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

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

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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 (SO2), 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 SO4 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 (O₃)-forming chemicals, particulate matter (PM), acid rain- and PM-forming sulfur dioxide (SO₂), 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 [1]. Commercial shipping has had limited fuel quality (or emissions) regulation until recently, even though the shipping industry emits (globally) 3 times more SO₂ than road traffic [2]. Commercial shipping, although fuel-efficient, mostly consumes low-quality residual fuel (or heavy fuel oil, HFO), which can have fuel sulfur content ($S_F$) exceeding 3 or 4% (by weight) [3], contain elevated concentrations of heavy metals [4] and emit significantly more PM (SO₄, particulate organic matter (POM) and black carbon (BC)) than more refined fuels [5].

In recent years, the contribution of commercial shipping to air pollution has been recognized as significant [e.g. 6]. In 2005 the International Maritime Organization (IMO) introduced a global cap to $S_F$ of 4.5% (reducing to 3.5% in 2012 and 0.5% by 2020) [7], 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 $S_F < 1.0\%$ [8, 9]. In 2009 the US state of California introduced regulations that limit $S_F$ consumed within 44.5 kilometers (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% [10]). 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 [11]. Expected benefits from the future global IMO regulations amount to ~41,200 avoided premature deaths annually (for 2012) [12], while up to 8,000 avoided premature deaths per year are expected as a result of the future North American ECA regulation (for 2020) [13].
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. [14] estimated the combined direct and indirect radiative forcing (RF) from shipping related SO$_4$ emissions to be $-0.44$ 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 $+0.07$ 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 [15]. 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 [16].

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 [5, 17] 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 inter-ship variations in operating conditions, making a quantitative assessment of the potential impacts of fuel quality regulations challenging. The analysis of Winnes and Fridel [18] 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 research aircraft [19] 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 meter, 96500 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 minute period just outside California regulated waters [20]. On average, 60% of emissions were from the main engine, 10% from the auxiliary engines and 30% from boilers [20] (all engines switched fuels). The MM also participated in the Californian VSR incentive program [23], 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% $S_F$).

The WP-3D sampled the emissions plume of the MM before and during the fuel switching operation at approximately 100 meters above sea level, 1 – 3 kilometers downwind of the vessel (2 – 5 min). These times downwind are insufficient for significant atmospheric processing of SO$_2$, SO$_4$, BC or POM [5, 17, 21, 22]. Due to aircraft operational issues the flight was aborted before sampling of low $S_F$ 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 minutes 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 meters
ASL. A direct inter-comparison between WP-3D and R/V Atlantis instrumentation was not possible during the campaign. The supplemental material 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$_2$, SO$_2$, SO$_4$, POM, BC, particle number ($N_{Tot}$) and CCN as well as particle size distributions (note: NO$_X$ data was not available for this analysis). Measurement techniques, uncertainties and references are provided in supplemental material (Table S1). PM$_1$ mass is estimated as the sum of BC, SO$_4$ 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. 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$_2$. An example plume encounter from the WP-3D is shown in Figure 1b. The average of CO$_2$ 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$_2$ plume integration uncertainty. The measured emission ratios are converted to EFs according to Williams et al. [22] and Lack et al. [5]. Instrument and CO$_2$ 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$_2$ 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 ~ speed^3 [25]) recorded from the regular Automated Information System (AIS) radio
broadcasts from the MM, where the maximum vessel speed is 25 knots.
Figure 1, a) Map showing section of California fuel sulfur regulation zone (dashed grey), 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 grey). 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).

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$_2$, SO$_4$ and CCN dropped by 91%, 97% and 97.5% respectively. PM, POM and BC EFs dropped by 90%, 71% and 41% respectively. EF$_{NTOT}$ 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. [5], 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 $S_F$ fuels [e.g. 4, 18, 26, 27-29].

