

## Impact of Fuel Quality Regulation and Speed Reductions on Shipping Emissions: Implications for Climate and Air Quality

Daniel A. Lack,<sup>†,‡,\*</sup> Christopher D. Cappa,<sup>§</sup> Justin Langridge,<sup>†,‡</sup> Roya Bahreini,<sup>†,‡</sup> Gina Buffaloe,<sup>§</sup> Charles Brock,<sup>†</sup> Kate Cerully,<sup>||</sup> Derek Coffman,<sup>⊥</sup> Katherine Hayden,<sup>#</sup> John Holloway,<sup>†</sup> Brian Lerner,<sup>†,‡</sup> Paola Massoli,<sup>▽</sup> Shao-Meng Li,<sup>#</sup> Robert McLaren,<sup>○</sup> Ann M. Middlebrook,<sup>†</sup> Richard Moore,<sup>||</sup> Athanasios Nenes,<sup>||,◆</sup> Ibraheem Nuaanan,<sup>#,○</sup> Timothy B. Onasch,<sup>▽</sup> Jeff Peischl,<sup>†,‡</sup> Anne Perring,<sup>†,‡</sup> Patricia K. Quinn,<sup>⊥</sup> Tom Ryerson,<sup>†</sup> Joshua P. Schwartz,<sup>†,‡</sup> Ryan Spackman,<sup>†,‡</sup> Steven C. Wofsy,<sup>||</sup> Doug Worsnop,<sup>▽</sup> Bin Xiang,<sup>||</sup> and Eric Williams<sup>†,‡</sup>

<sup>†</sup>NOAA Earth System Research Laboratory, Boulder, Colorado, United States

<sup>‡</sup>University of Colorado, CIRES, Boulder, Colorado, United States

<sup>§</sup>Department of Civil and Environmental Engineering, University of California, Davis, California, United States

<sup>||</sup>School of Chemical & Biomolecular Engineering, Georgia Institute of Technology, Atlanta, Georgia, United States

<sup>⊥</sup>NOAA Pacific Marine Environment Laboratory, Seattle, Washington, United States

<sup>#</sup>Air Quality Research Division, Environment Canada, 4905 Dufferin St., Toronto, Canada

<sup>▽</sup>Aerodyne Research Inc., Billerica, Massachusetts, United States

<sup>○</sup>Centre for Atmospheric Chemistry, York University, 4700 Keele St., Toronto, Canada

<sup>◆</sup>Earth & Atmospheric Sciences, Georgia Institute of Technology, Atlanta, Georgia, United States

<sup>||</sup>Department of Earth and Planetary Science, Harvard University, Cambridge, Massachusetts, United States

**S** Supporting Information

**ABSTRACT:** Atmospheric emissions of gas and particulate matter from a large ocean-going container vessel were sampled as it slowed and switched from high-sulfur to low-sulfur fuel as it transited into regulated coastal waters of California. Reduction in emission factors (EFs) of sulfur dioxide (SO<sub>2</sub>), particulate matter, particulate sulfate and cloud condensation nuclei were substantial (≥90%). EFs for particulate organic matter decreased by 70%. Black carbon (BC) EFs were reduced by 41%. When the measured emission reductions, brought about by compliance with the California fuel quality regulation and participation in the vessel speed reduction (VSR) program, are placed in a broader context, warming from reductions in the indirect effect of SO<sub>4</sub> would dominate any radiative changes due to the emissions changes. Within regulated waters absolute emission reductions exceed 88% for almost all measured gas and particle phase species. The analysis presented provides direct estimations of the emissions reductions that can be realized by California fuel quality regulation and VSR program, in addition to providing new information relevant to potential health and climate impact of reduced fuel sulfur content, fuel quality and vessel speed reductions.



### 1. INTRODUCTION

Regulations on the atmospheric emissions from the transportation sector are motivated by the desire to reduce emissions of ozone (O<sub>3</sub>)-forming chemicals, particulate matter (PM), acid rain- and PM-forming sulfur dioxide (SO<sub>2</sub>), and other emissions harmful to human health and welfare. Regulation of fuel quality (sulfur, ash or aromatic hydrocarbon content) is one of several approaches that can be used to achieve reductions in these harmful emissions.<sup>1</sup> Commercial shipping has had limited fuel quality (or emissions) regulation until recently, even though the shipping industry emits (globally) 3 times more SO<sub>2</sub> than road traffic.<sup>2</sup> Commercial shipping, although fuel-efficient, mostly consumes low-quality residual fuel (or heavy fuel oil, HFO),

which can have fuel sulfur content (S<sub>F</sub>) exceeding 3 or 4% (by weight),<sup>3</sup> contain elevated concentrations of heavy metals<sup>4</sup> and emit significantly more PM (SO<sub>4</sub>, particulate organic matter (POM) and black carbon (BC)) than more refined fuels.<sup>5</sup>

In recent years, the contribution of commercial shipping to air pollution has been recognized as significant (e.g., ref 6). In 2005 the International Maritime Organization (IMO) introduced a global cap to S<sub>F</sub> of 4.5% (reducing to 3.5% in 2012 and 0.5% by

**Received:** April 19, 2011

**Accepted:** August 23, 2011

**Revised:** August 19, 2011

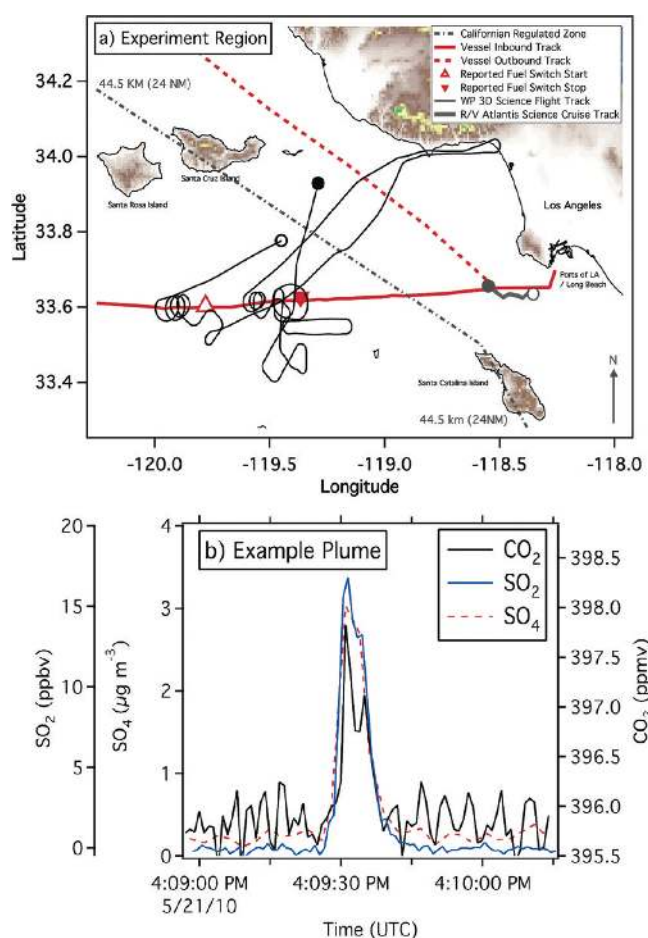
2020),<sup>7</sup> motivated by PM reductions for air quality improvements that reductions in sulfur emissions are expected to achieve. Emission control areas (ECAs) have been established through the IMO in the North and Baltic seas to improve regional air quality. These ECAs require consumption of fuels with  $S_F < 1.0\%$ .<sup>8,9</sup> In 2009 the US state of California introduced regulations that limit  $S_F$  consumed within 44.5 km of the Californian coast, which require the use of marine gas oil (MGO) or marine diesel oil (MDO) with a maximum  $S_F$  of 1.5% or 0.5%, respectively (by January 2012  $S_F$  must be  $< 0.1\%$ <sup>10</sup>). In 2010 the IMO designated waters within 370 km of the United States and Canadian coast lines as an ECA requiring  $S_F < 1\%$  by August 2011, reducing to 0.1% in January 2015.<sup>11</sup> Expected benefits from the future global IMO regulations amount to  $\sim 41\,200$  avoided premature deaths annually (for 2012),<sup>12</sup> while up to 8000 avoided premature deaths per year are expected as a result of the future North American ECA regulation (for 2020).<sup>13</sup>

