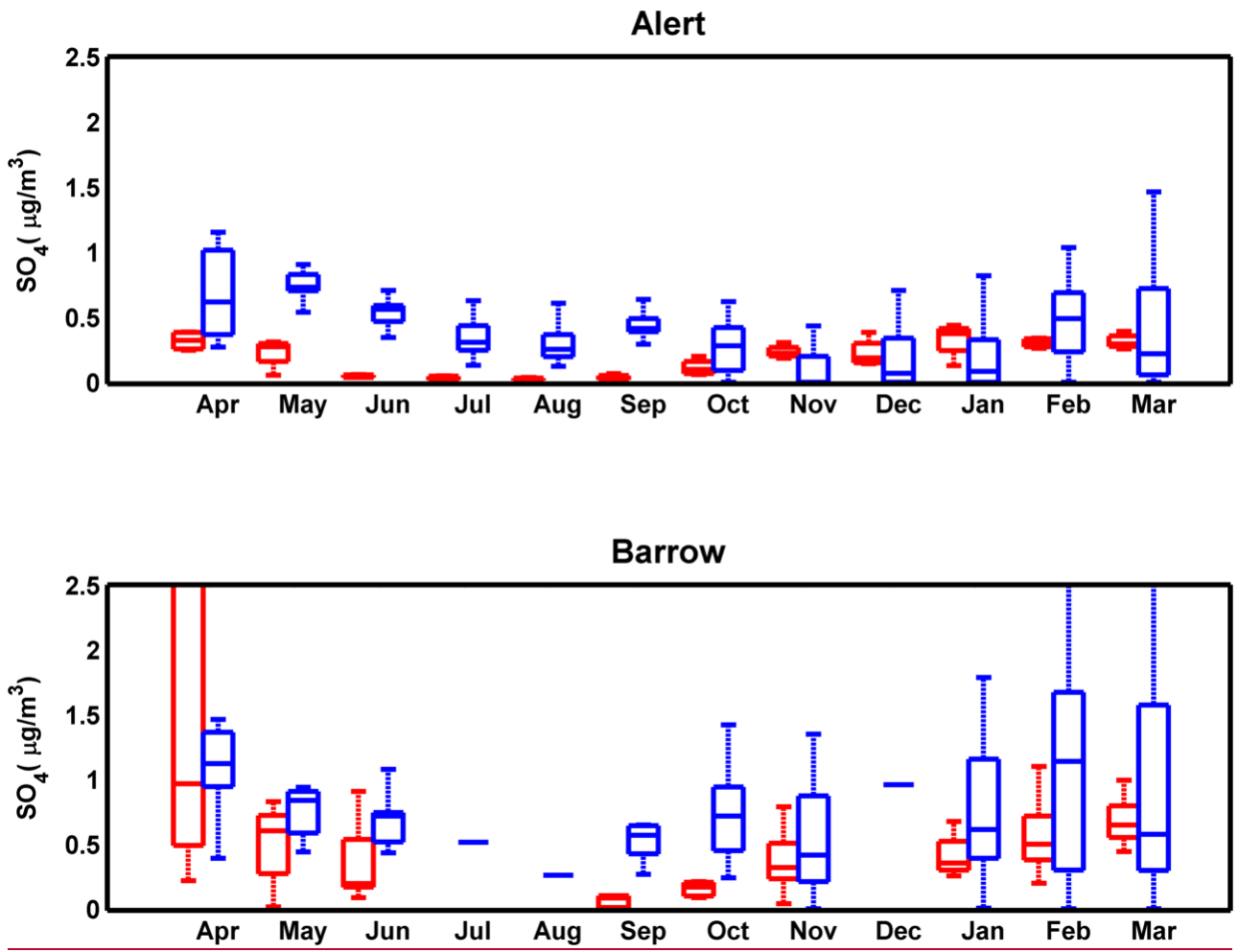


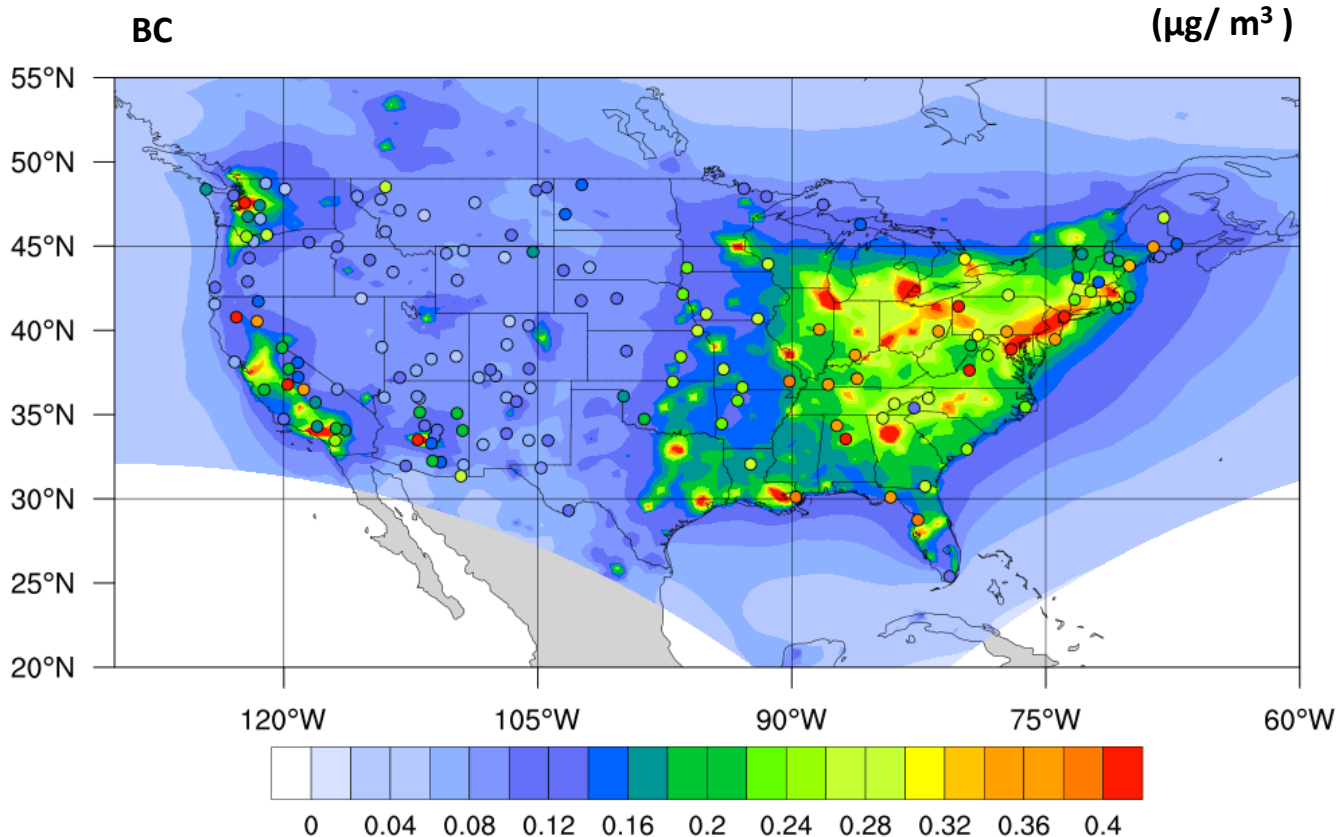
Figure 5: Comparison of simulated BC with observations shown as box-and-whisker plots over the simulations period at Alert (top panel) and Barrow (bottom panel) sites. In box and whisker, the middle line denotes the median value, while the edges of the box represent 25<sup>th</sup> and 75<sup>th</sup> percentile values respectively. The whiskers denote the maximum and minimum values.

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**Figure 6: Comparison of simulated sulfate ( $\text{SO}_4$ ) with observations shown as box-and-whisker plots over one year (April 2008- Mar 2009) at Alert (top panel) and Barrow (bottom panel) sites. In box and whisker, the middle line denotes the median value, while the edges of the box represent 25<sup>th</sup> and 75<sup>th</sup> percentile values respectively. The whiskers denote the maximum and minimum values.**

5



**Figure 7: Annual average surface BC concentration over the U.S. The simulated BC concentration (solid contours) for April 2008 to Mar 2009 are compared to observations (circles) from IMPROVE network. The circles indicate IMPROVE sites with the color representing the BC concentration in  $\mu\text{g}/\text{m}^3$ . This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.**

