

Table 2: Change of the mean annual temperature for selected Asian Stations. * Means value unreliable or missing due to scattered data or lack of data.

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| Station | Period | missing years before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|----------------------------------|-----------|---------------------------------------|--|--------------------|
| | | | before 1980 | after |
| <i>Russian Federation</i> | | | | |
| Ostrov Dikson | 1954–2019 | 0/1 | -0.033 ± 0.032 | $+0.086 \pm 0.018$ |
| Cape Tscheljuskin | 1955–2019 | 0/2 | -0.008 ± 0.028 | $+0.111 \pm 0.017$ |
| Kotelny Island | 1958–2019 | 3/6 | -0.008 ± 0.033 | $+0.101 \pm 0.015$ |
| Khatanga | 1955–2019 | 1/3 | -0.007 ± 0.039 | $+0.070 \pm 0.017$ |
| Chokurdah | 1958–2019 | 6/6 | -0.008 ± 0.035 | $+0.067 \pm 0.014$ |
| Verhojansk | 1955–2019 | 7/4 | $+0.026 \pm 0.032^*$ | $+0.043 \pm 0.014$ |
| Tobolsk | 1959–2019 | 3/3 | -0.001 ± 0.038 | $+0.020 \pm 0.013$ |
| Kirensk | 1955–2019 | 5/3 | -0.003 ± 0.032 | $+0.035 \pm 0.018$ |
| Omsk | 1955–2019 | 1/1 | $+0.000 \pm 0.026$ | $+0.015 \pm 0.013$ |
| Jenisseisk | 1955–2019 | 5/0 | -0.025 ± 0.037 | $+0.037 \pm 0.017$ |
| Chita | 1955–2019 | 4/1 | -0.002 ± 0.023 | $+0.048 \pm 0.005$ |
| Nikolaevsk-na-Amure | 1949–2019 | 14/2 | $+0.015 \pm 0.015$ | $+0.023 \pm 0.010$ |
| Vladivostok | 1950–2019 | 4/2 | $+0.002 \pm 0.014$ | $+0.022 \pm 0.009$ |
| <i>Republic of Korea</i> | | | | |
| Incheon | 1951–2019 | 5/14 | -0.008 ± 0.013 | $+0.039 \pm 0.007$ |
| Mokpo-si | 1955–2019 | 4/1 | $+0.006 \pm 0.015$ | $+0.013 \pm 0.007$ |
| <i>China</i> | | | | |
| Wu Lu Mu Qi/Ürümqi (Xinjiang) | 1951–2019 | 0/0 | $+0.063 \pm 0.022^*$ | $+0.046 \pm 0.010$ |
| Yanji | 1979–2019 | 1/4 | $+0.002 \pm 0.073^*$ | $+0.026 \pm 0.008$ |
| Jiuquan | 1977–2019 | 1/2 | $+0.003 \pm 0.265^*$ | $+0.032 \pm 0.007$ |
| Yinchuan | 1980–2019 | 0/1 | — | $+0.058 \pm 0.006$ |
| Quingdao | 1980–2019 | 0/4 | — | $+0.031 \pm 0.006$ |
| Nanshang | 1979–2019 | 1/2 | — | $+0.045 \pm 0.005$ |
| Tengchong | 1977–2019 | 1/4 | $+0.007 \pm 0.167^*$ | $+0.025 \pm 0.006$ |
| <i>Turkey</i> | | | | |
| Edirne | 1949–2019 | 0/0 | -0.006 ± 0.011 | $+0.057 \pm 0.007$ |
| Çanakkale Airport | 1949–2019 | 0/1 | -0.008 ± 0.011 | $+0.053 \pm 0.008$ |

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Table 2: Asian Stations, continued