Consideration of the climate impacts of such regulatory changes has begun only recently.  $SO_4$  emissions have a cooling effect on climate due to both light scattering by the particles (direct radiative effect) and from the cloud-forming and modifying ability of cloud condensation nuclei (CCN, indirect radiative effects). Eyring et al.<sup>14</sup> estimated the combined direct and indirect radiative forcing (RF) from shipping related  $SO_4$  emissions to be  $-0.44\text{ W m}^{-2}$  (for 2005, globally averaged), with 90% of this from indirect effects. Concurrent emissions of other species ( $CO_2$ ,  $O_3$  precursors and BC), were estimated to have a net warming effect of  $+0.07\text{ W m}^{-2}$ . These forcings are global averages of the effect of both short-lived (e.g., PM) and long-lived (e.g.,  $CO_2$ ) forcing agents and have different spatial and temporal impacts.<sup>15</sup> Currently, there are no expectations that BC emissions will be reduced due to fuel sulfur regulations ( $CO_2$  emissions may decrease slightly due to higher energy content of the more refined fuels), so IMO regulations are expected to decrease the net climate cooling from shipping emissions.<sup>16</sup>

The newly regulated coastal waters of California provide an opportunity to measure the influence of fuel quality regulation and speed reduction incentive programs on the magnitudes of emissions. These measurements will shed light on the potential air quality and climate effects of the impending regional and global fuel quality regulation, and possible vessel speed reduction (VSR) programs. In previous studies<sup>5,17</sup> we showed that correlations between some shipping emissions (e.g.,  $SO_4$ , CCN) and  $S_F$  are observable in real-world operations. The variability around these correlations is largely due to intership variations in operating conditions, making a quantitative assessment of the potential impacts of fuel quality regulations challenging. The analysis of Winnes and Fridel<sup>18</sup> supports our assessment of previous data, suggesting that detailed characterization of emission factors from a single engine (or vessel) switching between high and low sulfur fuel is required (ideally on multiple vessels) to more accurately assess the impact of regulations on emissions. Here we provide emission factor comparisons from a container vessel where total exhaust emissions were measured as the vessel slowed and switched from high to low sulfur fuel near and within the California regulated waters during the 2010 CalNEX field campaign (<http://www.esrl.noaa.gov/csd/calnex/>).

## 2. FUEL SWITCH EXPERIMENT AND MEASUREMENT OF EMISSION FACTORS

**Experiment Details.** On the 21st of May, 2010, in collaboration with the Maersk Line shipping company, the NOAA WP-3D



**Figure 1.** (a) Map showing section of California fuel sulfur regulation zone (dashed gray), course of the sampled *MM* for both inbound and outbound days (solid and dashed Red), the flight track of the NOAA WP-3D aircraft (black) and the track of the R/V *Atlantis* (solid gray). Red triangles mark the approximate location of the start and end of the fuel switch on the inbound journey (reported by Maersk). (b) Example plume data for  $SO_2$  (blue),  $SO_4$  (red) and  $CO_2$  (black).

research aircraft<sup>19</sup> intercepted the *Margrethe Maersk* (*MM*) vessel on its way to the Port of Los Angeles, prior to the vessel starting the fuel switching procedure required by California state law (Figure 1a). The *MM* is a 371 m, 96 500 tonne container vessel running a 12 cylinder, 68.7 megawatt (MW) main diesel engine (3, 3.8 MW auxiliary engines). The *MM* was consuming HFO containing 3.15% sulfur and 0.05% ash (by weight) before a gradual blending of MGO containing 0.07% sulfur and  $< 0.01\%$  ash occurred over an 60 min period just outside California regulated waters.<sup>20</sup> On average, 60% of emissions were from the main engine, 10% from the auxiliary engines and 30% from boilers<sup>20</sup> (all engines switched fuels). The *MM* also participated in the Californian VSR incentive program,<sup>23</sup> changing speed across the fuel switch operation (22 knots prior and 12 knots after). These speed changes and differences in the relative fuel consumption between engines complicates the interpretation of results (discussed in more detail below). The emissions reductions reported here are due to both compliance with regulation (3.15% down to 1.5%  $S_F$ ) as well as the choice of the vessel operator to use MGO with lower  $S_F$  than required by regulation (1.5% down to 0.07%  $S_F$ ).

**Table 1. Summary of Emission Factors Measured from the MM Outside and Within Regulated Waters**

fuel or emission component	before fuel switch (outside regulated waters)		after fuel switch (within regulated waters)		units	% change
fuel sulfur ( $S_F$ – reported <sup>a</sup> )	3.15		0.07		%	–98%
fuel sulfur ( $S_F$ ) – calculated <sup>b</sup>	2.6 ( $\pm 0.4$ )		0.21 ( $\pm 0.03$ )		%	–92%
sulfur	25.6 ( $\pm 4$ )		2.1 ( $\pm 0.3$ )		g kg <sup>-1</sup>	–92%
SO <sub>2</sub>	49 ( $\pm 7.5$ )		4.3 ( $\pm 0.6$ )		g kg <sup>-1</sup>	–91%
	measured	lack et al. (2009) <sup>d</sup>	measured	lack et al. (2009) <sup>e</sup>		
SO <sub>4</sub>	2.94 ( $\pm 1.0$ )	1.5 ( $\pm 1.6$ )	0.08 ( $\pm 0.03$ )	0.06 ( $\pm 0.05$ )	g kg <sup>-1</sup>	–97%
POM	0.58 ( $\pm 0.2$ )	1.5 ( $\pm 1.0$ )	0.17 ( $\pm 0.06$ )	0.9 ( $\pm 1.2$ )	g kg <sup>-1</sup>	–71%
BC	0.22 ( $\pm 0.09$ )	0.7 ( $\pm 0.8$ )	0.13 ( $\pm 0.05$ )	1.1 ( $\pm 0.8$ )	g kg <sup>-1</sup>	–41%
PM <sup>c</sup>	3.77 ( $\pm 1.3$ )	3.0 ( $\pm 1.7$ )	0.39 ( $\pm 0.14$ )	1.8 ( $\pm 1.4$ )	g kg <sup>-1</sup>	–90%
$N_{Tot}$	$1.0 \times 10^{16}$ ( $\pm 0.2 \times 10^{16}$ )	$1.4 \times 10^{16}$ ( $\pm 1.0 \times 10^{16}$ )	$1.4 \times 10^{16}$ ( $\pm 0.2 \times 10^{16}$ )	$1.0 \times 10^{16}$ ( $\pm 0.7 \times 10^{16}$ )	# kg <sup>-1</sup>	+40%
CCN (SS = 0.3%)	$4.0 \times 10^{15}$ ( $\pm 0.4 \times 10^{15}$ )	$2.4 \times 10^{15}$ ( $\pm 2.0 \times 10^{15}$ )	$0.1 \times 10^{15}$ ( $\pm 0.01 \times 10^{15}$ )	$0.2 \times 10^{16}$ ( $\pm 0.1 \times 10^{15}$ )	# kg <sup>-1</sup>	–97.5%
CCN/ $N_{Tot}$	40 ( $\pm 10$ )	34 ( $\pm 27$ )	0.7 ( $\pm 0.2$ )	7.4 ( $\pm 6.0$ )	%	–98%
SO <sub>4</sub> / sulfur	4.1 ( $\pm 0.7$ )	3.9 ( $\pm 1.4$ )	1.2 ( $\pm 0.2$ )	1.4 ( $\pm 1.1$ )	%	–71%