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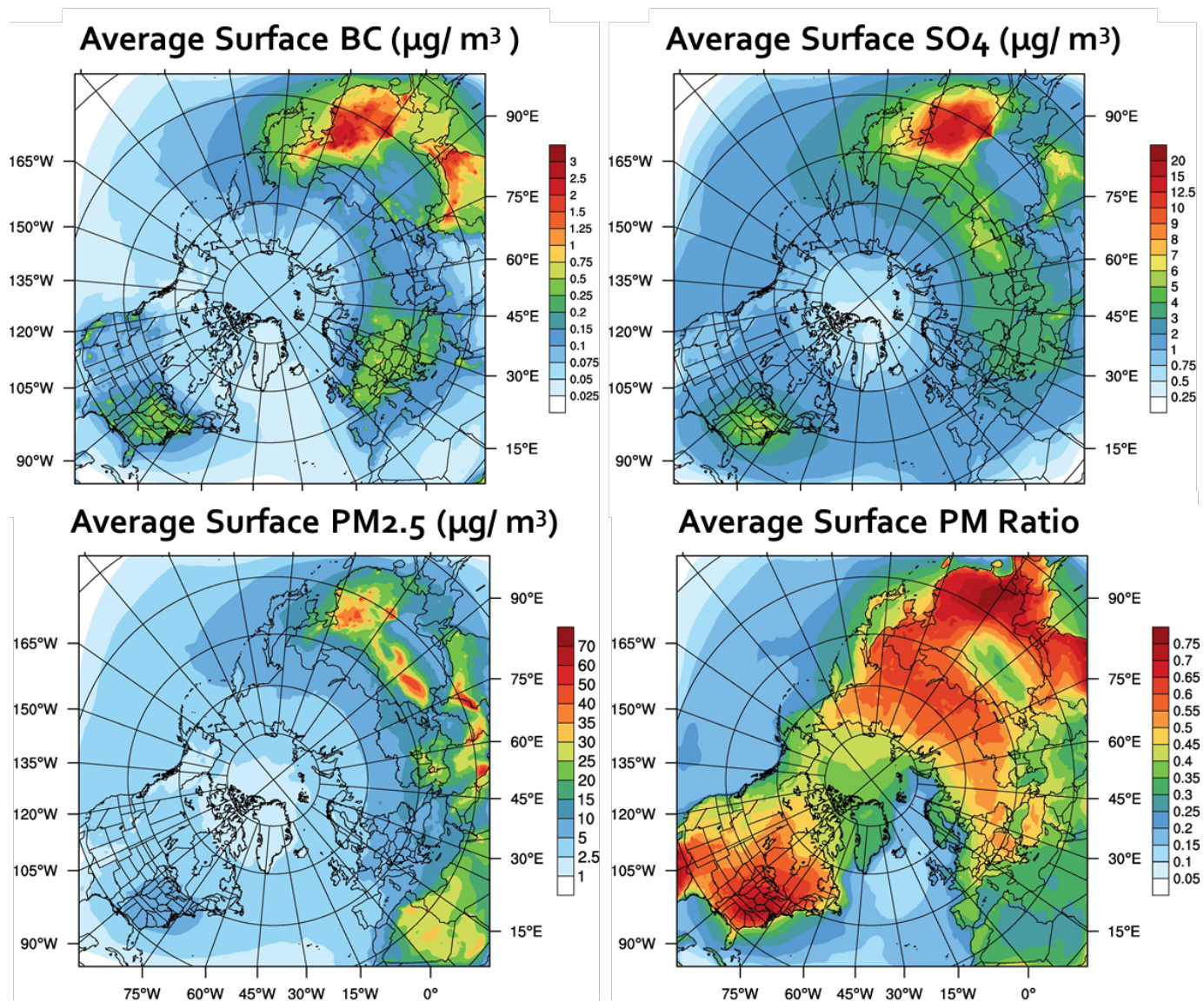
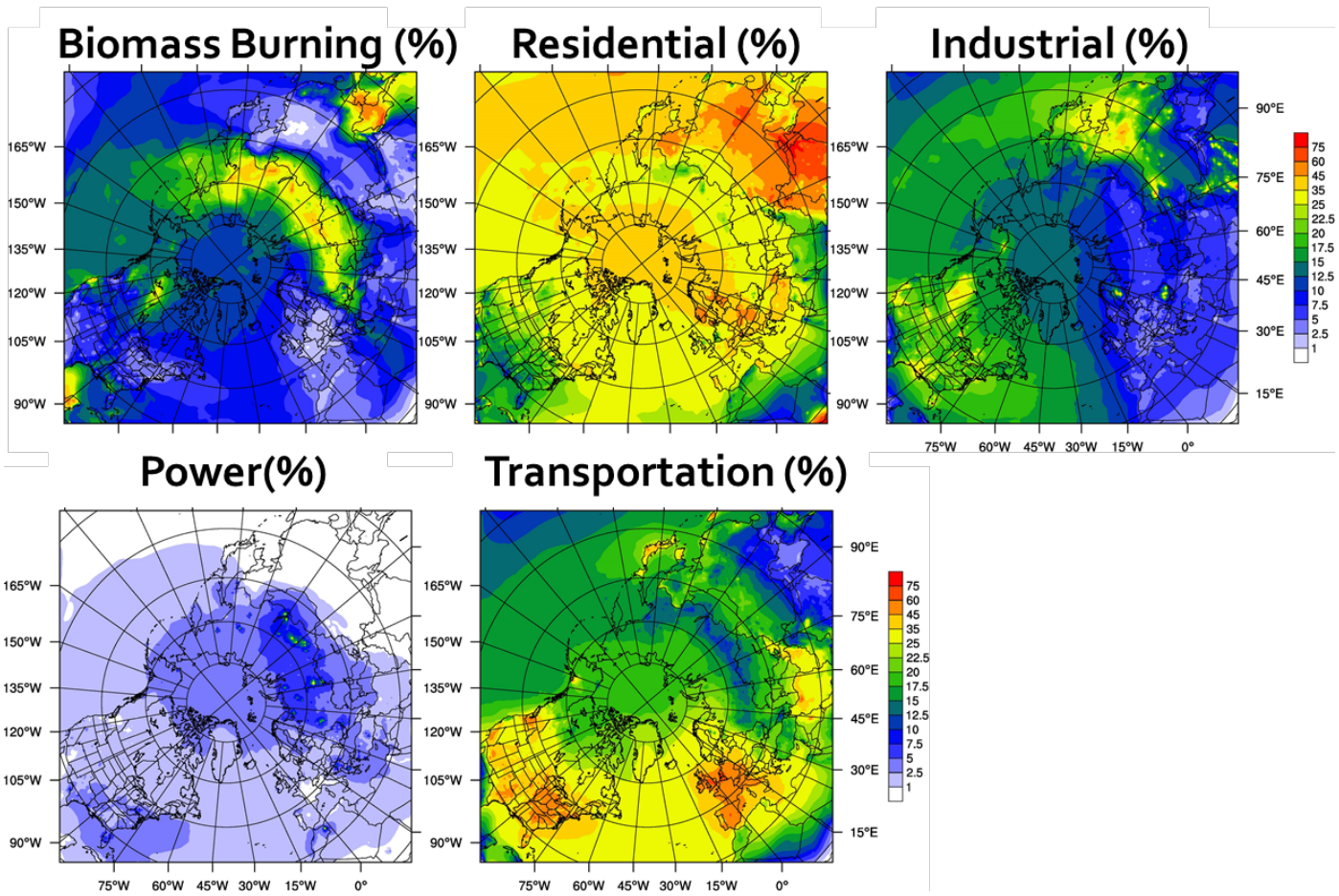


Figure 8: Spatial distributions of simulated BC ( $\mu\text{g}/\text{m}^3$ ), ~~Dust~~ sulfate ( $\text{SO}_4$ ) ( $\mu\text{g}/\text{m}^3$ ),  $\text{PM}_{2.5}$  ( $\mu\text{g}/\text{m}^3$ ), and  $\text{PM}_{2.5}/\text{PM}_{10}$  ratio averaged over the simulation period. The annual averages are calculated by averaging model outputs from April, 01 2008 to March, 31, 2009. This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.

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**Figure 9: Spatial distribution of source sector contributions (%) to annual BC surface concentration over the entire domain. This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.**

Arctic Surface Concentration( $\mu\text{g}/\text{m}^3$ )

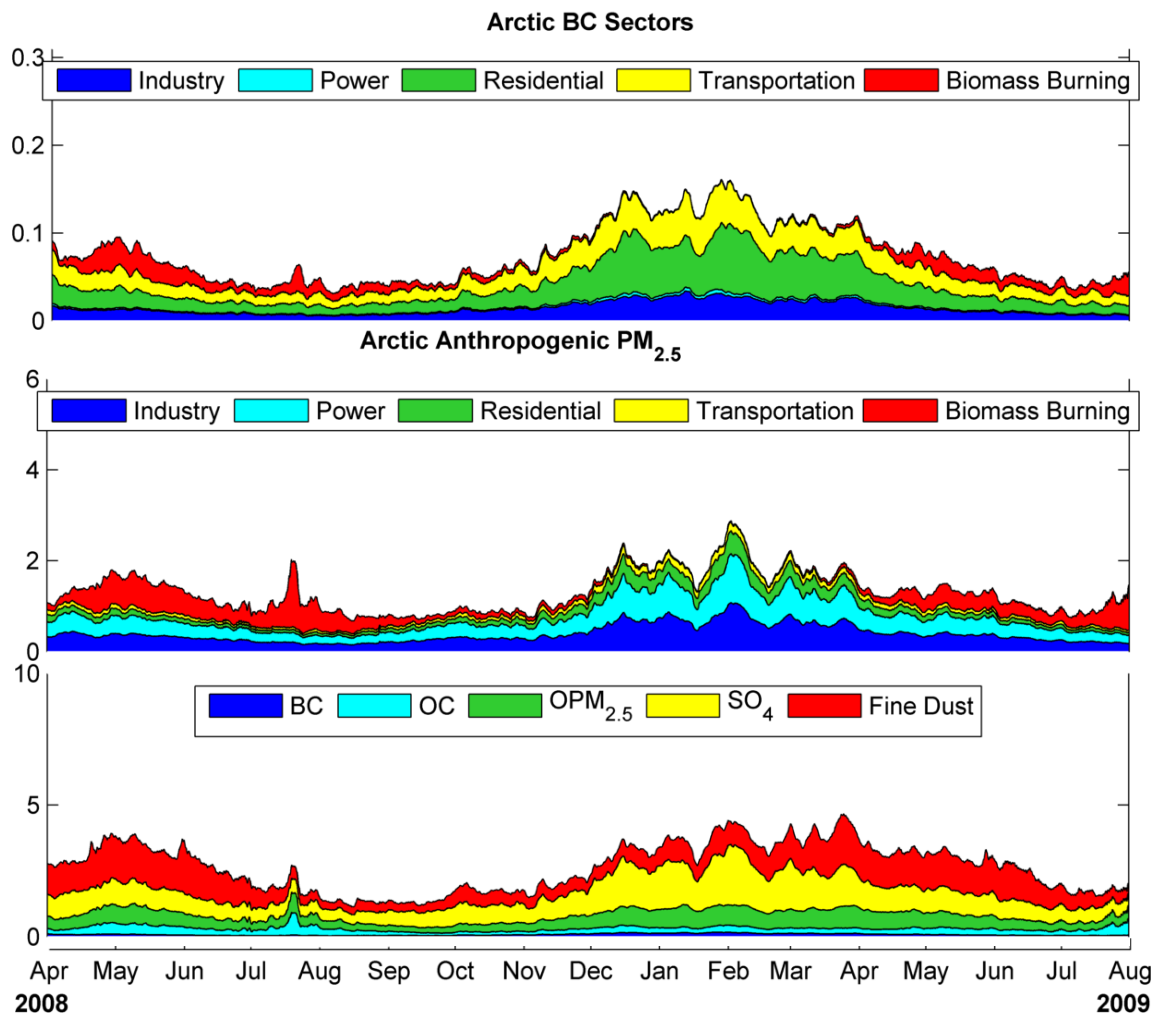
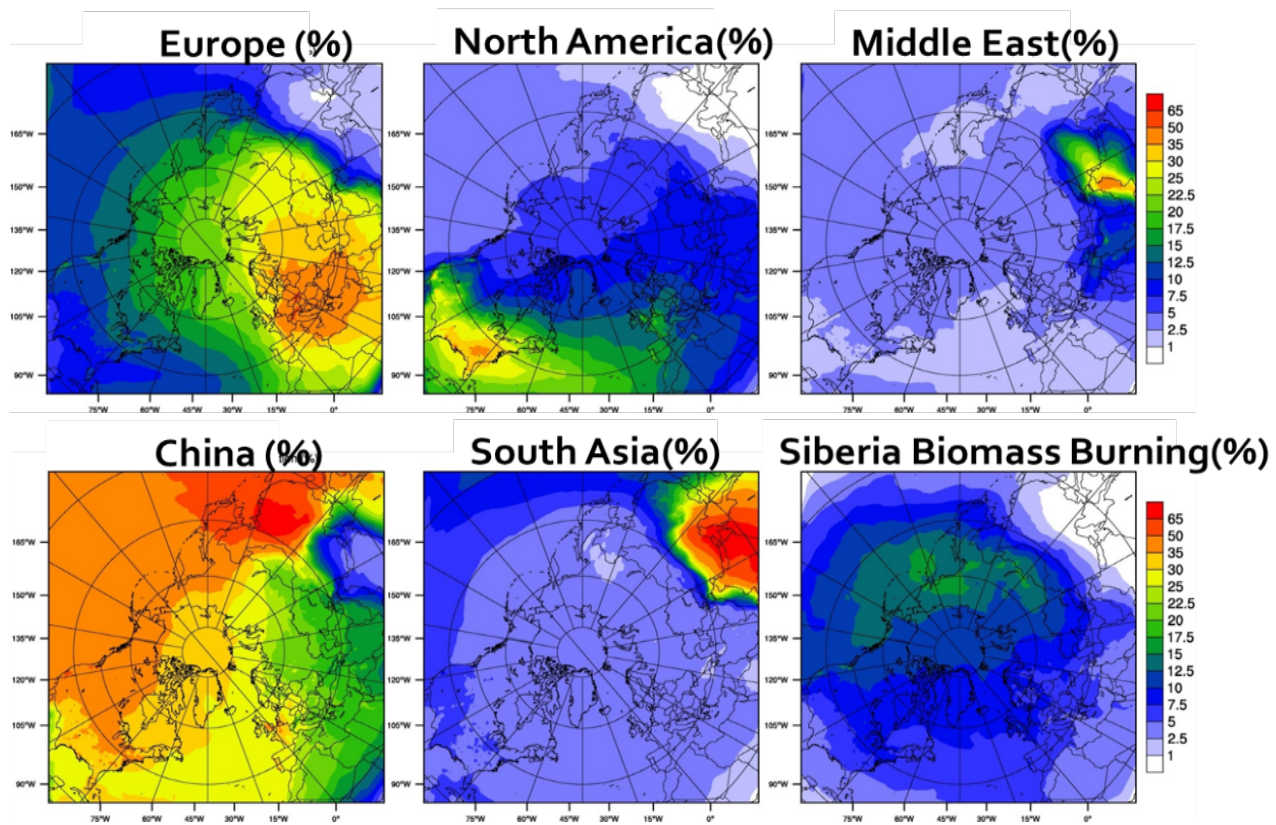


