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Anthony y H Wong, Noelle E Selin, Sebastian D Eastham, Christine Mounaïm-Rousselle, Yiqi Zhang, et al.. Climate and air quality impact of using ammonia as an alternative shipping fuel. *Environmental Research Letters*, 2024, environmental research letters, 19, 10.1088/1748-9326/ad5d07 . hal-04700092

HAL Id: hal-04700092

<https://hal.science/hal-04700092v1>

Submitted on 17 Sep 2024

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To cite this article: Anthony Y H Wong *et al* 2024 *Environ. Res. Lett.* **19** 084002

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ENVIRONMENTAL RESEARCH
LETTERS

LETTER

Climate and air quality impact of using ammonia as an alternative shipping fuel

OPEN ACCESS

RECEIVED

27 February 2024

REVISED

28 May 2024

ACCEPTED FOR PUBLICATION

28 June 2024

PUBLISHED

9 July 2024

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Keywords: shipping, decarbonization, air quality, PM_{2.5}, ozone, ammonia energy, public health

Supplementary material for this article is available [online](#)

Abstract

As carbon-free fuel, ammonia has been proposed as an alternative fuel to facilitate maritime decarbonization. Deployment of ammonia-powered ships is proposed as soon as 2024. However, NO_x, NH₃ and N₂O from ammonia combustion could impact air quality and climate. In this study, we assess whether and under what conditions switching to ammonia fuel might affect climate and air quality. We use a bottom-up approach combining ammonia engine experiment results and ship track data to estimate global tailpipe NO_x, NH₃ and N₂O emissions from ammonia-powered ships with two possible engine technologies (NH₃-H₂ (high NO_x, low NH₃ emissions) vs pure NH₃ (low NO_x, very high NH₃ emissions) combustion) under three emission regulation scenarios (with corresponding assumptions in emission control technologies), and simulate their air quality impacts using GEOS-Chem high performance global chemical transport model. We find that the tailpipe N₂O emissions from ammonia-powered ships have climate impacts equivalent to 5.8% of current shipping CO₂ emissions. Globally, switching to NH₃-H₂ engines avoids 16 900 mortalities from PM_{2.5} and 16 200 mortalities from O₃ annually, while the unburnt NH₃ emissions (82.0 Tg NH₃ yr⁻¹) from pure NH₃ engines could lead to 668 100 additional mortalities from PM_{2.5} annually under current legislation. Requiring NH₃ scrubbing within current emission control areas leads to smaller improvements in PM_{2.5}-related mortalities (22 100 avoided mortalities for NH₃-H₂ and 623 900 additional mortalities for pure NH₃ annually), while extending both Tier III NO_x standard and NH₃ scrubbing requirements globally leads to larger improvement in PM_{2.5}-related mortalities associated with a switch to ammonia-powered ships (66 500 avoided mortalities for NH₃-H₂ and 1200 additional mortalities for pure NH₃ annually). Our findings suggest that while switching to ammonia fuel would reduce tailpipe greenhouse gas emissions from shipping, stringent ammonia emission control is required to mitigate the potential adverse effects on air quality.

1. Introduction

Maritime shipping burns fossil fuels in large diesel engines for energy (propulsion, heat, and electricity), which leads to emissions of CO₂ and air pollutants. The main air pollutants emitted by the maritime transport sector include SO_x (\equiv SO₂ + SO₄²⁻), NO_x (\equiv NO + NO₂), non-methane volatile organic compound (NMVOC), CO and carbonaceous aerosols. These are either components or precursors of particulate matter (PM) and ozone (O₃). Exposure to PM, particularly the fine PM (aerodynamic diameter < 2.5 μm, named PM_{2.5}) that can reach deep inside the respiratory tract, is estimated to have caused 3.7–4.8 million deaths in 2015 by increasing the risk of cardiopulmonary and cerebrovascular diseases (Cohen *et al* 2017). O₃ exposure exerts oxidative stress on the respiratory tract (Nuvolone *et al* 2018), which also leads to increased risk of cardiopulmonary diseases, and therefore another 1.04–1.24 millions of respiratory deaths in 2010 globally (Malley *et al* 2017). Shipping emissions are estimated to account for 2.7% of global energy-related CO₂ emissions and caused an estimated 84 800–103 000 annual premature deaths from PM_{2.5} exposure globally in 2015 (Zhang *et al* 2021b), and account for up to 14 and 25% of PM_{2.5} concentration over East Asia and Mediterranean area, respectively (Contini and Merico 2021).

The International Maritime Organization (IMO) has outlined a goal of reducing greenhouse gas (GHG) emissions from international shipping by at least 40% by 2030 compared to the 2008 level (International Maritime Organization 2018). The uses of alternative fuels (e.g. NH₃, H₂, methanol) and other energy solutions (e.g. electrification) are essential for reaching such a decarbonization goal (Balcombe *et al* 2019). NH₃ is one of the main candidates for alternative maritime fuels, and could represent up to 43% of the energy mix of shipping in 2050 (IRENA 2021). Since NH₃ is mainly manufactured with H₂ and N₂ through the Haber–Bosch process, the carbon footprint of NH₃ production can be reduced by carbon capture (blue NH₃), or using renewable energy for N₂ and H₂ production and the synthesis process (green NH₃) (Valera-Medina *et al* 2021).