<table>
<thead>
<tr>
<th>Fuel or Emission Component</th>
<th>Before Fuel Switch (Outside Regulated Waters)</th>
<th>After Fuel Switch (Within Regulated Waters)</th>
<th>Unit</th>
<th>% Change</th>
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</thead>
<tbody>
<tr>
<td>Fuel Sulfur ($S_F$) - Reported$^a$</td>
<td>3.15</td>
<td>0.07</td>
<td>%</td>
<td>-98%</td>
</tr>
<tr>
<td>Fuel Sulfur ($S_F$) - Calculated$^a$</td>
<td>2.6 ($\pm$0.4)</td>
<td>0.21 ($\pm$0.03)</td>
<td>%</td>
<td>-92%</td>
</tr>
<tr>
<td>Sulfur</td>
<td>25.6 ($\pm$4)</td>
<td>2.1 ($\pm$0.3)</td>
<td>g kg$^{-1}$</td>
<td>-92%</td>
</tr>
<tr>
<td>SO$_2$</td>
<td>49 ($\pm$7.5)</td>
<td>4.3 ($\pm$0.6)</td>
<td>g kg$^{-1}$</td>
<td>-91%</td>
</tr>
<tr>
<td>Measured</td>
<td>Lack et. al.(2009)$^b$</td>
<td>Measured</td>
<td>Lack et. al.(2009)$^b$</td>
<td></td>
</tr>
<tr>
<td>SO$_4$</td>
<td>2.94 ($\pm$1.0)</td>
<td>1.5 ($\pm$1.6)</td>
<td>0.08 ($\pm$0.03)</td>
<td>0.06 ($\pm$0.05)</td>
</tr>
<tr>
<td>POM</td>
<td>0.58 ($\pm$0.2)</td>
<td>1.5 ($\pm$1.0)</td>
<td>0.17 ($\pm$0.06)</td>
<td>0.9 ($\pm$1.2)</td>
</tr>
<tr>
<td>BC</td>
<td>0.22 ($\pm$0.09)</td>
<td>0.7 ($\pm$0.8)</td>
<td>0.13 ($\pm$0.05)</td>
<td>1.1 ($\pm$0.8)</td>
</tr>
<tr>
<td>PM$^c$</td>
<td>3.77 ($\pm$1.3)</td>
<td>3.0 ($\pm$1.7)</td>
<td>0.39 ($\pm$0.14)</td>
<td>1.8 ($\pm$1.4)</td>
</tr>
<tr>
<td>$N_{Tot}$</td>
<td>1.0x10$^{15}$ ($\pm$0.2x10$^{16}$)</td>
<td>1.4x10$^{16}$ ($\pm$1.0x10$^{16}$)</td>
<td>1.4x10$^{16}$ ($\pm$0.2x10$^{16}$)</td>
<td>1.0x10$^{16}$ ($\pm$0.7x10$^{16}$)</td>
</tr>
<tr>
<td>CCN (SS = 0.3%)</td>
<td>4.0x10$^{15}$ ($\pm$0.4x10$^{15}$)</td>
<td>2.4x10$^{15}$ ($\pm$2.0x10$^{15}$)</td>
<td>0.1x10$^{15}$ ($\pm$0.01x10$^{15}$)</td>
<td>0.2x10$^{15}$ ($\pm$0.1x10$^{15}$)</td>
</tr>
<tr>
<td>CCN / $N_{Tot}$</td>
<td>40 ($\pm$10)</td>
<td>34 ($\pm$27)</td>
<td>0.7 ($\pm$0.2)</td>
<td>7.4 ($\pm$6.0)</td>
</tr>
<tr>
<td>SO$_4$ / Sulfur</td>
<td>4.1 (±0.7)</td>
<td>3.9 (±1.4)</td>
<td>1.2 (±0.2)</td>
<td>1.4 (±1.1)</td>
</tr>
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1Provided by the Maersk.
2Calculated from EF$_S$/10 [26]
3Sum of SO$_4$, POM and BC. Does not include SO$_2$-bound water or ash.
4Average and standard deviation EFs from vessels using >0.5% S$_F$ from Lack et al. [5].
5Average and standard deviation EFs from vessels using <0.5% S$_F$ from Lack et al. [5].

Sulfur Dioxide Emissions

Compliance with the fuel sulfur regulation provides direct and large reductions in EF$_{SO2}$ of 91% (Figure 2a). Some fuel sulfur is directly emitted as SO$_3$ (and quickly forms SO$_4$) [5, 28] and so EF$_{SO4}$ and EF$_{SO2}$ are combined (accounting for stoichiometry) to determine an EF of total sulfur (EF$_S$). $S_F$ as estimated from EF$_S$ ($S_F$ ≈ EF$_S$/10 [26]) changed from 2.6% (HFO) to 0.2% (MGO) across the fuel switch. Maersk records indicate that $S_F$ of the fuels dropped from 3.15% HFO to 0.07% MGO (98% drop). The source of this discrepancy is unknown, however several groups [18, 30] have observed discrepancies (of up to 0.5%) between the $S_F$ reported in the fuel analysis and that calculated from emission measurements. Nonetheless, it is clear EF$_{SO2}$ 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 – 3.