Figure 1010: Time-series concentration and contribution of different sector to BC concentration (top panel) different sectors to  $\text{PM}_{2.5}$  concentration (middle panel), and different  $\text{PM}_{2.5}$  species (bottom panel).  $\text{OPM}_{2.5}$  is the acronym for other  $\text{PM}_{2.5}$  and refers to other primary emitted non-carbonaceous particles with aerodynamic diameters less than  $2.5 \mu\text{m}$  such as fly ash, road dust, and cement which were simulated as a single mass component in the model.



**Figure 11: Spatial distribution of source region contributions (%) to annual BC surface concentration over the entire domain. This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.**

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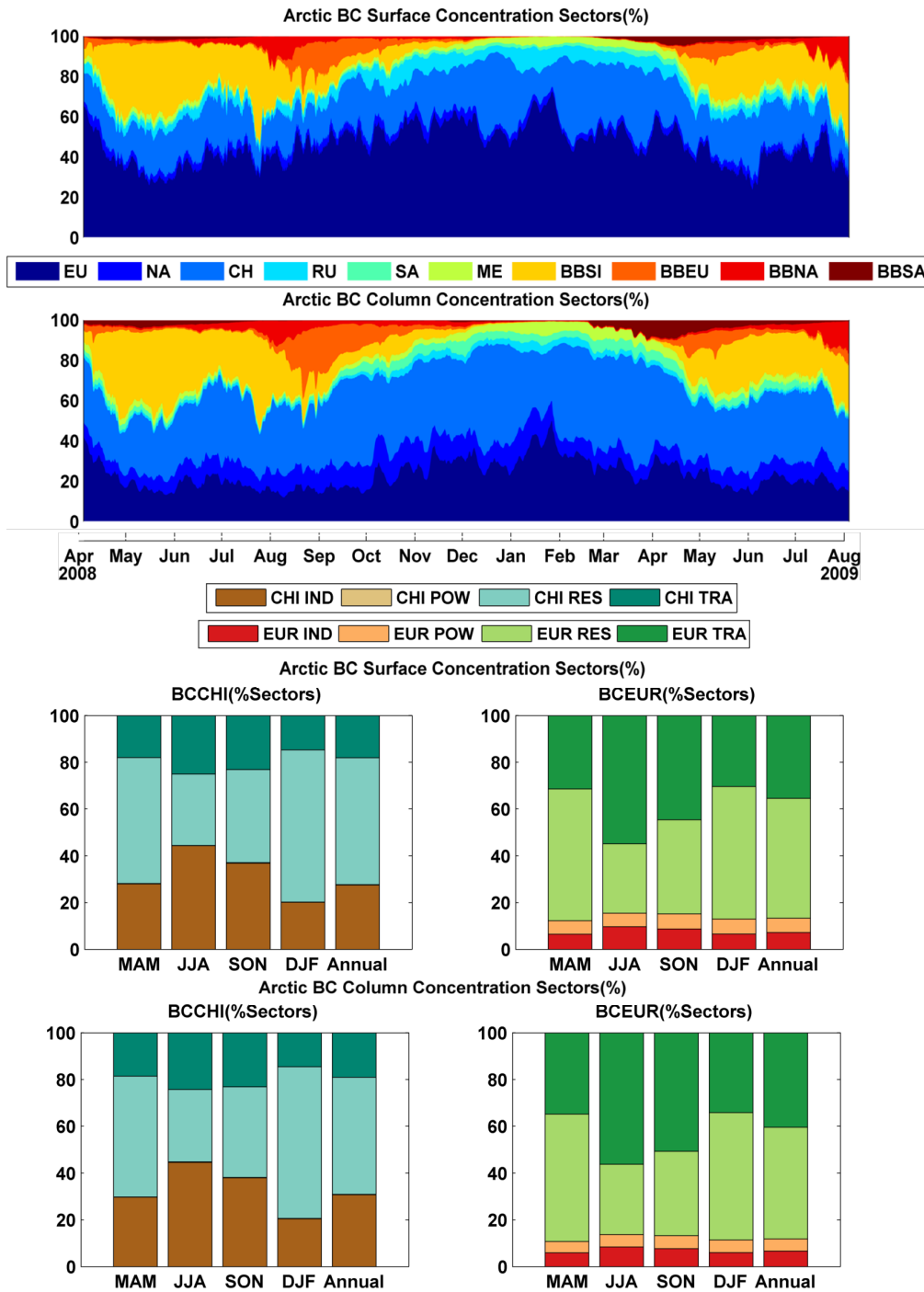
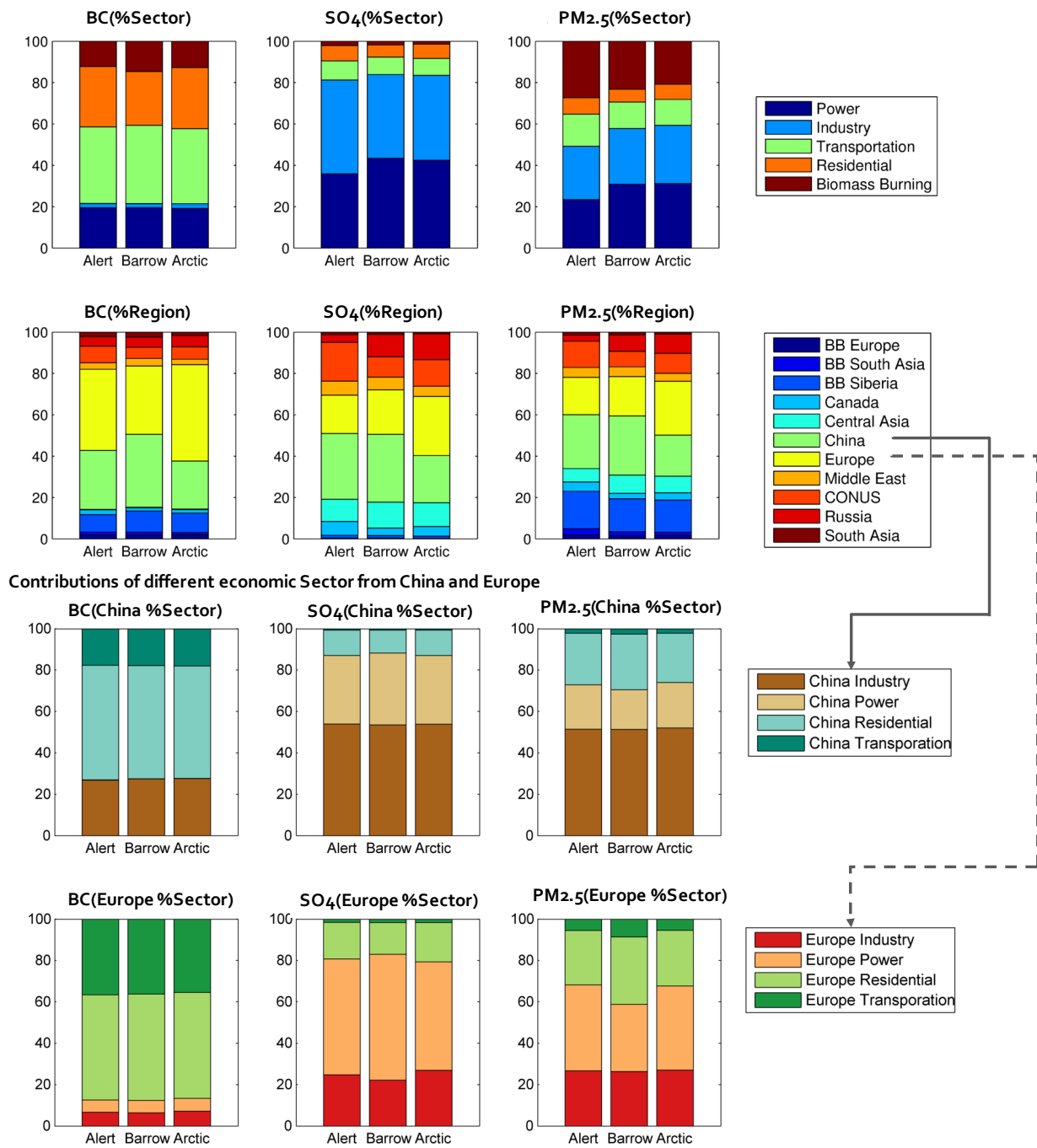


