

Figure 1. NO<sub>2</sub> Annual mean compliance assessment (Amann et al. 2013).

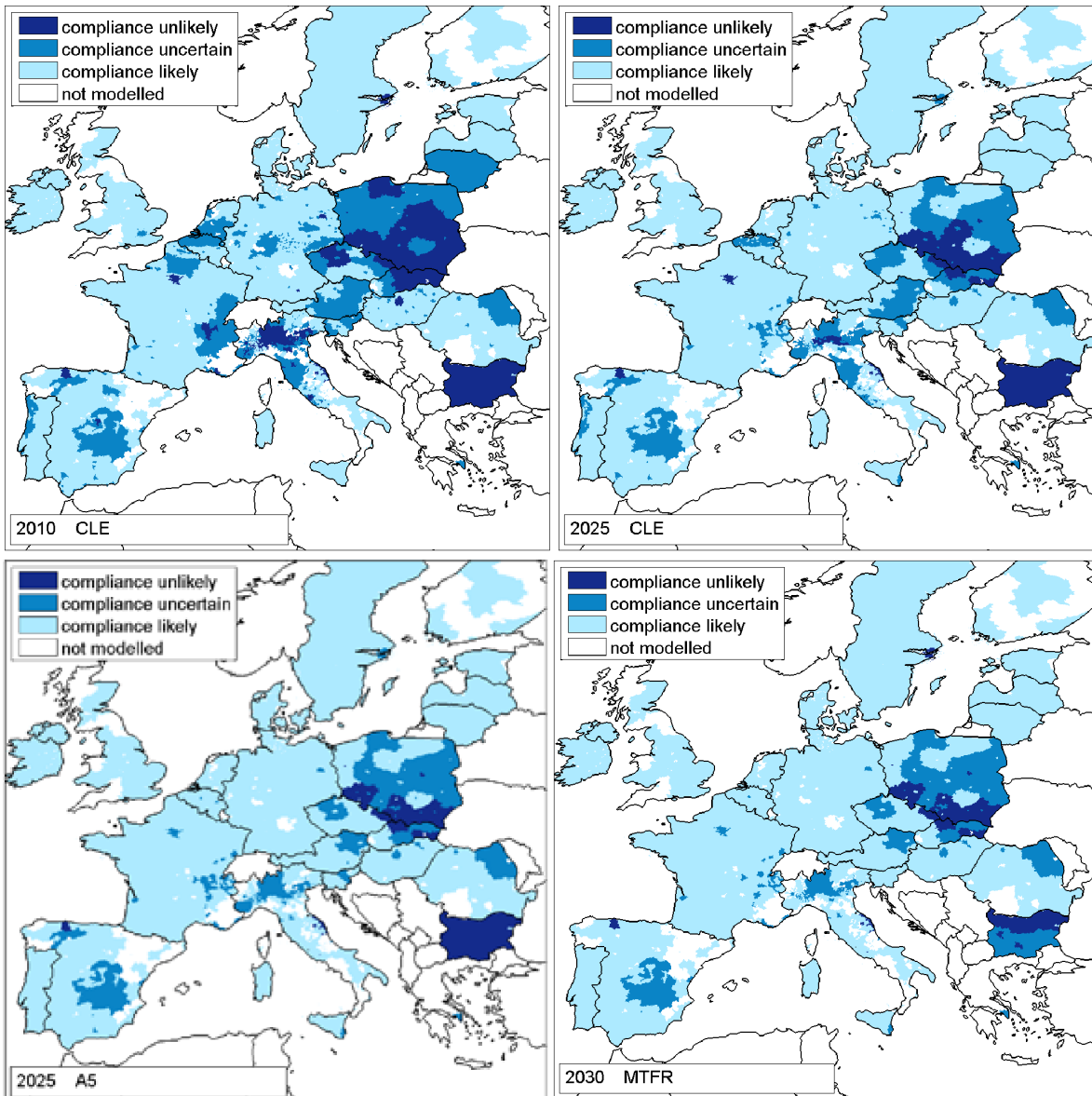