<sup>a</sup> Provided by Maersk. <sup>b</sup> Calculated from  $EF_S/10^{26}$ . <sup>c</sup> Sum of SO<sub>4</sub>, POM and BC. Does not include SO<sub>4</sub>-bound water or ash. <sup>d</sup> Average and standard deviation EFs from vessels using >0.5% S<sub>F</sub> from Lack et al.<sup>5</sup> <sup>e</sup> Average and standard deviation EFs from vessels using <0.5% S<sub>F</sub> from Lack et al.<sup>5</sup>

The WP-3D sampled the emissions plume of the MM before and during the fuel switching operation at approximately 100 m above sea level, 1–3 km downwind of the vessel (2–5 min). These times downwind are insufficient for significant atmospheric processing of SO<sub>2</sub>, SO<sub>4</sub>, BC, or POM.<sup>5,17,21,22</sup> Due to aircraft operational issues the flight was aborted before sampling of low S<sub>F</sub> emissions could occur. Four days later (24th May, 2010) the NOAA-sponsored Woods Hole Oceanographic Institute research vessel R/V *Atlantis* sampled the MM emissions 2.5–7.5 min after emission while within the low-sulfur regulated zone (shown in figures as a triangle data point). The R/V *Atlantis* sample inlet was approximately 15 m ASL. A direct intercomparison between WP-3D and R/V *Atlantis* instrumentation was not possible during the campaign. The Supporting Information contains details of common calibrations used between instruments on both platforms. Due to these common calibrations we assume that measurements on both platforms are equally accurate to within the stated uncertainties. Calculation of emissions changes before and after the experiment therefore include these uncertainties.

**Instrumentation.** Measurements taken onboard the NOAA WP-3D research aircraft and the R/V *Atlantis* included concentrations of CO<sub>2</sub>, SO<sub>2</sub>, SO<sub>4</sub>, POM, BC, particle number ( $N_{Tot}$ ), and CCN as well as particle size distributions (note: NO<sub>x</sub> data was not available for this analysis). Measurement techniques, uncertainties and references are provided in Supporting Information (Table S1). PM<sub>1</sub> mass is estimated as the sum of BC, SO<sub>4</sub>, and POM mass. CCN are reported at a super saturation (SS) of 0.3%, a SS relevant for pristine stratocumulus and trade-wind cumulus clouds (e.g., ref 24). We determined emission factors (EF: amount emitted per kilogram of fuel burnt) by first determining the ratio between the integrated areas of the data of the plume intercepts for the species of interest and CO<sub>2</sub>. An example plume encounter from the WP-3D is shown in Figure 1b. The average of CO<sub>2</sub> integrated areas from two independent measurement methods were used for WP-3D data. Maximum difference between the integrated areas of the two methods was 10% = CO<sub>2</sub> plume integration uncertainty. The measured emission ratios are converted to EFs according to Williams et al.<sup>22</sup> and Lack et al.<sup>5</sup>

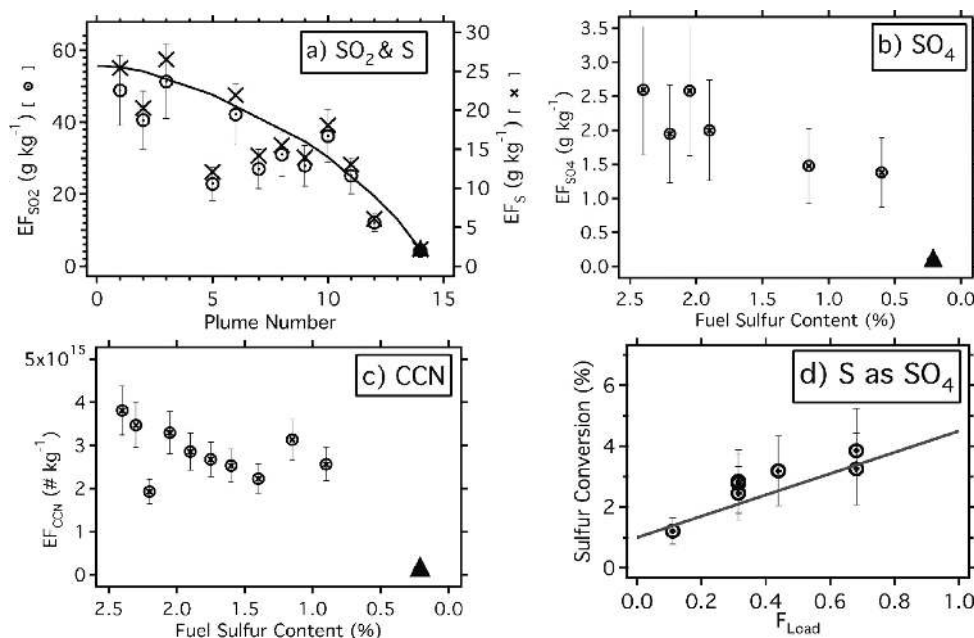
Instrument and CO<sub>2</sub> plume integration (10%) uncertainties are propagated through the calculation of the EF. Background pollutant levels and plume dilution/mixing are inherently accounted for via normalization of the emission to the measured CO<sub>2</sub> concentration. EFs are missing for some plume intercepts due to instrument filter or calibration periods. Engine load as a fraction of maximum load ( $f_{Load}$ ) was estimated from the vessel speed (as load  $\sim$  speed<sup>3/25</sup>) recorded from the regular Automated Information System (AIS) radio broadcasts from the MM, where the maximum vessel speed is 25 knots.

### 3. RESULTS

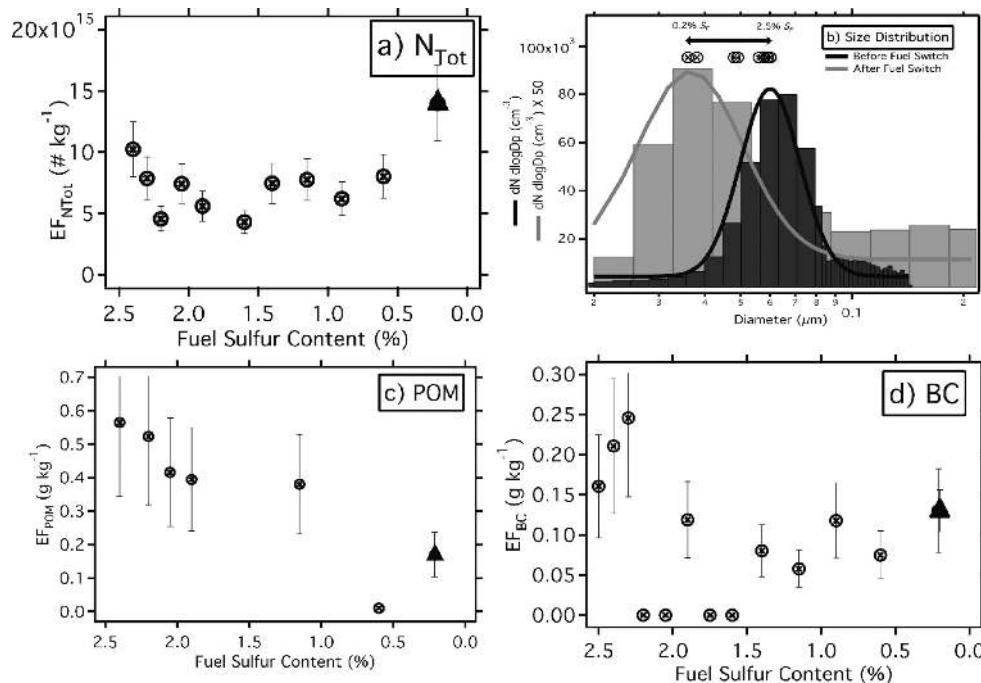
**Summary of Emissions.** A summary of EFs and a comparison across the experiment is presented in Table 1. Detailed discussion is presented in the sections that follow. As the MM transitioned from high sulfur to low sulfur fuel and slowed, EFs for SO<sub>2</sub>, SO<sub>4</sub>, and CCN dropped by 91%, 97%, and 97.5%, respectively. PM, POM and BC EFs dropped by 90%, 71%, and 41% respectively.  $EF_{N_{Tot}}$  change was variable and possibly increased after the fuel switch was complete. The various PM EFs for the MM prior to the fuel switch fall within the range of values observed in the comprehensive study by Lack et al.,<sup>5</sup> although the POM and BC prior to the fuel switch are about  $1/3$  of the reported averages (Table 1). Measured PM EFs also compare well to other studies utilizing high S<sub>F</sub> fuels (e.g., refs 4,18,26–29).