Figure 12: Top two subplots show the sSeasonality of BC major geographical contributors to the Arctic (latitudes > 60 °N)average surface (first row) and column (second row) concentrations. The bar plots (bottom 4 subplots) indicate the seasonality and annual average of contributions of various economic

5 sectors from Europe or China to the Arctic (latitudes > 60 °N ) surface (third row) or column (bottom row) BC concentration. BBSI, BBEU, BBNA, and BBSA denote biomass burning from Russia, Europe, North America, and South Asia respectively. EUR and CHI denote Europe and China. Industry, power, residential and transportation sectors are represented with IND, POW, RES, and TRA acronyms. MAM denotes the average for months of March, April, and May. JJA denotes the average for months of June, July, and August. SON (bottom right panel) denotes average for months of September, October, and November. DJF denotes the average for the months of December, January, and February.



5 | **Figure 13: Summary of annual mean contributions to BC, sulfate (SO<sub>4</sub>)<sub>2,5</sub> and PM<sub>2.5</sub> by source sectors (top row) , and source regions (2nd row) at Alert, Barrow, and over the Arctic regions. The bottom two rows of bar plots show the relative contributions of various economic sectors from either China (3rd row) or Europe (bottom row) to total China or Europe contributions to Arctic BC, sulfate (SO<sub>4</sub>), and PM<sub>2.5</sub> concentration. BB denote biomass burning in this figure.**

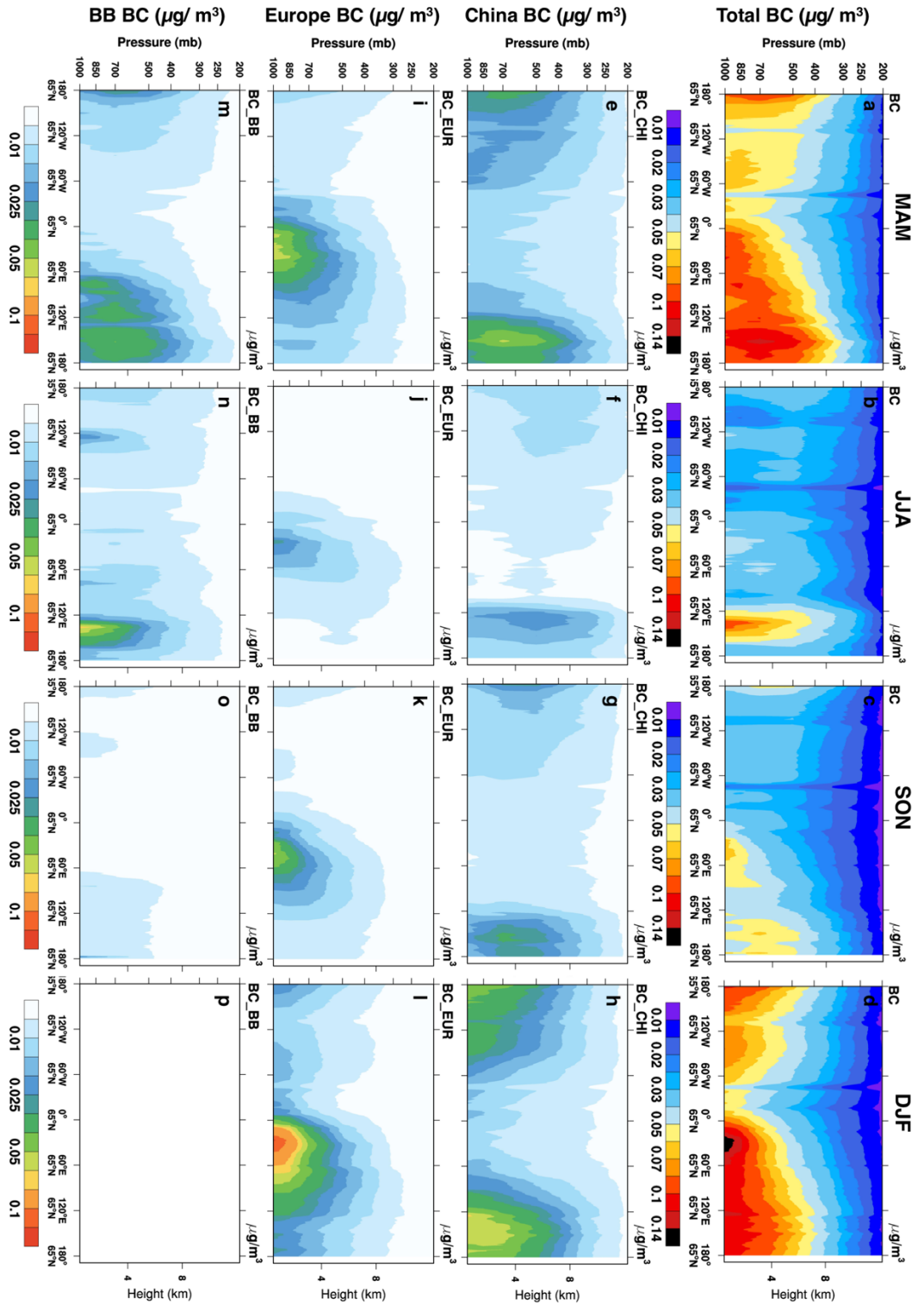


Figure 14: Cross-section at  $64.865^{\circ}\text{N}$  for different seasons. The top ~~and bottom~~ rows shows the BC ~~and dust~~ concentrations (in  $\mu\text{g}/\text{m}^3$ ) —at the  $65^{\circ}\text{N}$  cross-section. The 2nd, 3rd and 4th rows show the contributions of China, Europe and biomass burning (BB) to BC at  $64.865^{\circ}\text{N}$ . JJA denotes the average for months of June, July, and August. SON (bottom right panel) denotes average for months of September, October, and November. DJF denotes the average for the months of December, January, and February. This figure is generated using NCAR Command Language (NCL) version 6.3.0, open source software free to public, by UCAR/NCAR/CISL/TDD, <http://dx.doi.org/10.5065/D6WD3XH5>.



# Supplemental Materials for Source Sector and Region Contributions to Black Carbon and PM<sub>2.5</sub> in the Arctic

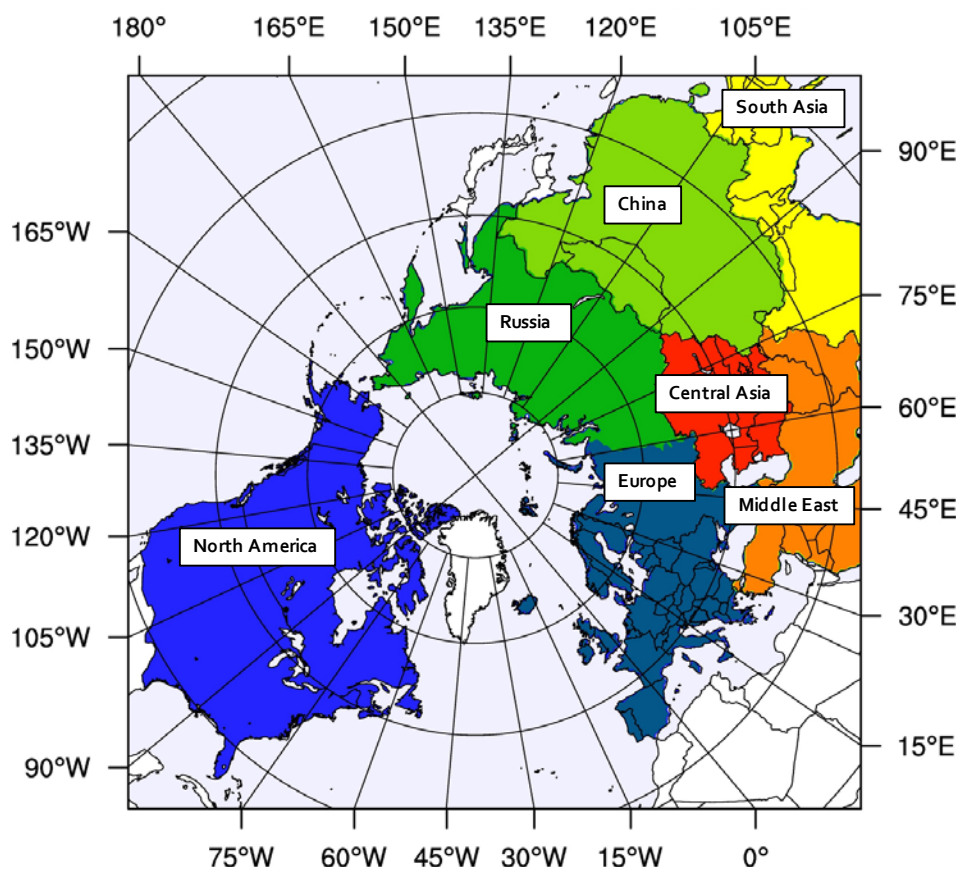
Negin Sobhani<sup>1,2</sup>, Sarika Kulkarni<sup>2,3</sup>, and Gregory R. Carmichael<sup>2</sup>

<sup>1</sup> National Center for Atmospheric Research, Boulder (NCAR), Colorado, USA

5 <sup>2</sup> Center for Global and Regional Environmental Research (CGRER), University of Iowa, Iowa City, Iowa, USA