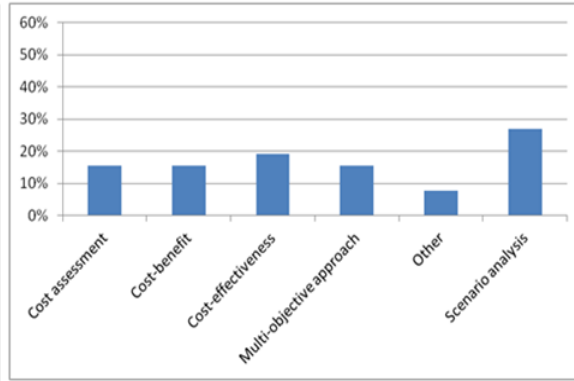
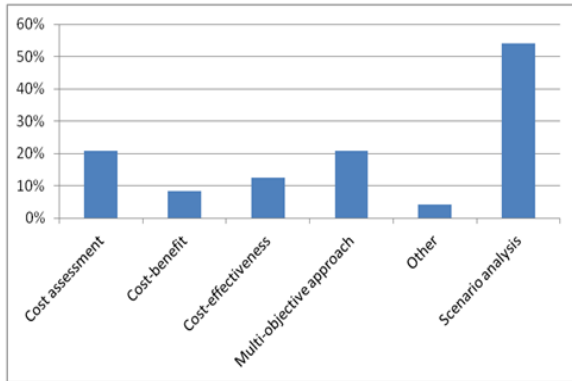
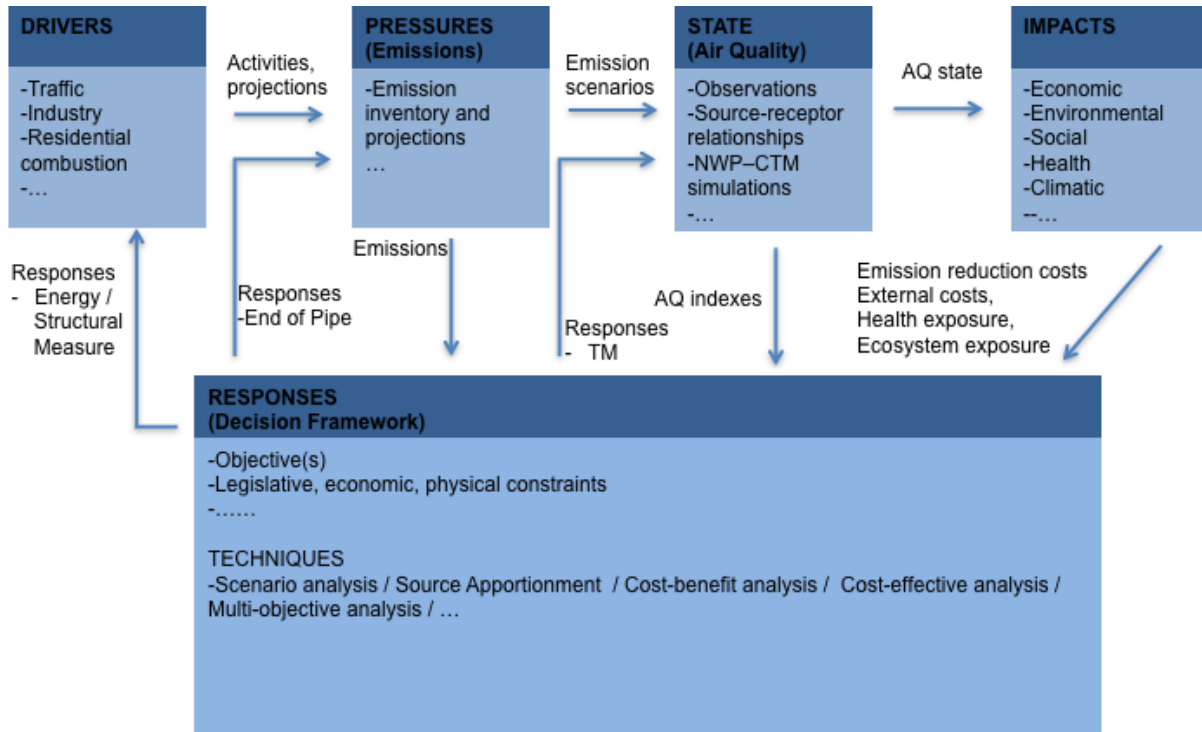


