

FINAL CONFERENCE

18/06/2026



Medegefinancierd door
de Europese Unie



Programme: Morning session – Part 1



CityTRAQ introduction



EU Ambient Air Quality Directive 2024/2881: what cities must prepare for by 2030 — and how tools and participation help



From Insight to Impact: How Digital Tools Shape Smarter Policies



X-cite: Expanding the Experience of Citizens through Extended Reality



Sensors Speak: Assessing Traffic and Air Quality Effects of Mobility Interventions



Air quality policies in EU cities



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Programme: Morning session – Part 2



Scaling Knowledge into Action: Zagreb as a Replication City in LIFE CityTRAQ



RI URBANS: reshape the way air quality is measured



Panel discussion

Programme: Afternoon Breakouts

Meeting room	Breakout session 1 - 13:45		Breakout session 2 - 15:15	
1.69	1.1	From Insight to Action: How the CityTRAQ assessment & scenario tools strengthen local policy cycle	2.1	Visualizing air quality at the school gate: insights from the process of co-creation to installation
1.70	1.2	Citizen science and air quality measurements	2.2	Learning from mobility policies in Dutch and Flemish front-runner cities
1.71	1.3	From local traffic data to evidence-based environmental policies	2.3	Air Quality Sensors & Mobile Measurements: from Quality Assurance to Quality Control
1.72	1.4	From evidence to policy action: Building robust, data driven air quality plans	2.4	Air Quality Communication That Works: Bridging Science, Sensors and Society



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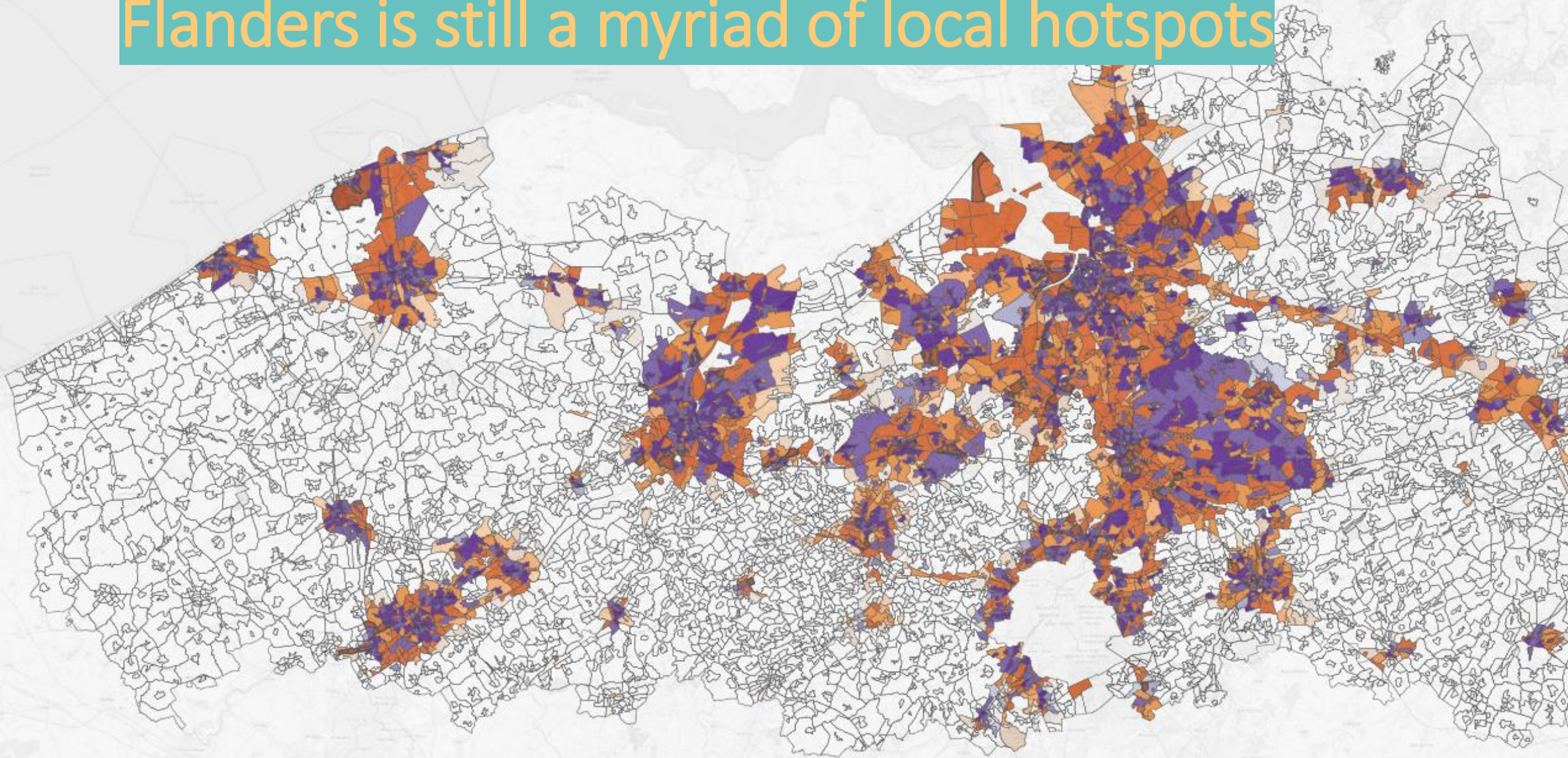
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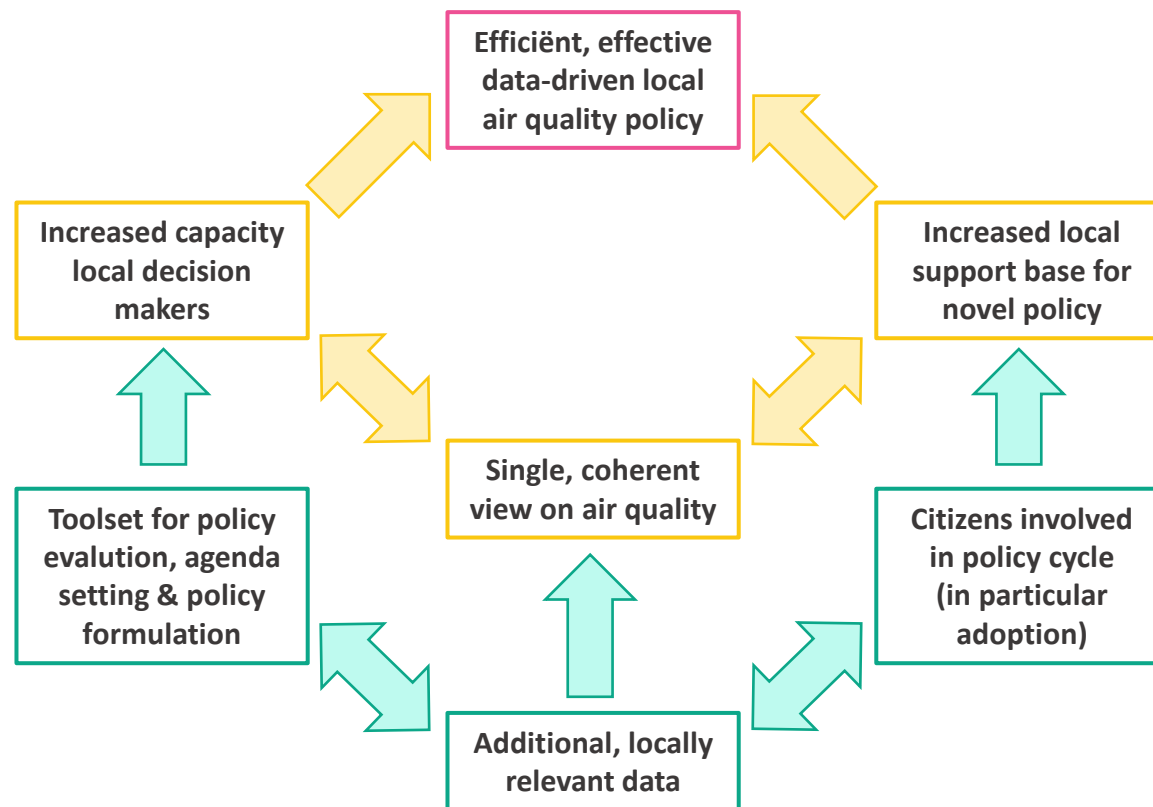
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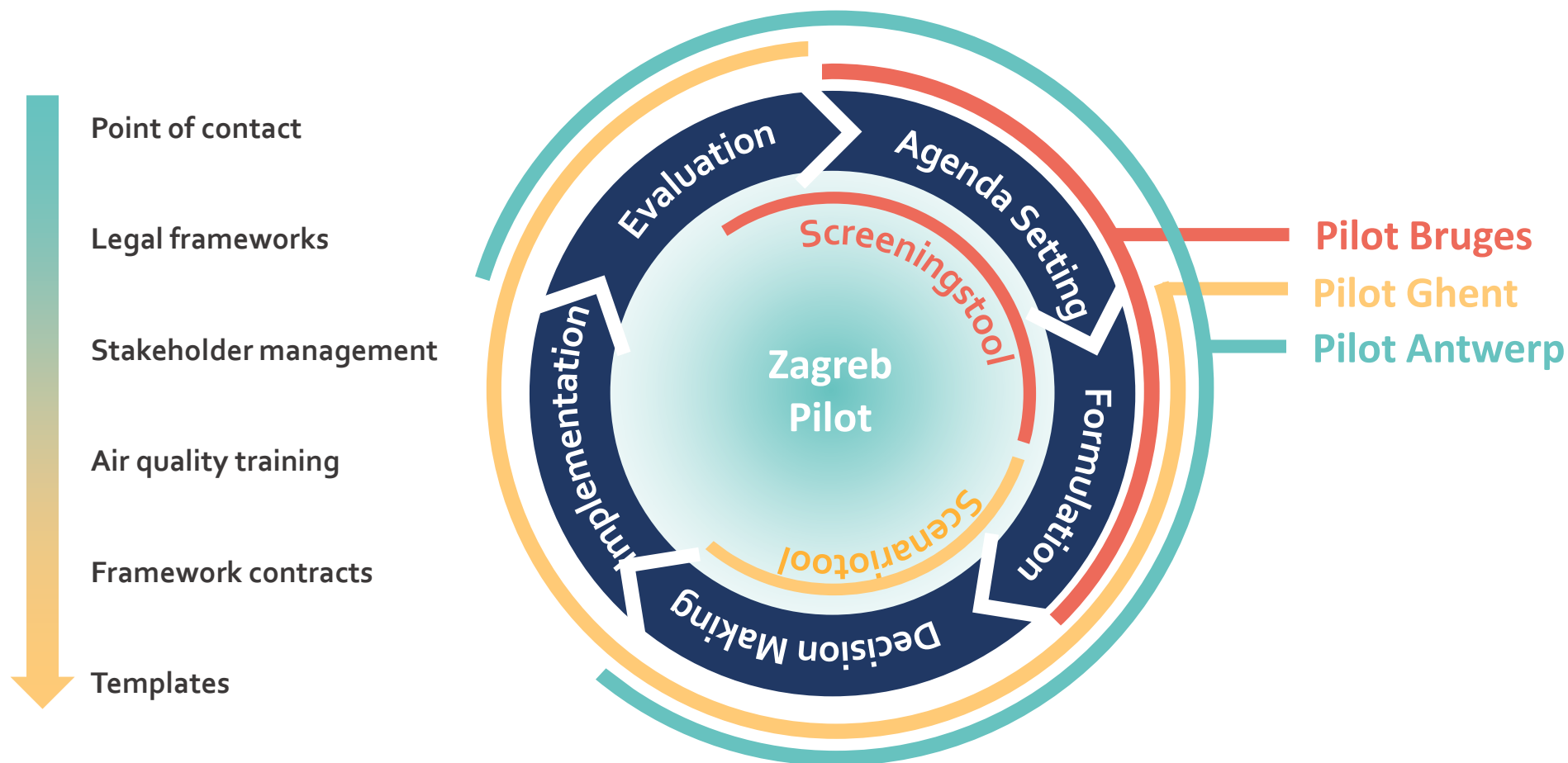


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Flanders is still a myriad of local hotspots







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Air Quality - Revision of EU Rules

Clean Air Outlook

Tools and tips

Urban dimension

CityTRAQ

18 June 2026

Guido de Wilt



*European Commission
Clean Air & Urban Policy Unit*

How does EU clean air policy work?



SETTING OBJECTIVES
FOR GOOD AIR QUALITY

Ambient Air Quality (AAQ) Directives

Maximum concentrations of
air polluting substances

(PM_{2.5}, PM₁₀, NO₂, O₃, SO₂, CO, C₆H₆, BaP, As, Cd, Ni, Pb)

Revised Directive
(EU) 2024/2881

REDUCING EMISSIONS
OF POLLUTANTS



National Emission reduction Commitments Directive

National emission totals
(SO₂, NO_x, NMVOC, PM_{2.5}, NH₃)

Source-specific emission standards

- IE Directive
- MCP Directive
- Eco-design Directive
- Energy efficiency
- Euro and fuel standards

Evaluation NECD
(Q4 2025)

The European Green Deal



What's new?

