

Supplementary data for the article:

Vuković, G.; Aničić Urošević, M.; Škrivanj, S.; Milićević, T.; Dimitrijević, D.; Tomašević, M.; Popović, A. Moss Bag Biomonitoring of Airborne Toxic Element Decrease on a Small Scale: A Street Study in Belgrade, Serbia. *Sci. Total Environ.* **2016**, *542*, 394–403.  
<https://doi.org/10.1016/j.scitotenv.2015.10.091>

**Table 1.** Spearman's correlation coefficients between the element concentrations ( $\mu\text{g g}^{-1}$ ) in the *S.g.* moss samples and the traffic flows per vehicle category, and the total traffic flows (vehicles  $\text{h}^{-1}$ ); all correlations marked in bold are significant ( $p < 0.05$ ); LDV – light-duty vehicles, HDV – heavy-duty vehicles

	<i>Sphagnum girgensohnii</i>																
	Al	As	Ba	Ca	Cd	Co	Cr	Cu	Fe	Ni	Pb	Pt	Sb	Sn	Sr	V	Zn
Al	1.00																
As	<b>0.83</b>	1.00															
Ba	0.50	0.53	1.00														
Cd	0.62	0.56	0.49	0.74	1.00												
Co	0.68	0.62	0.69	0.71	0.69	1.00											
Cr	<b>0.82</b>	<b>0.94</b>	0.53	0.78	0.61	0.63	1.00										
Cu	0.65	<b>0.84</b>	0.54	0.60	0.55	0.60	<b>0.88</b>	1.00									
Fe	<b>0.81</b>	<b>0.95</b>	0.58	0.77	0.56	0.64	<b>0.97</b>	<b>0.87</b>	1.00								
Ni	0.76	0.79	0.54	0.74	0.63	0.69	<b>0.80</b>	0.77	0.77	1.00							
Pb	0.65	0.70	0.55	0.64	0.62	0.74	0.64	0.57	0.65	0.65	1.00						
Pt	0.69	0.69	0.44	0.60	0.46	0.45	0.68	0.53	0.75	0.54	0.55	1.00					
Sb	0.72	<b>0.89</b>	0.48	0.69	0.47	0.58	<b>0.94</b>	<b>0.83</b>	<b>0.94</b>	0.69	0.61	0.68	1.00				
Sn	0.71	0.69	0.48	0.57	0.64	0.48	0.78	0.68	0.75	0.55	0.48	0.59	0.67	1.00			
Sr	0.56	0.49	0.50	0.74	0.68	0.60	0.48	0.37	0.42	0.68	0.45	0.31	0.30	0.39	1.00		
V	<b>0.82</b>	<b>0.82</b>	0.49	0.66	0.58	0.55	<b>0.84</b>	0.74	<b>0.82</b>	<b>0.90</b>	0.60	0.64	0.70	0.69	0.59	1.00	
Zn	0.54	0.42	0.45	0.55	0.57	0.43	0.46	0.41	0.36	0.60	0.41	0.20	0.29	0.45	0.70	0.57	1.00
Car	0.49	0.57	0.46	0.46	0.36	0.48	<b>0.64</b>	<b>0.65</b>	<b>0.65</b>	0.32	0.39	0.47	<b>0.64</b>	0.55	0.25	0.35	0.11
Bus	0.49	0.57	0.31	0.44	0.21	0.47	0.58	0.45	<b>0.60</b>	0.44	0.40	0.48	<b>0.72</b>	0.24	0.17	0.41	0.03
Tram	0.40	0.36	0.16	0.22	0.11	0.16	0.30	0.24	0.31	0.26	0.19	0.24	0.33	0.14	0.11	0.22	0.01
Trolley	0.04	0.14	0.03	-0.03	0.24	0.19	0.17	0.47	0.18	0.13	0.09	0.03	0.10	0.23	-0.09	0.11	0.05
LDV	0.47	<b>0.61</b>	0.44	0.47	0.30	0.49	<b>0.64</b>	<b>0.62</b>	<b>0.64</b>	0.34	0.43	0.47	<b>0.65</b>	0.42	0.24	0.34	0.01
HDV	0.39	0.44	0.06	0.27	0.25	0.31	0.39	0.30	0.40	0.27	0.26	0.29	0.40	0.34	0.21	0.35	0.02
Motorcycle	0.36	0.49	0.54	0.50	0.50	0.47	0.56	0.55	0.57	0.30	0.42	0.38	0.54	0.61	0.28	0.35	0.22
Total traffic flow	0.50	0.59	0.46	0.48	0.36	0.49	<b>0.65</b>	<b>0.66</b>	<b>0.67</b>	0.33	0.40	0.48	<b>0.66</b>	0.56	0.26	0.36	0.11

