

## Appendix

The missing citations are added as follows.

Following 4 references are cited to [One way to achieve very low methane emissions by the combustion itself while maintaining a high degree of engine efficiency is the “High-pressure-dual-fuel” (HPDF) combustion process] in the second paragraph of Introduction.

[1] Boog M., Dumser F., Berger I., Fink G., Jud M., Gleis S. et al.  
Development of a High Pressure Dual Fuel concept for high speed ship propulsion engines. In: 11th Dessau Gas Engine Conference. S. 58–73.

[2] Senghaas C. New Injector Family for High-Pressure Gas and Low-Caloric Liquid Fuels. In: CIMAC Congress 2019.

[3] Rolke P, Fritsch B, Bärow E, Delouvrier R, Kossack J. Injection Rate Measurement System for Gas Injectors and Test Rig Analysis of Injectors for Medium Speed Engines. In: 11th Dessau Gas Engine Conference. S. 224–37.

[4] Frankl S, Gleis S, Wachtmeister G.  
Interpretation of Ignition and Combustion in a Full-Optical High-Pressure-Dual-Fuel (HPDF) Engine using 3D-CFD Methods. In: CIMAC Congress 2019.

Similarly, above [2] and [3] are cited to [The HPDF experimental injector from Woodward L’Orange that was used in this work essentially consists of a modern common-rail diesel injector and an independent, electro-hydraulically actuated high pressure gas injector combined in one housing (Figure 1)] in the left column on the 2nd page.