Wolfram *et al* (2022) and Bertagni *et al* (2023) summarized scientific concerns about the potential environmental impacts of using NH₃ as a marine fuel. NH₃ combustion may generate additional NO_x and N₂O compared to other fuels (Hinokuma and Sato 2021). NH₃ emission is one of the major source of global PM_{2.5} pollution (e.g. Gu *et al* 2021) by neutralizing H₂SO₄ and HNO₃ in the atmosphere (Jacob 1999). Heo *et al* (2016) find that NH₃ emission leads to much higher PM_{2.5} mortality costs per ton (\$23000–66000) than SO₂ (\$14000–24000) and

NO_x (\$3800–14000) in the United States. These show the potential danger of uncontrolled NH₃ emission via worsening PM_{2.5} air quality. Emitted NO_x and NH₃ would then deposit to Earth's surface, causing damages to ecosystems (e.g. soil acidification and eutrophication) and may lead to additional emission of N₂O, which is a potent GHG and contributes to stratospheric ozone depletion.

Here, we explore the possible ranges of air quality and climate impacts of transitioning from using fossil fuels to ammonia as the major shipping fuel under different technologies and policies, aiming to highlight the opportunities and challenges of ammonia combustion as a strategy to decarbonize maritime transport.

2. Method

We use a bottom-up approach to estimate the global NO_x, NH₃ and N₂O emissions from converting the entire fleet into NH₃-powered ships as a function of engine technologies, emission control strategies and policy under 6 scenarios, using results from ammonia engine experiments and ship Automatic Identification System (AIS) data. We then simulate the associated changes in O₃ and PM_{2.5} air quality using a global 3D chemical transport model (GEOS-Chem High Performance). Finally, we estimate the impacts of simulated changes in O₃ and PM_{2.5} on public health (expressed in annual premature mortalities) using concentration functions derived from epidemiological studies.

2.1. Scenarios

In all scenarios, we apply an AIS-based shipping emission model (Zhang *et al* 2019) to estimate the global spatially-resolved pollutant and GHG emissions for every ship track in 2015 following the technology and policy assumptions of each scenario. The emission model calculates ship emissions as a function of engine power demand, ship specifications, emission factors (EFs) and activity time. Missing entries in ship specifications are filled based on the lengths and capacities of the associated ships.

Table 1 shows the scenario design of our study. We choose the emission scenario with 0.5% cap on fuel sulphur content from Zhang *et al* (2021b) as our baseline. The 'post-2020 NO_x baseline' scenario imposes the most stringent IMO NO_x emissions (Tier III) limit on top of baseline scenario, which represents the emissions from fossil fuel powered ships if all of them were retrofitted to follow IMO emission standards for newly-built ships. 6 counterfactual scenarios are designed to examine the possible range of air quality outcomes from total conversion to ammonia-powered ships given the possible engine technologies (and therefore emission management strategies)

Table 1. Description of the engine technology and policy scenarios considered in this study. SCR refers to selective catalytic reduction (assumed to be 90% effective), which converts NO_x and NH₃ into N₂ in 1:1 ratio under ideal conditions. NH₃ scrubbing is assumed to remove 95% of NH₃ slip after SCR.

Scenario name	Emission control inside current ECA	Emission control outside current ECA	Equivalent policy scenario
Baseline	Zhang <i>et al</i> (2021b) inventory for 2015 shipping with 0.5% sulphur cap		
Post-2020 NO _x baseline	Baseline with Tier III NO _x (post-2020) standard imposed globally		
[NH ₃ -H ₂] ₂₀₂₀	SCR	SCR	2020 NO _x limit
[NH ₃ -H ₂] _{NH3_ECA_LIM}	SCR + NH ₃ scrubbing	SCR	Additional NH ₃ limit in ECA
[NH ₃ -H ₂] _{GLOB_LIM}	SCR + NH ₃ scrubbing	SCR + NH ₃ scrubbing	Global NO _x and NH ₃ limits
[Pure NH ₃] ₂₀₂₀	SCR	None	2020 NO _x limit
[Pure NH ₃] _{NH3_ECA_LIM}	SCR + NH ₃ scrubbing	None	Additional NH ₃ limit in ECA
[Pure NH ₃] _{GLOB_LIM}	SCR + NH ₃ scrubbing	SCR + NH ₃ scrubbing	Global NO _x and NH ₃ limits

and emission regulations (current legislation versus additional NH₃ emission regulations).

We consider the emissions from ammonia-powered ships with two types of engine technologies. The first type of engine technology considered is pure NH₃ combustion (Mounaïm-Rousselle *et al* 2022). The second type ('NH₃-H₂') is proposed by Imhoff *et al* (2021) based on the experimental data from Lhuillier *et al* (2020). Part of the NH₃ is transferred to a catalytic NH₃ cracker to generate H₂ to improve combustion. This balances NH₃ and NO_x concentration in engine exhaust, allowing both NO_x and NH₃ emissions to be controlled by selective catalytic reduction (SCR). The derivations of EF and load dependences for the two types of engines, and a discussion about the uncertainty in engine technologies are given as supplemental information.

Given the uncertainty in ammonia engine designs, the engine technology scenarios do not intent to realistically replicate how ammonia combustion would be implemented on ships. Rather, the two engine technologies considered in our study reflects two extremes of, and therefore provide bounding scenarios for NO_x and NH₃ emission management approaches: (1) with pure NH₃ engine having low NO_x (currently regulated) and very high NH₃ (currently unregulated) emissions, versus (2) NH₃-H₂ engine that strictly maintains the NO_x/NH₃ ratio to allow SCR to simultaneously control both pollutants.

