

The fundamental question we need to ask is: How will the waste incinerator improve our lives on the Island of Portland?

- The people of Portland are being asked to become the tyre-fire for the South of England (indeed, the tyre-fire for many other parts of the world as well).
 - Nobody wants to live next to a tyre-fire.
 - Nobody wants to go on holiday next to a tyre-fire.
 - No animals or wildlife likes to live next to a tyre-fire.

For the people of Portland, the drawbacks far outweigh the benefits.

- Local roads will see a lot more traffic from the trucks bringing/removing waste to the site.
- Portland will be more polluted as a result of the waste incinerator – Even the most generous analyses of other incinerator projects admit that water and air pollution always increase.
- Yes, Portland Port will profit from the local energy generation. But – with the greatest of respect – Portland is an island – we have waves, wind and (compared to most other parts of the UK) sun in abundance. This is not the only solution to our

energy demands and we should not be misled into believing that this is the only solution for our energy demands.

- Other potential uses of the energy generated in the waste incinerator (for example from residual heat) will not be viable for the majority of the island because of the geography (nobody is going to build a district heating network on Portland).

Questions to be resolved:

Use:

- **Whose waste is being incinerated?**
 - Will local waste be incinerated? If so, what effect will this have on Community Charge (reduction?) *n.b. I don't know how local services are charged to the community in the UK.*
 - If non-local waste (defined here as "off-island") is to be incinerated, how will it be delivered to the site?
 - If by truck, how many trucks per day are planned?
 - Who will be responsible for the extra costs for road maintenance/repairs caused by wear from the waste-transport trucks?
 - Who will be responsible for the additional investment in local transport routes to avoid additional traffic issues (depending on no. of trucks)?
 - If by ship, who will be responsible for the necessary investments at Portland Port to accommodate the ships?
- **Where will the electricity go?**
 - Analyse electricity demand on Portland. Is the electricity needed locally?
 - Here it is important to separate the needs into different groups (commercial – such as Portland Port, residential).
 - If the only/majority use of the electricity will be off-island, this should be clearly noted for the public.
 - Analyse the resilience of the local power grid – ability of grid to receive and distribute electricity **on the island.**
- **Is there any conceivable utility for the produced heat beyond electricity generation?**
 - District heating seems highly unlikely due to Portland's geography and the massive investment needed to install district heating network.
 - Is there an additional commercial use for the heat?

Pollution:

- **What does the Environmental Impact Assessment say?**

- **What is the expected impact on air quality?**
- **What is the expected impact on water quality?**
 - Impact on water quality from additional ships (marine oil etc)
 - Impact on water quality from bottom ash/refuse/microplastics falling into the water during loading/unloading.
 - Impact on water quality from bottom ash/refuse/microplastics falling into the water after emission from the chimney.
 - Remember with all these points that answers such as “*hard to determine/hard to quantify/difficult to measure*” are unacceptable. Either they can give you a clear answer or you have to assume a detrimental impact.