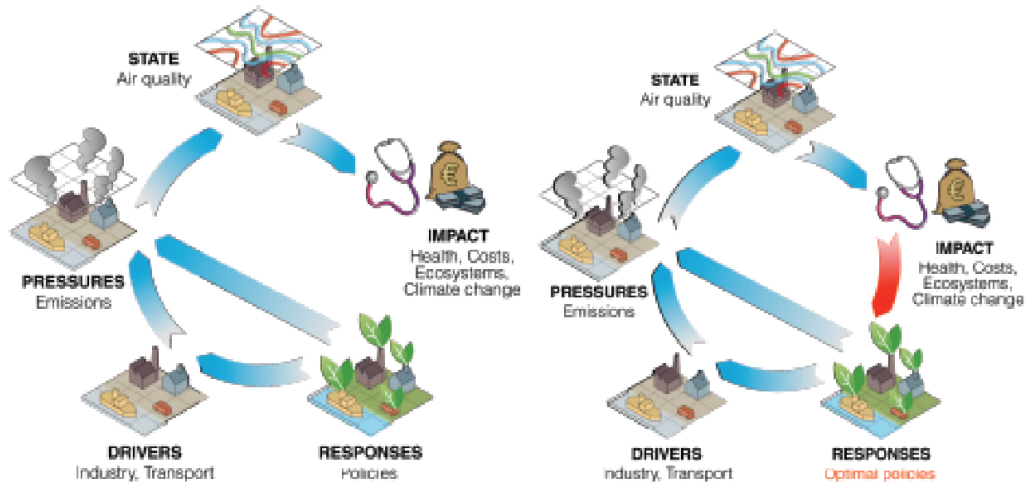
Figure 2. PM10 compliance assessment (Amann et al. 2013).



**Figure 3: IA methodologies used by MS in the scope of air quality plans (left) and by research projects (right).**



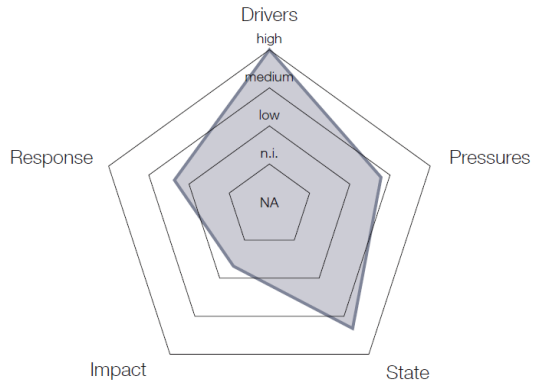
**Figure 4: the DPSIR scheme adapted to IAM at regional/local scale.**