Environment & health

- **Zero pollution objective** at the latest by 2050
- Intermediate **2030 EU air quality standards**
- **Postponement** of deadlines possible (climate and orographic, domestic heating, projections)
- New metrics & **average exposure obligations**

Governance & enforcement

- **Regular review mechanism**
- Air quality plans to be **more effective**
- **Improved enforceability**: new provisions on access to justice, compensation and penalties
- More **transboundary cooperation** on air quality



Monitoring & assessment

- Refined approach to **air quality monitoring**, increased use of **air quality modelling**
- Additional information on representativeness of **sampling points**, better inform air quality action
- Monitoring **pollutants of emerging concern** (e.g. ultrafine particles, black carbon, ammonia)

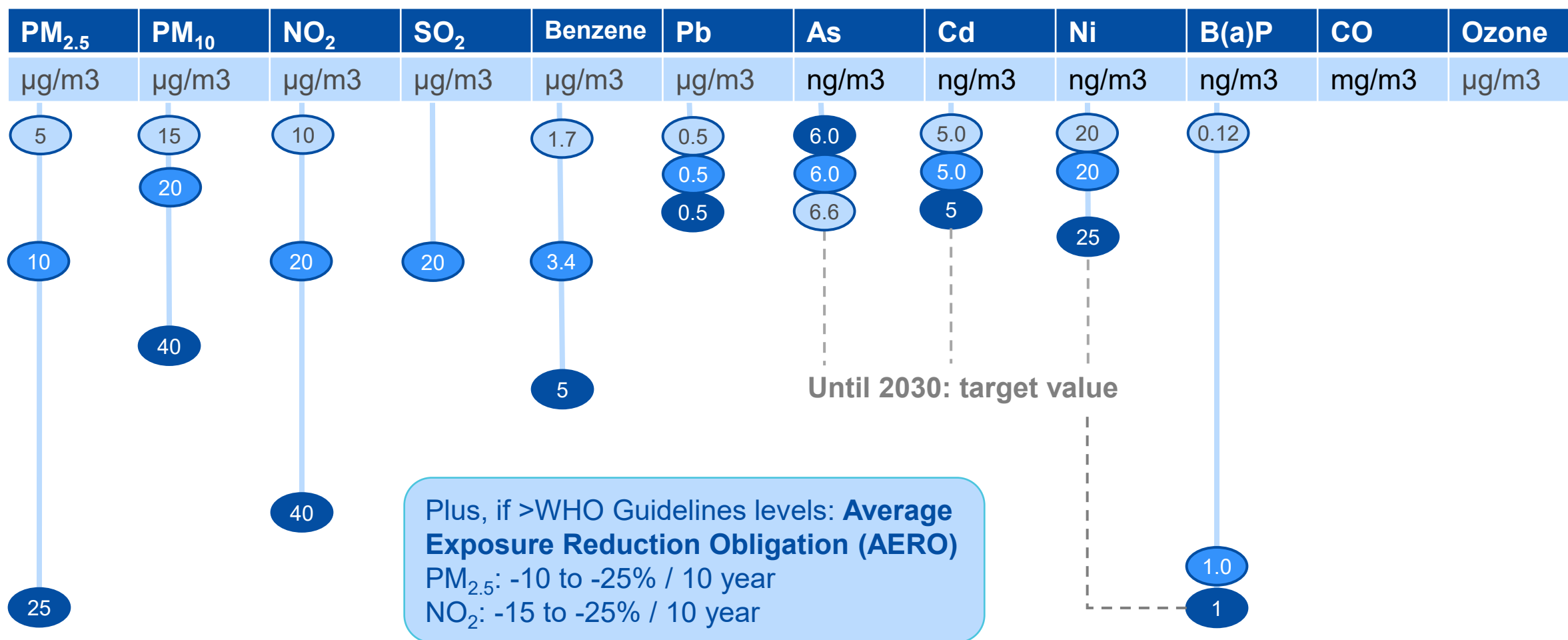
Information & communication

- More **up-to-date air quality information**
- Requirements for **air quality indices** to provide hourly reporting of available air quality data
- **Informing the public** about possible health impacts and provide recommendations

Directive (EU) 2024/2881 in a nutshell

Chapter	Articles	Content
I	1-6	<u>General Provisions</u> including objectives, subject matter, regular review, definitions, responsibilities, and establishment of zones and average exposure territorial unit
II	7-11	<u>Assessment of Ambient Air Quality and Deposition Rates</u> including assessment regime, assessment criteria, sampling points, monitoring supersites, and provisions on reference measurement methods, modelling applications, and data quality objectives
III	12-18	<u>Ambient Air Quality Management</u> including limit values, target values and average exposure reduction obligations, exceedances of alert or information thresholds, contributions from NS and WSS, and postponement of attainment deadline and exemption from certain limit values
IV	19-21	<u>Plans</u> including air quality plans and air quality roadmaps, short-term action plans, and transboundary air pollution
V	22-23	<u>Information and reporting</u> including public information and provisions related to the transmission of information and reporting
VI	24-26	<u>Delegated and Implementing Acts</u> including provisions for amendments to Annexes, exercise of the delegation, and the Committee procedure
VII	27-29	Enforcement through <u>Access to Justice, Compensation and Penalties</u> including specific provisions related to access to justice, compensation for damage to human health, and penalties
VIII	30-33	<u>Transitional and Final Provisions</u> including Transposition, Repeal, Entry into force and application, and Addressees
Annexes I-X		

Air quality standards (annual)



x WHO guidance levels

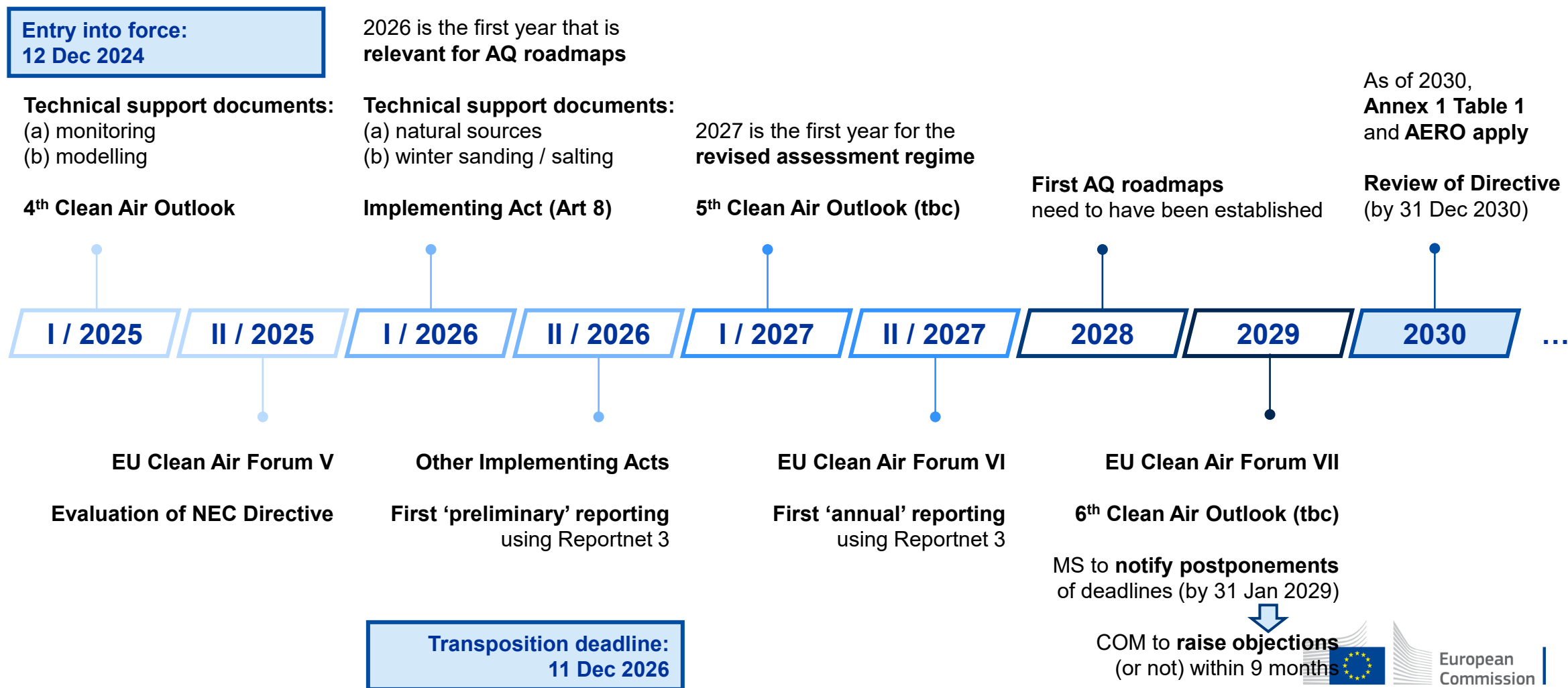
x EU limit value as of 2030

x EU limit/target value until 2030

Air quality roadmaps, plans & short-term action plans

- In cases where a limit or target value is exceeded or there is a concrete risk of exceeding the alert or information thresholds for certain pollutants, the text requires member states to establish:
 - an **air quality roadmap** ahead of the deadline if between 2026 and 2029 the level of pollutants exceeds the limit or target value to be attained by 2030
 - **air quality plans** for areas where the levels of pollutants exceed the limit and target values set out in the directive after the deadline
 - **short-term action plans** setting out emergency measures (e.g. restricting the circulation of vehicles, suspending construction works, etc.) to reduce the immediate risk to human health in areas where the alert thresholds will be exceeded
- The co-legislators agreed to include softer requirements for establishing air quality and short-term action plans in cases where the potential to reduce certain pollutant concentrations is severely limited due to local geographical and meteorological conditions.
- When it comes to **ozone**, in cases where there is no significant potential to reduce ozone concentrations at local or regional level, the co-legislators agreed to exempt member states from establishing air quality plans, on the condition that they provide the Commission and the public with a detailed justification for such exemption.

EU clean air policy – what's next?



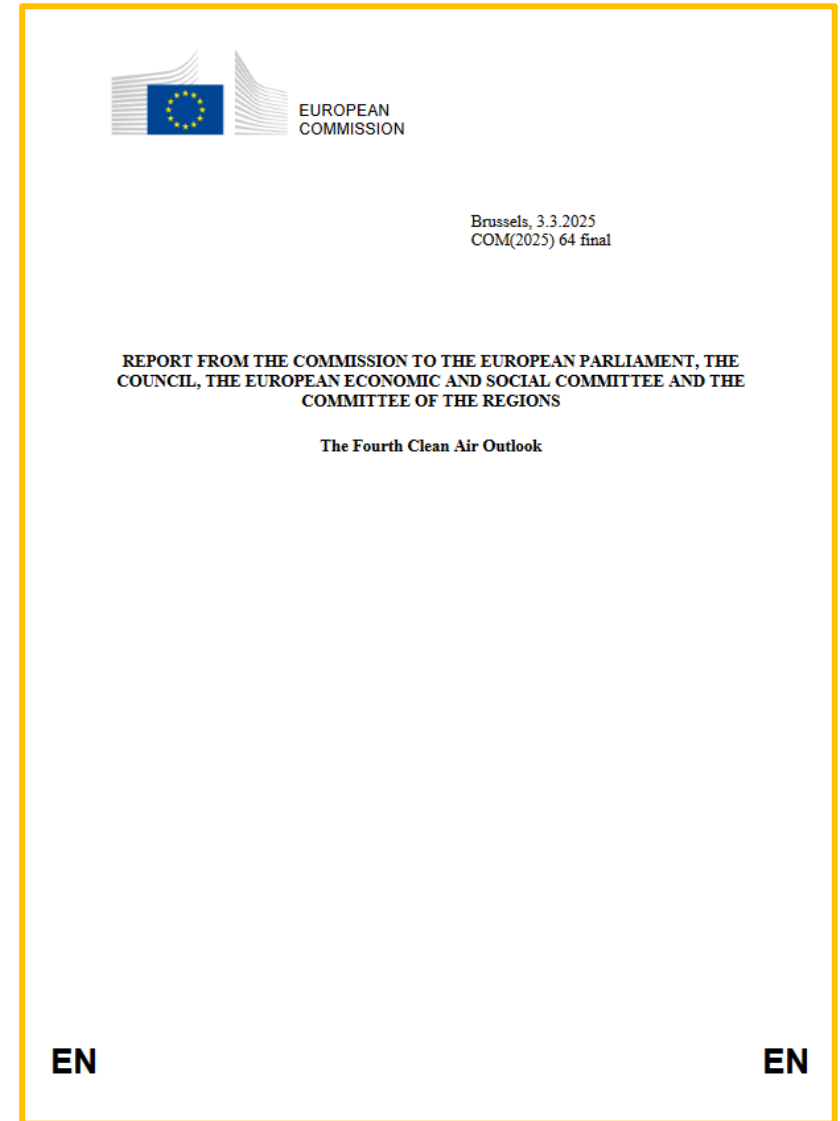
What will the new AQ Directive achieve?

- **Health benefits:** Reduces **annual mortality** (premature deaths) linked to air pollution by more than 75% (and by 50% more than without this policy)⁽¹⁾
 - also reduces **related morbidity** (illnesses) by 50% more than without this policy.
- **Social benefits:** Stricter limit values particularly protect sensitive populations and vulnerable groups; Directive requires additional health impact information.
- **Environmental benefits:** Decreases in **eutrophication (-22%)** and **acidification (-63%)** of ecosystems; less crop losses and damage to forests.
- **Economic benefits:** Benefits far outweigh the costs, with annual total gross **benefits estimated at €42 bn** (and up to €121 bn depending on the valuation method) in 2030, compared to measures that costs less than €6 bn annually.

⁽¹⁾ Note that these estimates refer only to health impacts above the WHO Air Quality Guideline levels. However, air pollution below these levels can also impact human health.

Fourth Clean Air Outlook

- Regular modelling exercise, linked to NEC Directive 2016/2284, to provide consistent set of EU projections for the five main air pollutants and beyond
- Adopted on 3 March 2025: [COM \(2025\) 64](#)
- Support study by IIASA et al ([link to OP publication](#))
- EUROPA page with all Clean Air Outlook reports: https://environment.ec.europa.eu/topics/air/clean-air-outlook_en
- Part of [Zero pollution monitoring and outlook 2025](#)



Some tools and tips

- Use best practices and lessons learned in EU funded projects: LIFE (SAP and SIP), Horizon, Interreg, ERDF
- Collaborate with other cities, e.g. in the Green City Accord, Eurocities
- Look for co-benefits and synergies and DNSH (air, noise (NAP), mobility (SUMP), climate, biodiversity)
- Start preparing ideas and proposals for the new EU budget 2028-2034 and communicating with managing authorities and ministries
- Monitoring and modelling for data driven decision making, public information and awareness
- Use municipal competencies for e.g. limiting PM emissions (domestic heating, waste burning)
- Prepare for access to justice

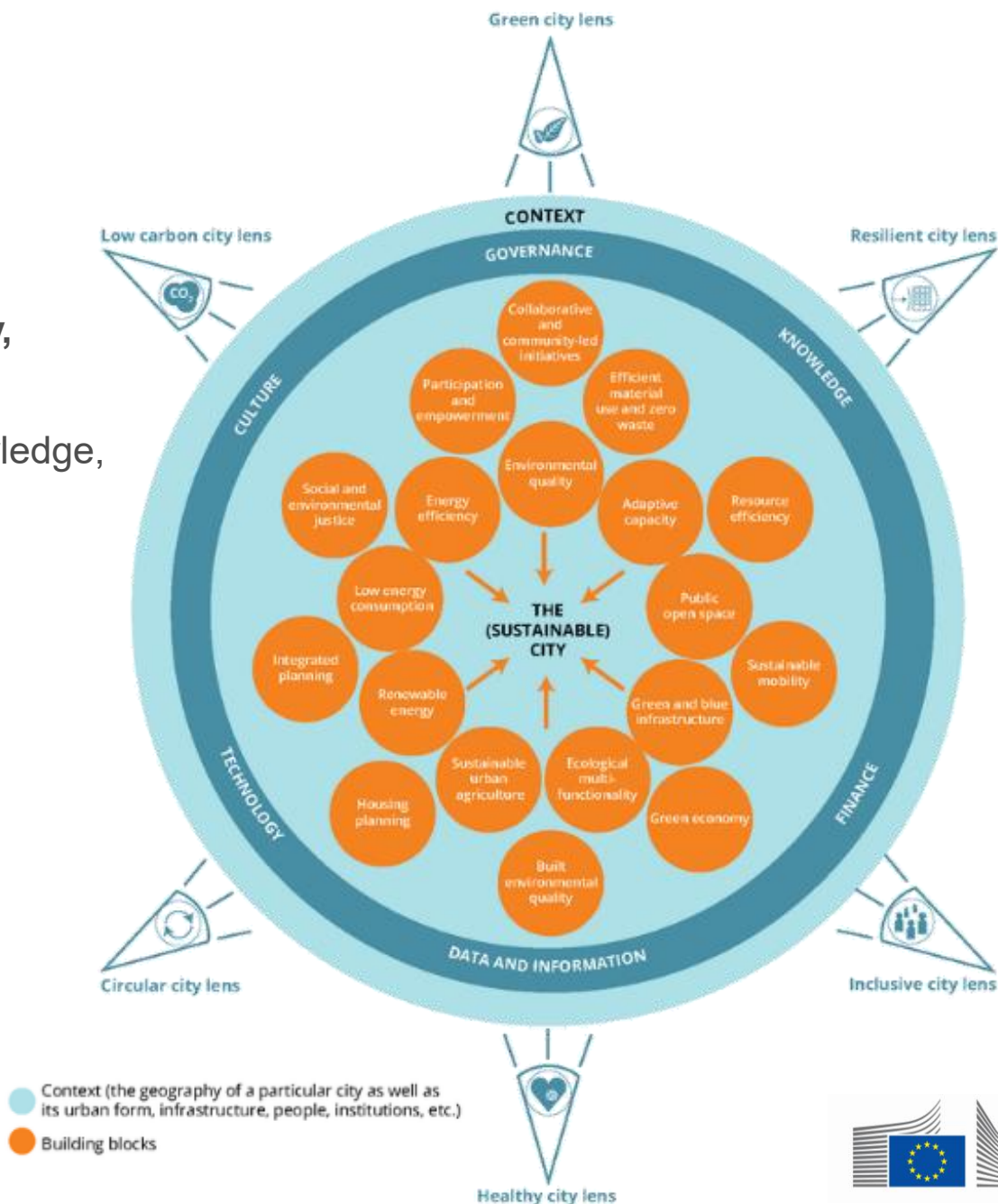
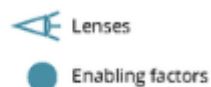
The sustainable city

- **City context**
- **6 lenses: Green, Resilient, Inclusive, Healthy, Circular, Low Carbon**
- **6 enabling factors:** Governance, culture, knowledge, finance, technology, data and information
- **19 building blocks**
 - Collaborative and community-led initiative
 - Participation and empowerment
 - Social and environmental justice
 - Public open spaces...