| Station | Period | missing years before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|---------------------------------------|-----------|---------------------------------------|--|----------------------|
| | | | before 1980 | after |
| Izmir | 1950–2019 | 0/1 | -0.017 ± 0.010 | $+0.042 \pm 0.007$ |
| Bursa | 1949–2019 | 1/0 | -0.011 ± 0.013 | $+0.043 \pm 0.009$ |
| Kastamonu | 1949–2019 | 0/1 | -0.004 ± 0.014 | $+0.042 \pm 0.008$ |
| Samsun | 1949–2019 | 1/0 | -0.006 ± 0.013 | $+0.065 \pm 0.007$ |
| Rize | 1949–2019 | 3/2 | -0.016 ± 0.013 | $+0.067 \pm 0.008$ |
| Afyonkarahisar | 1949–2019 | 0/0 | $+0.005 \pm 0.015$ | $+0.053 \pm 0.010$ |
| Ankara | 1949–2019 | 0/0 | $+0.005 \pm 0.015$ | $+0.061 \pm 0.010$ |
| Isparta | 1949–2019 | 0/0 | -0.007 ± 0.013 | $+0.049 \pm 0.008$ |
| Konya | 1949–2019 | 0/0 | $+0.005 \pm 0.015$ | $+0.052 \pm 0.012$ |
| Sivas | 1949–2019 | 2/0 | $+0.011 \pm 0.012$ | $+0.066 \pm 0.013$ |
| Erzincan Airport | 1949–2019 | 1/0 | -0.015 ± 0.012 | $+0.057 \pm 0.013$ |
| Van | 1949–2019 | 0/0 | -0.001 ± 0.011 | $+0.054 \pm 0.010$ |
| Antalya | 1949–2019 | 0/0 | -0.014 ± 0.010 | $+0.074 \pm 0.007$ |
| Şanlıurfa | 1949–2019 | 1/0 | -0.000 ± 0.014 | $+0.052 \pm 0.008$ |
| Diyarbakır | 1949–2019 | 0/0 | $-0.002 \pm 0.010^*$ | $+0.042 \pm 0.010$ |
| <i>Kazakhstan</i> | | | | |
| Kostanay | 1954–2019 | 5/4 | $+0.002 \pm 0.035^*$ | $+0.026 \pm 0.013$ |
| Semipalatinsk | 1955–2019 | 8/2 | $-0.005 \pm 0.039^*$ | $+0.013 \pm 0.016^*$ |
| Almaty | 1955–2019 | 3/2 | $+0.016 \pm 0.023^*$ | $+0.056 \pm 0.010$ |
| Atyrau | 1956–2019 | 9/3 | $+0.027 \pm 0.031^*$ | $+0.059 \pm 0.013$ |
| <i>Uzbekistan</i> | | | | |
| Tamdybulaq | 1964–2019 | 11/4 | $+0.007 \pm 0.106^*$ | $+0.042 \pm 0.011$ |
| Tashkent | 1958–2019 | 2/2 | $+0.007 \pm 0.030$ | $+0.038 \pm 0.008$ |
| <i>Turkmenistan</i> | | | | |
| Turkmenabat | 1964–2019 | 7/2 | $+0.007 \pm 0.053$ | $+0.044 \pm 0.008$ |
| <i>Lebanon</i> | | | | |
| Beirut Airport | 1958–2015 | 11/16 | $-0.064 \pm 0.043^*$ | $+0.072 \pm 0.012$ |
| <i>Syrian Arabian Republic</i> | | | | |
| Lattakia | 1961–2019 | 3/13 | $+0.011 \pm 0.024$ | $+0.063 \pm 0.011$ |
| <i>Israel</i> | | | | |

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Table 2: Asian Stations, continued

