# Biomonitoring of atmospheric CO, and NO, using carbon and nitrogen isotopes as proxy parameters. Part II: The Cologne Conurbation

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Introduction	Conclusion
Industry, power plants, domestic heating and vehicular traffic emit significant amounts of gaseous air pollutants, that may be taken up by vegetation.	<ul> <li>biomonitoring of atmospheric quality using proxy parameters in conurbations is feasible</li> </ul>
Although climate, nutrition and physiology dominate the isotopic signature of needles, air pollution leaves a detectable trace in needle isotopes (Gebauer and Schulze, 1991, Gebauer et al., 1994, Jung et al., 1997, Ammann et al., 1999).	<ul> <li>basic physiogeographic parameters (topography, climate, soil) do not control distribution of environmental proxies ( <sup>15</sup>N, <sup>13</sup>C)</li> <li>data accessibility is improved by storage in a GIS-database</li> </ul>
EU Daughter Directive (1999/30/EG) imposes the need on municipal governments to monitor and control air quality. Budget restrictions prevent installation of sufficient numbers of active monitoring stations. Passive biomonitoring allows acquisition of a time- integrated and spatially well resolved air quality dataset.	<ul> <li>gaseous pollutant loads can be assessed by needle isotopic signature</li> <li>particulate pollutant load is reflected by magnetic parameters</li> <li>bulk isotopic and magnetic properties can be obtained at very high spatial (and temporal) resolution to serve as screening parameters for further</li> </ul>
This biomonitoring study conducted in a heavily populated and industrialised region	investigations

SOUPLE PICKES TO TAC<sub>x</sub> and CC<sub>x</sub> loads picture many reflect industrial critission,

reflects particulate traffic emissions whereas

## Cologne City - variability of atmospheric pollution proxies measured on pine needles (macro scale)



Kilom	eters		
sampling location	mineral extraction sites	agriculture with significant areas of natural	vege
ighway highway	dump sites	broad-leaved forest	
road	construction sites	coniferous forest	
—⊢ railway	green urban areas	mixed forest	
continous urban fabric	sport and leisure facilities	s 📃 natural grasslands	
discontinous urban fabric	non-irrigated arable land	moors and heathland	
industrial or commercial units	i ineyards	transitional woodland-shrub	
road and rail networks	fruit trees and berry plan	tations 🔲 beaches, dunes, sand	
port areas	pastures	inland marshes	
airports	complex cultivation patte	rns 📃 water courses	
		water bodies	

characteristic landuse: • prominent (petro-) chemical and car manufacturing industry in the north high traffic volume in the inner city

sampling locations: • 60 locations covering entire city area stations fully reflect the heterogenous emission background

magnetic suscepti-



- geology / hydrology: • Cologne is situated in the Rhine valley  $\Rightarrow$ fluviatile deposits with high groundwater permeability
- soil properties: low variation in soil type and soil humidity
- consequences: • no influence of subsurface on isotopic composition of pine needles

<sup>13</sup><u>C - a proxy for CO</u>,



#### topography:

- the dominant morphological feature is the elevation gain of the middle Rhine terrace (30 m step)
- the NNW strike of the Rhine Valley controls wind direction and pollutant transport
- consequences: • no influence of topography and wind regime on isotopic composition of pine needles







 a hotspot with heavy <sup>15</sup>N-values occurs in the E-sector, partially overlapping with the <sup>13</sup>C maximum Industrial pollution • a subordinate maximum occurs in the inner city region ➡ traffic pollution • agricultural influence on <sup>15</sup>N-values is not detectable • microscale variability, see below

#### Proxy variability (micro scale)



### Isotopic proxies for nearground CO<sub>2</sub>, NO<sub>2</sub> and O<sub>3</sub>



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 $r^2 = 0.7$ 

60

 $r^2 = 0.6$ 

36

40

Environment, 38.

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Minor roads Urban / Suburban parks

Differentiation according to land use and traffic volume for gaseous pollutants ( $^{13}C$ ,  $^{15}N$ ) and fine magnetic particles () indicates higher particle emissions along railways and roads. The latter show a high variability with peak values due to local exposure.

Susceptibility / particle load in parks, near railway and the airport indicate low deviation from median values (black bars) due to increased distances to point emissions and high degree of air mixing.

The trend to generally lighter  ${}^{13}C$  and  ${}^{15}N$  values in suburbs and parks reflects a **urban-rural gradient** due to the urban dome effect.