We consider three policy scenarios. The first ('2020') follows the IMO regulations as of 2020. The untreated NO_x EF are 32.7 g kWh⁻¹ for NH₃-H₂ and 7.08 g kWh⁻¹ for pure NH₃ engines following the load corrections prescribed by IMO (International Maritime Organization 2008) (figure 1). Current IMO guidelines (International Maritime Organization 2017) cap NO_x EF for new vessels at 7.7–14.4 g kWh⁻¹ (Tier II limit) when operating outside the Emission Control Area (ECA, mostly includes North America and United States Caribbean Sea as of 2020, and additionally Baltic Sea and North Sea in 2021) and 2–3.4 g kWh⁻¹ (Tier

III limit) within ECA, depending on the engines' rated speed. Compliance with such a guideline would require SCR that can remove 90% of NO_x to operate globally for NH₃-H₂ and within ECA only for pure NH₃ engines. The second ('NH₃_ECA_LIMIT') assumes that additional NH₃ scrubbing requirements (assumed to be 95% effective from available technology) (Melse and Ogink 2005, Van der Heyden *et al* 2015, Boero *et al* 2023) are implemented within ECA for both types of engines, while the third ('GLOB_LIM') extends Tier III NO_x compliance and NH₃ scrubbing requirements to the whole globe.

2.2. Atmospheric chemistry modeling

We use version 13.4.1 of the GEOS-Chem High Performance model (GCHP, <https://doi.org/10.5281/zenodo.4429193>) (Eastham *et al* 2018, Martin *et al* 2022) to simulate the response of O₃ and PM_{2.5} to pollutant emission changes in each scenario through resolving the chemistry, transport, emission and deposition of relevant chemical species. The model is driven by the Modern-Era Retrospective analysis for Research and Application (MERRA-2) assimilated meteorological fields (Gelaro *et al* 2017). The model is run at a horizontal resolution of ~200 km in cubed-sphere configuration (C48) from 1 October 2018 to 31 December 2019, with the first 3 months of output discarded as spin-up. O₃ is simulated from a coupled O₃-NO_x-VOCs-CO-halogen-aerosols chemical mechanism (Sherwen *et al* 2016). Anthropogenic emissions are from Community Emission Data System (Hoesly *et al* 2018) except the shipping sector. Biogenic VOCs, soil NO_x and sea salt aerosol emissions follow Weng *et al* (2020) and dust emissions follow Meng *et al* (2021). Re-emissions of deposited NO_x and NH₃ are not considered. Formation of secondary inorganic aerosols are simulated by the ISORROPIA II, which considers thermodynamic equilibrium of the NH₄⁺-Na⁺-SO₄²⁻-NO₃⁻-Cl⁻-H₂O (Fountoukis and Nenes 2007). PM_{2.5} concentrations are derived by summing the mass of its constituents at standard conditions to align with the sampling standard used by the United States Environmental

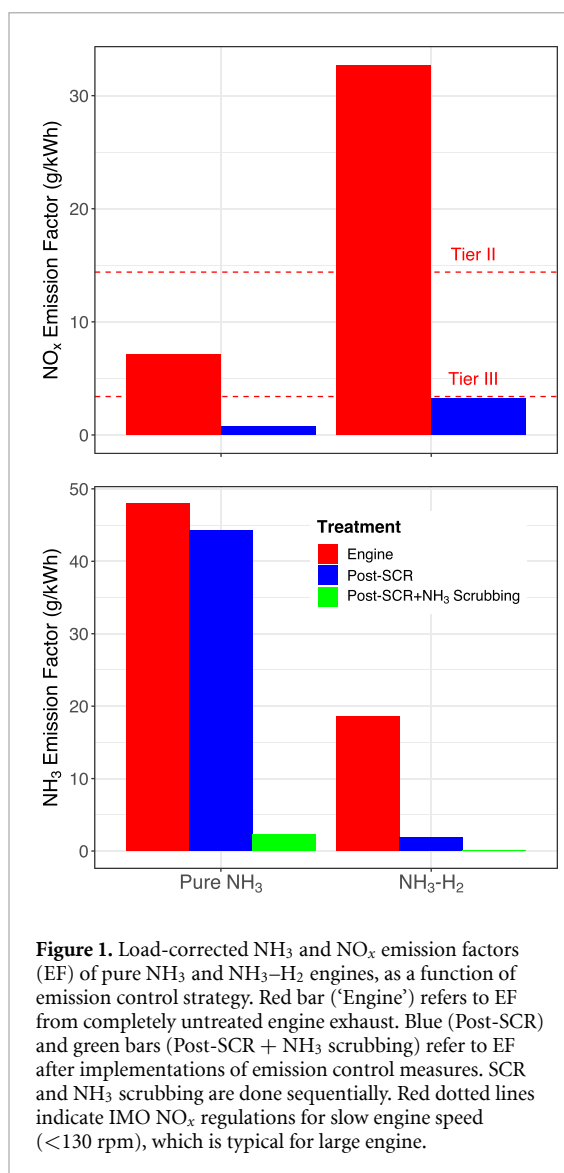


Figure 1. Load-corrected NH₃ and NO_x emission factors (EF) of pure NH₃ and NH₃-H₂ engines, as a function of emission control strategy. Red bar ('Engine') refers to EF from completely untreated engine exhaust. Blue (Post-SCR) and green bars (Post-SCR + NH₃ scrubbing) refer to EF after implementations of emission control measures. SCR and NH₃ scrubbing are done sequentially. Red dotted lines indicate IMO NO_x regulations for slow engine speed (<130 rpm), which is typical for large engine.

Protection Agency (Latimer and Martin 2019). Ship plume chemistry is parameterized by the PARANOX scheme (Vinken *et al* 2011). Model evaluation is provided as supplemental information.