| Station | Period | missing years before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|----------------------------|-----------|---------------------------------------|--|----------------------|
| | | | before 1980 | after |
| Tel Aviv | 1951–2019 | 0/4 | $+0.009 \pm 0.010$ | $+0.074 \pm 0.007$ |
| Eilat | 1954–2019 | 2/3 | -0.017 ± 0.015 | $+0.055 \pm 0.007$ |
| <i>Saudi Arabia</i> | | | | |
| Dhahran / <i>aḏ-Ḑahrān</i> | 1951–2013 | 8/3 | -0.090 ± 0.019 | $+0.058 \pm 0.009$ |
| <i>Pakistan</i> | | | | |
| Lahore City | 1949–2019 | 9/0 | -0.008 ± 0.011 | $+0.030 \pm 0.007$ |
| Multan | 1949–2019 | 10/0 | -0.012 ± 0.015 | $+0.022 \pm 0.007$ |
| Jacobabad | 1952–2019 | 10/2 | $-0.006 \pm 0.016^*$ | $+0.023 \pm 0.007$ |
| Dera Ismail Khan Airport | 1949–2019 | 14/1 | $-0.016 \pm 0.019^*$ | $+0.030 \pm 0.008$ |
| Karachi Airport | 1967–2019 | 9/0 | $+0.013 \pm 0.023^*$ | $+0.043 \pm 0.005$ |
| <i>India</i> | | | | |
| Srinagar | 1964–2019 | 6/11 | $+0.006 \pm 0.029^*$ | $+0.031 \pm 0.009$ |
| Bikaner | 1949–2019 | 6/10 | $+0.013 \pm 0.012$ | $+0.035 \pm 0.010$ |
| Jodhpur | 1949–2019 | 5/11 | -0.014 ± 0.011 | $+0.031 \pm 0.010$ |
| New Delhi | 1959–2019 | 3/3 | -0.001 ± 0.008 | $+0.023 \pm 0.006$ |
| Cherrapunji | 1951–2019 | 13/23 | $-0.007 \pm 0.010^*$ | $+0.033 \pm 0.011^*$ |
| Dibrugarh Airport | 1949–2019 | 6/13 | -0.008 ± 0.009 | $+0.031 \pm 0.006$ |
| Ahmedabad | 1951–2019 | 6/8 | -0.005 ± 0.009 | $+0.025 \pm 0.007$ |
| Indore | 1949–2019 | 3/10 | $+0.019 \pm 0.007$ | $+0.012 \pm 0.008$ |
| Sagar | 1949–2019 | 3/12 | $+0.001 \pm 0.010$ | $+0.018 \pm 0.009$ |
| Akola | 1949–2019 | 5/18 | $+0.003 \pm 0.009$ | $+0.013 \pm 0.007$ |
| Mumbai–Colaba | 1951–2019 | 3/3 | $+0.005 \pm 0.007$ | $+0.013 \pm 0.005$ |
| Pune | 1949–2019 | 4/5 | -0.022 ± 0.007 | $+0.018 \pm 0.006$ |
| Nagpur | 1951–2019 | 5/7 | $+0.003 \pm 0.004$ | $+0.012 \pm 0.007$ |
| Jagdapur | 1949–2019 | 4/11 | $+0.012 \pm 0.006$ | $+0.003 \pm 0.006$ |
| Hyderabad Airport | 1949–2019 | 5/5 | $+0.013 \pm 0.011$ | $+0.023 \pm 0.005$ |
| Machilipatnam | 1951–2019 | 7/4 | $+0.014 \pm 0.010$ | $+0.027 \pm 0.004$ |
| Kolkata / Calcutta | 1951–2019 | 4/14 | -0.006 ± 0.007 | $+0.019 \pm 0.004$ |
| Bengaluru / Bangalore | 1951–2019 | 5/9 | $+0.012 \pm 0.005$ | $+0.019 \pm 0.005$ |
| Chennai / Madras | 1951–2019 | 4/5 | $+0.014 \pm 0.008$ | $+0.014 \pm 0.004$ |
| Pamban Island | 1949–2019 | 9/13 | $+0.014 \pm 0.011^*$ | $+0.007 \pm 0.005$ |

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Table 2: Asian Stations, continued

| Station | Period | missing years before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|---|-----------|---------------------------------------|--|----------------------|
| | | | before 1980 | after |
| Minicoy Island (Lakshadweep) | 1949–2019 | 6/9 | $+0.013 \pm 0.007$ | $+0.016 \pm 0.003$ |
| Port Blair (Andaman) | 1950–2019 | 8/9 | -0.016 ± 0.009 | $+0.043 \pm 0.004$ |
| <i>Sri Lanka</i> | | | | |
| Trincomalee | 1951–2019 | 3/14 | $+0.021 \pm 0.006$ | $+0.006 \pm 0.006$ |
| Colombo | 1951–2019 | 2/7 | $+0.027 \pm 0.005$ | $+0.018 \pm 0.004$ |
| Hambantota | 1950–2019 | 2/10 | $+0.004 \pm 0.005$ | $+0.025 \pm 0.005$ |
| <i>Myanmar</i> | | | | |
| Yangon / Rangoon | 1956–2019 | 15/26 | $+0.013 \pm 0.017^*$ | $-0.003 \pm 0.010^*$ |
| Kawthaung | 1956–2019 | 15/34 | $-0.017 \pm 0.018^*$ | — |
| <i>Thailand</i> | | | | |
| Chiang Mai | 1949–2019 | 6/1 | $+0.013 \pm 0.013$ | $+0.020 \pm 0.009$ |
| Udon Thani | 1950–2019 | 1/0 | $+0.003 \pm 0.008$ | $+0.004 \pm 0.006$ |
| Phitsanulok | 1949–2019 | 2/0 | $+0.014 \pm 0.007$ | -0.006 ± 0.006 |
| Nakhon Sawan | 1949–2019 | 8/2 | $+0.025 \pm 0.012$ | -0.007 ± 0.008 |
| Nakhon Ratchasima | 1949–2019 | 1/2 | $+0.021 \pm 0.008$ | $+0.013 \pm 0.006$ |
| Bangkok | 1951–2019 | 2/2 | $+0.029 \pm 0.008$ | $+0.019 \pm 0.004$ |
| Chanthaburi | 1949–2019 | 4/0 | $+0.013 \pm 0.006$ | $+0.009 \pm 0.004$ |
| Prachuap Khiri Khan | 1950–2019 | 3/1 | $+0.013 \pm 0.008$ | $+0.016 \pm 0.004$ |
| Chumphon | 1949–2019 | 4/0 | $+0.013 \pm 0.006$ | -0.004 ± 0.005 |
| <i>People's Democratic Republic Laos</i> | | | | |
| Vientiane | 1954–2017 | 18/23 | $+0.094 \pm 0.025^*$ | $+0.048 \pm 0.018^*$ |
| <i>Vietnam</i> | | | | |
| Ho–Chi–Minh–Ville | 1954–2012 | 11/15 | $+0.046 \pm 0.014^*$ | $-0.033 \pm 0.014^*$ |
| <i>Japan</i> | | | | |
| Wakkanai (Hokkaidō) | 1938–2019 | 0/0 | $+0.003 \pm 0.007$ | $+0.025 \pm 0.007$ |
| Asahikawa (Hokkaidō) | 1889–2019 | 0/0 | $+0.018 \pm 0.002$ | $+0.025 \pm 0.007$ |
| Abashiri (Hokkaidō) | 1891–2019 | 0/0 | $+0.002 \pm 0.002$ | $+0.035 \pm 0.008$ |
| Nemuro (Hokkaidō) | 1880–2019 | 0/0 | $+0.002 \pm 0.002$ | $+0.032 \pm 0.008$ |
| Kushiro–shi (Hokkaidō) | 1910–2019 | 0/0 | $+0.002 \pm 0.003$ | $+0.046 \pm 0.007$ |
| Suttsu (Hokkaidō) | 1885–2019 | 1/0 | $+0.004 \pm 0.002$ | $+0.024 \pm 0.006$ |

