

## 8 Air Quality Comparison between Cyprus and European Cities

### 8.1 NO<sub>2</sub> Comparison

To assess the air quality in Cyprus in this chapter the determined concentration values shall be compared with values of other European cities. Figure 8.1 represents the NO<sub>2</sub> comparison between Cyprus and different cities of Europe. It can be seen that NO<sub>2</sub> at high traffic sites in Cyprus is not lower than in large European cities.

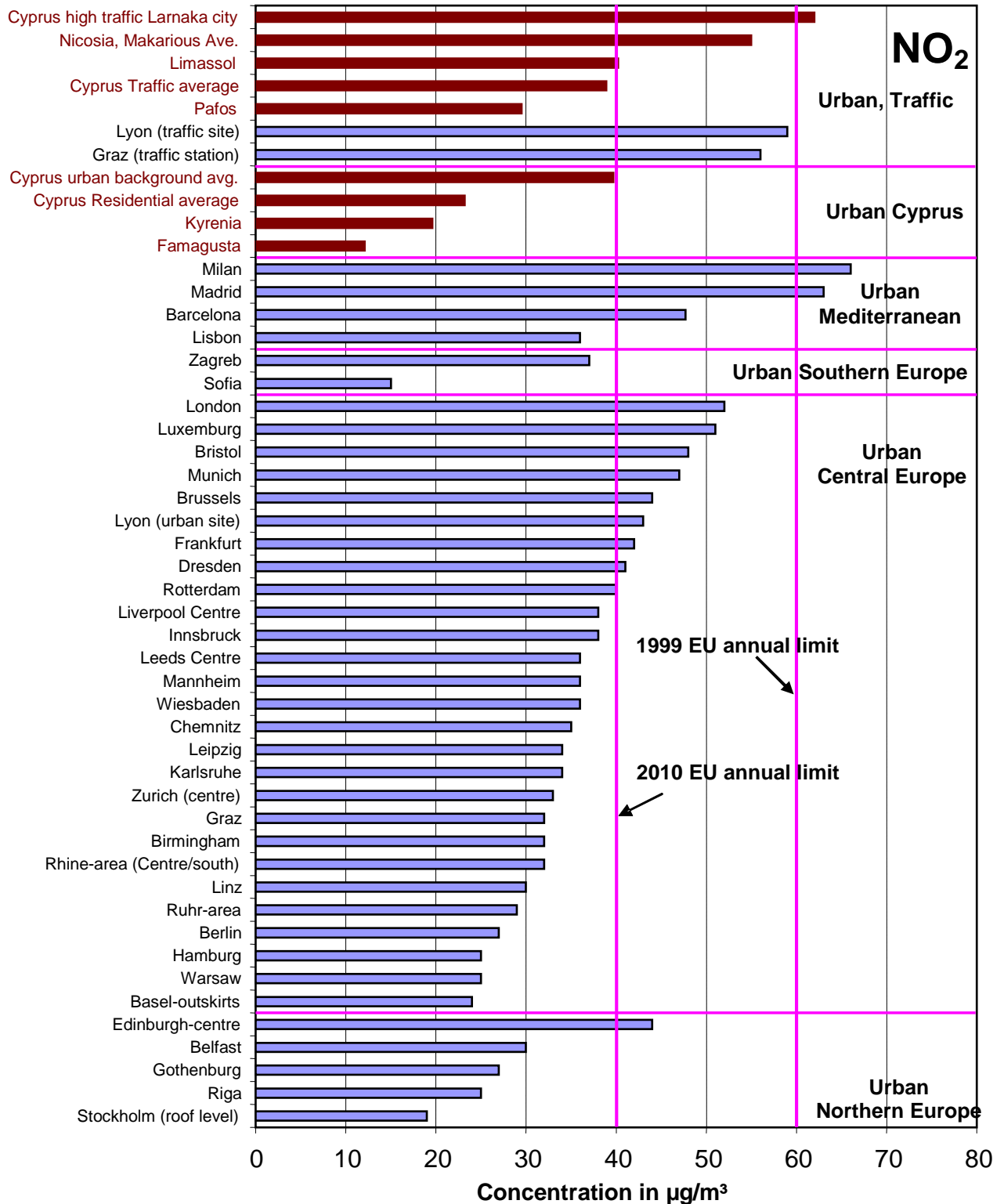


Figure 8.1. Comparison for NO<sub>2</sub> (Annual mean values: Cyprus, 2002/2003; European cities, 2001)

## 8.2 SO<sub>2</sub> Comparison

In Figure 8.2 the SO<sub>2</sub> concentrations in Cyprus are compared with those of other European cities. The SO<sub>2</sub> values are almost low in Cyprus and in most of the European cities. Only at high traffic sites SO<sub>2</sub> is increased due to sulphur content of Diesel and heating oil which could be further reduced.