**European
Environment
Agency**

EEA Report No 06/2021 Urban sustainability in Europe - Avenues for change



Next steps for the urban dimension

Contributing to the EU Agenda for Cities



One-stop-shop for information



- European Urban Initiative and 'Portico' of good practices
- AI assisted tools for local policymakers
- 'The Green Deal goes Local' campaign of the European Committee of the Regions



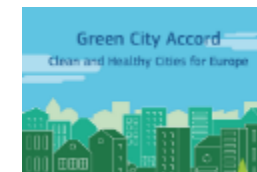
Listen to the needs



- More outreach
- Support to associations and intermediate governance levels
- Reward the participants with attractive activities

More synergies

- Coordinate the Green City Accord, Covenant of Mayors and EU Cities' Mission
- Facilitate participation and information across initiatives



Contact us:

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Thank you



Questions?



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FROM INSIGHT TO IMPACT: HOW DIGITAL TOOLS SHAPE SMARTER POLICIES

Christophe Stroobants
Flanders Environment Agency



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Model maps



Traffic



Compare

Data clouded our view of reality

Gathering all elements for a hotspot analysis is a big chore



Realtime vs. historic



Solutions?



Measurements



Citizen Science

Scope



CityTRAQ's tools



A single, coherent view from source to effect

- 84% approval rate during pre-release
- Key functionalities:
 - Identify bottlenecks by adjusting concentration ranges on the map
 - “Drill through” to retrieve modeled time series for a specific point
 - Difference maps to explore changes over the years geographically
 - Model based source apportionment
 - Explore industrial emissions
- Analysis for a medium-sized city takes about **half a day**



Beschrijving

Om lokale besturen te ondersteunen om tot een lokaal luchtbeleidsplan te komen, heeft VMM een stappenplan ontwikkeld. Een eerste stap hierbij is om een knelpuntanalyse te doen. Daarvoor ontwikkelde VMM de tool 'screening lokale luchtkwaliteit', die het voor lokale besturen mogelijk maakt om knelpunten en beleidsprioriteiten op lokaal niveau te identificeren als opstap naar het bepalen welke maatregelen best overwogen worden. Dit vormt een eerste essentiële stap naar coherente, effectieve en datagedreven actie(plannen) op lokaal niveau. Deze tool bundelt in concreto de visualisatie van gegevens die momenteel slechts verspreid te vinden zijn en voegt hieraan mogelijkheden toe voor diepere analyse.

Voorwaarden

1. Ambition phase

Empathize and define challenges

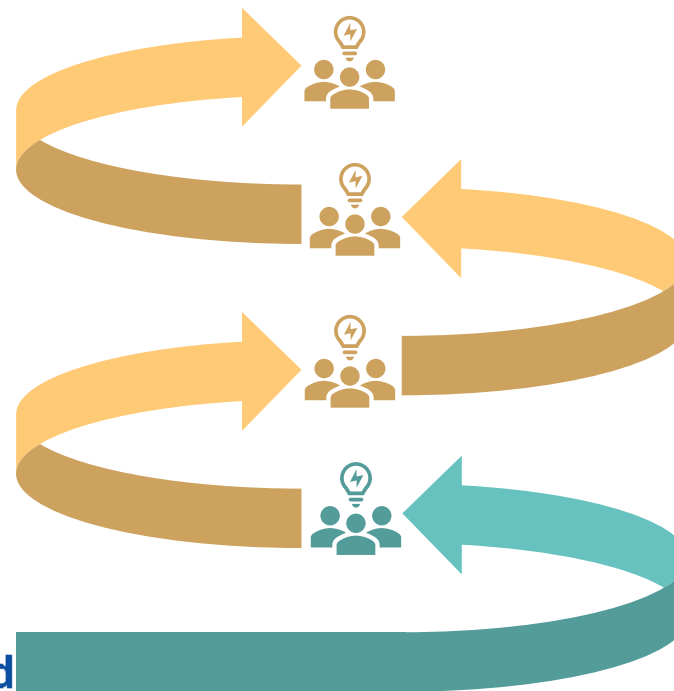
- Building a neighbourhood coalition
- Identifying local challenges
- Shared ambition/vision/direction



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CityTRAQ's tools

A highly approved simulation environment



2. Exploration phase

Ideas, virtual prototypes & tests

- Explore policy options
- Determine shared scenarios
- Designing solutions for public space
- Simulating impact
- Optimisation

1. Ambition phase

Empathize and define challenges

- Building a neighbourhood coalition
- Identifying local challenges
- Shared ambition/vision/direction



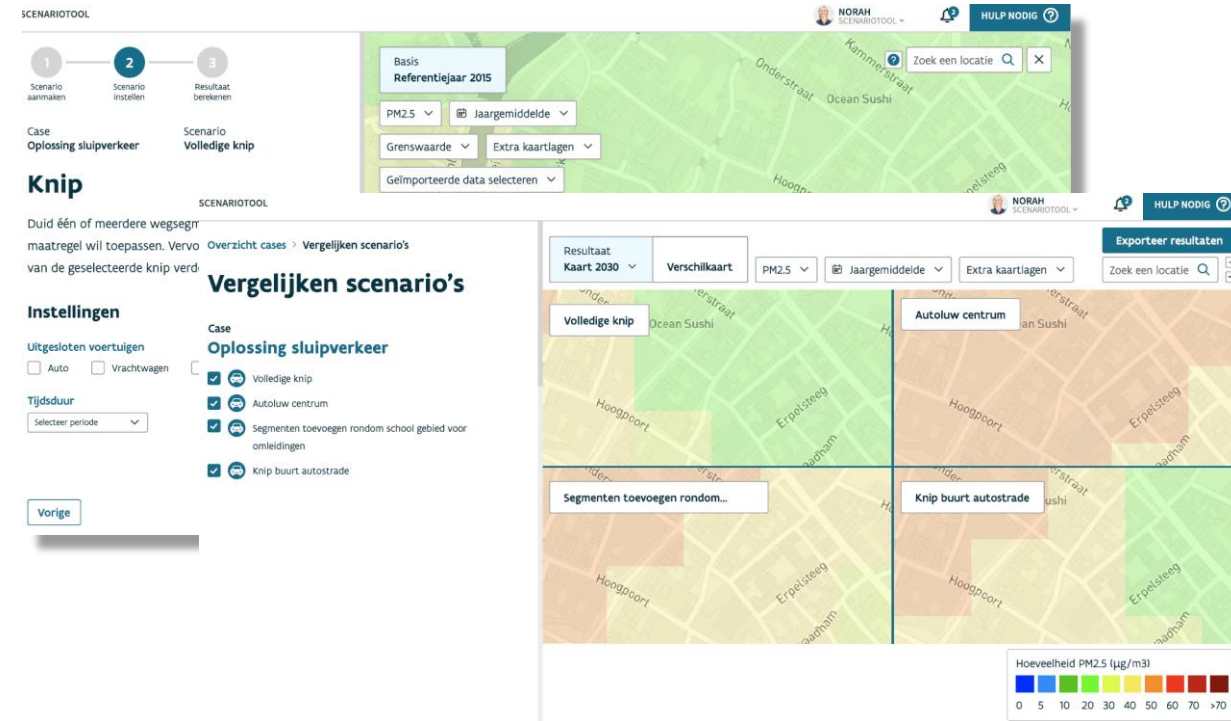
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CityTRAQ's tools

A highly approved simulation environment



- Co-developed with >20 local authorities
- High approval rate:
 - 45% would definitely use the tool
 - 55% would consider using it
 - None reject
- Full suite of measures



2. Exploration phase

Ideas, virtual prototypes & tests

- Explore policy options
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- Optimisation



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CityTRAQ's tools

Case highlights

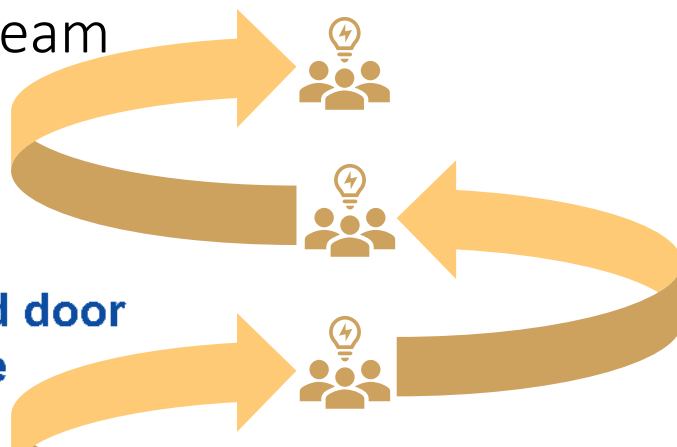


Case study Roeselare

- Full screening of **mobility and climate plans**
- Exploring additional action
- Incorporated into **urban planning regulations**
- **Briefing** new policy team

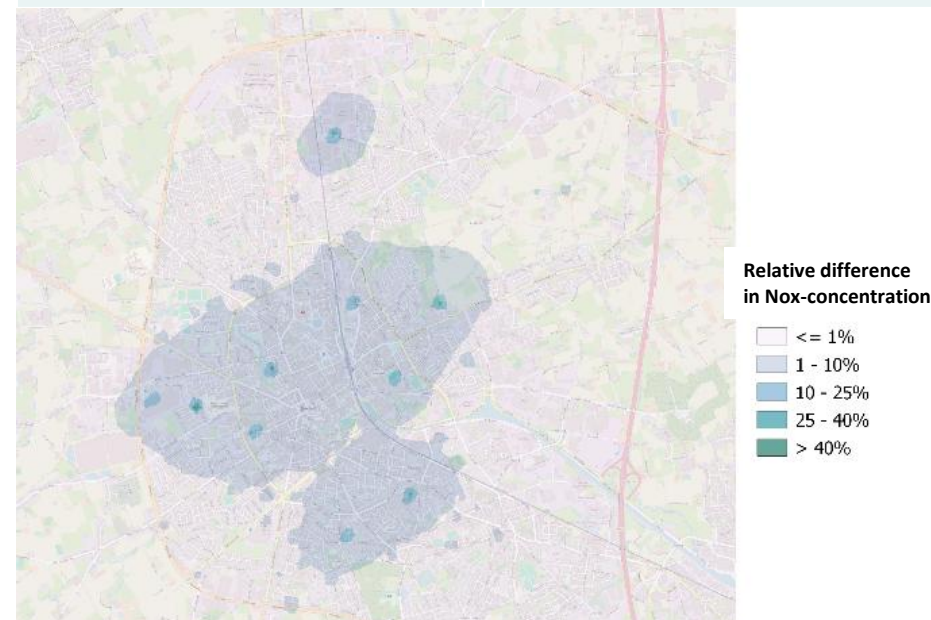


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Zero emission power generators

Local effect	> 20 %*
City wide effect	Up to 5 %



- Determine shared scenarios
- Designing solutions for public space
- Simulating impact
- Optimisation

CityTRAQ's tools

Case highlights



Case study Sint-Niklaas

- Comprehensive hot spot screening and ambition formulation
- Identification of affected vulnerable functions within 200m
- General liveability index at neighbourhood level



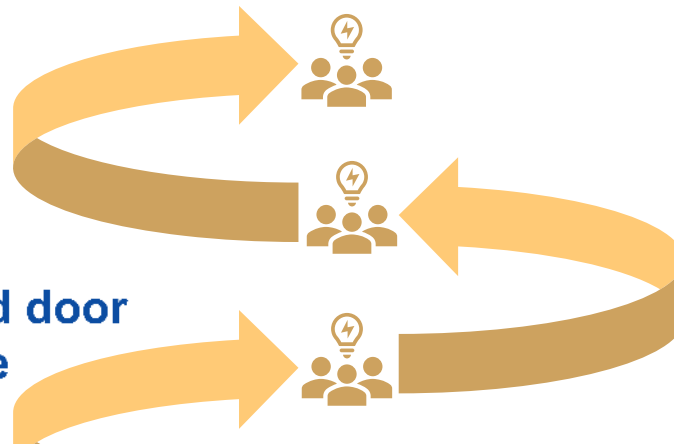
2. Exploration phase

Ideas, virtual prototypes & tests

- Explore policy options
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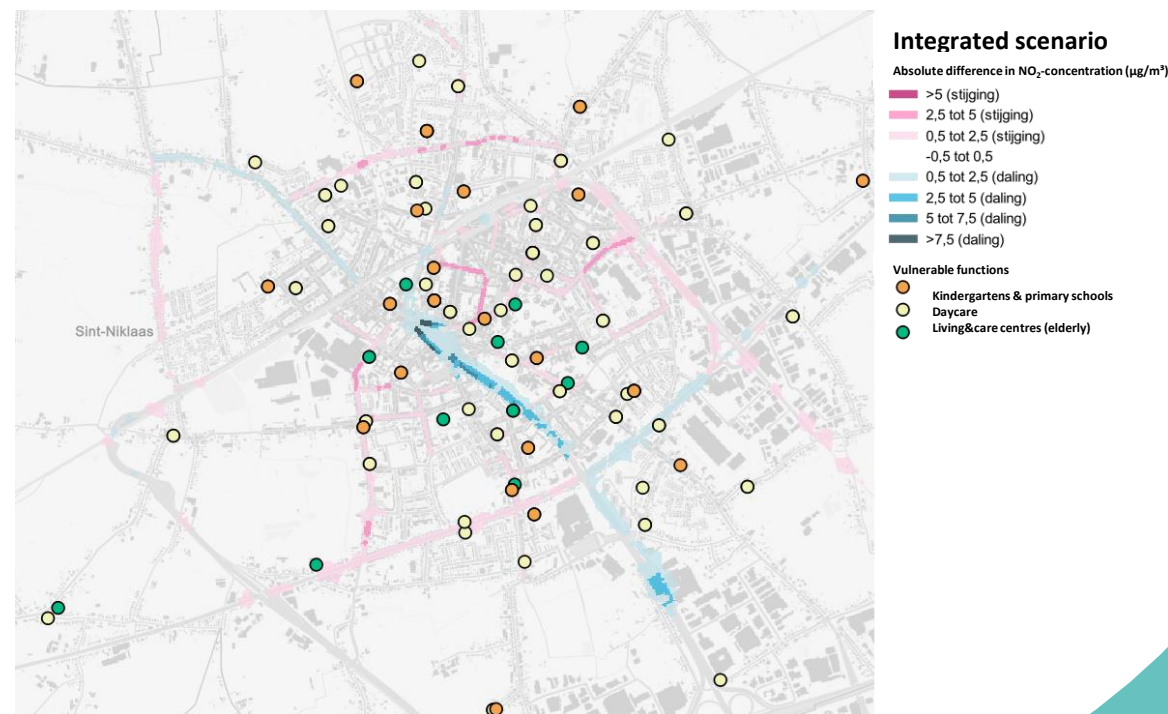
CityTRAQ's tools