2.3. Health outcome

We estimate the impacts of air quality changes on public health using the global gridded population data at 30 arc-second resolution from the Gridded Population of the World version 4.11 (Center for International Earth Science Information Network—CIESIN—Columbia University 2018). Country-level age distribution and baseline mortality rates are provided by the World Health Organization (WHO) (WHO 2018). We estimate the risk of relative mortality from chronic O₃ and PM_{2.5} exposure under the baseline (RR_{base}) and each alternative scenario *i* (RR_{*i*}) for every age group. The change in the annual mortality for scenario *i* (ΔMort_{*i*}) due to some disease for that age group is then calculated for each grid cell as:

$$\Delta\text{Mort}_i = \text{Mort}_{\text{base}} \frac{\text{RR}_i - \text{RR}_{\text{base}}}{\text{RR}_{\text{base}}} \quad (1)$$

where Mort_{base} is the number of mortalities due to that disease in 2016. The relative risk is calculated by comparing the simulated exposure-relevant concentration under scenario *i* to that under the baseline scenario using an appropriate concentration response function (CRF). We use a log-linear CRF for O₃ from Turner *et al* (2016), which estimate a 12% increase (95% confidence interval (CI): 8.0–16%) in respiratory mortality per 10 ppb increase in annual mean maximum daily 8 h average (MDA8) O₃ concentration. For PM_{2.5} we estimate RR for non-communicable diseases and lower respiratory infections using the age-specific non-linear CRFs from the Global Exposure Mortality Model (Burnett *et al* 2018).

We estimate the median and 95% confidence interval of changes in mortalities due to O₃ and PM_{2.5} for each scenario by performing 1000 random draws of the CRF parameters in a paired Monte-Carlo simulation.

3. Result

3.1. Modelled shipping emissions

Table 2 shows the modelled global annual shipping emissions of NO_x, NH₃ and GHG under different scenarios, and figure 2 shows the spatial distribution of NO_x emissions. Under current regulations ('2020'), ammonia-powered ships have lower NO_x emissions (4.4 Tg NO_x yr⁻¹ for NH₃-H₂ and 6.9 Tg NO_x yr⁻¹ for pure NH₃). Such comparison mostly reflects regulatory rather than technological differences, since the older ships in the baseline scenario do not follow the newer and more stringent (Tier II or Tier III) NO_x regulations, while all newly built ammonia-powered ships abide the Tier II regulation outside ECA and Tier III regulations within ECA. To comply with Tier II NO_x regulations, SCR is required for the NH₃-H₂ engine while no NO_x control is needed for the pure NH₃ engine. This leads to higher total post-treatment NO_x emissions from pure NH₃ engines than that from NH₃-H₂ engines, despite pure NH₃ engines has lower pre-treatment NO_x emissions than NH₃-H₂ engines. If the Tier III NO_x regulations is enforced globally ('GLOB_LIM'), the NO_x emission of fossil fuel (3.6 Tg NO_x yr⁻¹) and NH₃-H₂ (4.4 Tg NO_x yr⁻¹) engines are similar, while pure NH₃ engines (0.8 Tg NO_x yr⁻¹) produce the lowest NO_x emissions.

Figure 3 shows the spatial distribution of modelled NH₃ emissions under different technology and policy scenarios. Under current regulations ('2020'), switching to NH₃-H₂ engines leads to 2.5 Tg yr⁻¹ NH₃ emissions, while switching to pure NH₃ engines leads to NH₃ emissions (82.0 Tg yr⁻¹) that are 32.8 times higher than that from NH₃-H₂ engines. For

Table 2. Modelled global total nitrogen-based air pollutants (in Tg yr⁻¹) and GHG emissions (in Tg CO_{2,e} yr⁻¹) from different scenarios. CO_{2,e} (equivalent amount of CO₂ in terms of 100 year Global Warming Potential) is calculated as CO₂ emissions + (N₂O emissions × 273).

Scenario	NO _x (Tg yr ⁻¹)	NH ₃ (Tg yr ⁻¹)	CO _{2,e} (Tg yr ⁻¹)
Baseline	17.2	0.004	867
Post-2020 NO _x baseline	3.59		
[NH ₃ -H ₂] ₂₀₂₀	4.43	2.51	
[NH ₃ -H ₂] _{NH₃_ECA_LIM}	4.43	2.21	
[NH ₃ -H ₂] _{GLOB_LIM}	4.43	0.125	50.2
[Pure NH ₃] ₂₀₂₀	6.84	82.0	
[Pure NH ₃] _{NH₃_ECA_LIM}	6.84	71.7	
[Pure NH ₃] _{GLOB_LIM}	0.762	3.92	

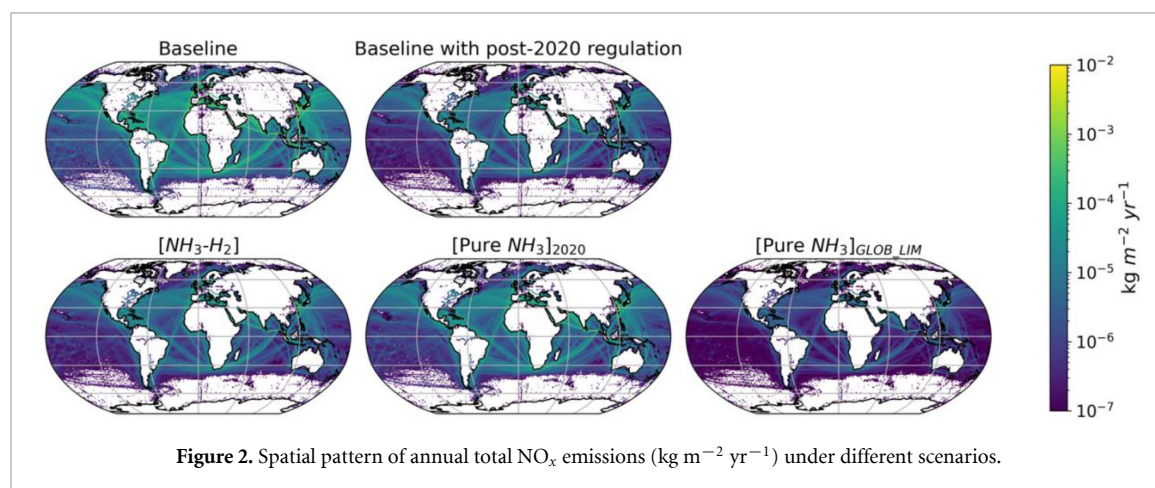


Figure 2. Spatial pattern of annual total NO_x emissions (kg m⁻² yr⁻¹) under different scenarios.