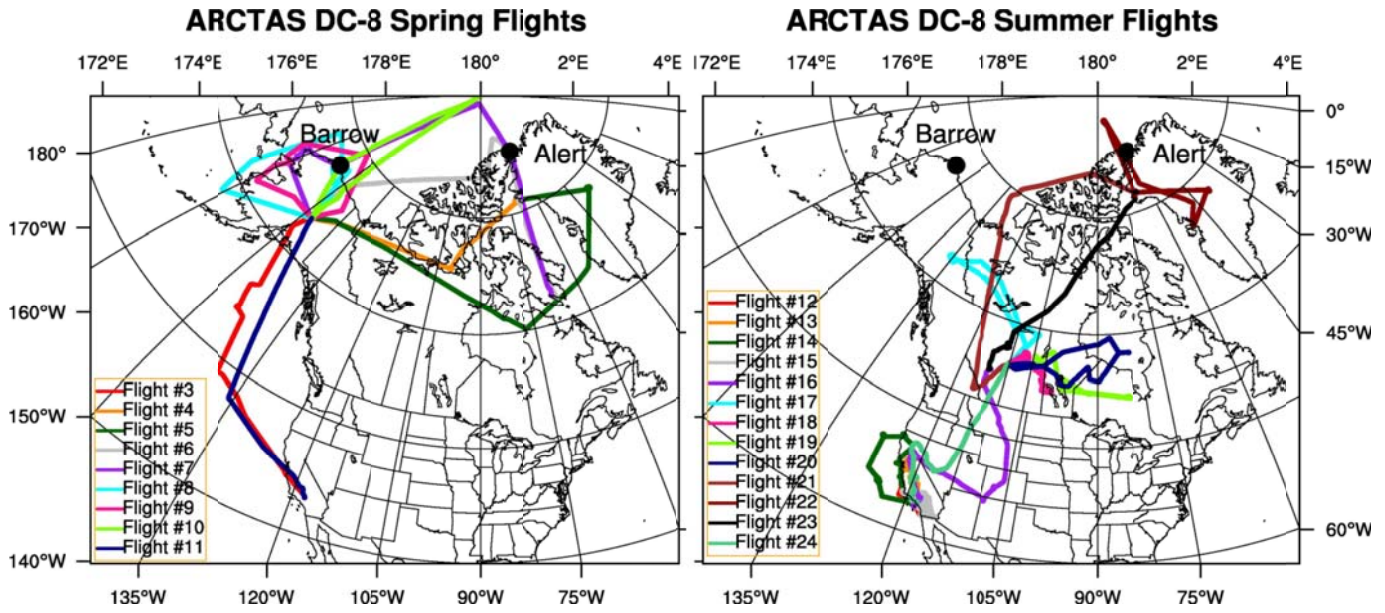
<sup>3</sup> California Air Resources Board (CARB), Sacramento, California, USA

*Correspondence to:* Negin Sobhani ([negins@ucar.edu](mailto:negins@ucar.edu))



**Figure SM 1: WRF-STEM modeling domain setup and source regions defined for this study.**





5 Figure SM 2: NASA ARCTAS DC-8 flight tracks during a) Spring 2008 and b) Summer 2008.

### NASA ARCTAS Spring and Summer Flights

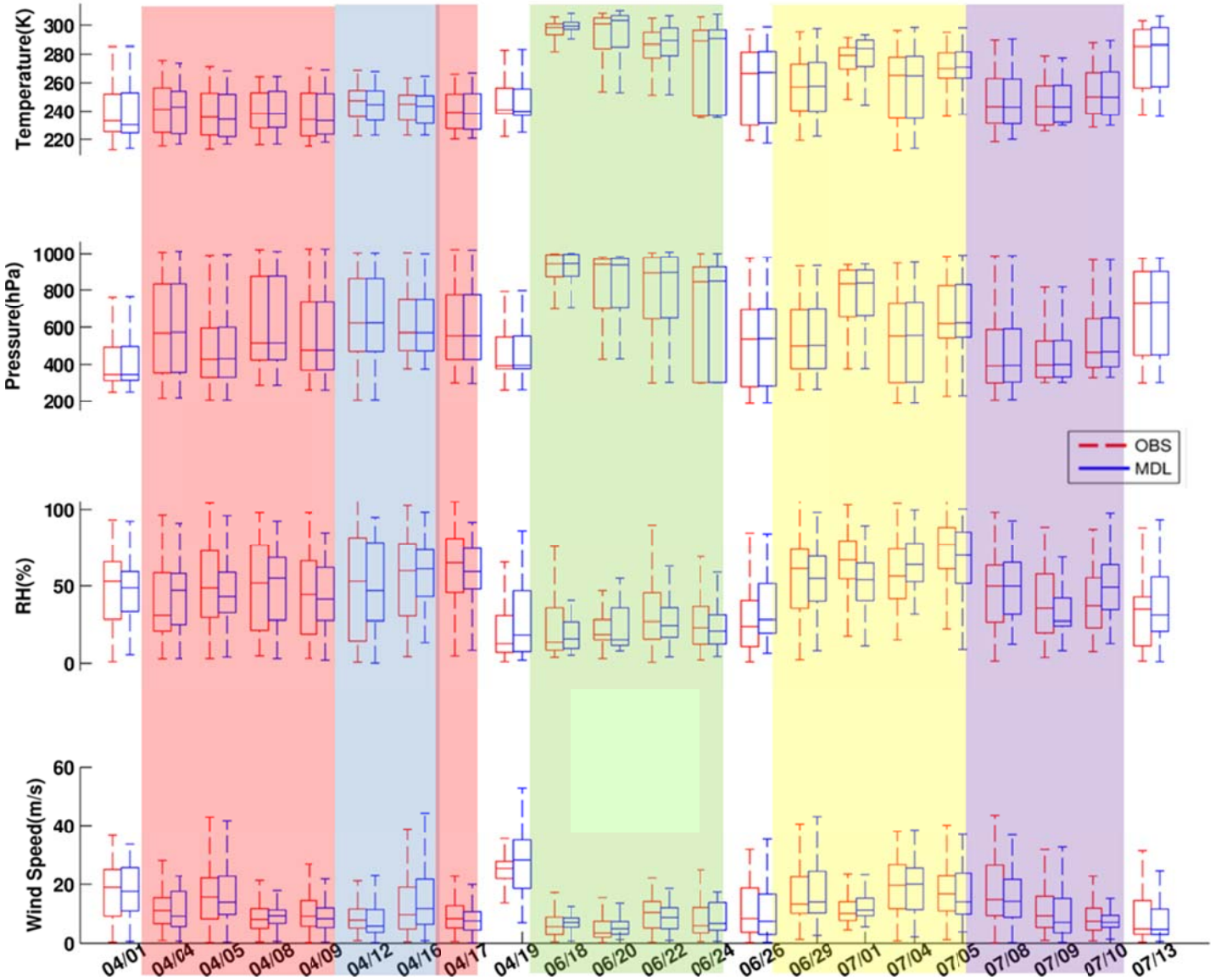


Figure SM3: Comparison of key meteorological variables for NASA ARCTAS spring and summer flights. Each flight category is shaded with a different color and the spring and summer transition flights are not shaded. Spring Alaska local flights and spring Greenland flights are shaded blue and red respectively. Green, yellow, and purple shades denote the summer California flights, summer Canada flights, and summer Canada Greenland flights. In each box whisker panel, the middle line denotes the median value, while the edges of the box represent 25th and 75th percentile values respectively. The whiskers denote the maximum and minimum values. Error! Reference source not found. shows the NASA ARCTAS flight categories and Figure SM2 panels show the flight tracks for spring and summer.

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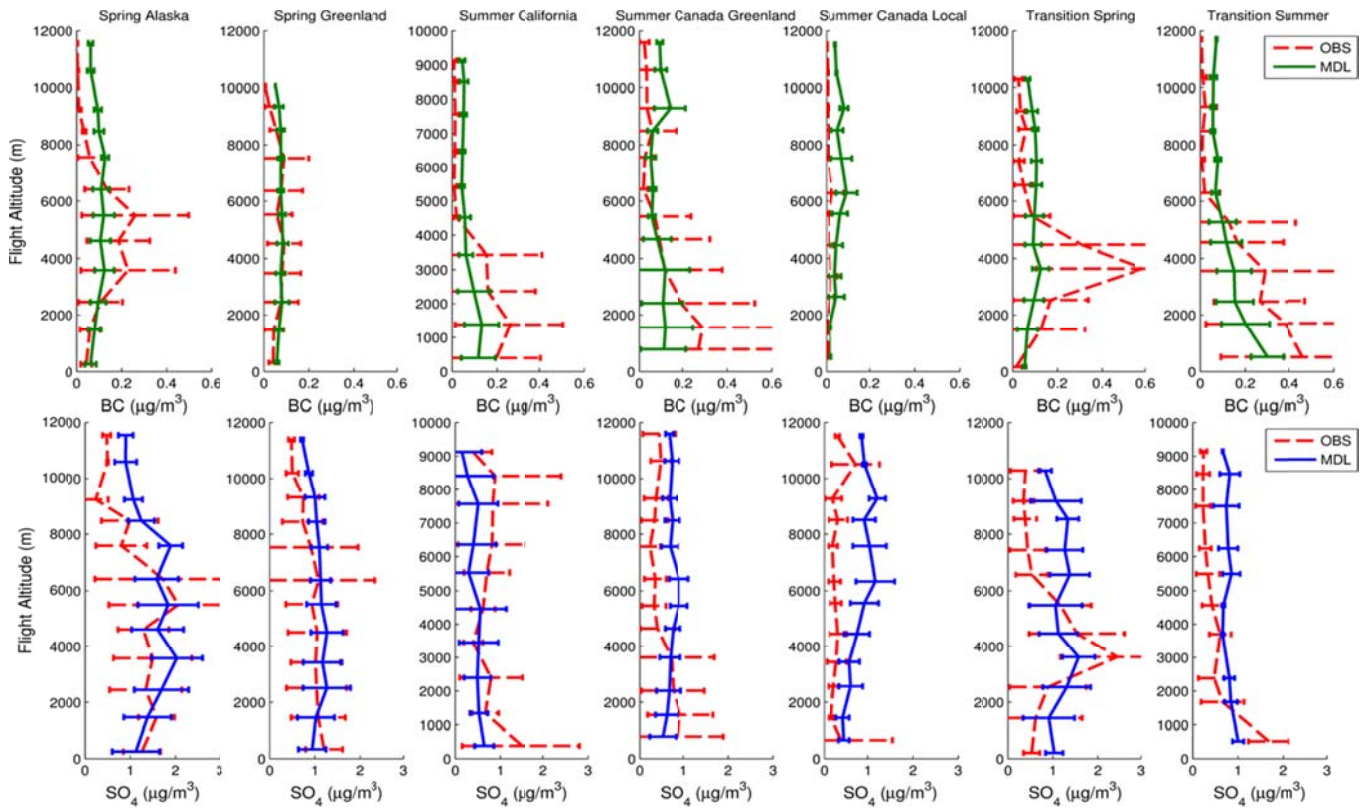


Figure SM4-3: Vertical profile and comparison of STEM model aerosols with ARCTAS DC8 aircraft observations.

