

aGenzia REGIONALE PER LA PROTEZIONE DELL'AMBIENTE DEL FRIULI VENEZIA GIULIA



### Air quality in Trieste, Italy

A hybrid Eulerian-Lagrangian-statistical approach to evaluate air quality in a mixed residential-industrial environment

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- to assess the air quality in the south-eastern part of Trieste, specifically the daily exceedances of PM10, in a residential district close to a large iron plant
- to evaluate the effectiveness of possible emissions reductions







- Trieste is a port city with about 200.000 inhabitants
- northern part of the Adriatic Sea, between the Italian peninsula and the Istrian peninsula
- the urban territory lies on the Gulf of Trieste, at the foot of the Karst Plateau
- reliefs included in the urban area exceed 400 m of height
- wind regimes are characterized by local scale sea breezes and by the Bora, a north-to-northwest katabatic wind









emissions in the urban area:

- urban roads,
- highway,
- harbour area,
- industrial area
- primary and secondary pollutants advected from:
  - Venetian-Friulan Plain
  - Po Valley
  - ► Slovenia (~ 8 km from the city center)
  - Croatia (~ 20 km)





- "Ferriera di Servola" is an industrial complex for iron production, established in year 1896 – when Trieste was part of the Austro-Hungarian Empire – in order to provide the steel to the flourishing shipbuilding industry of Trieste
- today, the main activity of the plant is the manufacture of pig iron, cast iron, hard coke, slag and tar

# method and models







- daily PM10 concentrations considered as the sum of 3 components: regional background, urban background, hotspots additional concentration
- 2. hotspot contribution considered as passive tracer (chemistry negligible on this scale)
- 3. traffic, harbour and other urban sources affects only urban background, not hotspots (hotspots affected only by the plant)







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- ightarrow assumption 3 is weak, see final remarks





 $\begin{array}{ll} \mbox{regional scale:} & c_{bckg} = f_{Universal \ Kriging}(c_{bckg. stations}, c_{CTM}) \\ \mbox{local scale:} & \Delta c_{hotspot} = f_{Universal \ Kriging}(\Delta c_{other \ stations}, c_{Lagrangian \ Model}) \ \mbox{where} \\ & \Delta \ \mbox{denotes the residual with respect to } c_{bckg} \end{array}$ 

total:  $c_{tot} = c_{bckg} + \Delta c_{hotspot}$ 



# **aRPa FVG** Eulerian Chemistry-Transport model (CTM)



- FARM model (Silibello et al., 2008)
- domain: Friuli Venezia Giulia, Gulf of Trieste, part of Istria, Slovenia and Veneto
- horizontal resolution: 2 km
- boundary conditions: FARM covering Italy<sup>1</sup>
- chemistry: SAPRC99 (gas), CMAQ/AERO3 (aerosol)
- meteorological input: WRF<sup>2</sup> (Gladich et al., 2008)
- emission input is based on regional<sup>3</sup>, national (De Lauretis et al., 2009) and EMEP inventories

<sup>&</sup>lt;sup>1</sup>www.aria-net.it/qualearia/en

<sup>&</sup>lt;sup>2</sup>https://www.mmm.ucar.edu/weather-research-and-forecasting-model

<sup>&</sup>lt;sup>3</sup>www.arpa.fvg.it/cms/tema/aria/pressioni/Catasto\_emissioni/catasto.html





- on a daily basis, data fusion of average PM10 concentrations is performed
- values measured at the background stations are interpolated
- horizontal resolution: 500 m
- Universal Kriging technique with the output of the CTM as spatial trend (Hiemstra et al, 2009; Wackernagel, 2003)

 $c_{bckg} = f_{Universal Kriging}(c_{bckg.stations}, c_{CTM})$ 



Figure: CTM domain over Friuli Venezia Giulia + background AQ stations





- Lagrangian model (LM) SPRAY (Tinarelli et al., 2000)
- meteorological input: WRF + turbulence postprocessor
- domain: Trieste area
- horizontal resolution: 50 m
- emissions estimates based on production indicators
- emission sources are represented, with some approximations, with three rectangular sources: blast furnace (height 40 m), casthouse (6 m) and coking (20 m)







- differences between concentrations measured in Trieste and the interpolated background concentrations are again interpolated
- Universal Kriging technique with the output of the LM as spatial trend

$$\Delta \epsilon_{ ext{hotspot}} = f_{ ext{Universal Kriging}}(\Delta \epsilon_{ ext{other stations}}, \epsilon_{ ext{Lagrangian Model}})$$

$$c_{tot} = c_{bckg} + \Delta c_{hotspot}$$



Figure: Green: CTM domain + backgr. AQ stations. Red: LM domain + other stations

### assessment





#### PM10

superamenti giornalieri della soglia di 50µg/m<sup>2</sup> periodo: 01/01/2016 - 31/12/2016







#### PM10

superamenti giornalieri della soglia di  $50\mu g/m^2$  periodo: 01/01/2017 – 30/09/2017



# evaluation











































o excluded days with missing observation

# source attribution





 every day, for each cell, residuals are attributed to each of the 3 sources proportionally to the impact calculated by the LM

$$\Delta \mathbf{c}_{\text{source}} = \Delta \mathbf{c}_{\text{tot}} \cdot \frac{\mathbf{C}_{\text{SPRAY},\text{source}}}{\mathbf{C}_{\text{SPRAY},\text{tot}}}$$

- **scenarios**: for each source, the emission has been progressively decreased
- on annual basis, the indicator "area with more than 35 daily exceedances" has been calculated













# final remarks





- due to the prevailing wind regimes, the most critical areas for PM10 pollution are in the industrial area itself and over the sea
- the hill of Servola (to the north-east of the plant) acts to some extent as a shield for the residential area
- the buildings closest to the plant are exposed (in 2016) to 5-10 exceedances more than the rest of the neighbourhood





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- ► different emission reduction strategies have been evaluated; the most effective are the reduction of the emissions of the casthouse, the reduction of all the emissions of the plant and the reduction of the background (regional and urban) → this conclusion may be pretty sensitive to our assumptions regarding the emissions of the plant, see next slide





Next steps:

- additional model for the other local relevant sources (vehicles, home heating, harbor and ships), maybe Land Use Regression method
- extension to benzene (maybe using benzene/toluene ratio to distinguish between traffic and plant contributions)
- more accurate information about emissions (hopefully)





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### Thank you for your attention.

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- questions?
- suggestions?



#### Figure: Left to right: L. Euler, J.-L. Lagrange and D. G. Krige