

Hello everyone, I'm Ahmed Gueye, and it's a real honor for me to present our paper titled [Identification of PM2.5 Hotspots in Dakar: An Innovative IoT and Mapping-Based Approach for Effective Air Quality Management].

During this presentation, we will follow a well-defined structure:

we will start with an introduction and then address the issues related to our measurement campaign.

Next, we will delve into the device we've developed for this study.

Following that, we will present the essential aspects of our measurement campaign, and finally, we will conclude by presenting our results and engaging in the ensuing discussion.

Air pollution and climate change are the two primary environmental risks to human health. Exposure to air pollution increases health risks, especially for individuals with chronic diseases, the elderly, pregnant women and children. According to the World Health Organization (WHO), approximately 7 million premature deaths occur each year due to the effects of air pollution, making it an equally significant public health concern as other major risk factors such as poor diet and smoking.

In West Africa, air pollution has become an emerging issue due to the expansion of urban areas, population growth, industrial activities, and traffic.

initial air quality measurements conducted in cities such as Dakar, Senegal, have indicated exposure exceeding the thresholds recommended by WHO, particularly concerning particulate matter (PM). However, these fixed and punctual measurements do not provide a comprehensive spatial coverage of the main sources of pollutants, especially anthropogenic ones.

The main objective of this study was to conduct an extensive measurement campaign in Dakar to accurately assess the pollution levels and identify the main emission sources of the city, commonly known as "hotspots".

The results obtained will enable policymakers to implement policies aimed at improving air quality in the region, such as the installation of fixed sensors around these hotspots.

Indeed, IoT provides the opportunity to quickly deploy semi-industrial measurement stations composed of cost-effective sensors.

We have designed a mobile station equipped with a GPS that measures real-time concentrations of fine particles (PM2.5), along with other parameters such as temperature and relative humidity.

STUDY CHALLENGES

Several challenges need to be overcome for the successful implementation of an efficient station. The first major challenge is related to the design of the measurement station and determining the optimal measurement frequency (time step).

Furthermore, it is necessary to retrieve the geographical coordinates (latitude and longitude) of each measurement point.

Firstly, the choice of sensor is crucial. It is necessary to choose a sensor specifically designed to measure particles matter and suitable for their specific size.

Furthermore, the measurement temporal frequency must be carefully determined, particularly due to the rapid diurnal variability of fine particulate matter.

Another constraint related to our study was the careful planning of the measurement itineraries during the campaign. Indeed, pollution levels vary depending on pollution sources, urbanization, weather conditions, and geographical characteristics.

DESIGN OF THE MOBILE STATION

We have designed and proposed a mobile measurement station for monitoring air pollution. This station allows for the measurement of atmospheric particulate concentration, PM_{2.5}, through the pollution sensor, as well as temperature and relative humidity using the DHT22 sensor. It also incorporates a GPS module for obtaining geolocation data. The data collected by the microcontroller are transmitted to the server in real-time over the internet via Wi-Fi.

To conduct measurements while mobile, the station can be installed on the roof of a car.

MEASUREMENT CAMPAIGN

As part of this study, we conducted a measurement campaign with the sensor installed on a vehicle for a period of nearly two months in the Dakar region. Specifically, 30 distinct itineraries were pre-established to ensure optimal coverage of the region. They were selected to traverse areas with significant and varied pollution sources, such as:

- the routes with heavy vehicular traffic;
- industrial areas;
- areas with household waste incineration facilities.

These 30 routes (itineraries) are represented in the figure. The total distance covered is 2668 km. Each day, the car must follow the pre-defined route between 9 a.m. and 7 p.m. These measurements are conducted every day of the week except Sundays.

RESULTS AND DISCUSSION

Spatial distribution of PM_{2.5}.

Based on the 30 itineraries carried out during the measurement campaign, we are performing a spatial distribution of PM_{2.5} throughout the Dakar region. The ordinary Kriging method was used as an interpolation tool to obtain complete spatial coverage of the region. However, it is increasingly being used as a spatial interpolation technique in the domain of air quality and atmospheric sciences.

The figure represents the spatial distribution of fine particles (PM_{2.5}) in Dakar region during the measurement campaign. The results reveal an inhomogeneous spatial distribution, with certain parts of the region being significantly more polluted than others. This map also serves to highlight the main

hotspots in the region in terms of PM_{2.5}. In fact, five hotspots have been clearly identified, numbered from 1 to 5.

These results are in line with the types of anthropogenic pollution observed (activities) in Dakar:

- Zone 1 corresponds to the downtown of Dakar. It encompasses a significant portion of the country's economic and industrial activities (such as the Port of Dakar) as well as traffic.
- item Zone 2 covers the highway and the national road, which are the two main routes connecting Dakar to its suburbs and the rest of the country.
- Zone 3 encompasses the greater suburbs of Dakar, including neighborhoods such as Keur Massar and Malika. This area also houses the municipal waste incineration center for the entire Dakar region.
- Zone 4 covers another part of the suburb located in Rufisque, where the SOCOCIM INDUSTRIES cement plant has been installed since 1948.
- Zone 5 corresponds to the new Dakar bypass road (VDN) that runs along the sea. This road is increasingly used to connect Dakar and its eastern suburbs.

Temporal distribution of PM_{2.5}.

In order to study the temporal variability (diurnal cycle) of PM_{2.5}, we focused on the municipalities housing the hotspots where our vehicle repeatedly traversed at different times during the measurement campaign. Figures a represent the average variation of PM_{2.5} concentration throughout the day for zones 1 which correspond to the municipalities of Dakar-Plateau-Medina-Colobane, respectively. It represents figure (a) the map of municipalities covering the hotspot, and on the figure (b) the temporal distribution of PM_{2.5} in that area.

The results confirm that zone 1 figure (a) is the most polluted area in the Dakar region in terms of anthropogenic PM_{2.5}. Indeed, Figure (b) highlights very high concentrations during rush hours, corresponding to traffic and activity peaks, between 11 a.m. and 2 p.m. Automobile traffic, economic activities, and industrial operations in the city are very dense during these hours.

Unlike the downtown, zone 4 corresponding to the municipalities of Rufisque-Bargny also exhibits pollution levels that remain relatively high throughout the day (Figures c and d). This is attributed to the continuous operation of the cement plant.

In summary, this study demonstrates that there are two types of anthropogenic PM_{2.5} pollution sources in Dakar region. There are sources that produce very high quantities of fine particles during a specific period of the day, and others that produce relatively high quantities continuously.

CONCLUSION

This paper has presented the design of a mobile air quality monitoring station based on the Internet of Things (IoT) for detecting areas with high concentrations of fine particles (PM_{2.5}) in the Dakar region.

Through an intensive measurement campaign conducted with the designed sensors installed in a car, five hotspots were clearly identified, representing the primary anthropogenic sources of PM_{2.5} in the Dakar region.

These sources include road and port traffics, industrial activities (such as a cement factory), as well as the main public landfill in the Dakar region, where waste is incinerated. Using a geographic

information system (GIS) at the municipal level for data spatialization will allow for the future production of accurate information on air quality at a local scale