

FINAL REPORT

DELIVERABLE E3:

**Minutes Experts Workshop
and African dust workshop**

Coordinated by:

idæ^a

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LIFE11 /ENV/ES/584

AIRUSE

Testing and development of air quality mitigation measures in Southern Europe

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1 SUMMARY

This document overviews the main outcomes of the international experts workshop “Urban Air Quality: The Challenge of Non-exhaust Traffic Emissions”, held in Barcelona (Spain), in July 2013 in the framework of AIRUSE project. The aim of the present workshop was to highlight the major and more recent research findings in four complementary sessions and to identify the current gaps of research and policy with regard to non-exhaust emissions. The objective is to encourage and direct future research towards an improved understanding on the relationship between emissions, concentrations, exposure and health impact and on the effectiveness of potential remediation measures in the urban environment. The minutes of the workshop provide the results and conclusions of the four sessions: 1: Emission inventory and modelling, 2: Measurements and source contributions, 3: Mitigation and Policy and 4: Health effects

2 AGENDA

Thursday July 11, 2013

9:15 Welcome

SESSION 1: EMISSION INVENTORY AND MODELING

9:30 The Art of Non-Exhaust Emission Inventories

Magdalena Jozwicka, TNO, Netherlands

10:00 Non-Exhaust Particles from Road Traffic: the Nordic Experience

Mats Gustafsson, VTI, Sweden

10:30 Capturing Road Dust in a Regional Model. Experiences with Lotos-Euros and Challenges

Martijn Schaap, TNO, Netherlands

11:00 Coffee break

11:30 Open Debate Session 1 Chair: Fulvio Amato, IDAEA-CSIC

SESSION 2: MEASUREMENTS AND SOURCE CONTRIBUTIONS

12:00 Wear and Resuspension Particles from Road Traffic-Sources and Emission Factors

Robert Gehrig, EMPA, Switzerland

12:30 Urban Air Quality: from Ultrafine to Coarse Particles

Xavier Querol, IDAEA-CSIC, Spain

13:00 Lunch

14:30 Examples of Using PM10/PM2.5 Monitoring and RDI-Synchrotron-XRF Data to Assess Coarse PM Sources Andre Prevot, Paul Scherrer Institute, Switzerland

15:00 Approaches to the Quantification of Non-Exhaust Emissions from Road Traffic

Roy Harrison, University of Birmingham, UK

15:30 Open Debate Session 2

Chair: Teresa Moreno, IDAEA-CSIC, Spain

16:00 Coffee break

SESSION 3: MITIGATION AND POLICY

16:15 Air Quality Plan in the Metropolitan Area of Barcelona. Current gaps

Xavier Guinart, Government of Catalonia, Spain

16:45 CMA, an Important Contribution to Improve Air Quality in the City of Klagenfurt in Austria

Wolfgang Hafner, City of Klagenfurt, Austria

17:15 Open Debate Session 3

Chair: Xavier Querol, IDAEA-CSIC, Spain

17:45 Bus to CosmoCaixa

18:00 Visit to CosmoCaixa and 3D Planetarium

19:45 Dinner at CosmoCaixa

Friday July 12, 2013

SESSION 4: HEALTH EFFECTS

9:30 Exhaust Versus Non-Exhaust PM Toxicity: the London Experience

Frank Kelly, King's College, UK

10:10 How Hazardous are Wear Particles?

Flemming Cassee, RIVM, Netherlands

10:50 Coffee break

11:20 Health Effects of Non-Exhaust Road Transport Emissions

Jordi Sunyer, CREAL, Spain

12:00 Open Debate Session 4

Chair: Martijn Schaap, TNO, Netherlands

12:30 Conclusion and closing

12:45 Lunch

14:00 AIRUSE Project Meeting (for project partners)