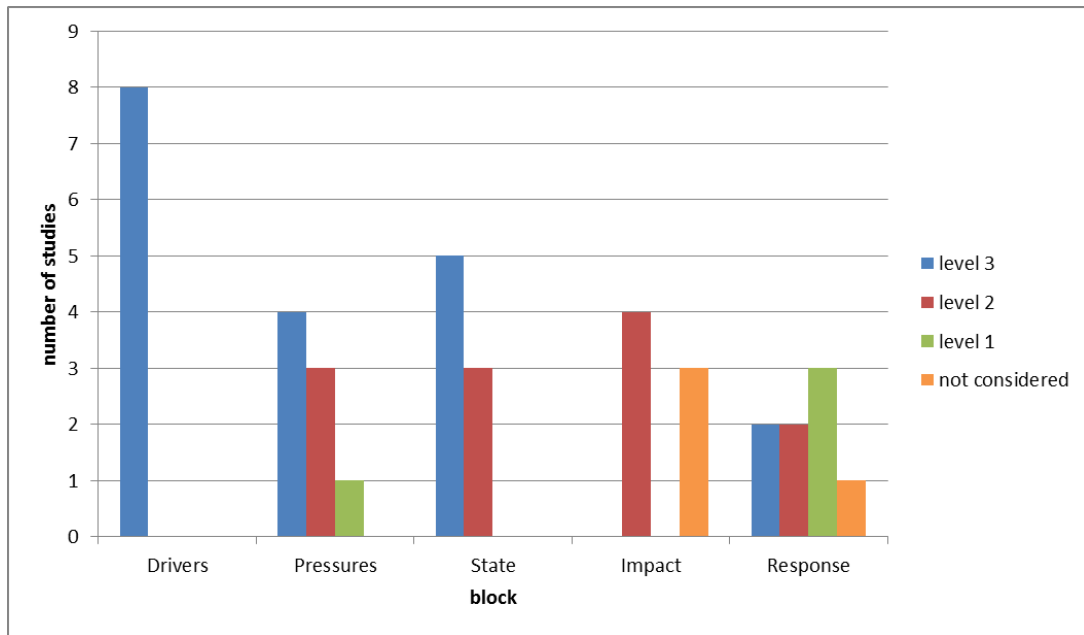
(a) Scenario analysis

(b) Optimization approach

Figure 5: the DPSIR scheme adapted to IAM at regional/local scale. The red arrow in the Figure represents the “feedback on cost-effectiveness”, provided by the optimization approach.



