

## 5. Conclusions and recommendations

- One of the main tasks of the PTL/AQ was to establish air-quality-related technical links and contacts with the Phare countries through NFPs and NRCs. The successful development of these contacts promoted through country visits was a prerequisite for providing information on network stations and air quality data collection. This major mission of the PTL/AQ was completed and the respective infrastructure has been established in the majority of the Phare countries. With the exception of some countries which identified technical obstacles, the PTL/AQ succeeded in collecting information on stations and air quality data from most of the Phare countries. These data have been input into the European air quality database — Airbase.
- Monitoring of both air quality and emissions has progressed considerably in most of the Phare countries during the last years. However, improvements in harmonisation and evaluation of these data are still required. The important issue of their interconnection to exposure and health effects is still at an unsatisfactory level.
- The measured concentrations of main pollutants give a good overview of the air quality situation but the picture is far from complete. Pollutants such as PM<sub>10</sub>, PM<sub>2.5</sub> and VOCs including carcinogenic benzene and the polycyclic aromatic hydrocarbons (PAHs) for which EU limit or guide values are in preparation may exceed WHO guidelines and EU air quality objectives. Monitoring of such pollutants needs to be increased in the Phare countries.
- Further development of Euroairnet is needed, particularly an increase in monitoring sites in rural areas and incorporation of other compounds. To improve the assessment of material and ecosystem impacts chemical compounds in precipitation and meteorological parameters need to be included. The need for the selection of monitoring stations in industrial areas should also be re-evaluated.
- Further information on QA/QC procedures needs to be collected to ensure that data will at least satisfy Euroairnet data quality objectives.
- In general, although air quality in the Phare region has improved in recent decades, air pollution still represents one of the major environmental issues that authorities at all levels have to cope with. In contrast to the decreasing SO<sub>2</sub>, Pb and PM ambient concentrations pollutants associated with road transport such as NO<sub>x</sub>, CO, VOC and, indirectly, O<sub>3</sub> have increased during the last decades.
- The aim of future activities will be to further develop the information infrastructure in the Phare countries to collect information on network stations and air quality data to produce more extensive pan-European assessment reports.