3 MINUTES

3.1 SESSION 1: EMISSION INVENTORY AND MODELING

EU Member States (MS) are committed, through the Convention on Long-range Transboundary Air Pollution (CLRTAP), to report their emission inventories (EI) including non-exhaust sources from road traffic. Current NFR (nomenclature for reporting) source categorization however only includes tyre wear together with brake abrasion as one source category (NFR 1.A.3.b.vi) and road surface wear emissions as a second source category (NFR 1.A.3.b.vii), and ignores the resuspension process which dominates PM emissions in some countries. Encouragingly in 2012 most MS reported national inventories for wear emissions, but the quality and consistency of data are questionable; for example, emission factors for the sum of brake and tyre wear show great variability among different MS, ranging from 0.01 (The Netherlands) to 0.5 g veh⁻¹ km⁻¹ (Malta). The variability is also high for road wear (0.01-0.14 g veh⁻¹ km⁻¹), although in this case this is more easily explained given that the highest values are reported from Finland and Sweden where studded tyres are used causing higher road wear. The major uncertainties and shortcomings in EI are due to:

1. Resuspension is not included in EI. This will affect compliance/uncompliance to the forthcoming revised PM National Emission Ceilings Directive and it is one of the reasons why models underestimate PM10 concentrations. Further improvements in emission estimates are urgently needed, given that the EPA AP42 model (www.epa.gov/otaq/ap42.htm) is inappropriate for European urban roads. Base emission factors are still lacking for many countries and their spatial and temporal variations are generally unknown. Spatially, emission factors vary depending on climate and type of road. Since only a very few emission estimates are as yet available in the literature, current Chemistry Transport Model performances are severely hampered. More experimental observations are needed to cover different climatic conditions (mostly the Mediterranean region) and rural roads since they represent more than half of total emissions in Europe. Temporally, resuspension is heavily affected by season, precipitation and road moisture content. For instance, after precipitation, the recovery of road dust emission potential follows an exponential curve, reaching 99% after 24 hours in Spain and 72 hours in The Netherlands. The timing of emissions

needs to be improved both in the short-term and long-term. Current estimates indicate that the resuspension caused by HDV traffic is roughly one order of magnitude larger than from LDV but more studies on non-exhaust emission factors of trucks versus passenger vehicles are needed.

2. Improving resuspension emission modules (including the impact of meteorology, road operations, vehicle speed) is also a priority. Some recent parameterizations showed satisfactory results but more observational data need to be gathered concerning road surfaces, dust loading, sanding, removal processes and source characterisations of emissions.
3. Some countries do not report on wear emissions, and those reported are likely to be affected by incompleteness and inconsistency in approaches. Major uncertainties arise from the use of inadequate tracers, uncertainties in measurements, variability of brake/tyre composition (manufacturer, vehicle type, through time). Standardized driving cycles and emission estimate methods are necessary for harmonization across Europe. Since the NFR does not include resuspension as a source category, countries that do or would like to include resuspension emissions will report it either under tyre and brake wear or road wear (see above) and this is likely to further increase inconsistency in the country reporting.
4. The current state of EI on metals (Cu, Zn, Pb, Ba, Sb) is too poor to enable their use as suitable tracers. No consistency is found between countries on brake wear emission factors, and many values are still missing for road wear. Scientific studies showed that consistent bottom-up calculations of heavy metal emissions are feasible and can greatly aid the interpretation of ambient concentrations of these valuable tracers of non-exhaust emissions. However, it is important to realize that completeness of sources in EI is needed, at some locations the metal concentrations may partly originate from entirely different sources like non-ferrous metal production or industrial combustion. We need scientific, harmonized and consistent bottom-up inventories for tracers which will provide a valuable input for modelling and possibly exposure calculations in order to understand more on the relationship between emissions, concentrations, exposure and health impact.

3.2 SESSION 2: MEASUREMENTS AND SOURCE CONTRIBUTIONS

There is no doubt about the serious environmental impact of non-exhaust emissions. Ambient air measurements across Europe have revealed a total non-exhaust contribution (wear emissions + resuspension) to PM₁₀ comparable to that of tailpipe emissions, with a clear exacerbation in Scandinavian and Mediterranean countries due to winter tyres and drier climate, respectively. In several European countries a large part (about 50–85% depending on the location) of the total traffic PM₁₀ emissions originates from non-exhaust sources. Moreover the lack of abatement measures for non-exhaust emissions has led to their increasing contribution to the PM airshed. In Southern Spain for example, from 2004 to 2011 road dust contributions to PM₁₀ levels measured at a number of sites did not decrease, while motor exhaust contributions decreased ($p < 0.001$) by $0.4 (0.57-0.24) \mu\text{g m}^{-3} \text{ year}^{-1}$; similarly, at various European sites PM_{2.5} trends over last decade declined more rapidly than coarse PM.