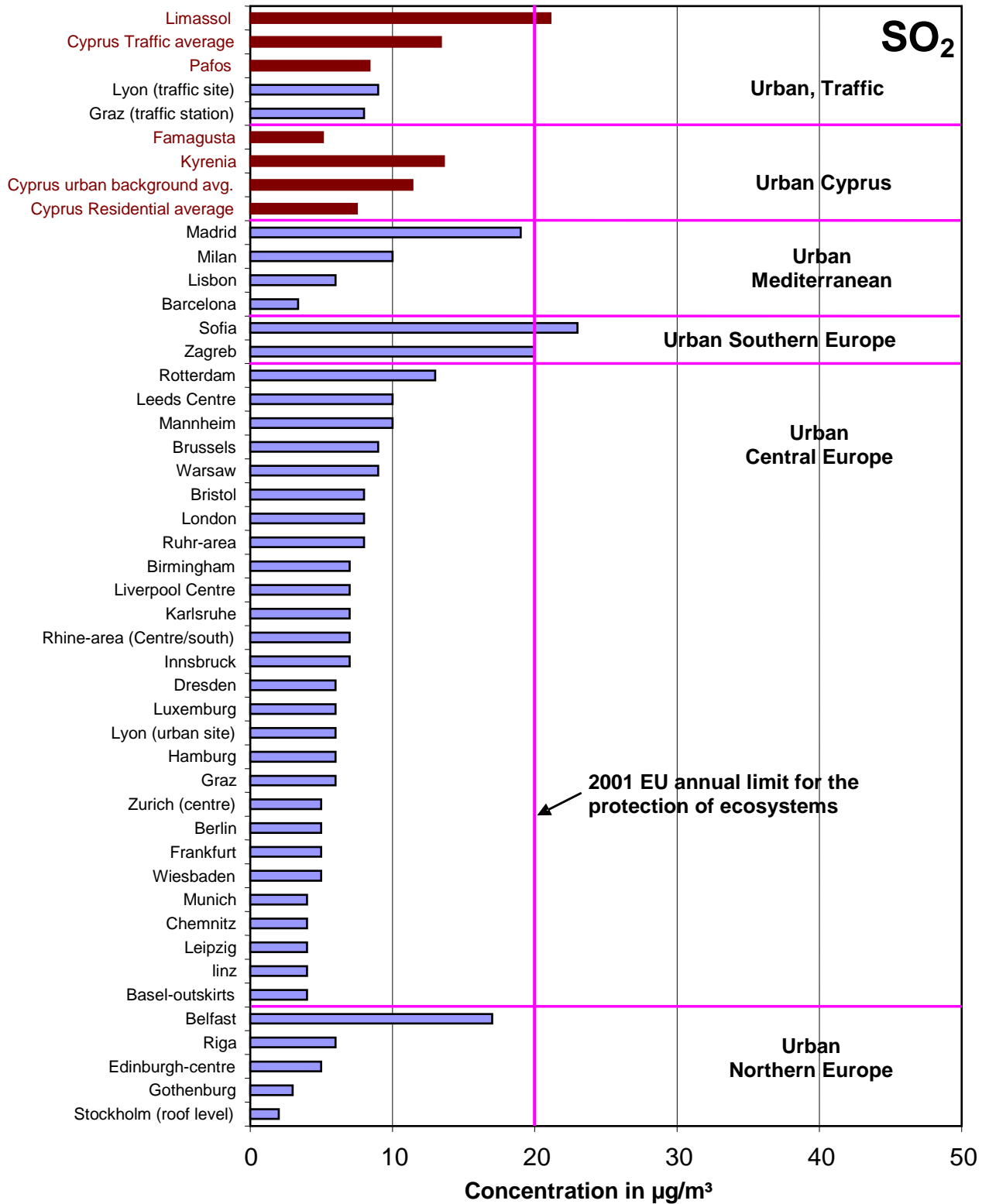


Figure 8.2. Comparison for SO<sub>2</sub> (Annual mean values: Cyprus, 2002/2003; European cities, 2001)

### 8.3 Benzene (C<sub>6</sub>H<sub>6</sub>) Comparison

Figure 8.3 represents Benzene concentration comparison between Cyprus, Germany and other European cities air quality. Benzene concentrations are high in high traffic areas. But, it can be seen that e.g. in Germany a consequent implementation of catalytists in cars and the reduction of benzene content in fuels lead to a distinct reduction of benzene concentrations at the same sites between 1993/94 to 2001/02.