Case highlights



Case study Sint-Niklaas

- Major **air quality improvements** alongside central axis with adjacent vulnerable functions
- Areas requiring **flanking policy**, to be developed over end of '26
- Integrated scenario paints **complete picture across policy levels**



2. Exploration phase

Ideas, virtual prototypes & tests

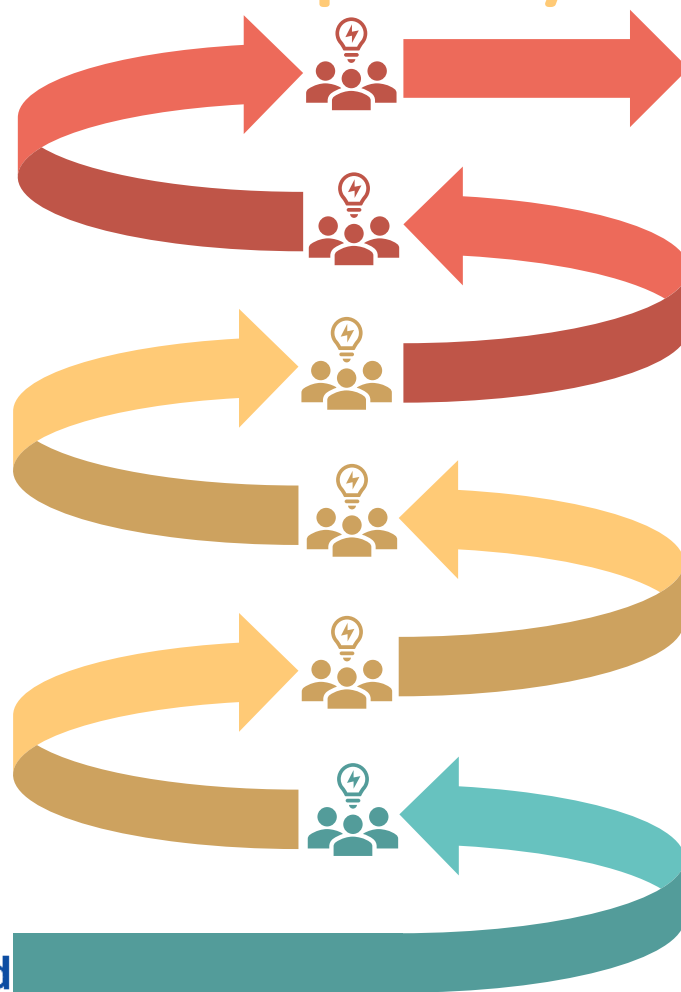
- Explore policy options
- Determine shared scenarios
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- Optimisation



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CityTRAQ's tools

Keys to co-creative policy making



3. Implementation phase

Temporary setups & implementation

- Scenario co-design
- Visualising solutions
- Co-evaluation of impact
- Implementation

2. Exploration phase

Ideas, virtual prototypes & tests

- Explore policy options
- Determine shared scenarios
- Designing solutions for public space
- Simulating impact
- Optimisation

1. Ambition phase

Empathize and define challenges

- Building a neighbourhood coalition
- Identifying local challenges
- Shared ambition/vision/direction



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CityTRAQ's tools

Keys to co-creative policy making



Real co-design

- Participative sensor screening for objective baseline, illustrating **50% traffic reduction** post hoc
- Iterative **data cafés** increase public support and developed **alternate policy scenario**
- Temporary setups to capture **experiential feedback** through **experimentation**
- Alternate scenario **recognized as superior**, practical feasibility to be determined



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CityTRAQ's tools

Recap & challenges



- CityTRAQ tools:
 - make complex and large datasets **insightful and actionable**
 - are a direct **stepping stone for policy** implementation
 - convince both policy makers & citizens, **inspiring co-creative policy** making
- Challenges remain how we translate ins and outs:
 - We need to find **key end points** that connect to citizens' worlds
 - A gap remains between **how ideas are formulated** and model input



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Questions?



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Welcome to
the Citiverse

Expanding the Experience of Citizens through Extended Reality

18/6/2026

CityTrack Event



What is x-CITE?

A European project piloting interoperable XR- and AI-enabled CitiVerse solutions to support human-centric citizen engagement and urban decision-making.

- **Duration: Dec 2024 – May 2027**
- **11 partners + 1 affiliated entity**
- **€6.49 million budget**
- **Co-funded by the EU Digital Europe Programme**





X-CITE aims to

- Build a **human-centric CitiVerse framework** aligned with European standards
- Test **12 use cases in 3 pilot regions:** Tampere, Rotterdam and Flanders
- Enable **citizen engagement through immersive and participatory tools**

Flanders Use Cases

Objectives

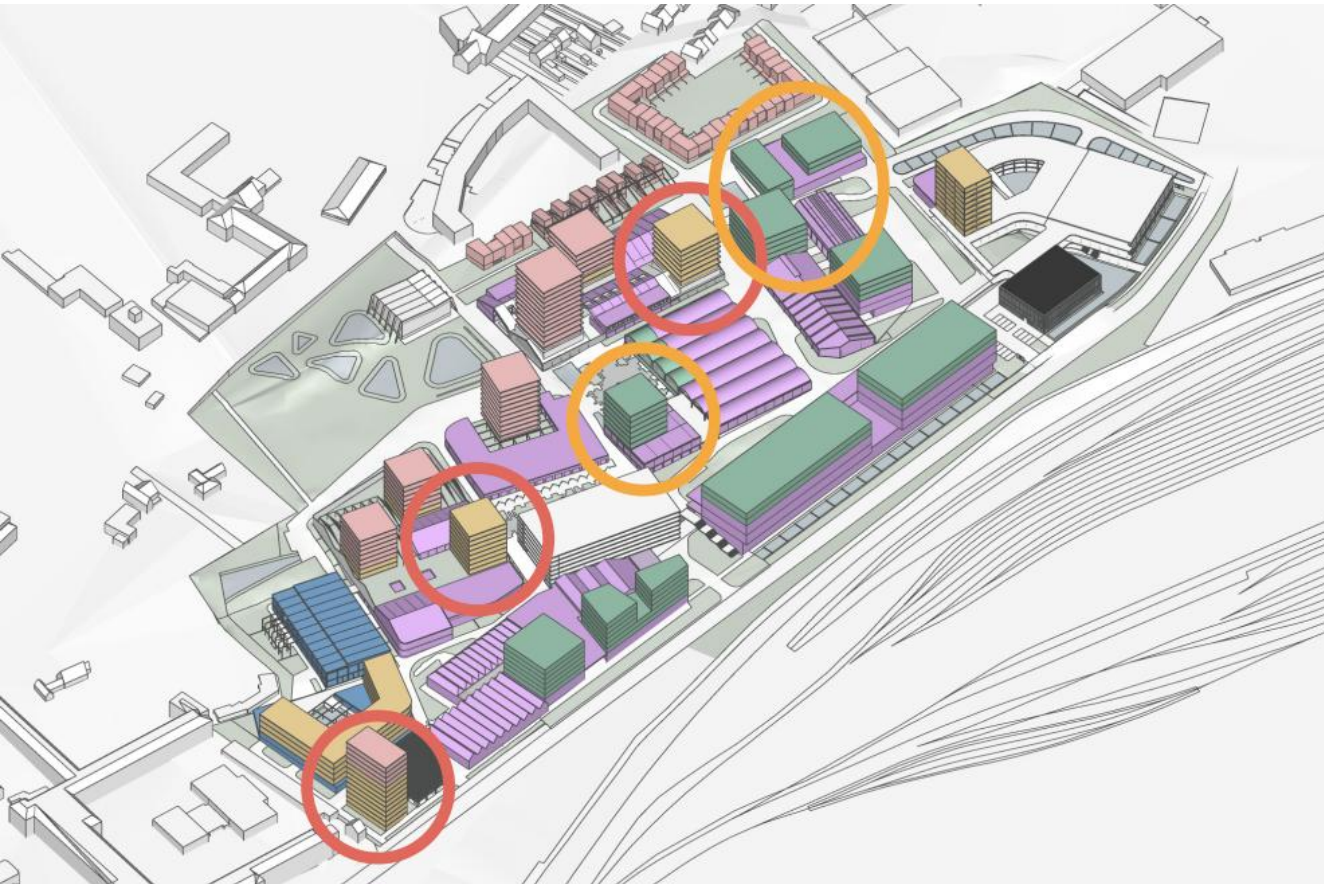


1. Test **Local Digital Twins** as a decision support tool for **Strategic Environmental Assessments** (SEA) – better known in BE/NL as MER-procedure.
 - Predicting effects of spatial intervention on traffic, air quality & noise
 - Roadmap to achieve operationalisation
2. Explore the **value of using XR technology** to consult the public on the impacts of spatial interventions and potential mitigation measures.
3. Study & develop **open standards** to improve interoperability of Digital Twin components.

Two pilot locations, *Kortrijk and Mechelen*

Two pilot sites

Kortrijk - 80.000 inhabitants



LandMarck site transformation

Context:

- Ongoing SEA procedure for a new spatial implementation plan (RUP).
- Redevelop the former LandMarck industrial zone into a mixed-use district (work, housing, public space)
- while preserving heritage elements.

Focus: Strengthen public participation using *CitiVerse* immersive technologies.

Three use cases + four supporting tools = improved understanding and interaction with the plan by citizens.



 **KORTRIJK**

**LEIE
DAL**

Startnota RUP Weggevoerdenlaan

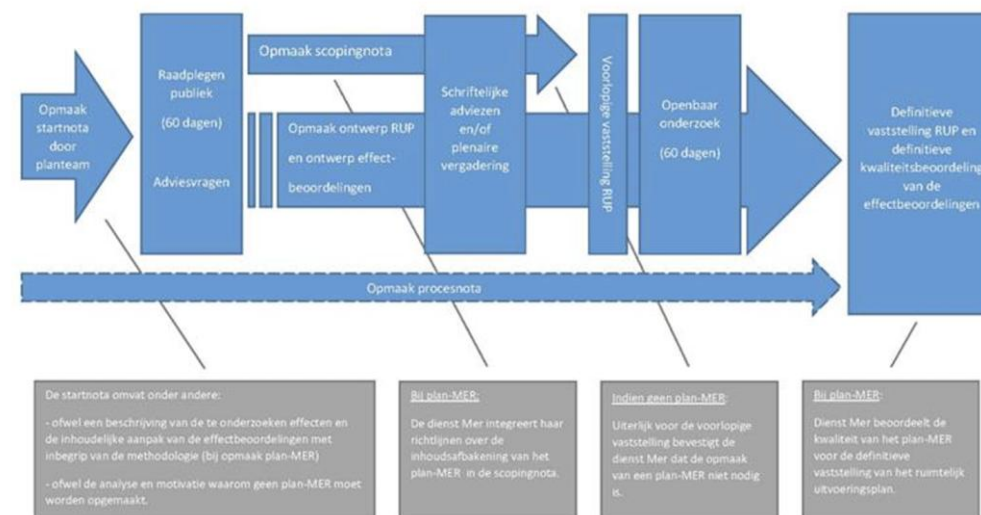
Methodologie plan-MER

Inhoudsopgave



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Kortrijk - Insightful spatial implementation plan



Kortrijk - Insightful spatial implementation plan

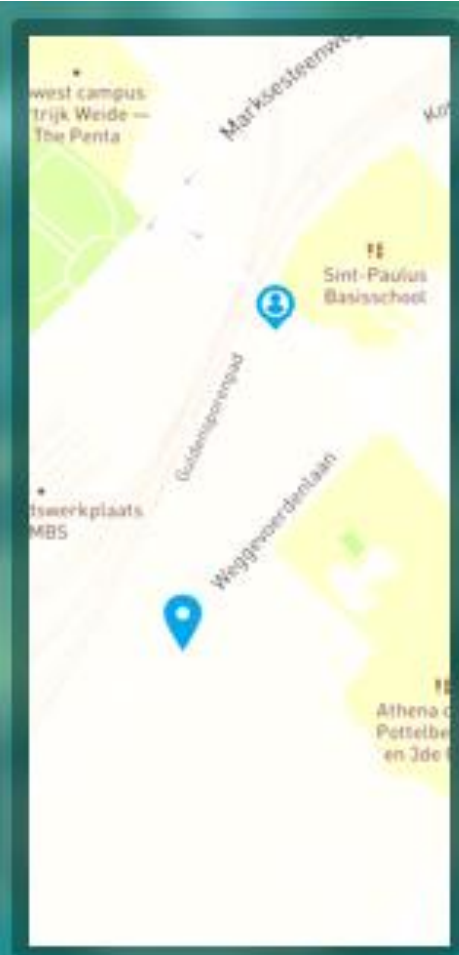
Aims

- Improving the public understanding/acceptance of long-term urban development
- Combining multiple visualisations including XR and 3D Digital Twin models
- Visualising the site evolution (spanning the next 20 years)

(Visualisation) Tools

- 1. AR-based Site Visualisation
 - Citizens explore future buildings and neighbourhood changes on-site.
 - Via smartphone camera (on site) → DT viewer → 2D map, 3D models, flyovers, and informational overlays
- 2. Dynamic Traffic model and Air-quality model using Digital Twin technology
- 3. On the field Traffic impact visualisation
- 4. Use of Telraam traffic sensors for neighbourhood-level traffic simulation

Kortrijk - Insightful spatial implementation plan



2D maps



3D view



Flyover

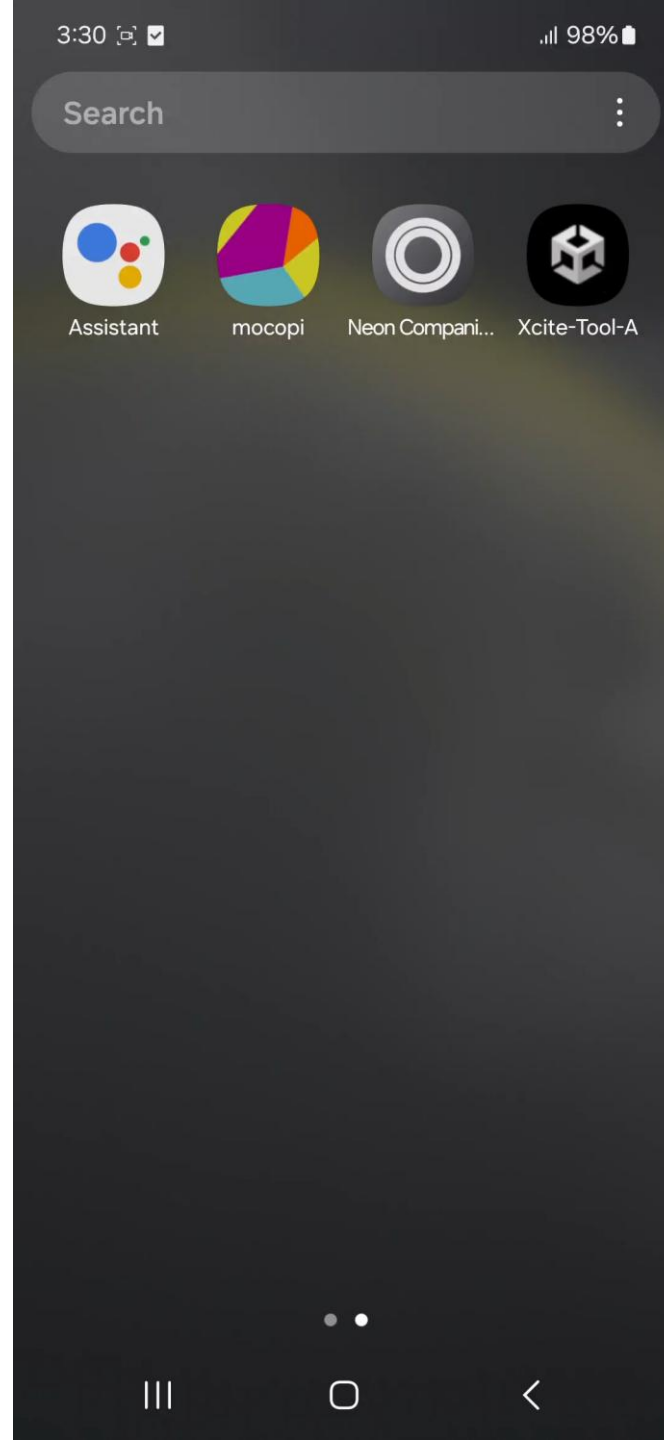


AR



07/05/2026

Kortrijk - Insightful spatial implementation plan





[< Return to projects](#)



Kortrijk Urban Planning



Project info



Search by title

+ Add Scenario

PROJECT DESCRIPTION

This project aims to analyze the impact of the planned infrastructure change and traffic rearrangement on the safety and density of circulation in the city of Kortrijk.