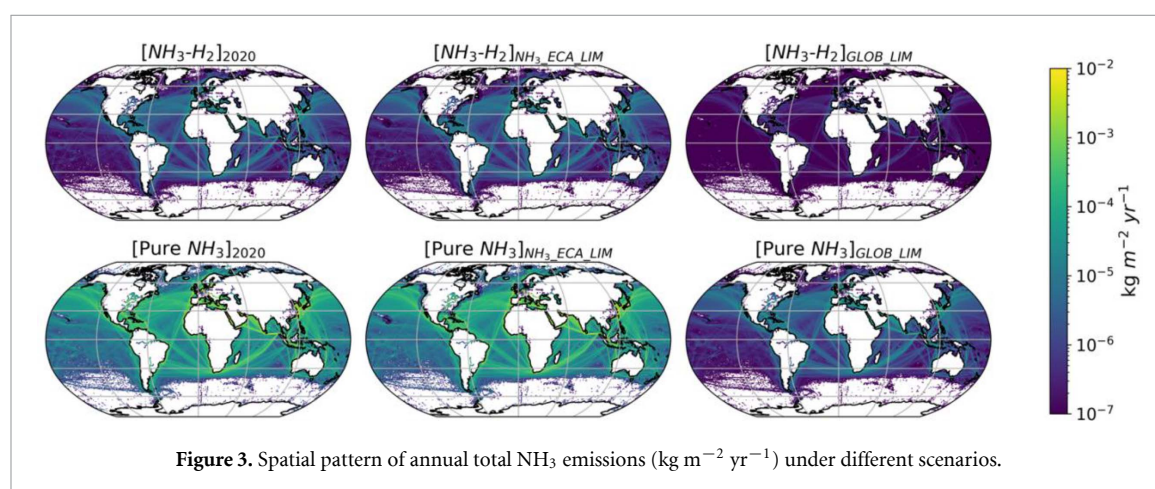


Figure 3. Spatial pattern of annual total NH₃ emissions (kg m⁻² yr⁻¹) under different scenarios.

pure NH₃ engines, SCR can only remove 7% of NH₃ from engine exhaust, leading to high tailpipe NH₃ emissions. In the 'NH₃_ECA_LIM' scenario, which requires NH₃ scrubbing over ECA (mostly North American coast and northern Europe), global NH₃ emissions reduce by 12% for both NH₃-H₂ (2.2 Tg yr⁻¹) and pure NH₃ (71.7 Tg yr⁻¹) engines. In the 'GLOB_LIM' scenario, with both SCR and NH₃ scrubbing are required globally, NH₃ emissions fall to 0.1 Tg yr⁻¹ for NH₃-H₂ engines and 3.9 Tg yr⁻¹ for pure NH₃ engines.

Table 2 also shows the long-lived GHG emissions from each scenario, given as the equivalent amount

of CO₂ (CO_{2,e}) in terms of 100 year Global Warming Potential (GWP₁₀₀) using a conversion factor of 273 from N₂O emission to CO_{2,e} (Forster *et al* 2023). CO_{2,e} from the baseline scenario does not include GHG other than CO₂ (mainly CH₄ and N₂O), which contribute to less than 3% of global shipping CO_{2,e} during 2013–2015 (Olmer *et al* 2017). We find that the tailpipe CO_{2,e} from the ammonia-powered fleet is 5.8% of that from the current fossil-fuel-powered fleet. Our analysis (see supplemental information) also shows that the 'secondary N₂O emissions' from reactive nitrogen deposition (Wolfram *et al* 2022) is not a problem for NH₃-H₂ engine as the total reactive

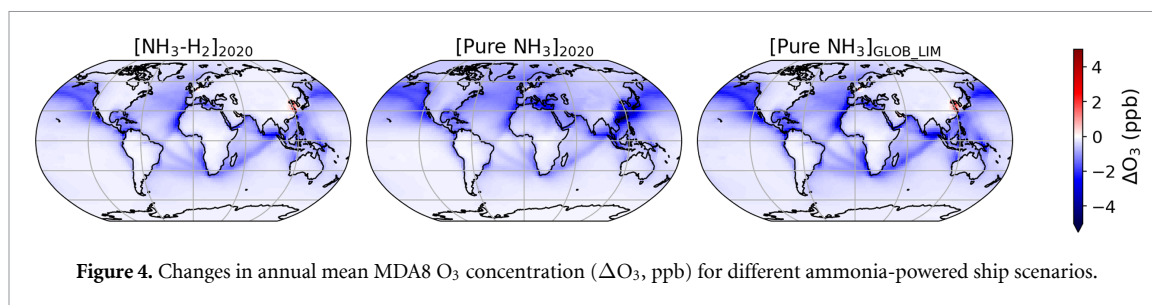


Figure 4. Changes in annual mean MDA8 O₃ concentration (ΔO_3 , ppb) for different ammonia-powered ship scenarios.

nitrogen emissions are lower than current fleets. For pure NH₃ engine, the net climate effects from nitrogen deposition are likely to be smaller than reduction in tailpipe GHG emissions (817.2 Tg CO_{2,e} yr⁻¹) from switching to ammonia-powered ships, showing the potential of blue and green ammonia as a climate-friendly shipping fuel, though considerable uncertainties exist on how CO₂ uptake and N₂O emissions respond to nitrogen deposition. This analysis, however, does not fully consider the life cycle GHG emissions (e.g. energy, methane slip) of NH₃ production.