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$_4$ [31] 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. [28] (grey 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$_{SO4}$. 
Figure 2, a) EF\textsubscript{SO\textsubscript{2}} and EF\textsubscript{S}, b) EF\textsubscript{SO\textsubscript{4}}, c) EF\textsubscript{CCN} @ 0.3\% SS during fuel switching operation and d) fraction of fuel sulfur converted to SO\textsubscript{4} versus engine load. Grey line is the trend of previous data from Petzold et al. [28]. Note: Figure 2a uses a 3\textsuperscript{rd} order polynomial fit EF\textsubscript{S} = -0.1 + -0.16x + 25.6x\textsuperscript{2}

Cloud Condensation Nuclei, Particle Number Emissions and Particle Size

EF\textsubscript{CCN} are strongly correlated with EF\textsubscript{SO\textsubscript{4}} and were reduced by almost 98\% across the experiment (Figure 2c). The ratio between EF\textsubscript{CCN} and EF\textsubscript{NTot} (f\textsubscript{CCN}) gives an indicator of the efficacy of an emitted particle towards CCN formation and decreases from f\textsubscript{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 (κ\textsubscript{eff}) from the observations as:
\[
\kappa_{\text{eff}} = \sum_i \left( \frac{V_i}{V_{\text{tot}}} \right) \kappa_i = \sum_i \left( \frac{m_i \rho_{\text{tot}}}{m_{\text{tot}} \rho_i} \right) \kappa_i = \sum_i \left( \frac{EF_i \rho_{\text{tot}}}{EF_{\text{tot}} \rho_i} \right) \kappa_i
\]

(Eqn 1)

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

The \( \text{EF}_{\text{NTot}} \) do not show a strong dependence on \( S_F \) (Figure 3a). Lack et al. [5] showed reductions in \( \text{EF}_{\text{NTot}} \) between vessels burning high and low sulfur fuel, whereas Winnes and Fridell [18] report that the number of smaller particles may increase as \( S_F \) decreases. As shown in Lack et al. [5] these small particles quickly condense onto the larger particles, therefore although initial emissions of \( N_{\text{Tot}} \) may increase, the atmospheric
lifetime is shorter than the larger particles. Petzold et al. [28] found that EF_{NTot} 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.

![Graphs showing EF_{NTot} and EF_{POM} against Fuel Sulfur Content](image)

Figure 3, a) EF_{NTot} 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).

**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 [34]. 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 [35] and the MM did not alter the lube-oil regime for this fuel switch [20]. Petzold et al. [28] did not show any link between POM and $f_{Load}$ for a single test-engine operating on HFO while Lack et al. [5] 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 measureable 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 $\text{EF}_{BC}$. However it has been observed that reductions in slow burning aromatic hydrocarbons within jet turbine fuels reduces BC emissions from these engines [36]. 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. [2] suggest that BC emissions are reduced for cleaner fuels (MGO, biodiesel) relative to HFO. However, recent studies by Agrawal et al. [37] (in-use vessel running HFO) and Petzold et al. [28] (medium speed diesel (MSD) engine running HFO) showed $\text{EF}_{BC}$ 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 CO$_2$, 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. [28] and Agrawal et al. [37] are applicable to this experiment, the observed decrease in EF\textsubscript{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\textsubscript{BC} may increase [38, 39]. Fuel efficiency gains to absolute BC emissions would then be enhanced by concurrent reductions in the EF\textsubscript{BC}, and thus the influence of the fuel quality regulations alone on EF\textsubscript{BC} would be smaller than shown in Figure 2d. Given that the observations in this study and those of Petzold et al. [28] and Agrawal et al. [37] were for engines or vessels burning HFO, it seems reasonable that the BC reductions observed here are linked to $S_F$ rather than $f_{\text{Load}}$. 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\textsubscript{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 [40].

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 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 equation 2 and data obtained from the Maersk [20]:

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

where
\[ F_{\text{cons}}(\text{kg kw hr}^{-1}) = 0.0142 \times \left( \frac{1}{f_{\text{Load}}} \right) + 0.195 \]  
(Eqn. 3)