PROJECT TEAM



TAGS

traffic simulation

urban planning

SCENARIOS

SIMULATIONS / JOBS

Click 'Add Scenario' to start adding



You don't have any scenarios yet

You can create a scenario by clicking 'Add Scenario' in the top right corner.



Kortrijk Urban Planning
New Development

Search

Existing road

3.250988°, 50.824982°

Default settings

Graaf Karel de Goedelaan

Traffic allowed ☒ Yes ☐ Only cyclists ☐ No

Street direction ☐ One-way ☒ Two-ways

Speed limit 30 Km/h

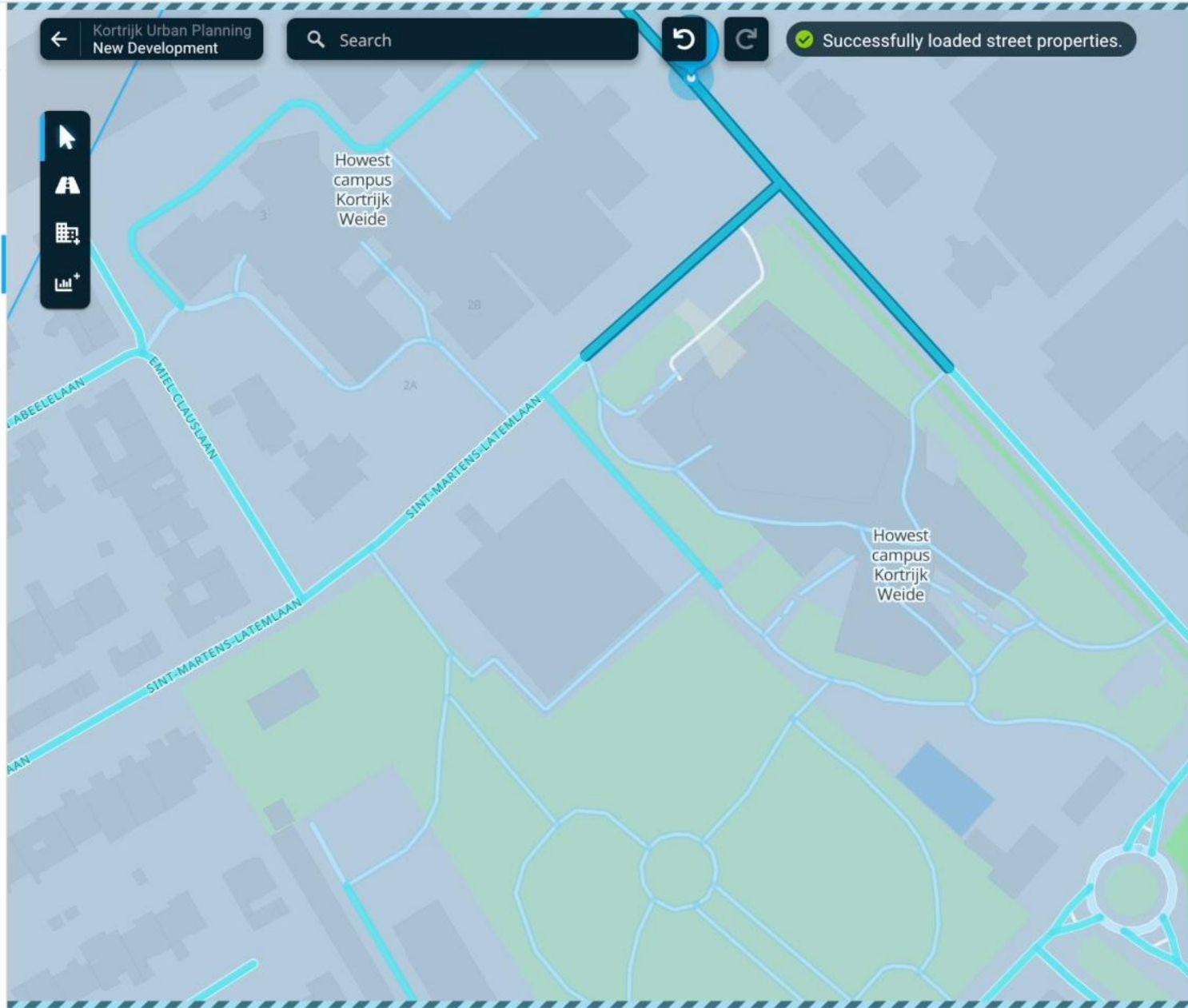


Kortrijk Urban Planning
New Development

Search



Successfully loaded street properties.



Marksesteenweg



Existing road

3.254328°, 50.823877°

Default settings

Marksesteenweg



Traffic allowed

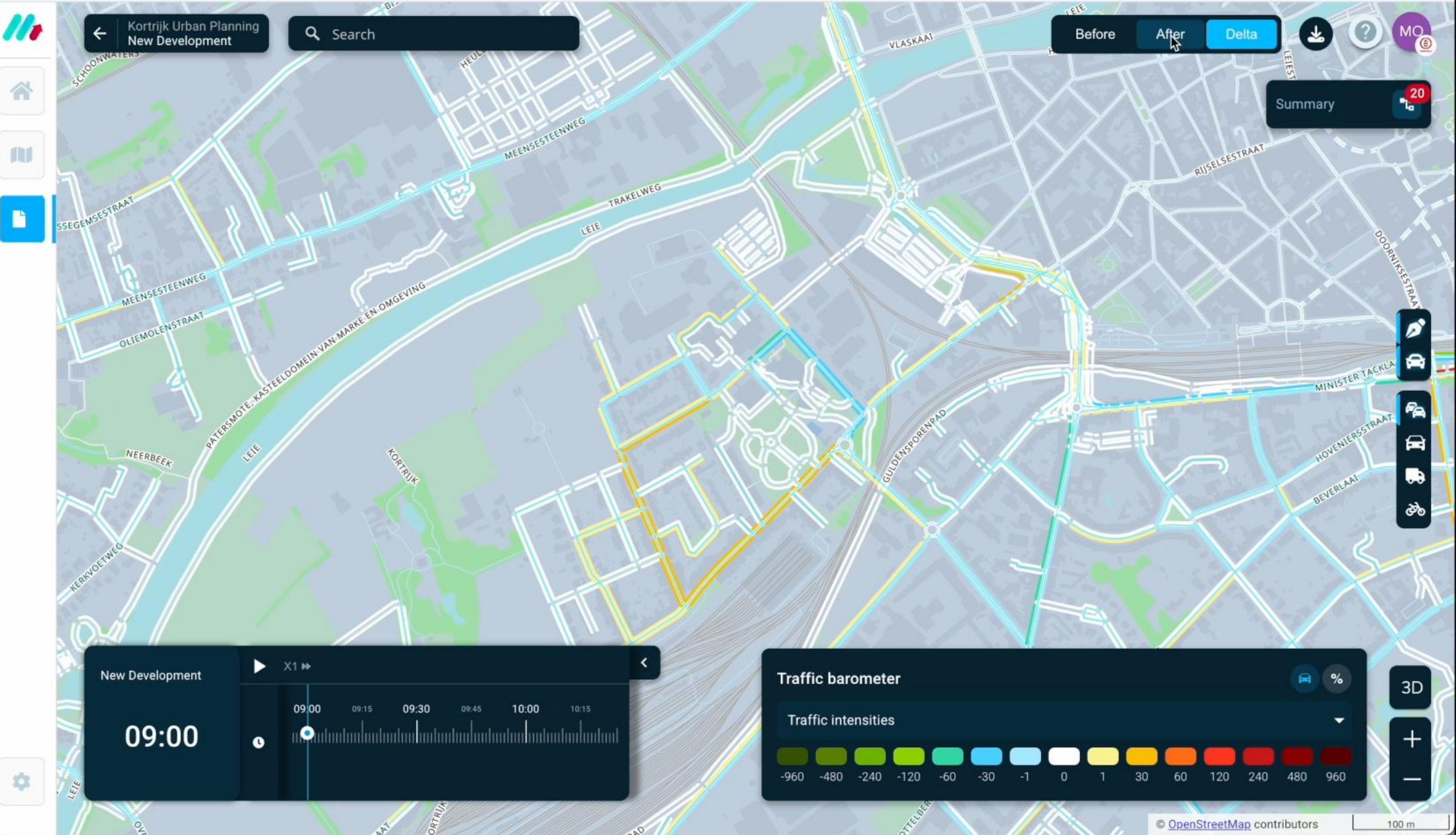
- ☒ Yes
- ☐ Only cyclists
- ☐ No

Street direction

- ☐ One-way
- ☒ Two-ways

Speed limit

50 Km/h









Tool C is een visualisatietool binnen x-cite waarmee alle uitgevoerde Mobilize-jobs kunnen worden opgehaald en weergegeven als een realistische verkeerssimulatie. De tool toont voertuigen die zich over het wegennet bewegen op basis van de data uit Mobilize, zodat de impact van milderende maatregelen op het verkeer duidelijk en visueel inzichtelijk wordt.

Jobs

2032 School Safety - Introduce School Streets

3870011-988-426-077-1567077430



2032 School Safety - Slow Traffic & One-Way streets

1892070-885-404-665-5624832401



2026 School Safety - Introduce School Streets

1474266-888-404-888-8888888888



2032 School Safety - Slow Traffic & One-Way streets

3870011-988-426-077-1567077430

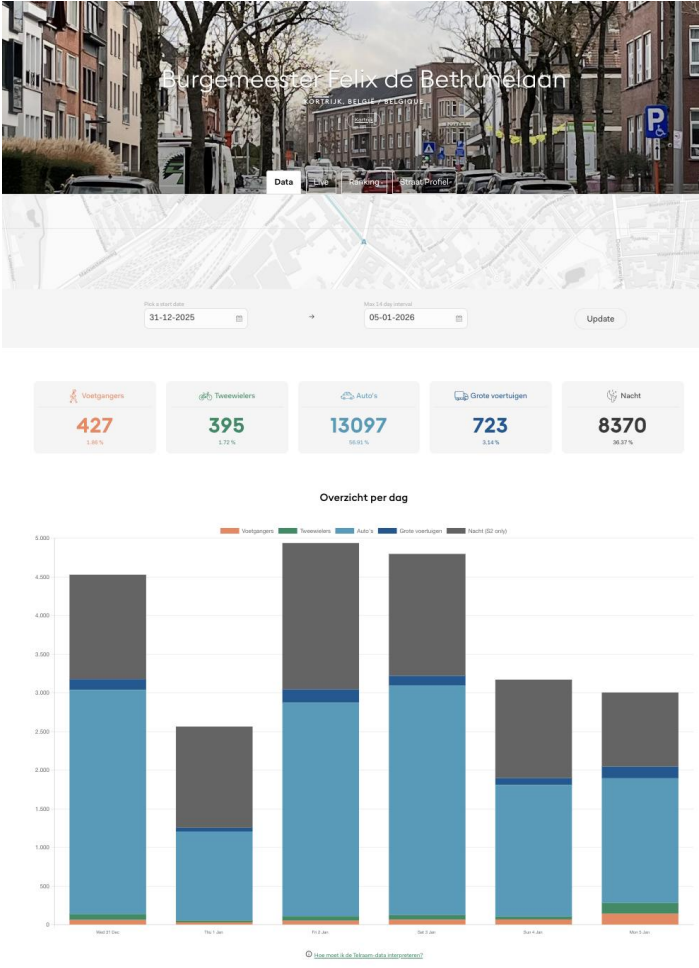


School Safety - Introduce School Streets (2032)