**Figure 6: A radar graph representing the average complexity level of AQ plans.**

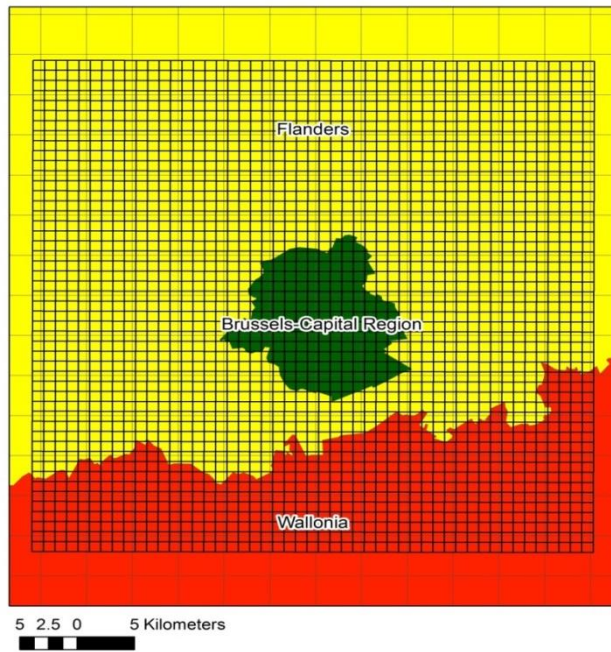


**Figure 7: Summary of complexity levels for the eight studies considered.**



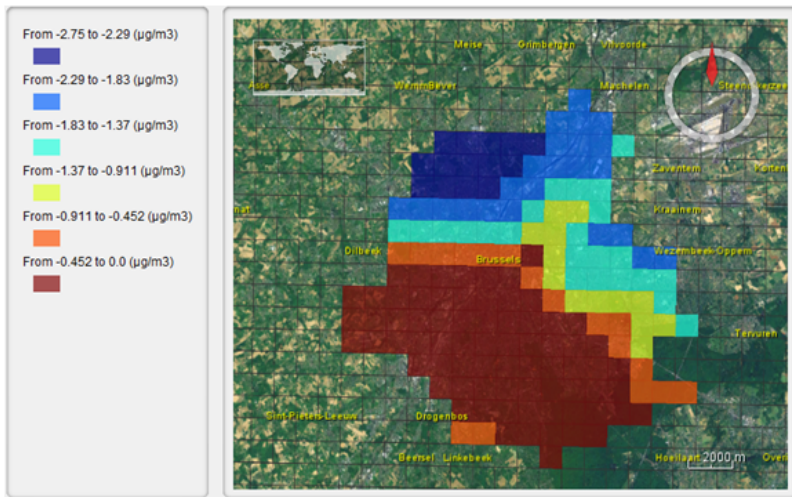
**Figure 8: Location of the BCR (red zone) in Belgium.**



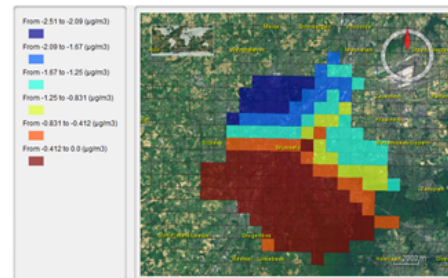


**Figure 9: Model grid used for the CTM calculations.**

ALL (- 2.75  $\mu\text{g}/\text{m}^3$ )



Traffic (-2.51  $\mu\text{g}/\text{m}^3$ )



Heating (-0.31  $\mu\text{g}/\text{m}^3$ )

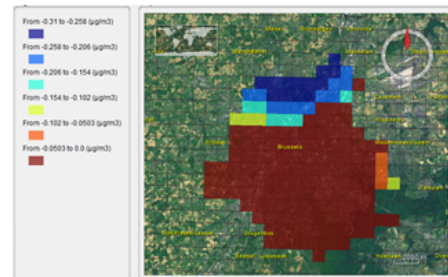
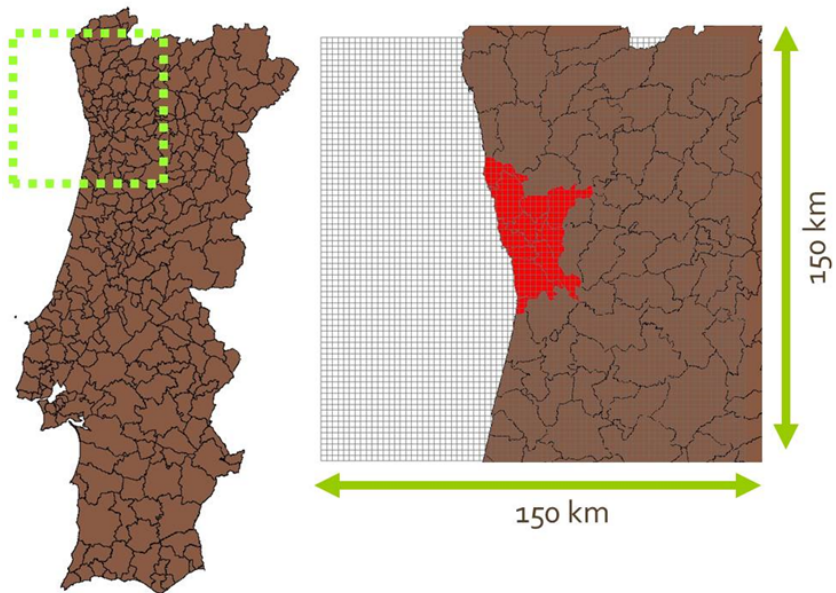
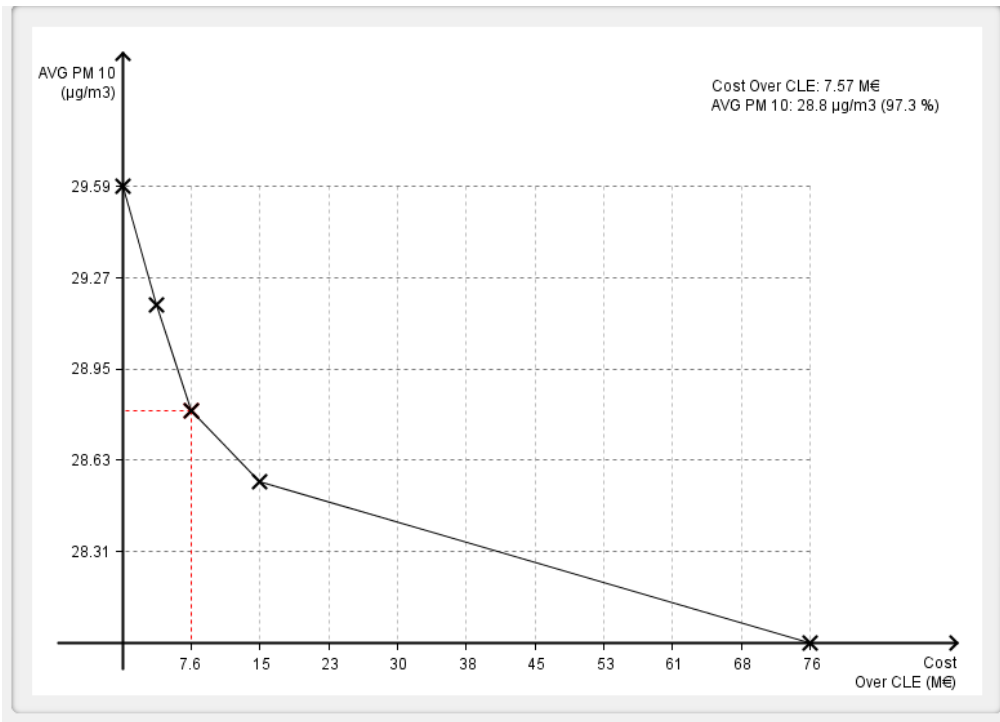