**Table 2.** Spearman's correlation coefficients between the element concentrations ( $\mu\text{g g}^{-1}$ ) in the *H.c.* moss samples and the traffic flows per vehicle category, and the total traffic flows (vehicles  $\text{h}^{-1}$ ); all correlations marked in bold are significant ( $p < 0.05$ ); LDV – light-duty vehicles, HDV – heavy-duty vehicles

	<i>Hypnum cupressiforme</i>																
	Al	As	Ba	Ca	Cd	Co	Cr	Cu	Fe	Ni	Pb	Pt	Sb	Sn	Sr	V	Zn
Al	1.00																
As	<b>0.83</b>	1.00															
Ba	0.56	0.78	1.00														
Cd	0.30	0.41	0.43	0.27	1.00												
Co	0.72	<b>0.91</b>	<b>0.84</b>	0.69	0.49	1.00											
Cr	0.72	<b>0.85</b>	<b>0.88</b>	0.73	0.39	<b>0.90</b>	1.00										
Cu	0.49	0.70	<b>0.81</b>	0.62	0.44	0.76	<b>0.86</b>	1.00									
Fe	<b>0.84</b>	<b>0.91</b>	<b>0.82</b>	0.68	0.34	<b>0.90</b>	<b>0.94</b>	0.78	1.00								
Ni	0.57	0.71	0.69	0.48	0.52	0.72	0.62	0.60	0.63	1.00							
Pb	0.63	0.74	0.53	0.38	0.60	0.68	0.56	0.43	0.62	0.56	1.00						
Pt	0.21	0.33	0.28	0.23	0.00	0.26	0.24	0.31	0.30	0.21	0.28	1.00					
Sb	0.48	0.66	<b>0.83</b>	0.70	0.31	0.74	<b>0.89</b>	<b>0.80</b>	0.77	0.53	0.44	0.23	1.00				
Sn	0.75	0.65	0.67	0.41	0.26	0.58	0.74	0.62	0.71	0.46	0.43	0.10	0.66	1.00			
Sr	0.10	0.32	0.46	0.60	0.08	0.39	0.34	0.29	0.29	0.40	0.19	0.20	0.35	0.18	1.00		
V	0.76	0.76	0.73	0.56	0.46	0.74	0.81	0.75	<b>0.84</b>	0.73	0.54	0.14	0.65	0.69	0.26	1.00	
Zn	-0.05	0.08	0.33	0.12	0.33	0.17	0.11	0.17	0.06	0.16	0.20	0.05	0.07	0.08	0.20	0.06	1.00
Car	0.35	0.50	<b>0.64</b>	0.43	0.24	0.57	<b>0.66</b>	<b>0.70</b>	<b>0.61</b>	0.34	0.24	0.35	<b>0.70</b>	0.44	0.16	0.40	0.03
Bus	0.28	0.44	0.51	0.50	0.04	0.45	0.54	0.42	0.52	0.28	0.27	0.42	<b>0.70</b>	0.32	0.17	0.33	-0.15
Tram	0.10	0.07	0.25	0.04	0.02	0.21	0.19	0.17	0.27	0.04	-0.03	0.04	0.11	-0.07	-0.11	0.07	0.17
Trolley	0.01	0.12	0.10	0.14	0.25	0.15	0.14	0.52	0.10	0.19	0.02	0.12	0.12	0.17	0.07	0.24	-0.01
LDV	0.32	0.50	0.59	0.47	0.26	<b>0.60</b>	<b>0.64</b>	<b>0.65</b>	0.57	0.28	0.25	0.29	<b>0.66</b>	0.37	0.09	0.34	-0.08
HDV	0.18	0.27	0.23	0.41	-0.02	0.35	0.37	0.33	0.41	0.09	0.19	0.20	0.36	0.21	-0.07	0.19	-0.18
Motorcycle	0.26	0.36	0.60	0.37	0.39	0.44	<b>0.64</b>	<b>0.61</b>	0.49	0.39	0.25	0.22	<b>0.67</b>	0.45	0.26	0.46	0.19
Total traffic flow	0.36	0.51	0.65	0.44	0.25	0.58	<b>0.68</b>	<b>0.70</b>	<b>0.62</b>	0.34	0.25	0.35	<b>0.71</b>	0.45	0.16	0.41	0.03