3.2. Impacts on air quality

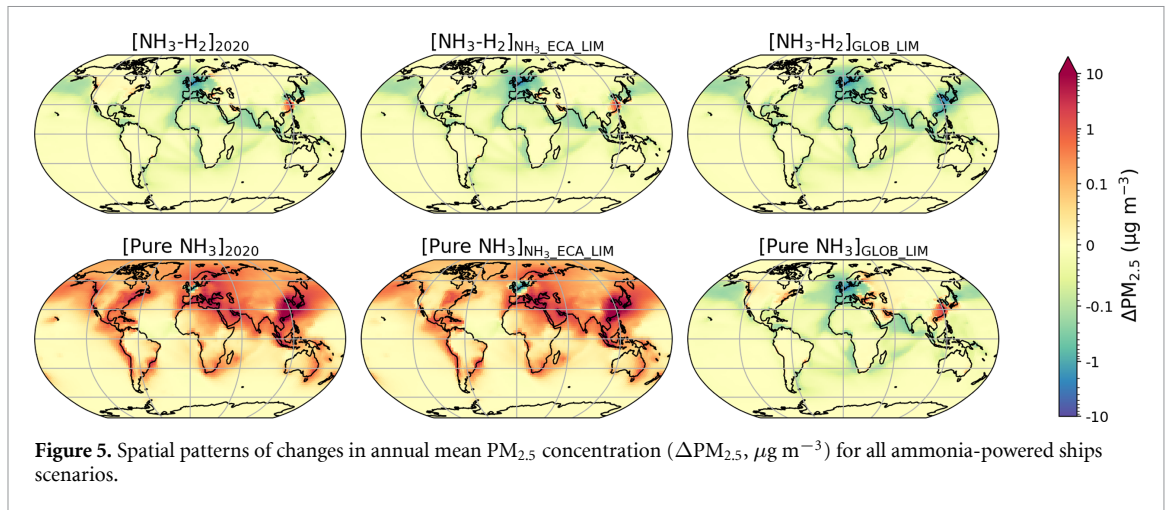
Figure 4 shows the modelled global changes in annual mean MDA8 O₃ due to converting current fleet to ammonia-powered ships with different technology and policy options. Generally, the lower NO_x emissions from ammonia-powered ships reduce annual mean MDA8 O₃. Under all scenarios, global population-weighted average MDA8 O₃ decreases (-0.27 ppb for [NH₃-H₂]₂₀₂₀, -1.13 ppb for [Pure NH₃]₂₀₂₀, -0.37 ppbv for [Pure NH₃]_{GLOB_LIM}). The greatest reductions in population-weighted O₃ are simulated over coastal and island nations (e.g. 1.5–1.9 ppb for Sri Lanka and Djibouti, 1.4–2.2 ppb for Panama, 1.4–1.7 ppb for Jamaica). However, over highly NO_x-saturated coasts near northern China, northern Europe, and Persian Gulf, local increases in surface O₃ are simulated, especially under the scenarios with greater NO_x reductions ([NH₃-H₂]₂₀₂₀ and [Pure NH₃]_{GLOB_LIM}). Over North Sea, the NO_x-saturation leads to further increases in MDA8 O₃ as NO_x emissions become lower, increasing the population-weighted O₃ from 1 ppb under [Pure NH₃]₂₀₂₀ to up to 1.5 ppb under [Pure NH₃]_{GLOB_LIM} over the Netherlands. Over East Asia, population-weighted MDA8 O₃ decreases by 2.4 ppb under the scenario with least NO_x reduction ([Pure NH₃]₂₀₂₀), but increases by 0.2 ppb under [Pure NH₃]_{GLOB_LIM} and [NH₃-H₂]₂₀₂₀ as NO_x emissions become lower. This shows the importance of local chemical environment in controlling the response of O₃ pollution to marine NO_x control.

In addition, we find substantial sensitivity of O₃ response to assumptions in ship plume chemistry (mainly NO_x lifetime, see Supplemental Material),

which could be a major source of uncertainties. This shows the importance of understanding the plume chemistry of NH₃ ship in capturing the O₃ response.

Figure 5 shows the modelled changes in annual mean surface PM_{2.5}. Under [NH₃-H₂]₂₀₂₀, population-weighted PM_{2.5} increases by 0.21 μg m⁻³ (0.4%) over East Asia (definition of regions follows Giorgi *et al* (2001)). Smaller increases are simulated over western North America (0.08 μg m⁻³), though the percentage increase (1.7%) is higher since the baseline population-weighted PM_{2.5} (4.82 μg m⁻³) is low. PM_{2.5} levels are mostly reduced over other regions in the world, especially over northern Europe and Mediterranean Basin, where population-weighted PM_{2.5} decreases by 0.70 (4%) and 0.16 (0.6%) μg m⁻³, respectively. Under [NH₃-H₂]_{NH3_ECA_LIM}, population-weighted PM_{2.5} is reduced by 0.82 μg m⁻³ (4.8%) and 0.055 μg m⁻³ (0.7%) over northern Europe and the United States, respectively, as NH₃ emission control is enforced over those regions. Under [NH₃-H₂]_{GLOB_LIM}, both Tier III NO_x and NH₃ emission limit are extended globally, resulting in reduced PM_{2.5} levels over the whole globe. Particularly, the negative impacts from NH₃ emission over Mediterranean Basin and East Asia are successfully mitigated, resulting in 0.33 (1.4%) and 0.62 μg m⁻³ (1.2%) of reduction in population-weighted PM_{2.5}, respectively.

