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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We would like to thank you for your valuable comments that will contribute to improve the paper’s structure before sending it to AMT. It is our intention to clarify it by providing answers to all the issues concerned and by adding them in the text before sending it to AMT.

Comments to text

The abbreviation NMVO C (page 4) is not defined. The following text has been inserted in the manuscript (line 13 pag. 5960): Non-methane volatile organic compounds (NMVOC) and PM, for example Reefer ship ≠ freezer ship (page 6). It has been corrected (line 1, pag.5963) It would probably be safe to assume that general cargo ships use heavy fuel oil in the main engines (page 6).

It has been corrected (line 21, pag. 5962) as follows: The remaining ships (cargo ships included) that transit . . ...

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).

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).

The uncertainty of the database of ship specific data used should also be considered as contributing to the total uncertainty.
General comments to paper Is the Lloyd’s database referred to in the paper the same as the Lloyd’s Register Fairplay (now HIS Fairplay) database? Please specify.

The following text has been added (LINE 3, PAG.5961) : For this analysis, SASEMAR information data for 2007 and Lloyd’s Register Fairplay (now HIS Fairplay)........

The structure of the paper could be made more concise. We will improve the paper’s structure.