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Table 2: Asian Stations, continued

| Station | Period | missing years before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|------------------------------------|-----------|---------------------------------------|--|----------------|
| | | | before 1980 | after |
| Sapporo (Hokkaidō) | 1877–2019 | 0/0 | +0.015 ± 0.002 | +0.033 ± 0.007 |
| Urakawa (Hokkaidō) | 1927–2019 | 0/0 | +0.008 ± 0.004 | +0.030 ± 0.007 |
| Hakodate (Hokkaidō) | 1873–2019 | 0/0 | −0.005 ± 0.002 | +0.035 ± 0.007 |
| Aomori (Honshū) | 1886–2019 | 0/0 | +0.004 ± 0.002 | +0.033 ± 0.007 |
| Akita (Honshū) | 1886–2019 | 0/0 | +0.009 ± 0.002 | +0.036 ± 0.006 |
| Morioka (Honshū) | 1924–2019 | 0/9 | +0.014 ± 0.004 | +0.037 ± 0.007 |
| Sendai (Honshū) | 1927–2019 | 0/0 | +0.025 ± 0.004 | +0.043 ± 0.007 |
| Niigata (Honshū) | 1886–2019 | 0/9 | +0.006 ± 0.002 | +0.025 ± 0.007 |
| Wajima (Honshū) | 1930–2019 | 0/0 | +0.009 ± 0.004 | +0.030 ± 0.006 |
| Kanazawa (Honshū) | 1886–2019 | 0/0 | +0.011 ± 0.002 | +0.036 ± 0.007 |
| Nagano (Honshū) | 1889–2019 | 0/9 | +0.005 ± 0.002 | +0.034 ± 0.008 |
| Maebashi (Honshū) | 1897–2019 | 0/0 | +0.014 ± 0.002 | +0.044 ± 0.007 |
| Mito (Honshū) | 1897–2019 | 0/10 | +0.006 ± 0.002 | +0.049 ± 0.008 |
| Tokyo (Honshū) | 1876–2019 | 0/0 | +0.021 ± 0.002 | +0.028 ± 0.007 |
| Ōshima (Honshū) | 1939–2019 | 1/0 | −0.005 ± 0.005 | +0.062 ± 0.007 |
| Chōshi (Honshū) | 1897–2019 | 1/0 | +0.007 ± 0.002 | +0.042 ± 0.008 |
| Tsu (Honshū) | 1890–2019 | 0/9 | +0.007 ± 0.002 | +0.040 ± 0.008 |
| Nagoya (Honshū) | 1891–2019 | 0/0 | +0.006 ± 0.002 | +0.040 ± 0.007 |
| Omaezaki (Honshū) | 1932–2019 | 0/0 | +0.003 ± 0.004 | +0.031 ± 0.007 |
| Saigō Wan (Shimane-ken) | 1940–2019 | 0/0 | +0.004 ± 0.006 | +0.028 ± 0.006 |
| Osaka (Honshū) | 1883–2019 | 0/0 | +0.016 ± 0.002 | +0.028 ± 0.006 |
| Hiroshima (Honshū) | 1879–2019 | 0/9 | +0.004 ± 0.001 | +0.040 ± 0.009 |
| Izuhara / Tsushima Island (Honshū) | 1887–2019 | 0/0 | +0.008 ± 0.002 | +0.032 ± 0.006 |
| Nagasaki (Kyūshū) | 1879–2019 | 1/0 | +0.008 ± 0.002 | +0.025 ± 0.006 |
| Fukuoka (Kyūshū) | 1890–2019 | 0/0 | +0.018 ± 0.002 | +0.036 ± 0.006 |
| Kagoshima (Kyūshū) | 1883–2019 | 0/0 | +0.009 ± 0.002 | +0.035 ± 0.006 |
| Miyazaki (Kyūshū) | 1886–2019 | 0/0 | +0.003 ± 0.001 | +0.018 ± 0.006 |
| Kōchi (Shikoku) | 1886–2019 | 0/9 | +0.009 ± 0.002 | +0.035 ± 0.007 |
| Matsuyama (Shikoku) | 1890–2019 | 0/0 | +0.012 ± 0.002 | +0.033 ± 0.006 |
| Tokushima (Shikoku) | 1892–2019 | 0/10 | +0.007 ± 0.002 | +0.029 ± 0.007 |
| Amami (Ōshima Island) | 1897–2019 | 0/0 | +0.007 ± 0.002 | +0.017 ± 0.005 |
| Ishigaki-jima (Yaeyama Islands) | 1897–2019 | 0/0 | +0.008 ± 0.002 | +0.025 ± 0.004 |