Pure NH₃ engines have high NH₃ emission, leading to higher PM_{2.5} levels than NH₃-H₂ engines under the same policy scenarios. Under [Pure NH₃]₂₀₂₀, PM_{2.5} increases globally except over the North Sea. Reduction in NO_x emissions lead to lower population-weighted PM_{2.5} over Netherlands (1.86 μg m⁻³, 9.0%), Denmark (0.50 μg m⁻³, 3.2%), and Belgium (0.35 μg m⁻³, 2.0%). The largest increases in population-weighted PM_{2.5} are simulated over East Asia (11.4 μg m⁻³, 21.2%), North Africa (3.40 μg m⁻³, 5.5%), Mediterranean Basin (3.36 μg m⁻³, 14.6%), Southeast Asia (2.7 μg m⁻³, 14.2%), western North America (1.20 μg m⁻³, 24.8%) and eastern North America (1.88 μg m⁻³, 21.7%). Under [Pure NH₃]_{NH3_ECA_LIM}, the increase of PM_{2.5} over northern Europe (0.058 μg m⁻³, 0.34% vs 0.74 μg m⁻³, 4.3% under [Pure NH₃]₂₀₂₀), eastern North America (0.35 μg m⁻³, 7.2%) and



western North America ($0.55 \mu\text{g m}^{-3}$, 6.3%) are partially mitigated by the NH₃ emission control. When NH₃ emission control is required globally ([Pure NH₃]_{GLOB_LIM}), the spatial pattern of PM_{2.5} changes largely resembles that from [NH₃-H₂]₂₀₂₀ due to comparable combined NO_x + NH₃ emissions (4.7 Tg yr^{-1} for [Pure NH₃]_{GLOB_LIM} vs 6.9 Tg yr^{-1} for [NH₃-H₂]₂₀₂₀). Despite having lower combined NO_x + NH₃ emissions, [Pure NH₃]_{GLOB_LIM} has higher PM_{2.5} levels than [NH₃-H₂]₂₀₂₀ due to higher NH₃ emissions (3.9 Tg yr^{-1} for [Pure NH₃]_{GLOB_LIM} vs 2.5 Tg yr^{-1} for [NH₃-H₂]₂₀₂₀) globally except for northern Europe.

In addition, we find that NH₃ could potentially form PM_{2.5} with anions and acids in sea spray, which implies extra sensitivity of PM_{2.5} to NH₃ emissions that could not be controlled by reducing NO_x and SO_x emissions alone (see supplemental information).

3.3. Health impacts

Table 3 shows the changes in annual global mortality attributable to O₃ (ΔM_{O_3}) and PM_{2.5} ($\Delta M_{\text{PM}_{2.5}}$) for each scenario. We estimate that current shipping emissions leads to 87 400 and 16 900 mortalities from PM_{2.5} and O₃, respectively. The lower NO_x emissions from ammonia-powered ships provide significant O₃ air quality benefit, reducing annual O₃-related mortality by 12 600–73 100. Despite the lack of primary PM (BC, OC) and secondary PM precursors (SO₂, NMVOC) emissions other than NO_x and NH₃, ammonia-powered ships lead to worse $\Delta M_{\text{PM}_{2.5}}$ ($-22\ 100$ to $+668\ 100$) than fossil fuel powered ships with similar NO_x regulation ('Post-2020 NO_x Baseline', $-46\ 200$) except the scenario with lowest NH₃ emissions ([NH₃-H₂]_{GLOB_LIM}), $-66\ 500$). This highlights the importance of NH₃ as a PM_{2.5} precursor in coastal environment, and therefore minimizing tailpipe NH₃ emission to mitigate the negative air quality impacts from ammonia-powered ships.

Table 3. Estimated changes in annual global mortality attributable to PM_{2.5} ($\Delta M_{\text{PM}_{2.5}}$) and O₃ (ΔM_{O_3}) from each scenario. Parentheses indicates 95% confidence interval (CI) of the estimates from 1000 Monte-Carlo simulations.

Scenario	$\Delta M_{\text{PM}_{2.5}}$	ΔM_{O_3}
[NH ₃ -H ₂] ₂₀₂₀	$-16\ 900$ ($-24\ 000$; $-10\ 000$)	$-16\ 200$ ($-23\ 300$; -9000)
[NH ₃ -H ₂] _{NH3_ECA_LIM}	$-22\ 100$ ($-29\ 800$; -8700)	$-15\ 900$ ($-23\ 000$; -8700)
[NH ₃ -H ₂] _{GLOB_LIM}	$-66\ 500$ ($-78\ 800$; $-54\ 400$)	$-12\ 600$ ($-19\ 900$; -5200)
[Pure NH ₃] ₂₀₂₀	$+668\ 100$ ($+542\ 600$; $+797\ 300$)	$-73\ 100$ ($-94\ 600$; $-51\ 100$)
[Pure NH ₃] _{NH3_ECA_LIM}	$+623\ 900$ ($+504\ 000$; $+747\ 300$)	$-69\ 700$ ($-90\ 300$; $-48\ 700$)
[Pure NH ₃] _{GLOB_LIM}	$+1,200$ ($-10\ 200$; $+12\ 700$)	$-22\ 400$ ($-31\ 600$; $-13\ 000$)
Post-2020 NO _x Baseline	$-46\ 200$ ($-54\ 800$; $-37\ 700$)	$-13\ 000$ ($-21\ 100$; -4800)

Under currently legislation ('2020'), switching to NH₃-H₂ engine reduces annual global mortalities from PM_{2.5} (16 900) and O₃ (16 200) in comparable magnitudes. While providing substantial benefits from reducing O₃-related mortality ($-73\ 100$), switching to pure NH₃ engines increases in PM_{2.5}-related mortality ($+668\ 100$). Since current ECA are mostly over North America and northern Europe, additional NH₃ emissions control over current ECA ('NH₃_ECA_LIM') only provides marginal benefits in terms of PM_{2.5}-related mortalities (5 200 (31%) for NH₃-H₂ engines and 44 200 (7%) for pure NH₃ engines) since most of the increases in PM_{2.5} occur over East Asia, North Africa, Southeast Asia and Mediterranean region. In contrast, when both

Tier III NO_x and NH₃ emission controls are extended globally ('GLOB_LIM'), the negative impacts of pure NH₃ engines on PM_{2.5} (1200 additional mortalities) can be mitigated to a level that could be offset by the benefits on O₃ (22 400 avoided mortalities). For NH₃-H₂ engines, the low NH₃ emissions, and therefore global reduction in PM_{2.5} level, lead to substantial reduction in PM_{2.5}-related mortalities (-66 500) equivalent to 79% of that from current shipping emissions.