**Sulfur Dioxide Emissions.** Compliance with the fuel sulfur regulation provides direct and large reductions in  $EF_{SO_2}$  of 91% (Figure 2a). Some fuel sulfur is directly emitted as SO<sub>3</sub> (and quickly forms SO<sub>4</sub>)<sup>5,28</sup> and so  $EF_{SO_4}$  and  $EF_{SO_2}$  are combined (accounting for stoichiometry) to determine an EF of total sulfur ( $EF_S$ ). S<sub>F</sub> as estimated from  $EF_S$  ( $S_F \approx EF_S/10^{26}$ ) changed from 2.6% (HFO) to 0.2% (MGO) across the fuel switch. Maersk records indicate that S<sub>F</sub> of the fuels dropped from 3.15% HFO to 0.07% MGO (98% drop). The source of this discrepancy is unknown, however several groups<sup>18,30</sup> have observed discrepancies (of up to 0.5%) between the S<sub>F</sub> reported in the fuel analysis and that calculated from emission measurements. Nonetheless, it is





**Figure 2.** (a)  $EF_{SO_2}$  and  $EF_S$ , (b)  $EF_{SO_4}$ , (c)  $EF_{CCN}$  @ 0.3% SS during fuel switching operation, and (d) fraction of fuel sulfur converted to  $SO_4$  versus engine load. Gray line is the trend of previous data from Petzold et al.<sup>28</sup> Note: Figure 2a uses a 3rd order polynomial fit  $EF_S = -0.1 + -0.16x + 25.6x^2$ .



**Figure 3.** (a)  $EF_{N_{Tot}}$  during experiment, (b) average size distributions (and log-normal fits) before and after the experiment, and median diameter (⊗) evolution (c)  $EF_{POM}$ , and (d)  $EF_{BC}$  during the experiment. For the lowest  $S_F$   $EF_{BC}$  (R/V Atlantis intercept), three data points of almost identical magnitude are plotted (SP2 and two PAS instruments).

clear  $EF_{SO_2}$  is strongly correlated to  $S_F$  and we anticipate an equivalent reduction in secondary  $SO_4$  produced from downwind oxidation of  $SO_2$ . We fit the general trend in  $EF_S$  vs plume encounter (black line, Figure 2a) and estimate an  $S_F$  for each plume encounter from this fit, which is used as the  $x$ -axes for Figures 2b,c and 3a,c,d.

**Particulate Sulfate Emissions.** EFs of directly emitted  $SO_4$  decreased by 97% during the experiment (Figure 2b). The fraction

of total sulfur emitted as  $SO_4$ <sup>31</sup> is 3.5% at high  $S_F$  ( $f_{Load} = 0.7$ ) and 1.2% at low  $S_F$  ( $f_{Load} = 0.1$ ) (Figure 2d). The observed variation in the  $SO_4$  fraction with  $f_{Load}$  is in excellent agreement with the results of Petzold et al.<sup>28</sup> (gray line Figure 2d), although the  $f_{Load}$  effect does not account for the entire change observed. Therefore both  $S_F$  and  $f_{Load}$  contribute to the 97% reduction in  $EF_{SO_4}$ .

**Cloud Condensation Nuclei, Particle Number Emissions and Particle Size.**  $EF_{CCN}$  are strongly correlated with  $EF_{SO_4}$  and

were reduced by almost 98% across the experiment (Figure 2c). The ratio between  $EF_{CCN}$  and  $EF_{N_{Tot}}$  ( $f_{CCN}$ ) gives an indicator of the efficacy of an emitted particle toward CCN formation and decreases from  $f_{CCN} = 0.4$  to 0.007 (98% reduction). The ability of a given particle to act as a CCN (at a given %SS) depends on both the particle composition and size. Additionally, the ability of particles within a size distribution to act as CCN depends on the extent of internal vs external mixing. The composition effect on hygroscopicity can be approximately characterized assuming complete internal mixing, through calculation of the effective “Kappa” parameter ( $\kappa_{eff}$ ) from the observations as follows:

$$\begin{aligned} \kappa_{eff} &= \sum_i \left( \frac{V_i}{V_{tot}} \right) \kappa_i = \sum_i \left( \frac{m_i \rho_{tot}}{m_{tot} \rho_i} \right) \kappa_i \\ &= \sum_i \left( \frac{EF_i \rho_{tot}}{EF_{tot} \rho_i} \right) \kappa_i \end{aligned} \quad (1)$$