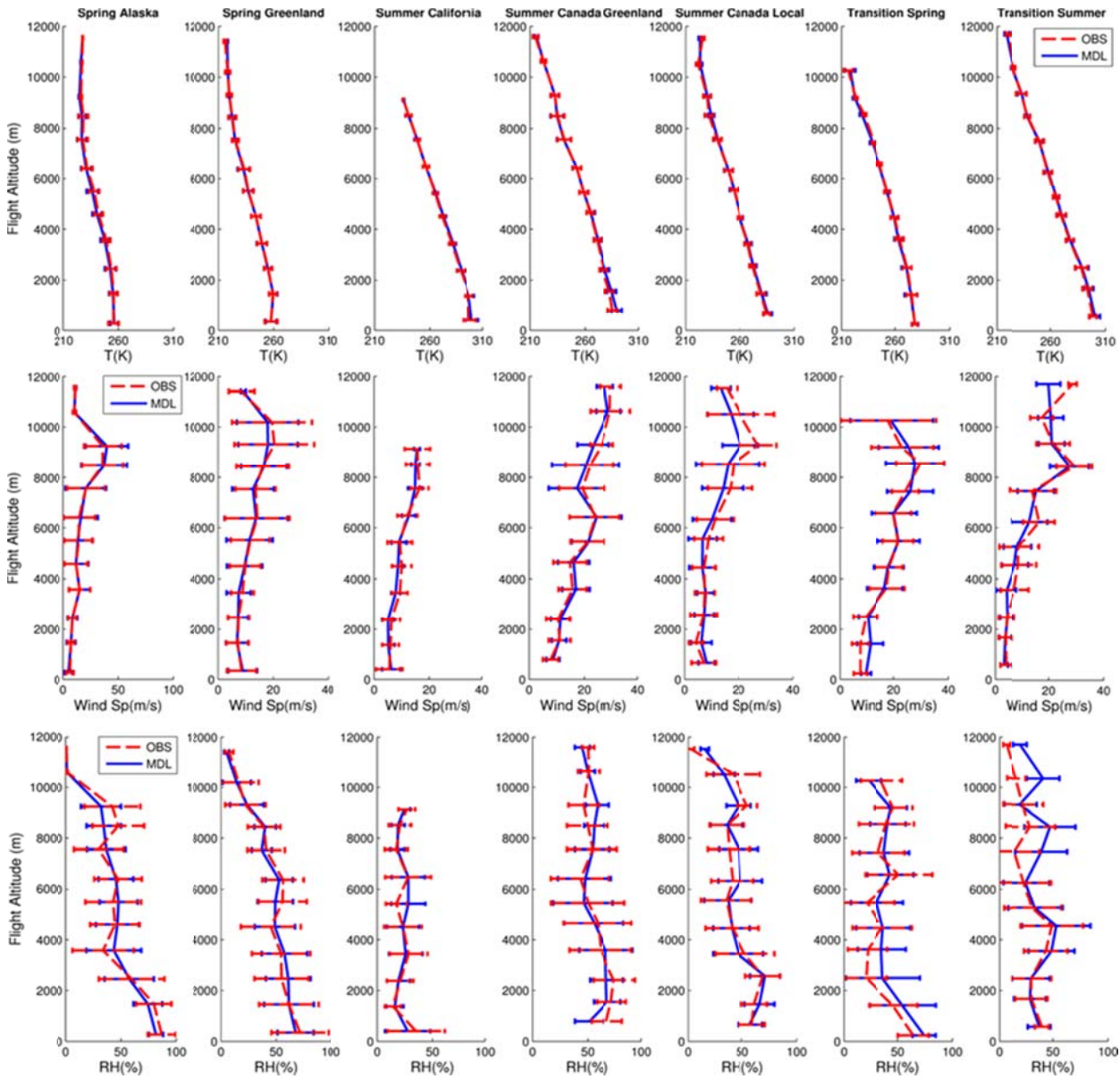


Figure SM-54: Vertical profile and comparison of simulated vs measured metrological variables for ARCTAS flight categories.

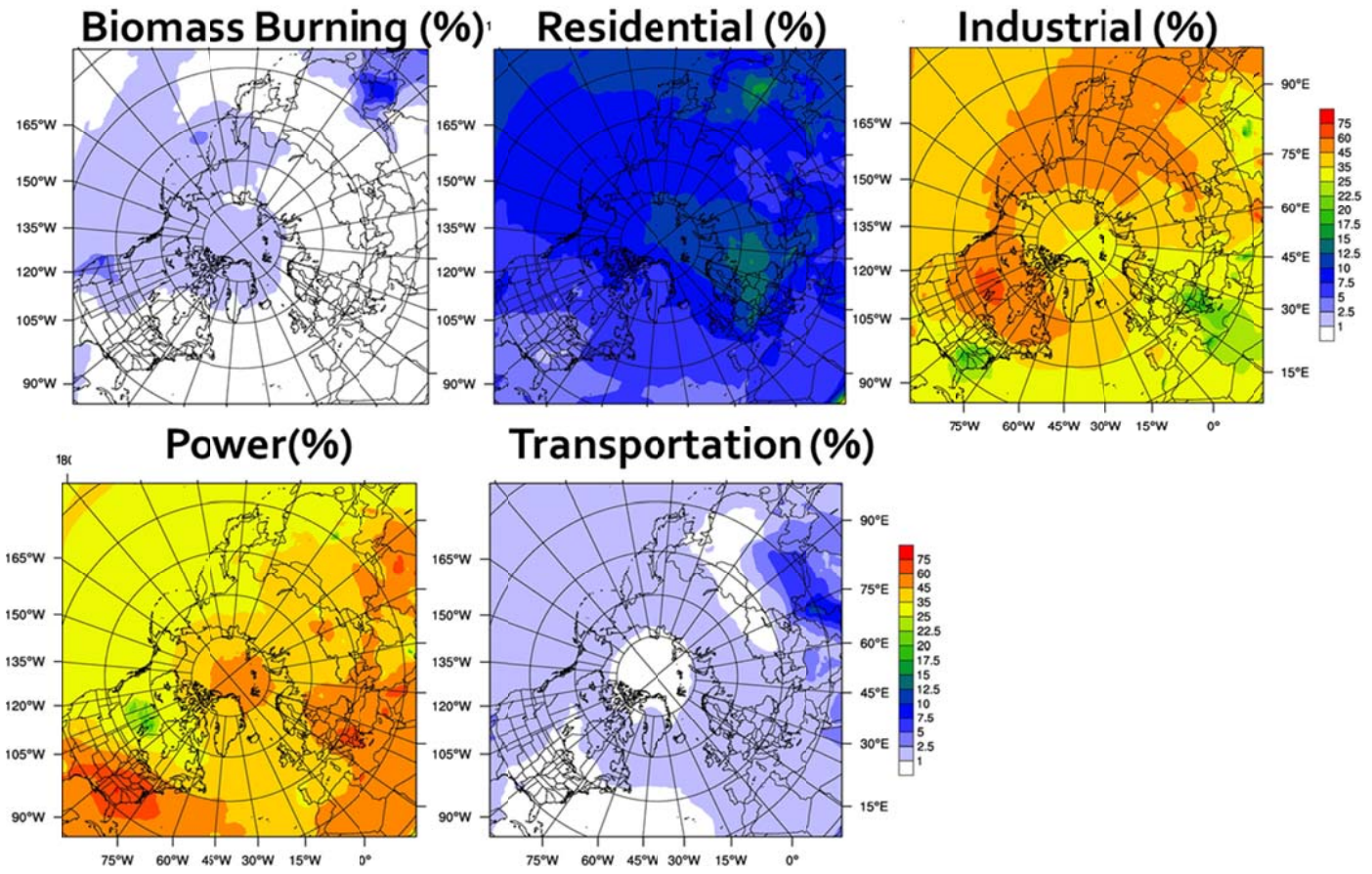


Figure SM 56: Spatial distribution of source sector contributions (%) to annual [sulfate \(SO<sub>4</sub>\)](#) surface concentration