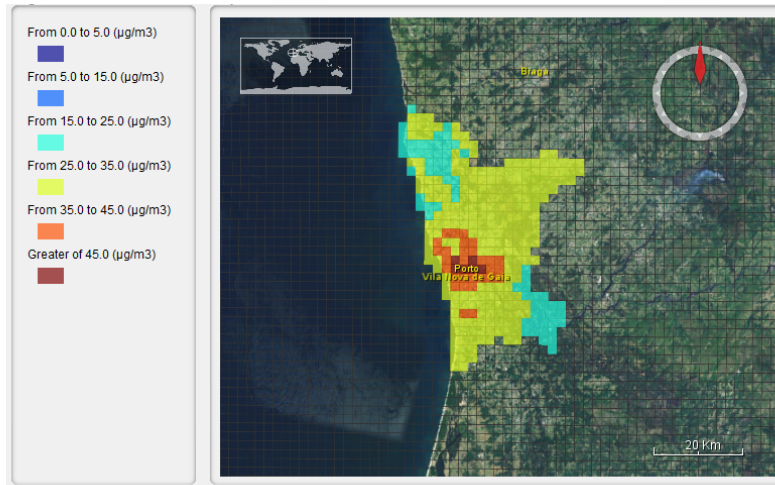
Figure 10: Yearly average  $\text{NO}_2$  concentration changes ( $\mu\text{g}/\text{m}^3$ ) for all traffic and all non-industrial heating measures as well as for the combination of these two in 2020 compared to the reference (CLE 2020). The number in parentheses is the maximum concentration change.



**Figure 11: Location of the Great Porto Area in Portugal and in the Northern Region of Portugal.**



**Figure 12: Pareto curve for the optimization of PM10 yearly mean concentration.**



**Figure 13: Mean PM10 concentration resulting from RIAT+ application (point C of the Pareto curve).**