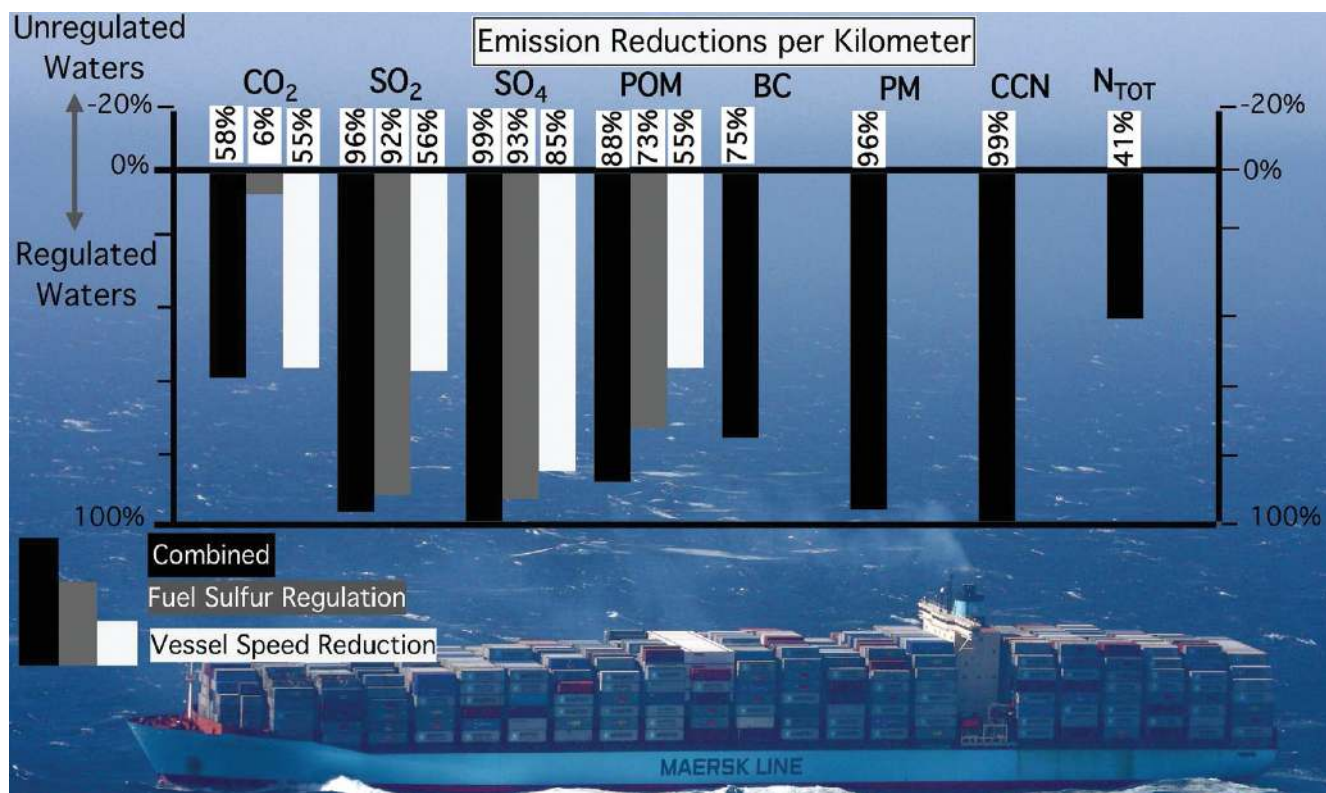
where  $V_x$  is volume,  $m_x$  is mass,  $\rho_x$  is density, and  $\kappa_i$  is the species-specific hygroscopicity of species  $i$  (or of the total).<sup>32</sup> We use  $\rho_i = 1.7, 1.3,$  and  $1.8 \text{ g/cm}^3$  and  $\kappa_i = 0.9, 0.1,$  and  $0.0$  for  $\text{SO}_4$  (from  $\text{H}_2\text{SO}_4$ ), POM and BC, respectively.<sup>33</sup> Because the EFs for  $\text{SO}_4$ , POM, and BC all decrease with decreasing fuel sulfur, the calculated  $\kappa_{eff}$  does not change nearly as dramatically as either the observed  $EF_{CCN}$  or the  $f_{CCN}$ . In fact,  $\kappa_{eff}$  is stable around 0.68–0.73 for all encounters, with the exception of the R/V *Atlantis* encounter, when  $S_F$  was minimum, where  $\kappa_{eff}$  drops to 0.2. Thus it appears that the consistent decrease in  $EF_{CCN}$  and  $f_{CCN}$  with  $S_F$  is, in general, not being driven by changes to the particle composition despite the fact that the absolute  $EF_{\text{SO}_4}$  decreases continuously. Measured size distributions (Figure 3b) show that the median particle size decreased concurrent with the decrease in  $EF_{\text{SO}_4}$  (number-weighted particle diameter decreased from 60 to 36 nm). The calculated critical dry diameter for CCN activation of particles with the observed  $\kappa_{eff}$  at 0.3% SS is 60 nm,<sup>32</sup> which is consistent with the observation of  $f_{CCN} = 40\%$  for the high  $S_F$  emissions. For a change in  $\kappa_{eff}$  to 0.2, the critical dry diameter at 0.3% SS would increase to about 90 nm. The combination of the decrease in particle size and the sudden drop in  $\kappa_{eff}$  leads to the very low  $f_{CCN}$  for the lowest  $S_F$  intercept. The measured reduction in  $EF_{CCN}$  during the experiment therefore results primarily from changes to the particle size distribution (which most likely result from changes in  $f_{Load}$ ), but for the lowest  $S_F$  (and  $f_{Load}$ ) both composition and size changes play a role. Similar to our results, for a test engine operating on HFO, Petzold et al.<sup>28</sup> observed a slight shift toward smaller particle sizes as  $f_{Load}$  was decreased (most notable at lower  $f_{Load}$ ).

The  $EF_{N_{Tot}}$  do not show a strong dependence on  $S_F$  (Figure 3a). Lack et al.<sup>5</sup> showed reductions in  $EF_{N_{Tot}}$  between vessels burning high and low sulfur fuel, whereas Winnes and Fridell<sup>18</sup> report that the number of smaller particles may increase as  $S_F$  decreases. As shown in Lack et al.<sup>5</sup> these small particles quickly condense onto the larger particles, therefore although initial emissions of  $N_{Tot}$  may increase, the atmospheric lifetime is shorter than the larger particles. Petzold et al.<sup>28</sup> found that  $EF_{N_{Tot}}$  increased by a factor of 1.65 as  $f_{Load}$  decreased from 85 to 50%. The variability across these studies suggest that  $N_{Tot}$  emissions are dependent on engine operating parameters including  $f_{Load}$  and  $S_F$ .

**Particulate Organic Matter Emissions.** Reductions in  $EF_{POM}$  (up to 71%) were observed across the experiment (Figure 3c). This reduction may be explained through two factors. First, the refining process for HFO concentrates aromatic and longer chain hydrocarbons, which have delayed burn times in some engines.<sup>34</sup> Thus, the higher POM emissions from high  $S_F$  likely result, in part, from the incomplete combustion of the aromatic and long chain hydrocarbons at high  $S_F$ . Second, there is larger consumption (and emission) of lubricating oils when HFO is used. However, short-term use of distillate fuels does not always require lubrication oil changes<sup>35</sup> and the *MM* did not alter the lube-oil regime for this fuel switch.<sup>20</sup> Petzold et al.<sup>28</sup> did not show any link between POM and  $f_{Load}$  for a single test-engine operating on HFO while Lack et al.<sup>5</sup> observed a clear correlation between POM and  $S_F$ . This suggests that the POM reductions observed in Figure 3c are likely due to organic composition changes within the fuel, which correlate to  $S_F$ .

**Black Carbon Emissions.** EFs of BC appeared to decline across the experiment, although measurement uncertainties indicate a range from 30 to 70% (average of 41%) (Figure 3d). Some measurements of BC were below instrument detection limits despite having measurable  $\text{CO}_2$  enhancements (the reason for which is currently unknown). To our knowledge there are no published data that would suggest reductions in  $S_F$  should decrease  $EF_{BC}$ . However it has been observed that reductions in slow burning aromatic hydrocarbons within jet turbine fuels reduces BC emissions from these engines.<sup>36</sup> Ash, aromatic and long chain hydrocarbon compounds, which are concentrated in HFO, are decreased in refined MGO. We suggest that reduction in these components decreases the concentration of flame quenching nuclei, which decreases BC formation.

The results of Righi et al.<sup>2</sup> suggest that BC emissions are reduced for cleaner fuels (MGO, biodiesel) relative to HFO. However, recent studies by Agrawal et al.<sup>37</sup> (in-use vessel running HFO) and Petzold et al.<sup>28</sup> (medium speed diesel (MSD) engine running HFO) showed  $EF_{BC}$  increased 1.5–3 times respectively when  $f_{Load}$  changed from 0.7 to 0.1. While there is a net gain to vessel speed reduction (VSR) in terms of increased fuel efficiency (which acts to reduce absolute emissions of  $\text{CO}_2$ ,  $\text{SO}_2$ , and PM, given a constant EF), an increase in the emission factors of BC may actually offset some of the fuel efficiency gains. If the results of Petzold et al.<sup>28</sup> and Agrawal et al.<sup>37</sup> are applicable to this experiment, the observed decrease in  $EF_{BC}$  (Figure 3d) is a lower limit in overall BC reductions due to the change in fuel quality. Alternatively, other results for show MSD engines burning low sulfur MGO suggest that  $EF_{BC}$  may increase.<sup>38,39</sup> Fuel efficiency gains to absolute BC emissions would then be enhanced by concurrent reductions in the  $EF_{BC}$ , and thus the influence of the fuel quality regulations alone on  $EF_{BC}$  would be smaller than shown in Figure 2d. Given that the observations in this study and those of Petzold et al.<sup>28</sup> and Agrawal et al.<sup>37</sup> were for engines or vessels burning HFO, it seems reasonable that the BC reductions observed here are linked to  $S_F$  rather than  $f_{Load}$ . Certainly more detailed investigation is necessary. Nonetheless, the overall effect of the fuel quality regulation and the VSR program appears to be a decrease in both  $EF_{BC}$  and absolute BC emissions. Any BC reduction due to improved fuel quality in ships will provide additional benefits for air quality although may have an uncertain impact of climate (see climate discussion below). Use of higher quality fuels by ships in the Arctic may result in less BC deposition to snow and ice (compared to the use of low quality fuels) resulting in positive climate benefits in that region.<sup>40</sup>



**Figure 4.** Emissions reductions (per km of travel) from the *MM* as a result of the State of California fuel sulfur regulation (gray), vessel speed reduction program (white) and combined (black).