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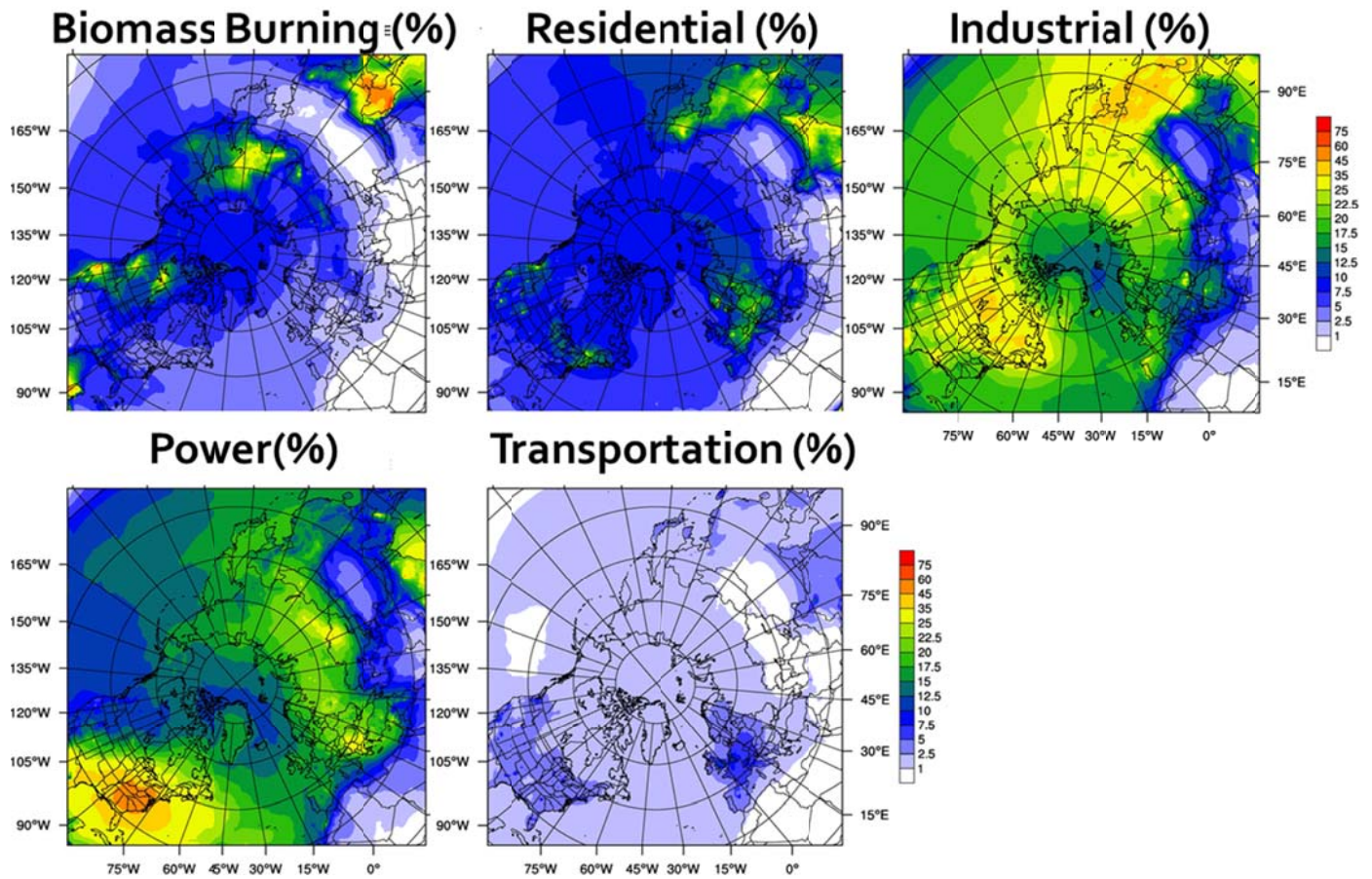


Figure SM 67: Spatial distribution of source sector contributions (%) to annual PM<sub>2.5</sub> surface concentration

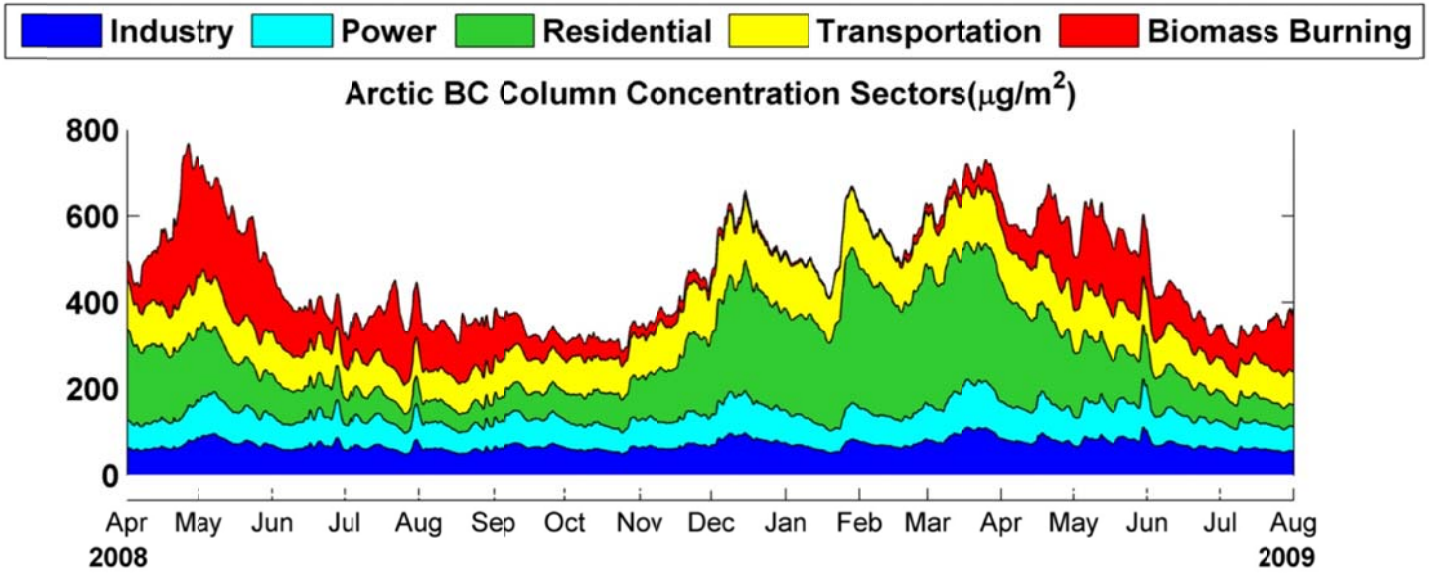


Figure SM 8: Time-series concentration and contribution of different economic sectors to BC column concentrations over the Arctic.

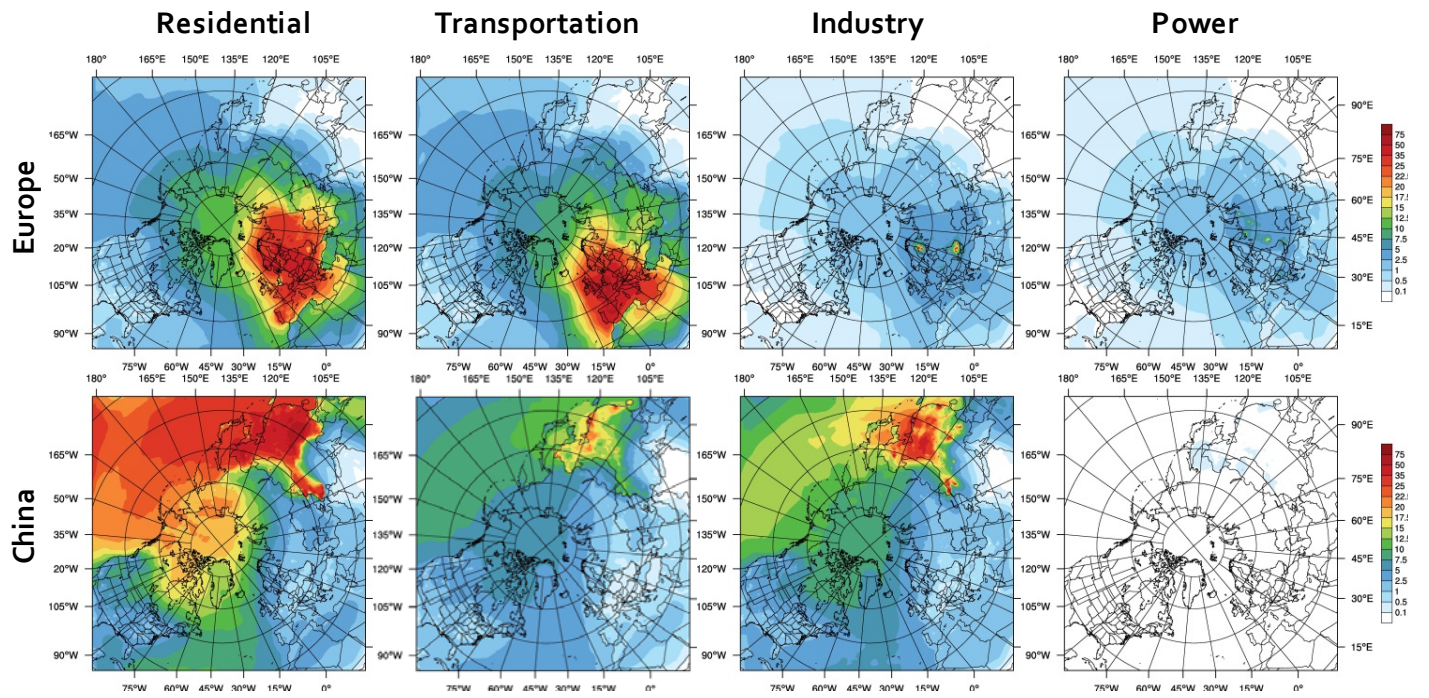


Figure SM 79: % contributions of different sectors from Europe and China to surface BC— annual average