3870011-988-426-077-1567077430







Mitigation measures & tool testing

By Urban Planning students, Howest



Mitigation measures & tool testing

By Urban Planning students, Howest



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SENSORS SPEAK

Assessing Traffic and Air Quality Effects of Mobility Interventions



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Introduction

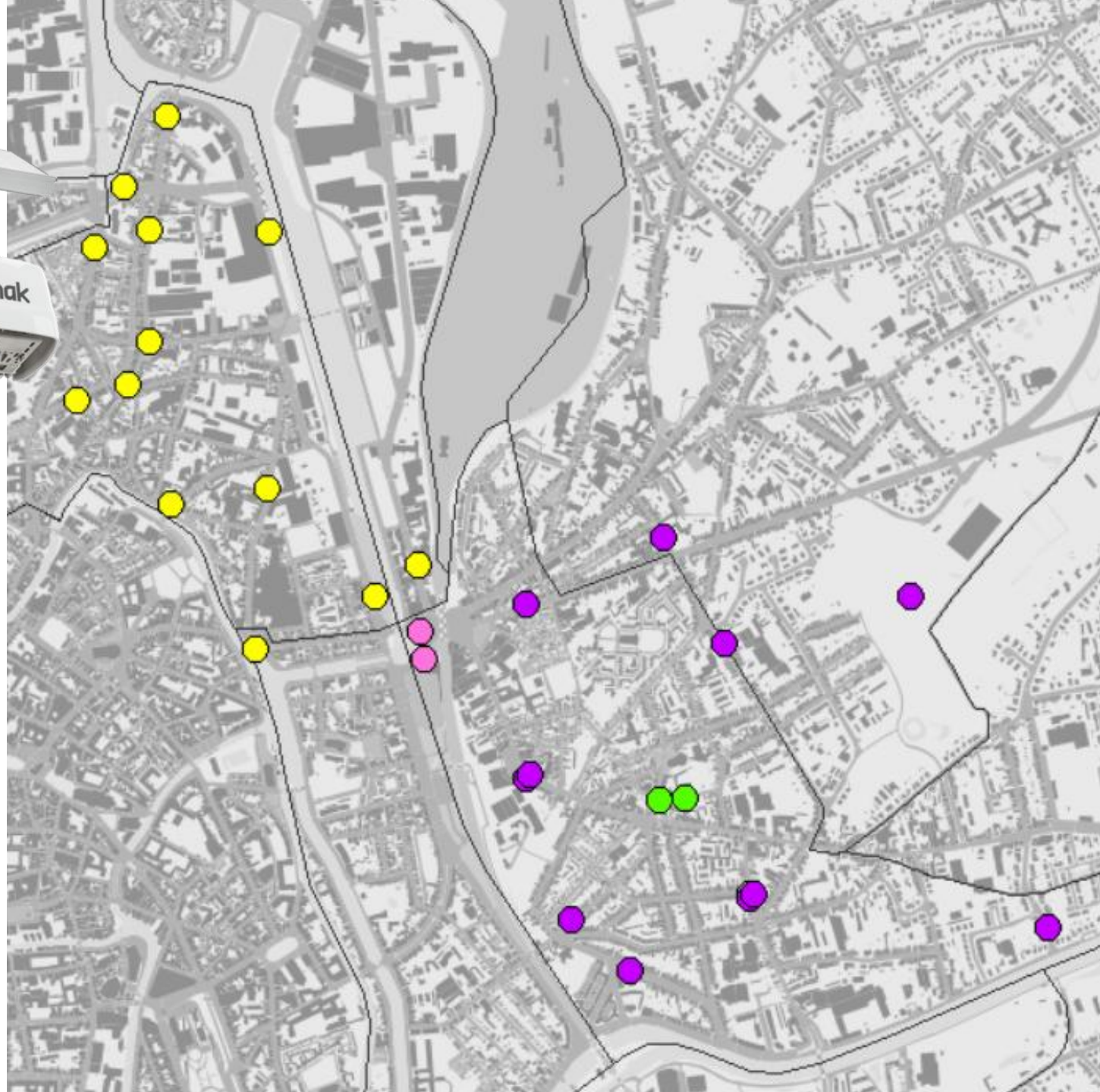
- The CityTRAQ pilot in Ghent aimed to answer:
 - *Can sensor measurements be used to determine the impact of mobility interventions?*
 - *If so, for what type of interventions?*
 - *Can a city government use such devices independently?*
- To this end, several cases were identified for study.



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Approach

- Lease of 15 sensor boxes
 - KUNAK AIR lite (NO₂)
 - 2 years (Jan 2024 – Jan 2026)
 - With solar panels
- 4 measuring campaigns
 - District Mobility Plan (2024)
 - Traffic cut due to roadworks (2024)
 - School street (2024-2025)
 - Verapaz bridge (2025)



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Verapaz bridge (2025)

= opening of new bridge in July 2025

➤ Relocation of city ring (+ minor changes on local roads)



Verapaz bridge (2025)

Goal: Comparing different methods (sensors & passive samplers) for impact monitoring of various mobility measures.

Central question: what kind of mobility changes can these sensor devices pick up on?

Setup of NO₂ measurements

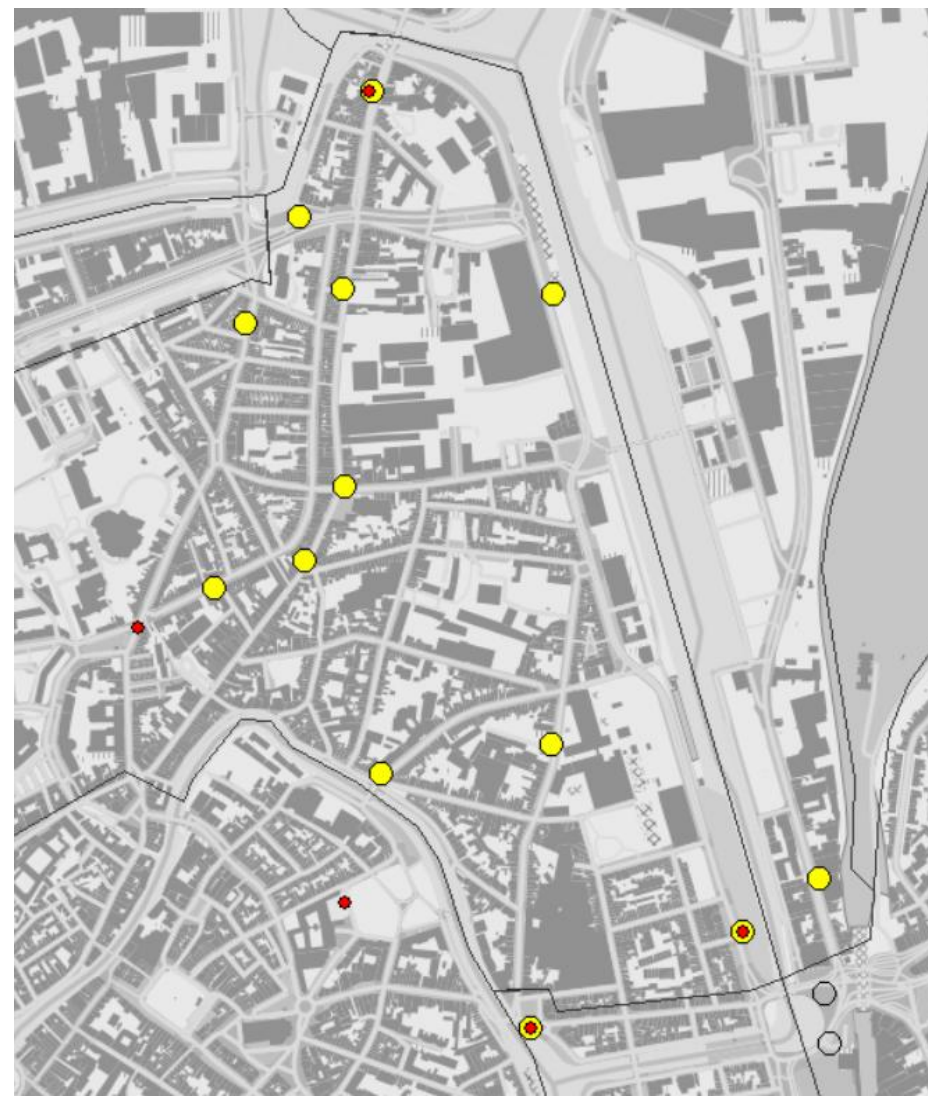
- 13 sensors, Jan - Dec 2025 (yellow)
- 5 passive samplers (red)

Opening of bridge

July 2025 phase 1 & Oct 2025 phase 2



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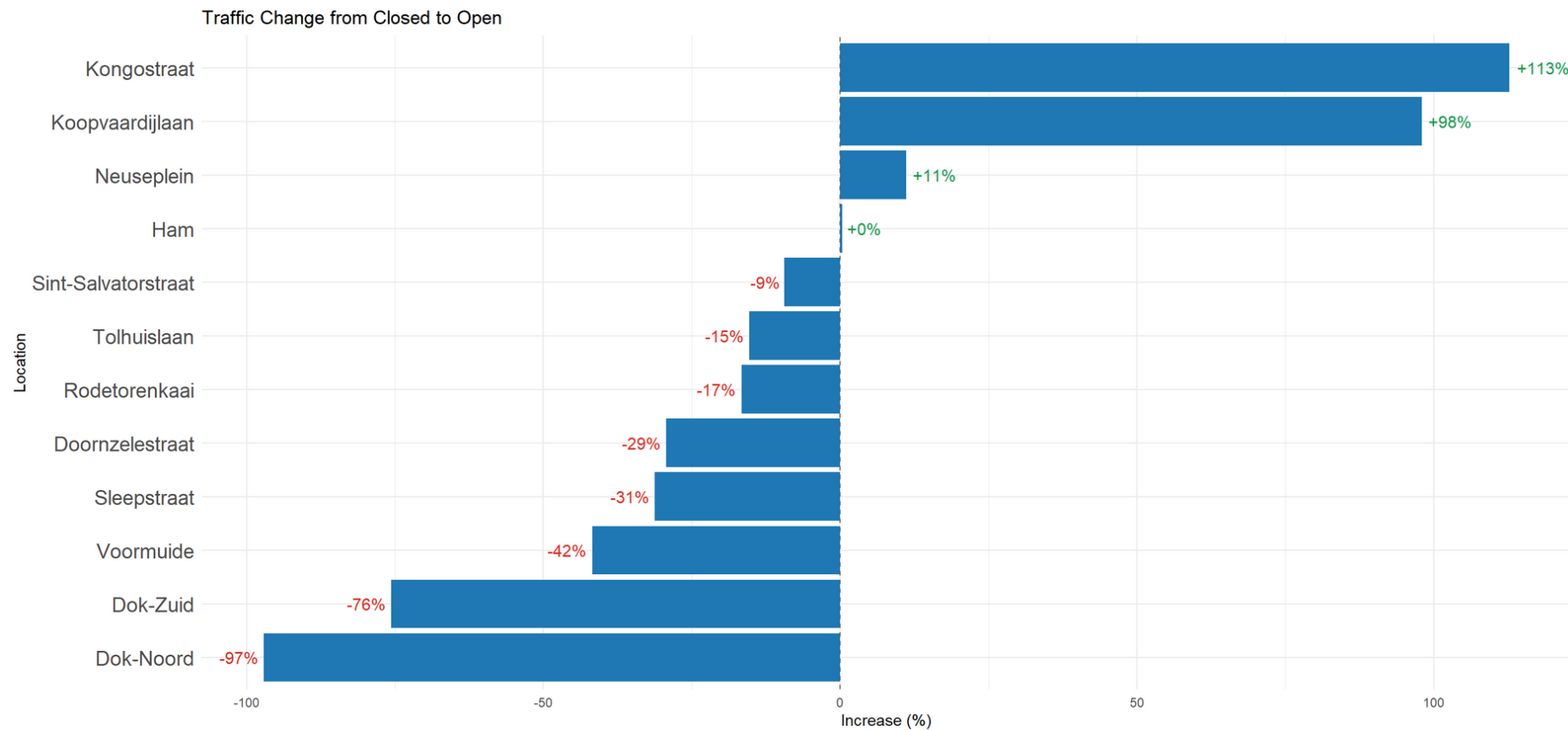


Results



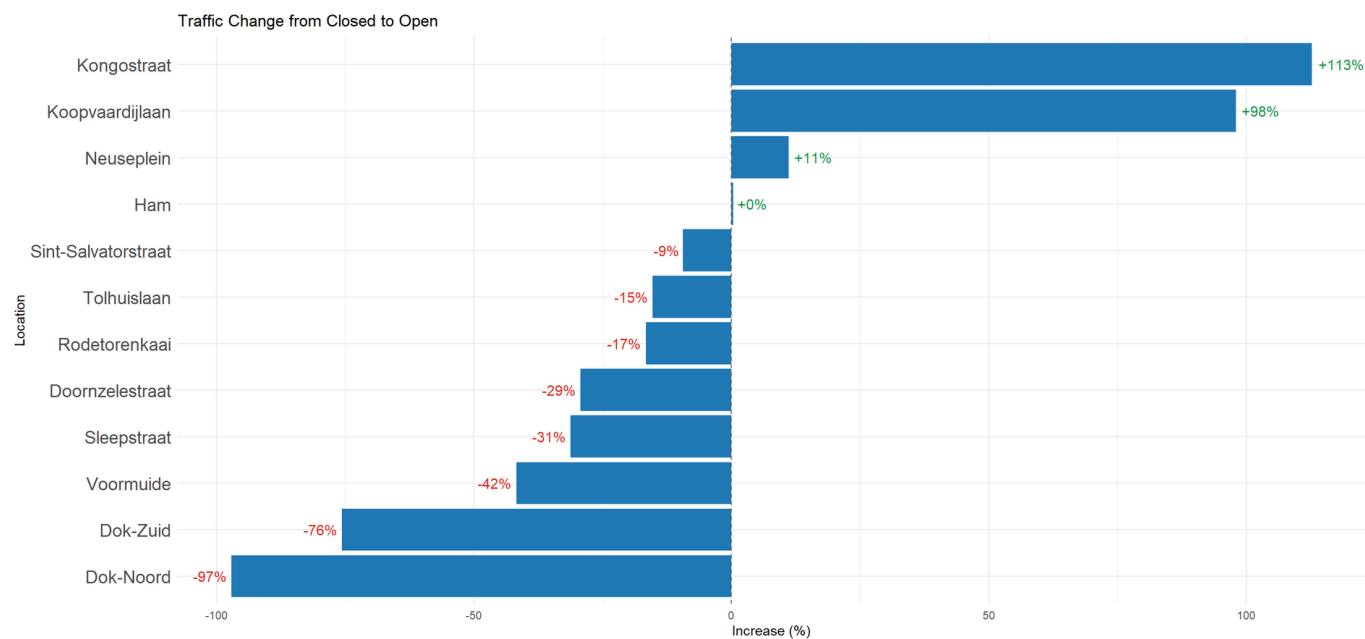
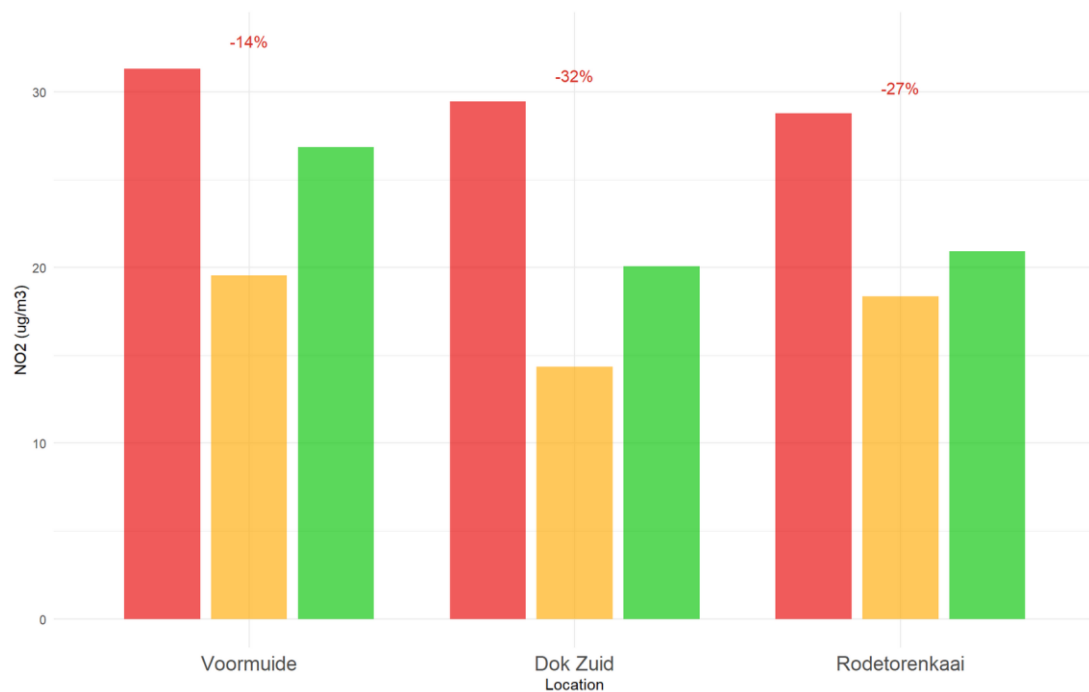
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Traffic Impact