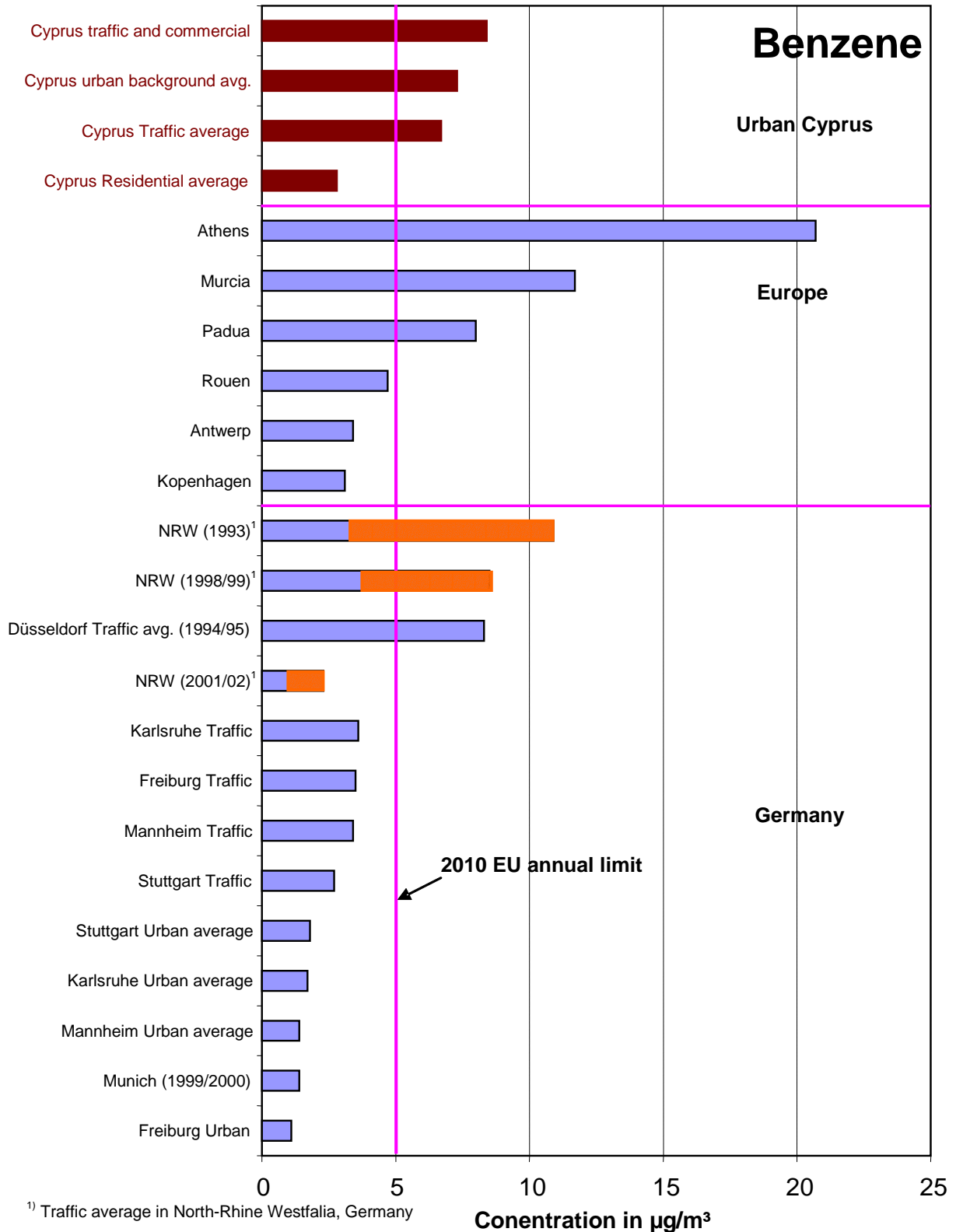


Figure 8.3. Comparison for C<sub>6</sub>H<sub>6</sub> (Annual mean values: Cyprus, 2002/2003; European cities, 1999)

### 8.4 PM<sub>10</sub> Comparison

Figure 8.4 represents PM<sub>10</sub> comparison between Cyprus and different cities of Europe.