Further research is necessary to better separate individual contributions from road dust resuspension, brake, tyre and road wear given that the relative toxicity and mitigation measures are different. In this sense, valuable information can be offered by size and time-resolved PM chemical characterization and particle size distribution, as well as improved source apportionment tools. Generally resuspension seems dominant in terms of mass, although its contribution can vary widely across Europe since road humidity dominates the emission potential: ~12% of PM₁₀ in UK, 20-35% in Spain and Greece, up to 90% in Scandinavian countries during late winter and spring when studded tyres and road sanding contribute. Wear emissions (and resuspension) are a major source for some metals. A comprehensive inventory of tyres and brake composition in Europe is needed to serve as emission source profiles so future constrained source apportionment analyses would provide more reliable outputs. The analysis of elemental ratios in brake material and ambient air PM has revealed the significant contribution of brake disc abrasion. Fractionation of total wear into size classes is also a major uncertainty. Average brake wear contributions vary from negligible up to $4 \mu\text{g/m}^3$, or higher at specific traffic hotspots. At a regional scale, modelled brake wear emissions contribute up to $2 \mu\text{g/m}^3$ and were essential to explain observed ambient air concentrations of copper even at background sites. Although the contribution of brake

particles is not dominant in terms of mass, their health concern might be the most relevant due to their high bioreactivity.

Tyre wear generally contributes the least of the non-exhaust sources (10% at Marylebone road in London) with a mean contribution to PM₁₀ always below 2%. Road wear contribution estimates are more common in Scandinavian countries where studded tyres generate high abrasion and airborne mineral dust is dominated by road wear particle suspension, but road wear can be substantial also where studded tyres are not used, due to low quality pavement material and constructions. The contribution of road sanding and deposited Saharan dust are difficult to separate from that of pavement wear due to comparable chemical composition, as well as the interaction (sand wearing pavement) and its variation in time and space.

Overall there is need for new measurement studies aimed at understanding the interaction between road surface texture, moisture, chemistry, dust load and dust emission.

3.3 SESSION 3: MITIGATION AND POLICY

The optimal mitigation techniques and strategies needed to abate PM non-exhaust emissions from road traffic are still an open question. The possible strategies to reduce non-exhaust emissions can be categorized as those aimed at minimizing the sources by i) improving wear properties of materials and ii) reducing the wear potential of traffic (e.g. studded tyres) and those aimed at minimizing suspension to air by i) removing/immobilizing dust from road surface (road cleaning), ii) Binding dust to road surface and iii) Adjusting traffic (less traffic, lower speed, less heavy vehicles). The optimum strategy likely involves a combination of the three categories.

Although more research is needed, recent studies suggest that beside the wear resistance of rock materials used for road pavement, other factors can reduce road wear emission potential: larger stone size, lower texture depth, road pavement construction type (e.g. rubber mixed asphalt, porous asphalt) and good operation and maintenance.

The lack of research focusing on preventive measures has directed interest towards mitigating measures, aimed at minimizing suspension to air. Road cleaning activities were found to reduce road dust resuspension only when water was used, due to the increase of road moisture

content (rather than actual removal of dust). However, road washing activities were more effective in drier climates such as the Mediterranean region (up to 10% of daily PM₁₀) while vacuum-sweeping alone did not provide evidence of effectiveness in the short-term.

Several road dust binders have been tested such as Calcium Magnesium Acetate (CMA), MgCl₂, CaCl₂ and Potassium formate. However, most of these studies have been conducted in wet, cool climates (Sweden, Austria, Norway and Finland) in order to test binders after the use of studded tyres and road sanding (www.life-cma.at, www.redust.fi). Results indicate large reductions of emission potentials and ambient air PM₁₀ (up to 35% of daily mean). On the contrary, no or low evidence of effectiveness was found yet in Central and Southern Europe (UK, Germany and Spain), except on industrial-construction roads, where the road dust load is high. More observational studies are highly needed, since too few studies are available for Central-Southern Europe and for optimizing techniques and operation strategies in Nordic countries. In addition, a recent study found that CMA can increase locally concentrations of secondary inorganic aerosols due to the formation of dissolved Mg(OH)₂ and the consequent volatilization of NH₃ (www.airuse.eu); this may be an unwelcome side effect of CMA that needs to be taken in consideration.