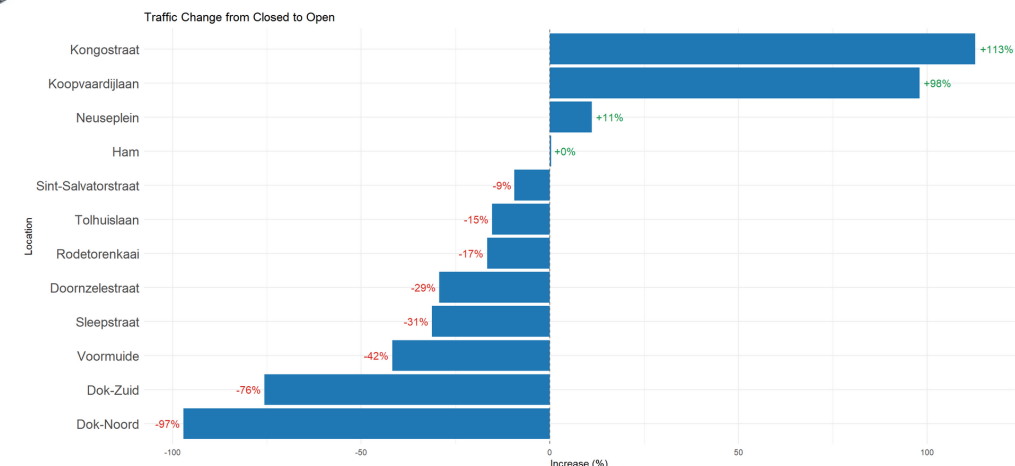
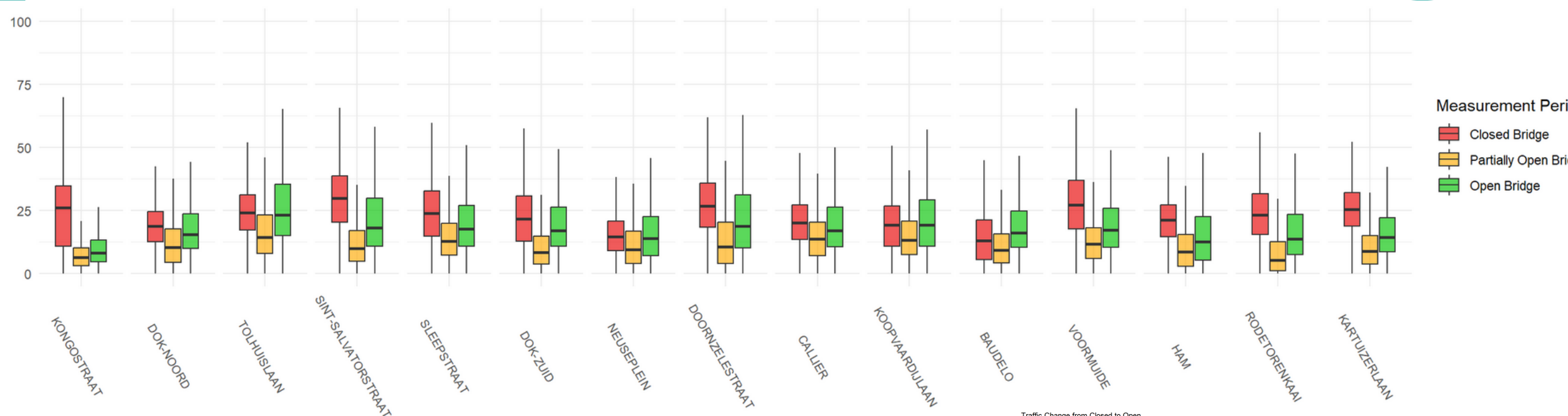
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Sampler Data



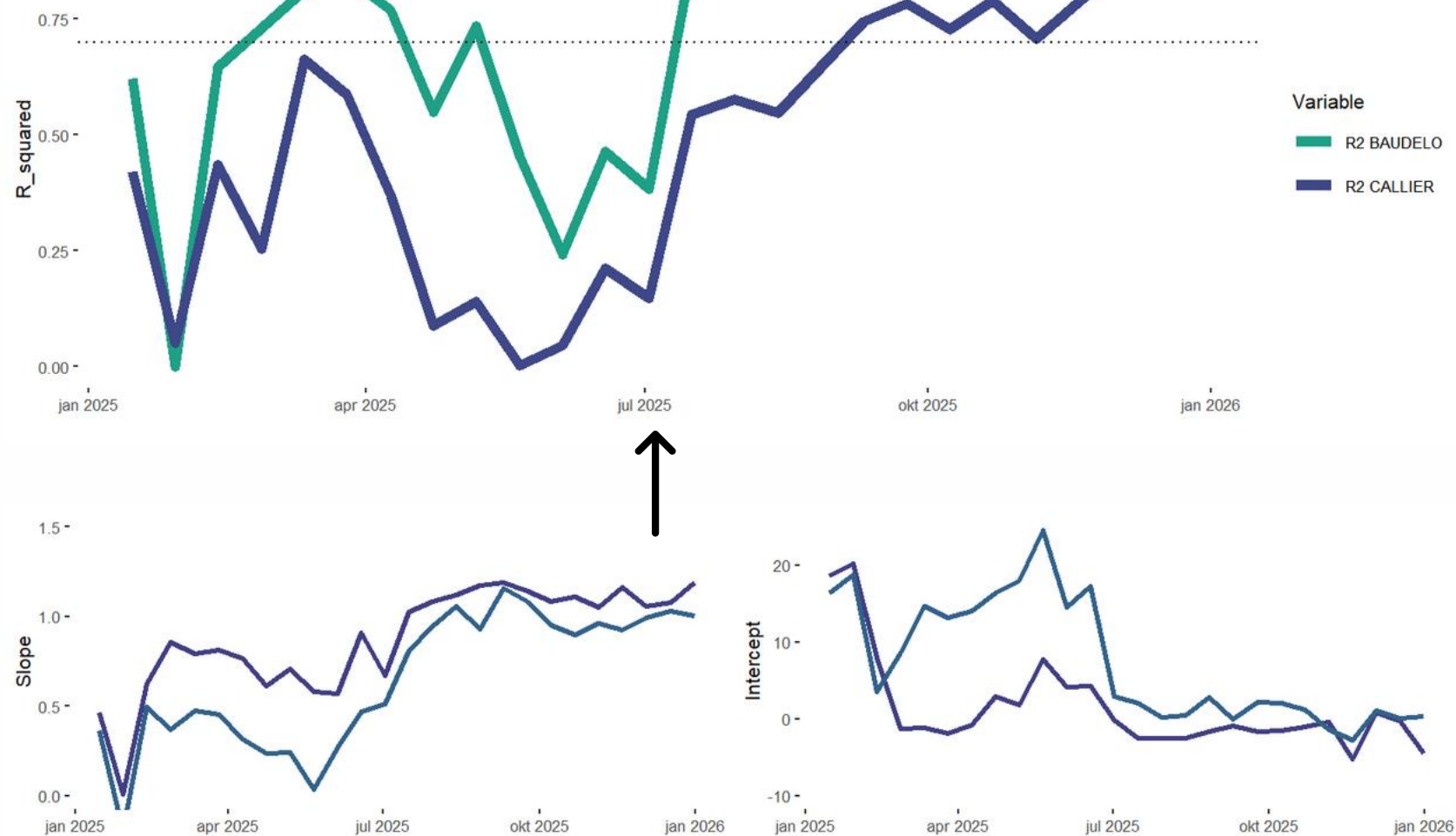
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Raw Sensor Measurements

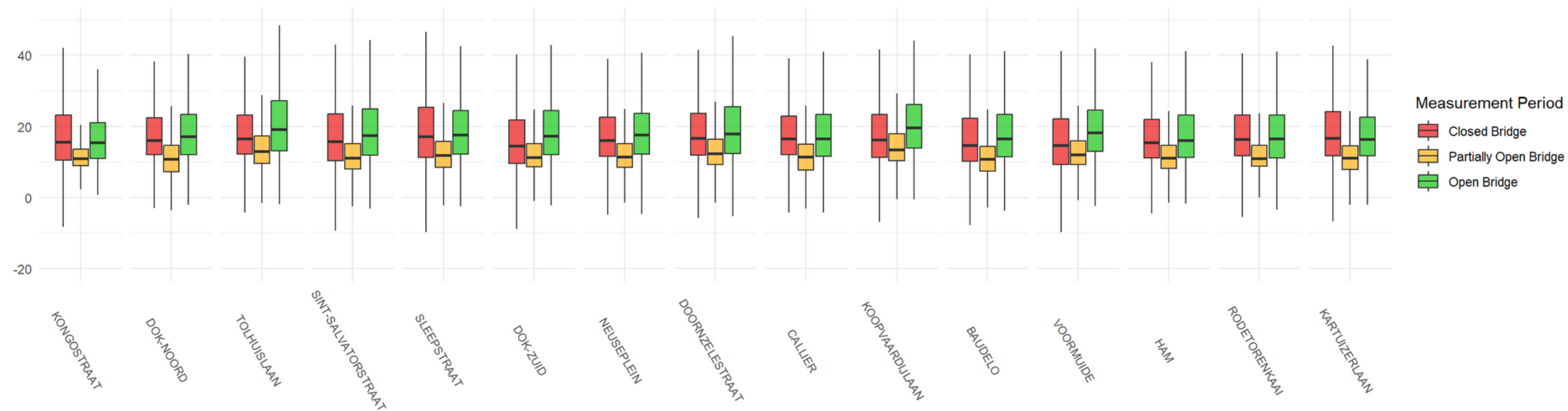


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Comparison to Reference



Recalibrated Measurements





Conclusions



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Conclusions

- Sensor performance deteriorated throughout the measurement period.
- Raw sensor data don't always align with traffic data trends.
- Advanced calibration and data analysis are required.
- Effective air quality monitoring requires combining technical expertise with local knowledge.
 - o Local governments cannot rely solely on NO₂ sensor measurements without support from data analysts and reference-grade equipment.
 - o Government agencies depend on local authorities for contextual input (e.g., local traffic data, sensor placement locations)
- Strong collaboration between local governments and higher-level institutions is essential for reliable and meaningful AQ monitoring.



THANK YOU



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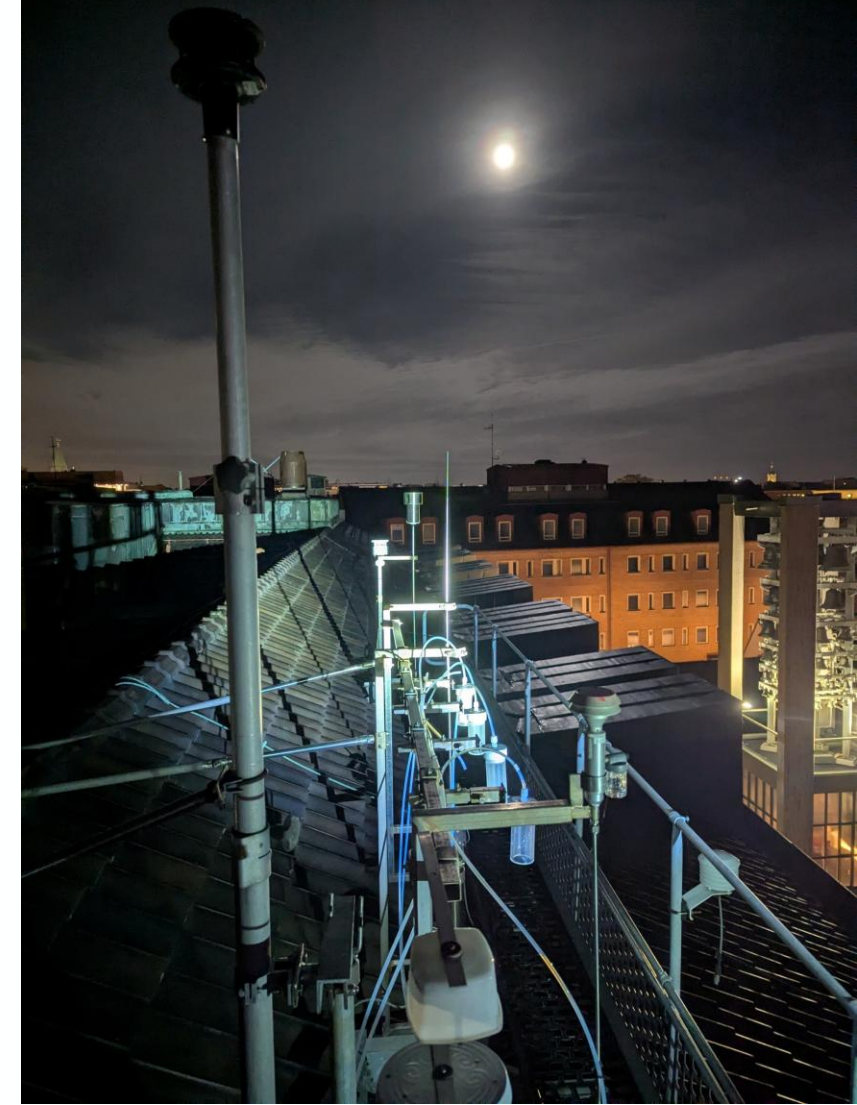
Questions?