#### 4. DISCUSSION

##### Information Relevant to Impacts of Regional Regulation.

On a per-kilometer (km) basis, emissions of most gas and particle pollutants from the *MM* dropped significantly once the *MM* entered the region where it is required to be in compliance with the California regulations. Figure 4 (and Supporting Information Table S2) summarizes the emissions for a km of travel outside and inside the regulated waters, calculated from the emission factors presented in Table 1. Estimates of fuel consumption by the *MM* at the speeds traveled inside and outside of the regulated waters were calculated using eq 2 and data obtained from Maersk:<sup>20</sup>

$$C_{\text{Fuel}}(\text{kg hr}^{-1}) = F_{\text{cons}} \times 1000 P_{\text{MW}} \times f_{\text{Load}} \quad (2)$$

where

$$F_{\text{cons}}(\text{kg kw} \cdot \text{hr}^{-1}) = 0.0142 \times \left( \frac{1}{f_{\text{Load}}} \right) + 0.195 \quad (3)$$

The engine manufacturer literature suggests that a new engine of the type installed on the *MM* has a fuel consumption rate ( $F_{\text{Cons}}$ ) at maximum load of  $0.17 \text{ kg} (\text{kw} \cdot \text{hr})^{-1}$  although  $0.195 \text{ kg} (\text{kw} \cdot \text{hr})^{-1}$  is estimated to be an appropriate average value for in-use slow speed diesel engines.<sup>41</sup>  $F_{\text{Cons}}$  varies with engine load according to eq 3.<sup>42</sup>  $F_{\text{Cons}}$  for MGO is reduced by 6% due to the specific heat of MGO being 6% higher than HFO on this vessel.<sup>20</sup>  $P_{\text{MW}}$  is the maximum engine power in megawatts (68.7 MW). These data were converted to kilograms of fuel consumed per-kilometer (km) of travel, which were then converted to per-km emissions by multiplying  $C_{\text{Fuel}}$  with the measured EFs.

For all but CO<sub>2</sub>, BC, and N<sub>TOT</sub>, pollutant levels drop by 88% or more (58% for CO<sub>2</sub>, 75% for BC and 41% for N<sub>TOT</sub>) as a result of the vessel observing both the fuel quality regulation and VSR program (Figure 4). Note that most CO<sub>2</sub> reductions arise from the change in  $f_{\text{Load}}$ . Importantly, we can differentiate some of the emissions reductions by the effects of the fuel quality regulation or VSR program. To make this assessment, we have assumed that the observed EF reductions for SO<sub>2</sub> and POM are due entirely to the  $S_{\text{F}}$  change. At high  $f_{\text{Load}}$  SO<sub>4</sub> formation is 2.9 times higher than at low  $f_{\text{Load}}$  (Figure 2d and Petzold et al.<sup>28</sup>) and this load factor is removed from SO<sub>4</sub> emissions by multiplying the low- $S_{\text{F}}$ , low-load EF<sub>SO<sub>4</sub></sub> by 2.9. It is apparent that the emissions of BC, N<sub>TOT</sub>, and CCN are complicated by  $S_{\text{F}}$  and  $f_{\text{Load}}$  and we do not separate by regulation for these species. Note that this analysis is specific to the *MM*, which was in compliance with the fuel quality regulation and was participating in the VSR program. We reiterate that these results are a snapshot for a single vessel with changing fuel type, fuel consumption distributions across main, auxiliary and boiler engines, and changing speed. Although these factors introduce uncertainty for detailed emissions analysis, the trends for the averaged vessel emissions are evident.

**Information Relevant to Health Impacts.** Reductions in the direct emissions of SO<sub>4</sub>, BC, and POM per-km of travel of 99%, 75%, and 88%, respectively, will likely have influence on the ambient PM levels near the Californian coast where vessel traffic is significant, especially in the port regions. The reductions in EF<sub>BC</sub> and EF<sub>POM</sub> with improved fuel quality are significant variables that have not been considered in most assessments of the impact of shipping emissions on health. Assuming that reductions in PM emissions leads to reduced mortality, this new information would suggest that greater reductions in mortality



would be found than reported in the North American ECA or global IMO regulation mortality assessments<sup>11,12</sup> (that do not include the BC and POM reductions). In addition, the finding that SO<sub>4</sub> emissions decrease with both S<sub>F</sub> and engine load<sup>28</sup> shows that primary SO<sub>4</sub> emissions will be further decreased if VSR regulation is introduced. Reductions in SO<sub>2</sub> will also significantly reduce secondary SO<sub>4</sub> formation. Of further interest is the uncertainty surrounding EF<sub>N<sub>Tot</sub></sub> associated with reductions in S<sub>F</sub> and speed changes. Multiple studies (including the current data) show opposing trends in EF<sub>N<sub>Tot</sub></sub> as vessel speed and S<sub>F</sub> change, and should be investigated further.

**Information Relevant to Climate Impacts.** The indirect RF impacts of PM are difficult to assess and remain the least certain RF agent in global models. For shipping, it is estimated that emitted PM leads to a significant negative RF (i.e., cooling) that substantially exceeds the warming from the emitted CO<sub>2</sub>.<sup>2,14,16</sup> The impact of fuel quality (predominantly reducing the S<sub>F</sub>) would lead to a reduction in this cooling.<sup>2,16</sup> Eyring et al.<sup>14</sup> estimate (for 2005) that the globally averaged direct and indirect RF by shipping emissions of SO<sub>4</sub> and POM is  $-0.44 \text{ Wm}^{-2}$  (net cooling), which is dominated by the indirect RF ( $-0.41 \text{ Wm}^{-2}$ ). CO<sub>2</sub>, O<sub>3</sub> (from NO<sub>x</sub> emissions), decreased CH<sub>4</sub> (from NO<sub>x</sub>) and BC from shipping together have a globally averaged positive RF of  $+0.03 \text{ Wm}^{-2}$  (net warming). Righi et al.<sup>2</sup> estimate this indirect RF would decrease from  $-0.28$  to  $-0.10 \text{ Wm}^{-2}$  if low S<sub>F</sub> fuels are introduced globally. For the data presented here, although absolute BC emissions decrease, the strong concurrent decrease in CCN emission (from both composition and size changes) could completely offset the cooling gained.<sup>43</sup> Given the observed, concurrent reductions in emissions of BC, POM, and CCN (75%, 88%, and 99%, respectively), we conclude that uncertainties in the magnitude of the RF balance from shipping are critically dependent on the composition of emitted PM, size distributions, and the ultimate fate of emitted non-CCN active particles in the atmosphere.

The direct RF impact of shipping emissions of PM, although small relative to the indirect effect, will also change due to fuel regulation. Over the past 15–20 years, fuel regulation in California for on-road vehicles and nonroad machines has focused on a variety of technological approaches, such as engine rebuilding or addition of emissions control systems.<sup>44</sup> The goal (and likely net result) of this regulation was (has been) to reduce primary emissions of BC<sup>45</sup> which, if it occurs in isolation, will lead to less warming. However, absorbing BC is usually coemitted with scattering (cooling) SO<sub>4</sub> and POM, which may also change upon implementation of a control measure.<sup>46</sup> The single scattering albedo (SSA) represents the balance between light scattered and absorbed by a particle and is one of the primary influences on whether a particle warms or cools the atmosphere. The SSA for the MM encounter (for high and low S<sub>F</sub>) was estimated from the measured EF<sub>SO<sub>4</sub></sub>, EF<sub>POM</sub>, and EF<sub>BC</sub> values using 532 nm mass extinction and mass absorption efficiencies (MEE and MAE) for the different species;

$$\text{SSA}_{532} \sim 1 - \left[ \frac{\text{MAE}_{\text{BC}}\text{EF}_{\text{BC}}}{\text{MEE}_{\text{SO}_4}\text{EF}_{\text{SO}_4} + \text{MEE}_{\text{POM}}\text{EF}_{\text{POM}} + \text{MEE}_{\text{BC}}\text{EF}_{\text{BC}}} \right] \quad (4)$$

