

SECTION 9: CONTINGENCY PLAN

9.1 Contingency Implementation

The Section 175A maintenance plan requirements include contingency measures to promptly address any violation of the NAAQS that occurs. The contingency plan ensures that the contingency measures are adopted expeditiously once they are triggered.

The contingency plan for the ozone maintenance area is triggered upon monitoring a violation of the 8-hour ozone standard. A violation occurs when the design value for the area exceeds 0.084 ppm on one or more monitors in the network over the 3 year data collection period. Implementation of contingency measures will occur within 24 months of the triggering event.

Implementation of the contingency plan involves analysis of data to determine the cause of the violation. If, after this analysis is complete, the state determines that the violation was caused by events that can be controlled within the state's jurisdiction through regulatory actions, the state will determine the appropriate measures for implementation in the area and implement such measures within the 24 month period suggested by EPA guidance.

Determination of the appropriate contingency measure(s) for implementation will involve the following actions:

- Identification of potential sources for emission reductions;
- Identification/evaluation of prospective control measures;
- Initiation of stakeholder process; and
- Implementation of contingency measures through promulgation of appropriate control rules adhering to public notice and comment requirements.

9.2 Contingency Measures

Contingency measures to be considered for implementation will include, but will not be limited to extending the applicability of the state's NO_x control rule LAC 33:III.2202 to include the months of April and October each year. Currently, the provisions of Chapter 22 apply during the ozone season (May 1 to September 30) of each year. Reducing NO_x emissions during April and October will further reduce high ozone days in the Baton Rouge Ozone Maintenance Area. The state will also consider other measures deemed appropriate at the time as a result of advances in control technologies. These measures may include lowering of the NO_x emission factors of LAC 33:III.2205.D and/or requiring more stringent monitoring of elevated flares.

Other possibly contingency measures that may be considered include:

- Diesel retrofit/replacement initiatives
- Programs or incentives to decrease motor vehicle use
- Implementation of fuel programs, including incentives for alternative fuels
- Employer-based transportation management plans
- Anti-backsliding ordinances
- Programs to limit or restrict vehicle use in areas of high emissions concentration during periods of peak use.