

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

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Received and published: 2 October 2012

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.

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