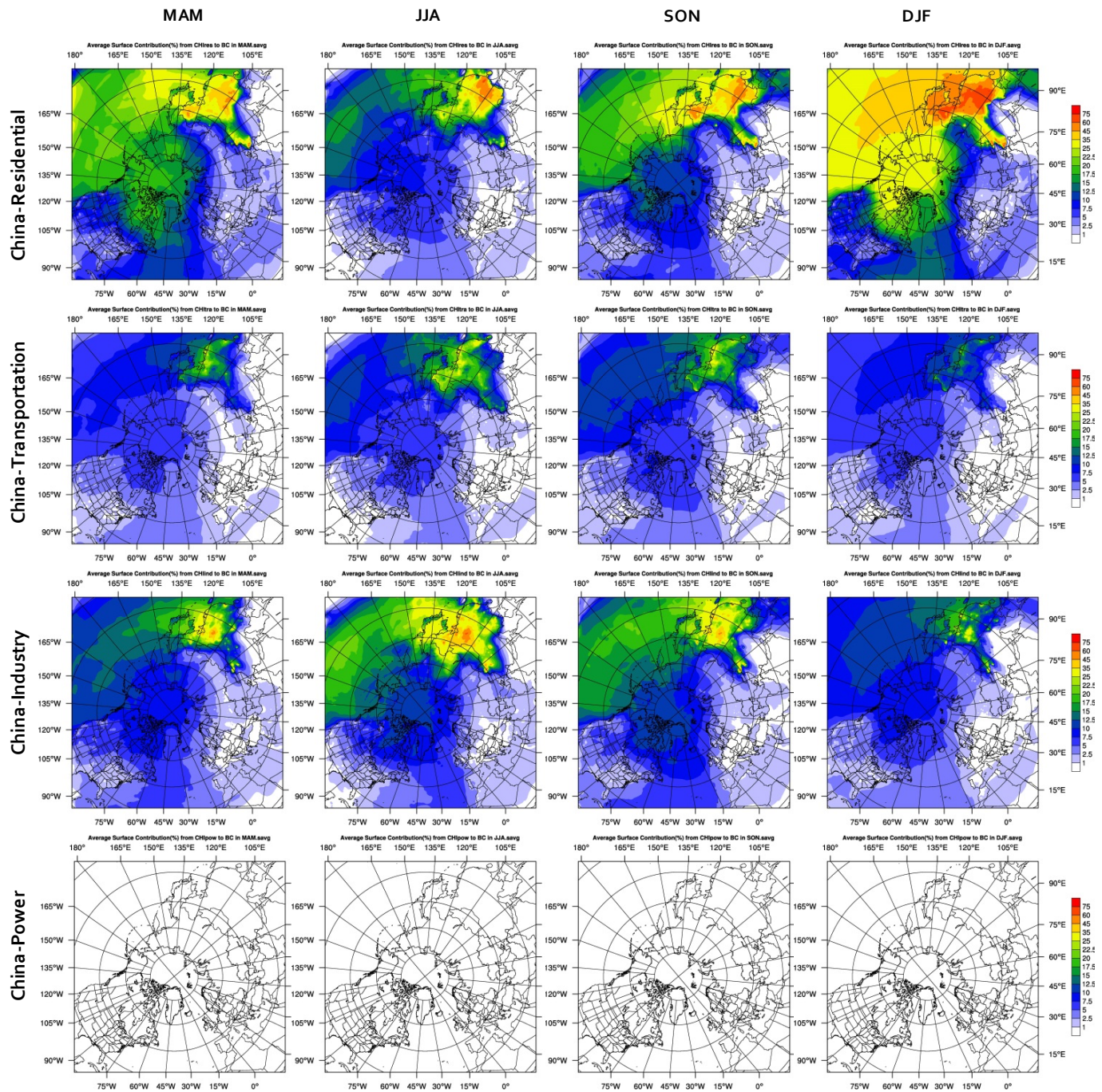


Figure SM 810: Seasonality % contributions of different economic sectors from China to surface BC.

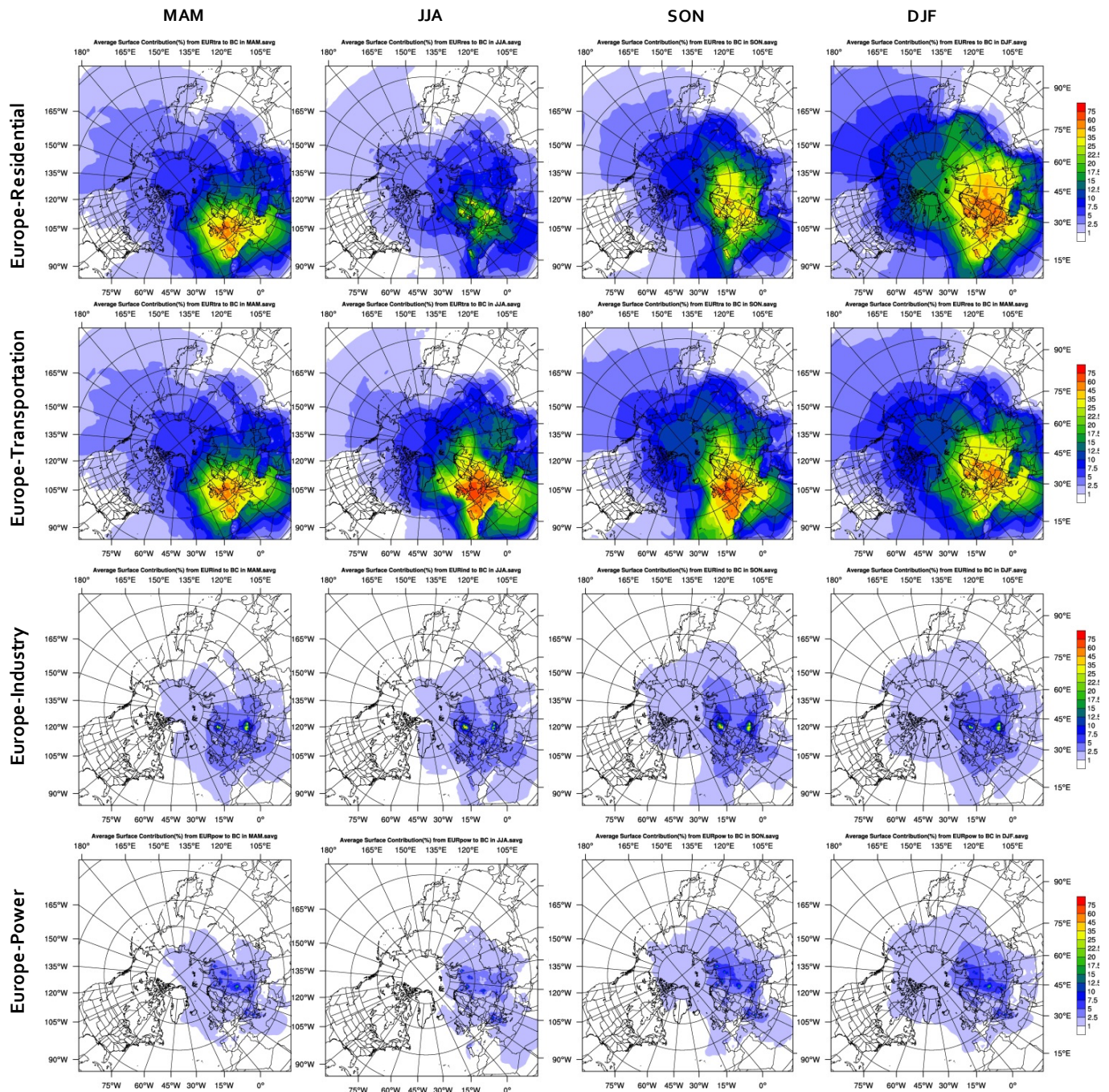
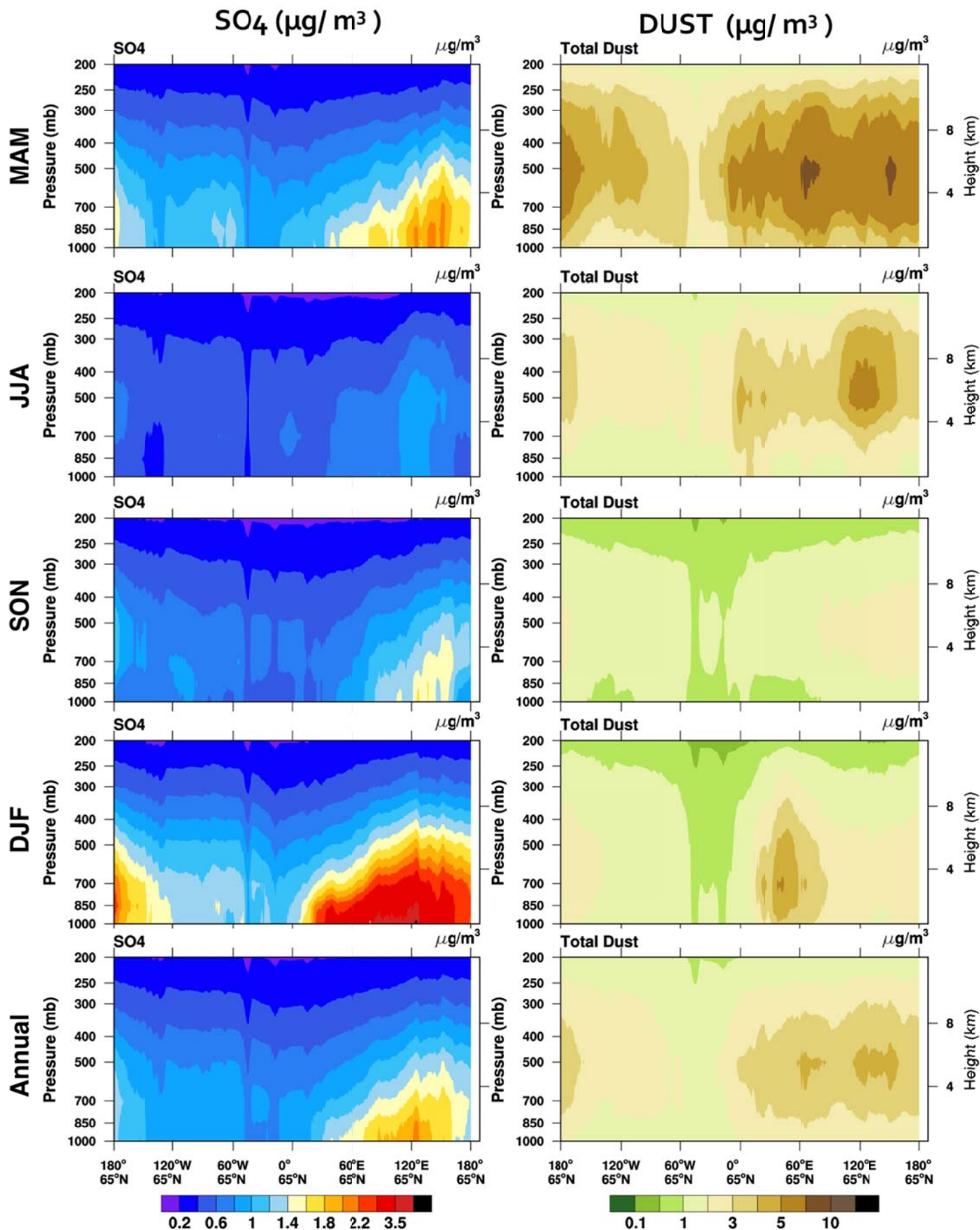


Figure SM 911: Seasonality % contributions of different economic sectors from Europe to surface BC. MAM denotes the average for months of March, April, and May. JJA denotes the average for months of June, July, and August. SON (bottom right panel) denotes average for months of September, October, and November. DJF denotes the average for the months of December, January, and February.

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**Figure SM 12: Cross-section at 65 °N for sulfate (left) and dust (right) at different seasons MAM denotes the average for months of March, April, and May. JJA denotes the average for months of June, July, and August. SON (bottom right panel) denotes average for months of September, October, and November. DJF denotes the average for the months of December, January, and February.**