The measures targeted at reducing tyre, brake and road wear emissions are generally unexplored and offer much scope for future research. During the workshop, a preliminary survey was sent to participants from 11 European countries asking for what kind of technological measures should be investigated. The most common response (70%) was materials improvement that comprises road materials grain size, porosity and minerals, tyre design, brake composition and technology including dust collectors. 85% of responses identified a gap of legislation regarding non-exhaust emissions: new emission regulation (standardized braking cycle, ban of toxics, implementation of dust collectors) and/or air quality metric (toxic tracers, non-exhaust PM threshold) to be added to the current air quality directive.

Another important policy issue was also raised: as MS can subtract (anthropogenic) winter sanding/salting events from the number of PM₁₀ exceedances, then why should Mediterranean countries be punished for their drier climate and more frequent (natural)

Saharan dust intrusions, both of which provoke higher road dust emissions? Despite the justness of the argument, however as these PM components seem to have health outcomes in both regions, measures to abate or avoid these emissions are nevertheless needed if air quality improvements are to be achieved.

3.4 SESSION 4: HEALTH EFFECTS

Traffic-related PM play an important role in the development of adverse health effects, as documented extensively in acute toxicity and epidemiologic studies. Although there are few *in-vivo* toxicity and epidemiological studies focused specifically on non-exhaust sources, the data that are starting to emerge indicate that non-exhaust PM can be as hazardous as tailpipe PM depending on the nature of the health effect studied.

Particle mass, size and (surface) chemistry all affect PM toxicity. One of the biological mechanisms causing toxicity is oxidative stress which is often related to transition metals and/or redox active organics such as quinone. Brake and tyre wear particles have higher oxidative potential than other traffic-related sources and their effect is very local (50-100 m from the source) yielding more oxidant PM (per $\mu\text{g}/\text{m}^3$) at road sites rather than at urban background sites. Tyre wear particles have been shown to induce Reactive Oxygen Species (ROS) formation and inflammatory reaction in human alveolar cells as well as inflammatory response in mouse lungs. Other important factors to be investigated are PM size and size distribution, particle number, composition (including coating and surface modifications), shape, surface area/specific surface area, surface chemistry, and charge and solubility/dispersibility.

A recent assessment of using ascorbic acid depletion (marker for presence of redox active metals), electron spin resonance (marker for $\text{OH}\bullet$ radical) as well as DTT consumption (marker for redox active organics), showed a clear much higher oxidation potential of brake pad particles compared to diesel engine exhaust and tyre or road dust. Brake wear particles damage have been linked to oxidative stress and inflammatory responses in the lung using incubations of lung cells with brake wear particles.

Epidemiological studies related specifically to non-exhaust sources are still very few, again due to the difficult task of obtaining long time series of specific tracers and the lack of personal exposure data for risk assessment studies. Analysing the respiratory, cardiovascular and cerebrovascular mortality risk associated with different PM size fractions in Barcelona, a significantly increased risk ratio was found (for coarse PM) of 5.9% and 9.8% for cardiovascular and cerebrovascular causes, respectively. Similarly, in Stockholm, coarse particles (PM_{10-2.5}) had a significant effect on daily mortality (1.7% per 10 µg/m³ increase), while, across the Mediterranean region, associations between PM_{2.5-10} (and PM_{2.5}) levels with cardiovascular and respiratory admissions. Source apportionment studies help identify the source-related health effects: a 4% increase of all-causes mortality risk for an interquartile range increase of road dust contributions only (in PM_{2.5}), which was larger than the risk from vehicle exhaust emissions. Unpublished results from the MED-PARTICLES project, suggest an association between Fe and cardiovascular disease in Rome and Barcelona, as well as for other non-exhaust tracers (Mn, Ti and Cu), supporting similar findings in the literature. Although more research is necessary, especially that implementing source apportionment methods, there is already enough clear evidence to demonstrate the need for stricter PM₁₀ guidelines.



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