We use values for the MEE for SO<sub>4</sub> and POM from Malm et al.<sup>47</sup> ( $3 \text{ m}^2/\text{g}$  and  $4 \text{ m}^2/\text{g}$ ) and MEE/MAE values for BC from Bond and Bergstrom<sup>48</sup> ( $9 \text{ m}^2/\text{g}$  and  $7.5 \text{ m}^2/\text{g}$ ). The SSA for directly emitted PM from the MM decreased from 0.86 to 0.57 across the

experiment. The estimated low-S<sub>F</sub> SSA value compares favorably with the directly measured dry value of 0.64 (0.2% S<sub>F</sub>, 532 nm). This is generally consistent with the observations of Lack et al.,<sup>5</sup> who found that the SSA decreased from 0.6 to 0.3, on average, as the S<sub>F</sub> changed from 2.5 to 0.2%. Thus, not only will the absolute PM emissions from ships operating on low sulfur (instead of high sulfur) fuel be decreased, the particles that are emitted will be overall “darker” and can then have a stronger relative warming influence. It seems clear that the implementation of global fuel sulfur regulations will lead to a decrease in the cooling by ship PM emissions, both from changes in indirect and direct RF. We emphasize that the emission reductions observed with the MM introduce previously unaccounted emissions phenomena which may alter the specific RF balance from shipping described by recent model studies.<sup>2,16</sup>

**Local, Regional And Global Policy Connections.** The efficacy of Californian shipping fuel quality regulation and vessel speed reduction (VSR) program in reducing emission factors and absolute emissions (emissions per-km of travel with and without the regulation) of SO<sub>2</sub>, SO<sub>4</sub>, and (somewhat unexpectedly) POM and BC is evident from the results presented here. EFs of N<sub>Tot</sub> (particle number) appear to increase due to the regulations, although it is likely that these are small particles that will quickly condense or coagulate with existing particles. On an absolute scale (per kilometer of travel), mass reductions of SO<sub>2</sub>, SO<sub>4</sub>, and PM are in excess of 96%; BC and POM reductions are 75% and 88% respectively. The regulations will significantly alter the direct climate cooling impacts of the emitted PM by reduction of the SO<sub>4</sub> formed just after emission and through secondary formation from SO<sub>2</sub> oxidation. In areas where low sulfur fuel is used, significant CCN reductions and particle size reductions will reduce the indirect cooling impacts from enhanced cloud formation, particularly in regions sensitive to inputs of CCN from shipping, such as at  $\sim 30^\circ \text{ N}$ . This reduced cooling may be partially offset by a concurrent decrease in the climate warming impact of BC. Our observations suggest that air quality benefits from the fuel quality regulation and the VSR program are likely to be substantial, although these air-quality benefits are likely to occur concurrent with a reduction in anthropogenic cooling that results from shipping PM. If it is determined that air pollution (i.e., human health and welfare) goals can be met through near-coast regulation (i.e., ECAs), then the implementation of a more nuanced location-dependent global fuel quality regulation may be worthy of consideration. Lastly, possible reductions in BC emissions due to fuel quality changes might suggest a consideration of more refined fuels for future Arctic shipping.<sup>40</sup>

## ■ ASSOCIATED CONTENT

Supporting Information. Details on instruments uncertainty, literature and calibrations. This material is available free of charge via the Internet at <http://pubs.acs.org>.

## ■ AUTHOR INFORMATION

### Corresponding Author

\*E-mail: [daniel.lack@noaa.gov](mailto:daniel.lack@noaa.gov).

## ■ ACKNOWLEDGMENT

Thanks to the support of the Maersk Line (in particular Lee Kindberg and Wayne Tober) and the crew and support staff of

the WP-3D research aircraft and the R/V *Atlantis*. Thanks also to James Corbett for useful discussions. This work was funded in part by NOAAs Climate Program (NA09OAR4310124, NA09AR4310125), California Air Resources Board, US EPA (RD834558), Canadian Federal Government (PERD Project C12.007) and NSERC.