4. Discussion

Using blue and green NH₃ to facilitate decarbonization of maritime transport has been gaining traction among the industry, while concerns have been raised about the consequences (e.g. secondary N₂O emissions, air pollution, eutrophication, soil acidification) of such large additional reactive nitrogen production and emission into the Earth System (Baessler *et al* 2019, Wolfram *et al* 2022). Despite the uncertainties in the engine design, fuel mix, EFs and plume chemistry of ammonia-powered ships as they are not yet deployed in real world, an early evaluation using currently available information can provide information to help stakeholders identify the potential climate and air quality issues and formulate mitigation measures.

We combine results from engine experiments and ship activity data to estimate the possible GHG and air pollutant emissions and impacts from ammonia-powered ships. We find that the GWP attributable to tailpipe N₂O emissions from ammonia-powered fleet is a small fraction (5.8%) of that of the current fleet. Our findings confirm the potential of blue and green NH₃ as a climate-friendly shipping fuel. However, the impacts of large reactive nitrogen deposition over land ecosystems on GHG balance remain highly uncertain.

We find that the public health impacts of switching from fossil fuel to ammonia depends largely on the technology and policy choices. If tuned to balance NO_x and NH₃ concentration from engine exhaust to allow simultaneous reduction of NO_x and NH₃ emissions using well-optimized exhaust post-treatment systems with highly efficient combustion modes, deployment of ammonia combustion technology can lead to net health benefits by reducing both O₃ and PM_{2.5} levels. If the engines are tuned to have lower NO_x emissions than NH₃-H₂ combustion, which is more compatible with current NO_x-focused regulatory framework, the unburnt NH₃ emission, if unmitigated, can lead to large increases in PM_{2.5}, and consequently 668 100 additional global PM_{2.5}-related mortalities annually. Imposing NH₃ emission

regulation over current ECA only mitigates 7% of the increases in annual PM_{2.5}-related mortalities from pure NH₃ engines, since the largest negative impacts are expected over East Asia, which is not currently part of any ECAs. Extending stringent control of NO_x and NH₃ emissions to the globe provides substantial air quality benefits.

Our study assumes total conversion to ammonia-powered ships, while in reality ammonia-powered ships will operate alongside SO_x-emitting fossil fuel powered ships, which would increase the sensitivity of PM_{2.5} to NH₃ emissions. This shows the urgency of updating shipping emission regulations in anticipation of the real-world deployment of ammonia-powered-ships. Particularly, given the availability of effective (>95%) NH₃ removal strategies, priority should be given towards developing and enforcing working NH₃ emission regulations. More stringent control of SO_x and NO_x emissions, which is foreseeable in the future, could be another viable strategy to reduce the PM_{2.5} formation from unburnt NH₃ emissions (Bauer *et al* 2016).

The practicality and efficacy of SCR for ammonia engines remain highly uncertain. The lack of sulfur and particulate poisoning of catalyst, and not requiring a separate NH₃ source to operate could potentially lead to cheaper SCR operation since catalyst and urea recharge are estimated to account for at least 61% of the total cost of SCR ownership and operation (Zhang *et al* 2021a). However, NH₃ combustion generates more H₂O than diesel combustions (see supplemental information), which limits the efficacy of SCR (Kuta *et al* 2023, Xiang *et al* 2024). Excessive tailpipe N₂O emissions can result from mistuned SCR and ammonia oxidation systems (Yates *et al* 2005), which could potentially offset the climate benefits. Optimizing the SCR systems for ammonia engines is crucial to limiting their potential air quality and climate impacts.

Our study shows the feasibility of NH₃ to be a climate-friendly shipping fuel despite the concern of tailpipe N₂O emission, and highlights the adverse effects of unburnt NH₃ emissions on PM_{2.5} air quality, which can be mitigated by emission control measures feasible under current technology. Apart from tailpipe emissions, NH₃ leakages also occur over the whole value chain (e.g. production, distribution, bunkering, fueling) (Bertagni *et al* 2023), which can deteriorate the PM_{2.5} air quality over localities near the NH₃ supply chain if unabated (Rathod *et al* 2023). Development and enforcement of new NH₃ emission regulations is critical for ammonia-powered ships to provide positive impact on air quality and prevent negative impacts from excessive nitrogen deposition, alongside reducing GHG emissions.

Data availability statement

The data that support the findings of this study are openly available at the following URL/DOI: <https://zenodo.org/records/11237986>.

Acknowledgments

This research is supported by a grant from the MIT Climate and Sustainability Consortium. The MERRA-2 data used in this research have been provided by the Global Modeling and Assimilation Office (GMAO) at NASA Goddard Space Flight Center. The AIS data used in this study are managed by the Institute for the Environment and Environmental Central Facility of the Hong Kong University of Science and Technology. We thank Professor Andrew Babbin for his input on the fraction of reactive nitrogen deposition being converted into N₂O over the ocean.

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