The engine manufacturer literature suggests that a new engine of the type installed on the \textit{MM} has a fuel consumption rate \(F_{\text{cons}}\) at maximum load of 0.17 kg (kw.hr)\(^{-1}\) although 0.195 kg (kw.hr)\(^{-1}\) is estimated to be an appropriate average value for in-use slow speed diesel engines [41]. \(F_{\text{cons}}\) varies with engine load according to equation 3 [42]. \(F_{\text{cons}}\) for MGO is reduced by 6\% due to the specific heat of MGO being 6\% higher than HFO on this vessel [20]. \(P_{\text{MW}}\) 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\(_2\), BC and N\(_{\text{Tot}}\), pollutant levels drop by 88\% or more (58\% for CO\(_2\), 75\% for BC and 41\% for N\(_{\text{Tot}}\)) as a result of the vessel observing both the fuel quality regulation and VSR program (Figure 4). Note that most CO\(_2\) 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\(_2\) and POM are due entirely to the \(S_F\) change. At high \(f_{\text{Load}}\), SO\(_4\) formation is 2.9 times higher than at low \(f_{\text{Load}}\) (Figure 2d and Petzold et al. [28]) and this load factor is removed from SO\(_4\) emissions by multiplying the low-\(S_F\), low-load EF\(_{SO4}\) by 2.9. It is apparent that the emissions of BC, N\(_{\text{Tot}}\) and CCN are complicated by \(S_F\) and \(f_{\text{Load}}\) and we do not separate by regulation for these species. Note that this analysis is specific to the \textit{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 uncertainly for detailed emissions analysis, the trends for the averaged vessel emissions are evident.
Figure 4, Emissions reductions (per km of travel) from the MM as a result of the State of California fuel sulfur regulation (grey), vessel speed reduction program (white) and combined (black).

**Information Relevant to Health Impacts**

Reductions in the direct emissions of SO$_4$, 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$_{BC}$ and EF$_{POM}$ 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 [11, 12] (that do not include the BC and POM reductions). In addition, the finding that SO$_4$ emissions decrease with both $S_f$ and engine load [28] shows that primary SO$_4$ emissions will be further decreased if VSR regulation is introduced. Reductions in SO$_2$ will also significantly
reduce secondary SO$_4$ formation. Of further interest is the uncertainty surrounding EF$_{NTOT}$ associated with reductions in $S_F$ and speed changes. Multiple studies (including the current data) show opposing trends in EF$_{NTOT}$ as vessel speed and $S_F$ 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$_2$ [2, 14, 16]. The impact of fuel quality (predominantly reducing the $S_F$) would lead to a reduction in this cooling [2, 16]. Eyring *et al.* [14] estimate (for 2005) that the globally averaged direct and indirect RF by shipping emissions of SO$_4$ and POM is -0.44 W m$^{-2}$ (net cooling), which is dominated by the indirect RF (-0.41 W m$^{-2}$). CO$_2$, O$_3$ (from NO$_x$ emissions), decreased CH$_4$ (from NO$_x$) and BC from shipping together have a globally averaged positive RF of +0.03 W m$^{-2}$ (net warming). Righi *et al.* [2] estimate this indirect RF would decrease from -0.28 to -0.10 W m$^{-2}$ if low $S_F$ 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 [43]. 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 non-road machines has focused on a variety of technological approaches, such as engine rebuilding or addition of emissions control systems [44]. The goal (and likely net result) of this regulation was (has been) to
reduce primary emissions of BC [45] which, if it occurs in isolation, will lead to less warming. However, absorbing BC is usually co-emitted with scattering (cooling) SO$_4$ and POM, which may also change upon implementation of a control measure [46]. 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 $S_F$) was estimated from the measured $E_{F_{SO4}}, E_{F_{POM}}$ and $E_{F_{BC}}$ values using 532nm mass extinction and mass absorption efficiencies (MEE and MAE) for the different species;

$$SSA_{532} \sim 1 - \left[ \frac{MAE_{BC}E_{F_{BC}}}{MEE_{SO4}E_{F_{SO4}} + MAE_{POM}E_{F_{POM}} + MAE_{BC}E_{F_{BC}}} \right]$$  
(Eqn 3)

We use values for the MEE for SO$_4$ and POM from Malm et al. [47] (3 m$^2$/g and 4 m$^2$/g) and MEE/MAE values for BC from Bond and Bergstrom [48] (9 m$^2$/g and 7.5 m$^2$/g). The SSA for directly emitted PM from the $MM$ decreased from 0.86 to 0.57 across the experiment. The estimated low-$S_F$ SSA value compares favorably with the directly measured dry value of 0.64 (0.2% $S_F$, 532nm). This is generally consistent with the observations of Lack et al. [5], who found that the SSA decreased from 0.6 to 0.3, on average, as the $S_F$ 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 [2, 16].

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 \( \text{SO}_2 \), \( \text{SO}_4 \), and (somewhat unexpectedly) POM and BC is evident from the results presented here. EFs of \( N_{\text{Tot}} \) (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 \( \text{SO}_2 \), \( \text{SO}_4 \) 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 \( \text{SO}_4 \) formed just after emission and through secondary formation from \( \text{SO}_2 \) 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 \( \sim 30^\circ \) 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 [40].

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Supporting Information Available
Details on instruments uncertainties, literature and calibrations are available free of charge via the Internet at http://pubs.acs.org/.

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