## REFERENCES

- (1) Corbett, J. J.; Winebrake, J. J., The role of international policy in mitigating global shipping emissions. *Brown J. World Affairs* **2010**, XVI, (II).
- (2) Righi, M.; Klinger, C.; Eyring, V.; Hendricks, J.; et al. Climate impact of biofuels in shipping: global model studies of the aerosol indirect effect. *Environ. Sci. Technol.* **2011**, 45 (8), 3519–3525.
- (3) IMO Amendments to MARPOL Annex VI, Amendments to the NO<sub>x</sub> Technical Code; International Maritime Organization: London, April, 2008; p 144.
- (4) Lyyranen, J.; Jokiniemi, J.; Kauppinen, E. I.; Joutsensaari, J. Aerosol characterisation in medium speed diesel engines operating with heavy fuel oils. *J. Aerosol. Sci.* **1999**, 30 (6), 771–784.
- (5) Lack, D. A.; Corbett, J. J.; Onasch, T. B.; Lerner, B., et al. , Particulate emissions from commercial shipping, chemical, physical and optical properties. *J. Geophys. Res.* **2009**, 114, (D00F04), DOI: 10.1029/2008/JD011300.
- (6) Dalsoren, S. B.; Eide, M. S.; Endresen, Ø.; Mjelde, A.; et al. Update on emissions and environmental impacts from the international fleet of ships: the contribution from major ship types and ports. *Atmos. Chem. Phys.* **2009**, 9 (6), 2171–2194.
- (7) IMO. Air Pollution from Ships Cut, with Entry Into Force of MARPOL Amendments, 2010, [http://www.imo.org/newsroom/mainframe.asp?topic\\_id=1859&doc\\_id=13309](http://www.imo.org/newsroom/mainframe.asp?topic_id=1859&doc_id=13309).
- (8) IMO. New Rules to Reduce Emissions from Ships Enter Into Force, 2005; [http://www.imo.org/newsroom/mainframe.asp?topic\\_id=1018&doc\\_id=4884](http://www.imo.org/newsroom/mainframe.asp?topic_id=1018&doc_id=4884).
- (9) IMO North Sea SECA in effect from 22 November, 2007, [http://www.imo.org/inforesource/mainframe.asp?topic\\_id=1472&doc\\_id=8719](http://www.imo.org/inforesource/mainframe.asp?topic_id=1472&doc_id=8719).
- (10) CARB. *Final Regulation Order. Fuel Sulfur and Other Operational Requirements for Ocean-Going Vessels Within California Waters and 24 Nautical Miles of the California Baseline*; California Air Resources Board: Sacramento, CA, 2009; <http://www.arb.ca.gov/regact/2008/fuelogv08/22992.pdf>.
- (11) IMO In Proposal to Designate an Emission Control Area for Nitrogen Oxides, Sulphur Oxides and Particulate Matter. Submitted by the United States and Canada., IMO MPEC 59, 2009; IMO: 2009.
- (12) Winebrake, J. J.; Corbett, J. J.; Green, E. H.; Lauer, A.; et al. Mitigating the health impacts of pollution from oceangoing shipping: an assessment of low-sulfur fuel mandates. *Environ. Sci. Technol.* **2009**, 43 (13), 4776–4782.
- (13) U.S. EPA, *EPA Proposal for Control of Emissions from New Marine Compression-Ignition Engines at or above 30 Liters Per Cylinder*, EPA-420-F-09-029; United States Environmental Protection Agency Office of Transportation and Air Quality: Washington, DC, 2009.
- (14) Eyring, V.; Isaksen, I. S. A.; Berntsen, T.; Collins, W. J.; et al. Transport impacts on atmosphere and climate: Shipping. *Atmos. Environ.* **2010**, 44 (37), 4735–4771.
- (15) Fuglestedt, J. S.; Shine, K. P.; Berntsen, T.; Cook, J.; et al. Transport impacts on atmosphere and climate: Metrics. *Atmos. Environ.* **2010**, 44 (37), 4648–4677.
- (16) Lauer, A.; Eyring, V.; Corbett, J. J.; Wang, C.; et al. Assessment of near-future policy instruments for oceangoing shipping: impact on atmospheric aerosol burdens and the earth's radiation budget. *Environ. Sci. Technol.* **2009**, 43 (15), 5592–5598.
- (17) Lack, D. A.; Lerner, B.; Granier, C.; Baynard, T., et al. , Light absorbing carbon emissions from commercial shipping. *Geophys. Res. Lett.* **2008**, 35, (L13815), DOI: 10.1029/2008GL033906.
- (18) Winnes, H.; Fridell, E. Particle emissions from ships: Dependence on fuel type. *J. Air Waste Manage.* **2009**, 59, 1391–1398.
- (19) Brock, C. A.; Cozic, J.; Bahreini, R.; Froyd, K. D.; et al. Characteristics, sources, and transport of aerosols measured in spring 2008 during the aerosol, radiation, and cloud processes affecting Arctic climate (ARCPAC) project. *Atmos. Chem. Phys. Discuss.* **2010**, 10 (11), 27361–27434.
- (20) Maersk-Line, Personal Communication, 2010.
- (21) Chen, G.; Huey, L. G.; Trainer, M.; Nicks, D., et al. , An Investigation of the chemistry of ship emission plumes during ITCT 2002. *J. Geophys. Res.* **2005**, 110, (D10S90), DOI: 10.1029/2004JD005236.
- (22) Williams, E.; Lerner, B.; Murphy, P.; Herndon, S. C.; et al. Emissions of NO<sub>x</sub>, SO<sub>2</sub>, CO, and C<sub>2</sub>H<sub>4</sub> from commercial marine shipping during Texas Air Quality Study (TexAQS) 2006. *J. Geophys. Res.* **2009**, 114 (D21), D21306.
- (23) CARB. *Vessel Speed Reduction for Ocean-going Vessels*; California Air Resources Board: Sacramento, CA, 2009; [www.arb.ca.gov/ports/marinevess/vsr/vsr.htm](http://www.arb.ca.gov/ports/marinevess/vsr/vsr.htm).
- (24) Seinfeld, J. H.; Pandis, S. N., *Atmospheric Chemistry and Physics: From Air Pollution to Climate Change*; John Wiley and Sons: New York, 1998.
- (25) Harvald, S. *Prediction of Power of Ships*; Department of Ocean Engineering, Technical University of Denmark: Copenhagen, Denmark, 1977.
- (26) Cooper, D. A. Exhaust emissions from ships at berth. *Atmos. Environ.* **2003**, 37 (27), 3817–3830.
- (27) Kasper, A.; Aufdenblatten, S.; Forss, A.; Mohr, M.; et al. Particulate emissions from a low-speed marine diesel engine. *Aerosol Sci. Technol.* **2007**, 41, 24–32.
- (28) Petzold, A.; Weingartner, E.; Hasselbach, J.; Lauer, A.; et al. Physical properties, chemical composition, and cloud forming potential of particulate emissions from a marine diesel engine at various load conditions. *Environ. Sci. Technol.* **2010**, 44, 3800–3805.
- (29) Sinha, P.; Hobbs, P. V.; Yokelson, R. J.; Christian, T. J.; et al. Emissions of trace gases and particles from two ships in the southern Atlantic Ocean. *Atmos. Environ.* **2003**, 37 (15), 2139–2148.
- (30) Miller, W., Personal Communication on measured vs. reported fuel sulfur content of ship fuel, 2011.
- (31) Lovejoy, E. R.; Hanson, D. R.; Huey, L. G. Kinetics and products of the gas-phase reaction of SO<sub>3</sub> with water. *J. Phys. Chem.* **1996**, 100 (51), 19911–19916.
- (32) Petters, M. D.; Kreidenweis, S. M. A single parameter representation of hygroscopic growth and cloud condensation nucleus activity. *Atmos. Chem. Phys.* **2007**, 7 (8), 1961–1971.
- (33) Pringle, K. J.; Tost, H.; Pozzer, A.; Pöschl, U.; et al. , Global distribution of the effective aerosol hygroscopicity parameter for CCN activation. *Atmos. Chem. Phys.* **2010**, 10 (12), 5241–5255.
- (34) American Bureau of Shipping. *Notes on Heavy Fuel Oil*; American Bureau of Shipping: Houston, 2001; pp 1–68, [http://www.eagle.org/eagleExternalPortalWEB/ShowProperty/BEA%20Repository/Rules&Guides/Current/31\\_HeavyFuelOil/Pub31\\_HeavyFuelOil](http://www.eagle.org/eagleExternalPortalWEB/ShowProperty/BEA%20Repository/Rules&Guides/Current/31_HeavyFuelOil/Pub31_HeavyFuelOil).
- (35) *Operation on Low-Sulphur Fuels. MAN B&W Two-Stroke Engines*; MAN: Copenhagen, 2010; pp 1–24.
- (36) Corporan, E.; DeWitt, M. J.; Belovich, V.; Pawlik, R.; et al. Emissions characteristics of a turbine engine and research combustor burning a fischer—tropsch jet fuel. *Energy Fuels* **2007**, 21 (5), 2615–2626.
- (37) Agrawal, H.; Welch, W. A.; Henningsen, S.; Miller, J. W.; et al. Emissions from main propulsion engine on container ship at sea. *J. Geophys. Res.* **2010**, 115 (D23), D23205.
- (38) Cappa, C. D.; Williams, E.; Buffaloe, G.; Coffman, D. J., et al. , The influence of operating speed on gas and particle-phase emissions from the R/V Miller Freeman. in preparation.
- (39) Jayaram, V.; Agrawal, H.; Welch, W. A.; Miller, J. W.; et al. Real-time gaseous, PM and ultrafine particle emissions from a modern marine engine operating on biodiesel. *Environ. Sci. Technol.* **2011**, 45 (6), 2286–2292.
- (40) Corbett, J. J.; Lack, D. A.; Winebrake, J. J.; Harder, S.; et al. Arctic shipping emissions inventories and future scenarios. *Atmos. Chem. Phys.* **2010**, 10 (19), 9689–9704.



(41) Entec Quantification of Ship Emissions. [http://ec.europa.eu/environment/air/pdf/chapter2\\_ship\\_emissions.pdf](http://ec.europa.eu/environment/air/pdf/chapter2_ship_emissions.pdf).

(42) U.S. EPA *Analysis of Commercial Marine Vessels Emissions and Fuel Consumption Data*; United States Environmental Protection Agency: Washington, DC, 2000.

(43) Chen, W. T.; Lee, Y. H.; Adams, P. J.; Nenes, A.; et al. Will black carbon mitigation dampen aerosol indirect forcing? *Geophys. Res. Lett.* **2010**, *37* (9), L09801.

(44) CARB. *The California Diesel Fuel Regulations*; California Air Resources Board: Sacramento, CA, 2004; <http://www.arb.ca.gov/regs/regs.htm>.

(45) Murphy, D. M.; Capps, S. L.; Daniel, J. S.; Frost, G. J.; et al. Weekly patterns of aerosol in the United States. *Atmos. Chem. Phys.* **2008**, *8* (10), 2729–2739.

(46) Bond, T. C.; Sun, H. Can reducing black carbon emissions counteract global warming? *Environ. Sci. Technol.* **2005**, *39* (16), 5921–5926.

(47) Malm, W. C.; Day, D. E.; Carrico, C.; Kreidenweis, S. M.; et al. Intercomparison and closure calculations using measurements of aerosol species and optical properties during the Yosemite Aerosol Characterization Study. *J. Geophys. Res.* **2005**, *110* (D14), D14302.

(48) Bond, T. C.; Bergstrom, R. W. Light absorption by carbonaceous particles: An investigative review. *Aerosol Sci. Technol.* **2006**, *40*, 27–67.