## Source apportionment of PM10 and PM2.5 at multiple simpact of shipping emissions

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**Citation Report** 

#	Article	IF	CITATIONS
1	Intraurban variability of PM10 and PM2.5 in an Eastern Mediterranean city. Atmospheric Research, 2011, 101, 893-901.	1.8	61
2	Variations in time and space of trace metal aerosol concentrations in urban areas and their surroundings. Atmospheric Chemistry and Physics, 2011, 11, 9415-9430.	1.9	89
3	Transport of desert dust mixed with North African industrial pollutants in the subtropical Saharan Air Layer. Atmospheric Chemistry and Physics, 2011, 11, 6663-6685.	1.9	218
4	Ships, ports and particulate air pollution - an analysis of recent studies. Journal of Occupational Medicine and Toxicology, 2011, 6, 31.	0.9	78
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9	Spatio-temporal variability of concentrations and speciation of particulate matter across Spain in the CALIOPE modeling system. Atmospheric Environment, 2012, 46, 376-396.	1.9	59
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16	Size distribution and concentrations of heavy metals in atmospheric aerosols originating from industrial emissions as predicted by the HYSPLIT model. Atmospheric Environment, 2013, 71, 234-244.	1.9	67
17	Characteristics and ship traffic source identification of air pollutants in China's largest port. Atmospheric Environment, 2013, 64, 277-286.	1.9	183
18	Chemical fingerprint and impact of shipping emissions over a western Mediterranean metropolis: Primary and aged contributions. Science of the Total Environment, 2013, 463-464, 497-507.	3.9	69

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20	Source contributions to PM2.5 and PM10 at an urban background and a street location. Atmospheric Environment, 2013, 71, 26-35.	1.9	94
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31	Relating urban airborne particle concentrations to shipping using carbon based elemental emission ratios. Atmospheric Environment, 2014, 95, 525-536.	1.9	12
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