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Air quality policies in European cities

- Air quality plans in European cities and Eurocities position towards air quality measurements with “smart sensors”



Tobias Wolf

Final conference LIFE CityTRAQ

18.06.2026

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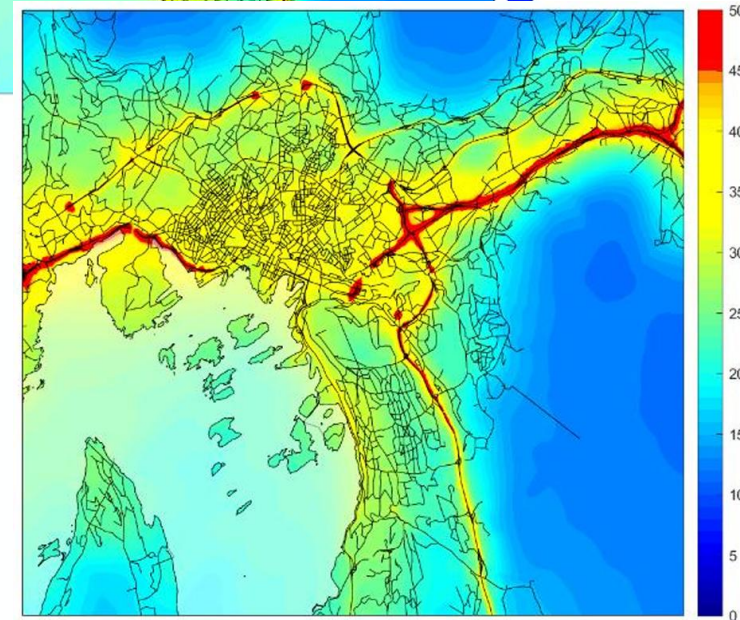
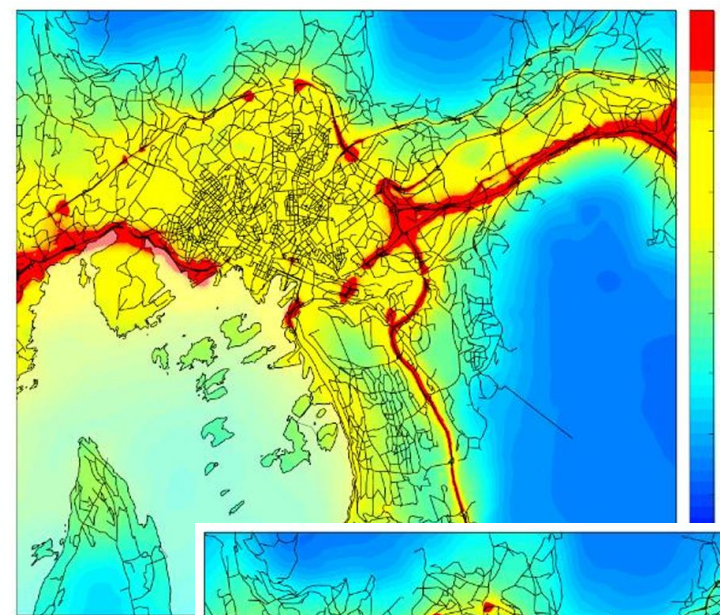
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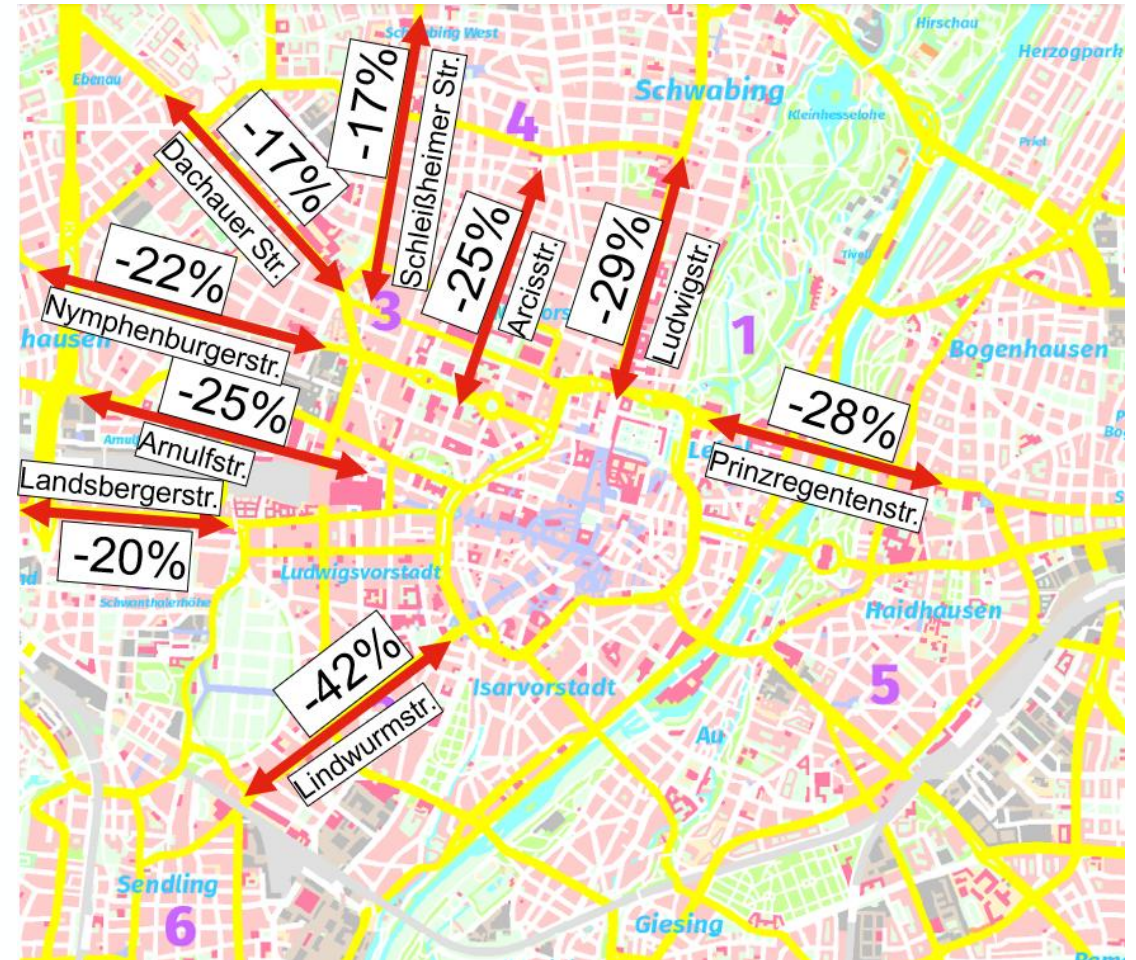
Air quality plans (AQPs) in European cities - Oslo

- NO_x mostly solved (electrification), PM₁₀ old AAQD (number of exceedances) + new AAQD max 38 µg/m³ (52 µg/m³), PM_{2.5} new AAQD 13 µg/m³
- Own AQP (BYM + city parliament/national road authority SVV)
- Measurement network by BYM and SVV, maintained by BYM, 16 stations
- Data on national database and webpage
- Several sensor projects



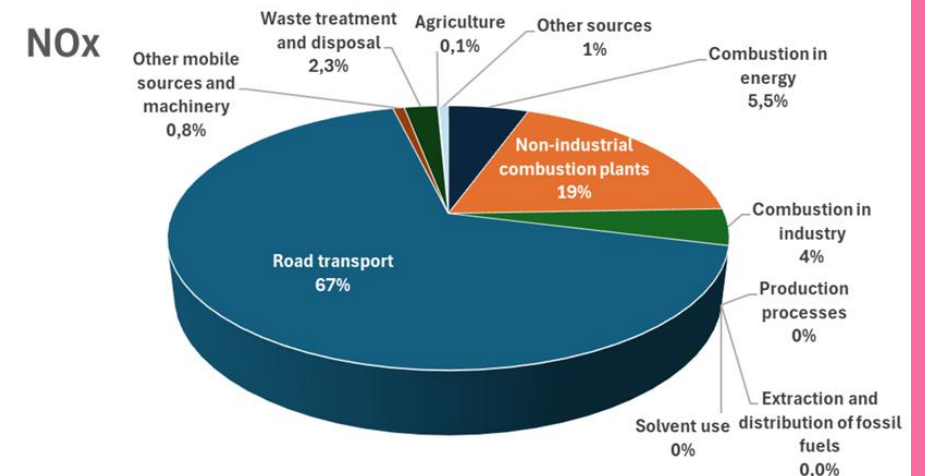
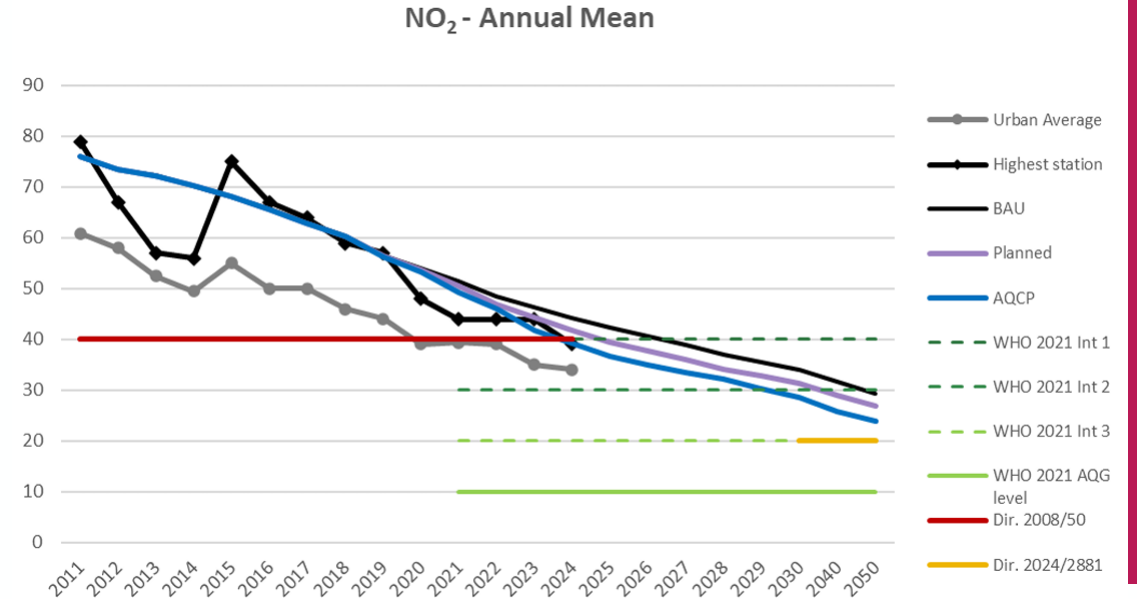
Air quality plans (AQPs) in European cities - Munich

- NO_x max $38 \mu\text{g}/\text{m}^3$. $\text{PM}_{2.5}$ new AAQD, max $11 \mu\text{g}/\text{m}^3$
- Own AQP, modelling regional authority via contractor. Limited capacity, little flexibility for scenario testing.
- Fixed measurement sites. Evaluation regional authority via contractor, city not involved
- City of Munich has ca. 50 passive NO_x samplers
- Reduction in traffic emissions should solve PM problem
- Background $\text{PM}_{2.5}$ $9 \mu\text{g}/\text{m}^3$, very little additional local influence



Air quality plans (AQPs) in European cities - Milan

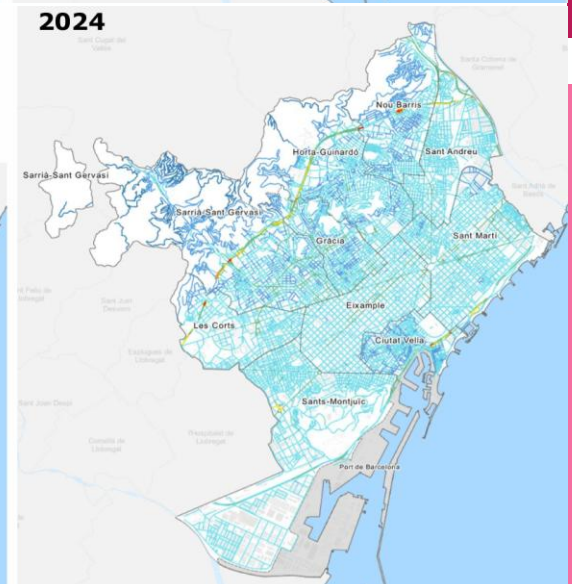
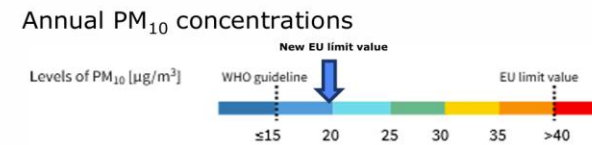
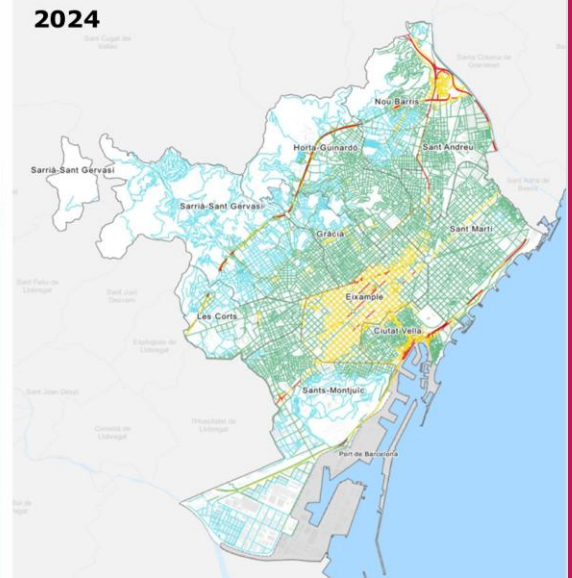
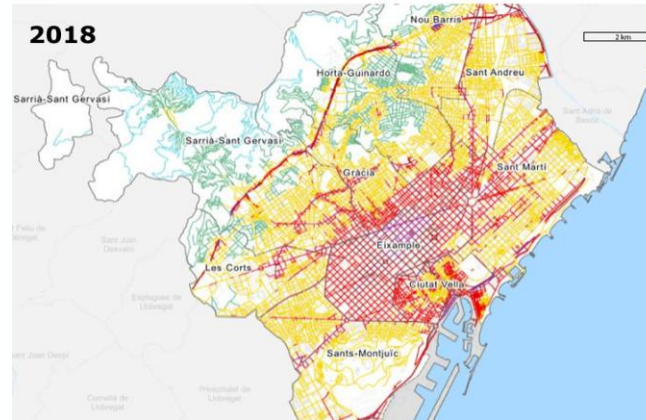
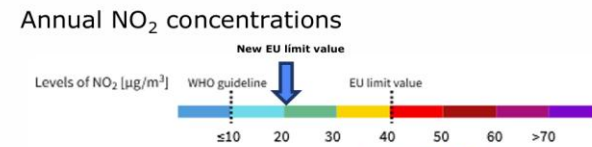
- No_x currently, $\text{PM}_{2.5}$ and PM_{10} new AAQD
- AQPs regional agency
- Measurements regional agency
- City of Milano own voluntary AQP combined with climate. Focus on local issues
- Local AQPs and sensors to check measures. Measurements at sensitive sites (schools)



Data and pictures from Silvia Moroni, Milan

Air quality plans (AQPs) in European cities - Barcelona

- No_x currently, PM_{2.5} and PM₁₀ with new AAQD. Sahara dust!
- AQPs city council based on regional AQP, Metropolitan area some aspects of mobility
- Measurements Barcelona Public Health Authority (ASPB) and regional government, maintenance and data hub ASPB
- Currently all actors politically aligned but not always the case. Air quality summits for coordination of many players
- Some experience with sensors



Air quality plans (AQPs) in European cities - overview

- Full responsibility - additional plans - voluntary plans
- Using full range - models, accredited measurement network, sensors
- Involved in sensor projects (e.g. Ghent, Bruges, Antwerp)
- Challenges with new limit values <-> cities welcome new limit values

Eurocities position towards sensors – definitions

- **Passive samplers**
(e.g. absorption pipes NO_x, Glue surface PM)
- **Very low-cost sensors**
($< 1\,000\text{ €}$)
- **Low-cost sensors**
($1\,000\text{ €} < \text{Price} < 5\,000\text{ €}$)
- **Mid-cost/near reference sensors (NR)**
($> 5\,000\text{ €} (< 15\,000\text{ €})$)
- **Fully accredited sensors**
($> 20\,000\text{ €}$)

Sensor classes: CEN/TS 17660-1:2021 & 2:2024

Sensor class 1/ indicative measurements AAQD
Sensor class 2 /objective estimation AAQD
Sensor class 3

Fixed measurements (AAQD)

Eurocities position towards sensors – experiences

- Varying degree of success
 - + Stockholm (CO), Netherlands (Curieue Neuzen), Milan (NR gasses/PM_x),
 - o Oslo (CitiObs more4nature, PM_{2.5}), Ghent/Antwerp (LIFE City TRAQ, NO_x)
 - Oslo (iFLINK/URBANITY, NO_x/PM₁₀), Milan (PM_x/NO_x)

Eurocities position towards sensors - costs

- Cost sensor
- Cost deployment
- Cost maintenance
- Cost data QA/QC



Eurocities position towards sensors

- Problems data quality and reliability
- Full support CEN/TS 17660
 - Bad sensors must be marked clearly
 - Data quality well defined
 - Fit for purpose analysis
- Spatial representativeness of measurement stations



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