

Interactive comment on “Emission-factor uncertainties in maritime transport in the Strait of Gibraltar, Spain” by J. Moreno-Gutiérrez et al.

I. nbsp;M. Vincent Andersen (Referee)

imva@mek.dtu.dk

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Comments to text

â€” The abbreviation NMVOC (page 4) is not defined. â€” Reefer ship - not freezer ship (page 6). â€” It would probably be safe to assume that general cargo ships use heavy fuel oil in the main engines (page 6). â€” In the estimate of the installed AUX power one could also use the estimation procedure given in the guidelines for calculating the EEDI (IMO) (page 6). â€” The fuel specific CO₂ emissions are not the same for residual oil and gas oil and the two fuel types should be distinguished when determining CO₂. IMO has established the conversion factors 3.1144 kg/kg for heavy fuel oil and 3.206 for gas/diesel oil (page 7). â€” The uncertainty of the
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database of ship specific data used should also be considered as contributing to the total uncertainty.

General comments to paper

â€” Is the Lloyd’s database referred to in the paper the same as the Lloyd’s Register Fairplay (now HIS Fairplay) database? Please specify. â€” The structure of the paper could be made more concise.

Interactive comment on Atmos. Meas. Tech. Discuss., 5, 5953, 2012.