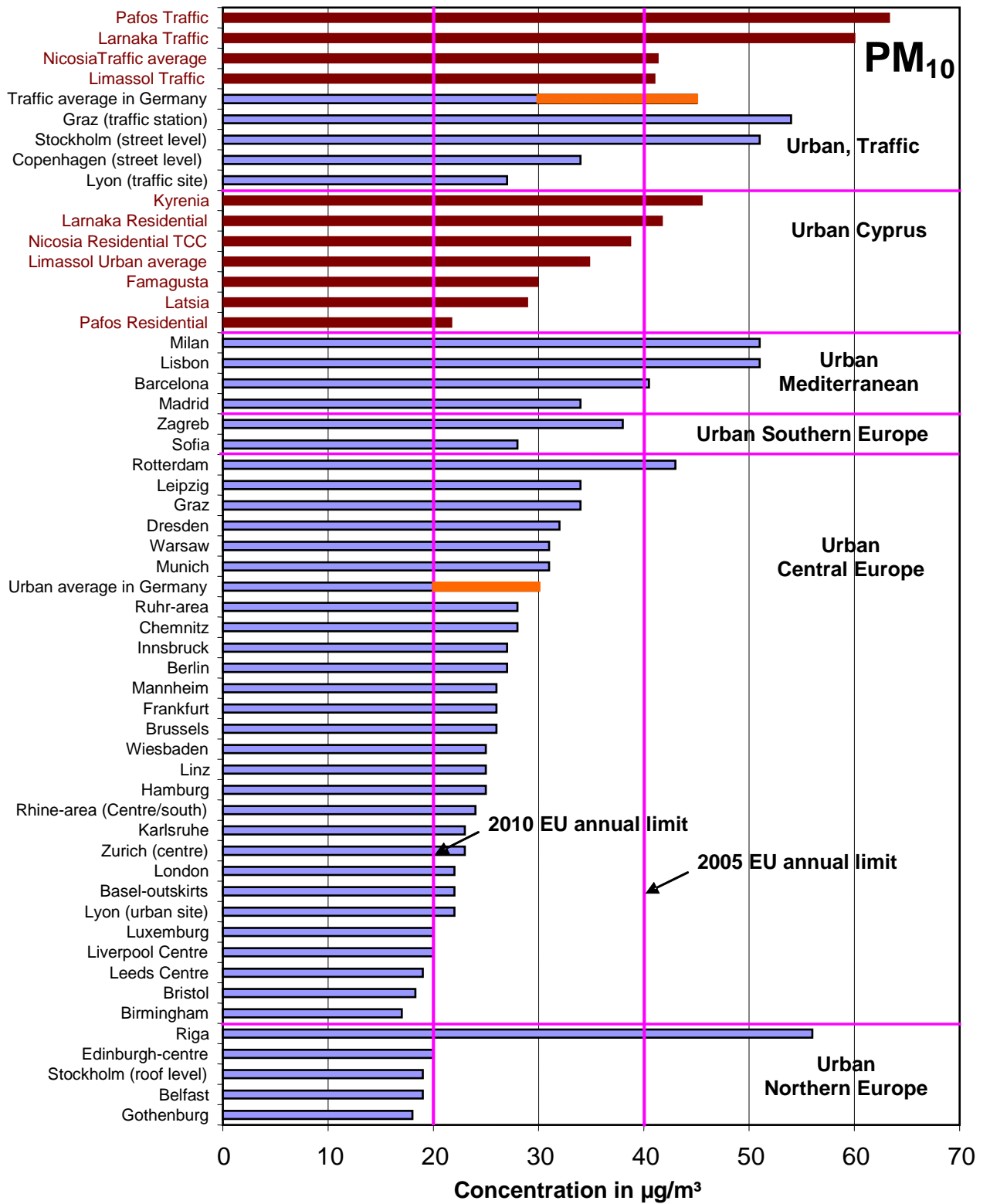


Figure 8.4. Comparison for PM<sub>10</sub> (Annual mean values: Cyprus, 2002/2003; European cities, 2001)

It can be seen that the PM<sub>10</sub> concentrations in Cyprus are relatively high compared to the values in other European cities. This is due to the natural dust because of the dry climate on the one hand. But on the other hand at traffic sites high anthropogenic PM<sub>10</sub> concentrations occur which have a reduction potential.

## 8.5 References

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