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Table 2: Asian Stations, continued

| Station | Period | missing years before/after 1980 | Slope [$^{\circ}\text{C}\cdot\text{a}^{-1}$] | |
|--|-----------|---------------------------------------|--|----------------------|
| | | | before 1980 | after |
| Naha (Okinawa) | 1891–2019 | 6/0 | $+0.004 \pm 0.001$ | $+0.028 \pm 0.005$ |
| Minami-daitō (Daitō Islands) | 1943–2019 | 3/0 | $+0.000 \pm 0.005$ | $+0.024 \pm 0.005$ |
| Minami-Torishima (Marcus Island) | 1952–2019 | 9/1 | $-0.020 \pm 0.006^*$ | $+0.012 \pm 0.005$ |
| <i>Indonesia</i> | | | | |
| Medan, Kuala Namu Airport (Sumatra) | 1955–2019 | 20/15 | — | $+0.019 \pm 0.006$ |
| Banjarmasin Airport (South Kalimantan) | 1958–2019 | 18/21 | — | $+0.013 \pm 0.011$ |
| Jakarta Observatory (Java) | 1952–2019 | 19/30 | $+0.013 \pm 0.014^*$ | $+0.028 \pm 0.016^*$ |
| Surabaya-Perak (Java) | 1956–2019 | 20/24 | — | $+0.014 \pm 0.011^*$ |
| Makassar Airport (Sulawesi) | 1958–2019 | 19/17 | — | $+0.022 \pm 0.005$ |
| Kupang, El Tari Airport (Timor) | 1951–2019 | 24/21 | $+0.013 \pm 0.030^*$ | $-0.001 \pm 0.015^*$ |
| <i>Philippines</i> | | | | |
| Aparri (Cagayan, Luzón) | 1949–2018 | 11/16 | $+0.024 \pm 0.008$ | $+0.013 \pm 0.005$ |
| Dagupan (Pangasinan, Luzón) | 1949–2019 | 13/14 | $+0.025 \pm 0.009$ | $+0.003 \pm 0.008^*$ |
| Manila, Ninoy Aquino Int. Airp. (Luzón) | 1949–2010 | 7/11 | $+0.021 \pm 0.007$ | $+0.035 \pm 0.008$ |
| Legazpi (Albay, Luzón) | 1951–2019 | 12/11 | $+0.013 \pm 0.009$ | $+0.022 \pm 0.005$ |
| Tacloban Airport (Leyte) | 1951–2019 | 8/19 | $+0.033 \pm 0.007$ | $+0.005 \pm 0.008$ |
| Surigao (Mindanao) | 1949–2019 | 17/16 | $+0.050 \pm 0.007$ | $+0.023 \pm 0.009$ |
| Zamboanga (Mindanao) | 1949–2019 | 10/9 | $+0.052 \pm 0.006$ | $+0.008 \pm 0.005$ |