Twitter Thread by Michael M. ■■■■■■■■■■



Michael M. ■■■■■■■■■■
@vivamjm

Whatever the analyses, I'll never understand the efforts, taxpayers money & substantial pain to come to make the disunited or broken apart UK, face so many more difficulties in trading with its neighbours; even within its own territory & to be so much poorer & less secure

with fewer rights for Brits in their own country & across the EU/EEA.
And that there is not a lot more official opposition/media attention & anger about it
.
Even more so when I read the following from 2010 by the "Taxpayers Alliance"

@CandidePeel @bakerstherald Thanks for bringing this to my attention when the MSM - for whatever reason - is so noticably reticent to expose these would be quickly evolving (sounds better/less sinister) "freeports"
https://t.co/RuevI183eE

> Fight it. Hard. Or you'll find yourself living in a totally deregulated 'zone' where the corruption and cronyism you see in government now will look like a toddlers fucking picnic! This is a brief glimpse of what will come:
> https://t.co/8ktTmElDmW
>
> — Louise Crossley \U0001f577\U0001f41f3.5% #NotMovingOn (@CandidePeel) December 28, 2020

From 2010
"As long as anyone can remember, Britain's old industrial heartlands have been a disaster area. Once they'd lost their traditional industries like steel and shipbuilding, something very bad happened to them - they seemed to lose the will to live.
And as we've blogged

many times (eg here), despite decades of political promises and billions of tax-funded support, they have never managed to leave the high dependency unit. For example, when last sighted - in 2007-08 at the height of the biggest economic boom the world has ever seen -

around 55% of the North East's GDP comprised government spending. It will be even higher post-Crash Now George Osborne has joined the long succession of politicos who want to do something. Among other things he wants to connect up our failing cities to a high speed rail network

and superfast broadband.
Sounds kind of sensible - if very expensive - but given the record, why should we believe that will be any more succesful than the motorways (and that famous White Elephant across the Humber) were back in the 60s and 70s? No, after more than

half a century of failure, it's time we started thinking much more radically.
One possiblity would be to *close the North*. This was pretty well what think-tank Policy Exchange suggested back in 2008 (see this blog). They advised we recognise reality, pull down the shutters on

basket cases like Liverpool, Hull, and Tyneside, and ship their populations down to the prosperous (pre-Crash) South. Needless to say, they were immediately condemned for urbanocide by all and sundry, including Mr Cameron. The good citizens of Guildford weren't too keen either

on account of needing to build 30,000 workers flats on Stoke Park.
Fortunately there is another more attractive option - one whose time has surely come.
Last week Policy Exchange hosted an interesting talk by the American economist Paul Romer:
Romer's proposal focuses on

helping the populations of developing countries through the establishment of brand new self-governing mega-cities located on the coast for easy access to the outside world and a ready supply of water. Like old-time Hong Kong and Singapore, these Charter Cities would be

dedicated to hard work and enterprise; tax and economic regulation would be minimal, with for example, no minimum wage and no social benefits. But crucially, the rule of law - both criminal and civil - would be paramount, and guaranteed by some strong third party from

the developed world outside (and if you're thinking that sounds awfully like the British Empire, so were we).
In truth, most of the audience seemed sceptical that this proposal could ever fly (for example, what's in it for the guarantors?). But what if

instead of establishing new Charter Cities on the coasts of developing countries we simply reconstituted some of our own dying coastal cities? Liverpool, Hull, and Tyneside would be good places to start. @angus_young61 @AnniHawk
Take Hull. Given its prime location facing Europe

we've long believed it has huge potential & yet it has failed dismally to exploit it. Suppose it became our own version of a Charter City - minimum wage and working hours regulations abolished, social benefits for working age citizens abolished (maybe a 5 year phased withdrawal)

central government economic and planning and regulations abolished, no more central government development assistance but a 10% flat rate income tax, 10% Corporation Tax rate, and no capital gains tax.
Public spending as a percentage of GDP would obviously fall sharply, and

those that depend on public spending would certainly feel the squeeze, although welfare recipients could be given the option of FUCK ME (my edit) **staying on benefit if they relocated outside the City** .But against that, Hull would attract

entrepreneurs and private investment

on an unprecedented scale - and with its easy European access, much of the inflow would come from overseas. There would soon be jobs for all. Yes, yes, of course. We can't do it because of the 53rd EU Directive on not doing stuff. And there's also the question of human rights.

And anyway, we might end up with all kinds of Coketown beastliness, and children being sent down the mines. And... well... anything might happen... it's impossible to predict.
Yes, yes, we know all that. But have you ever been to Hull?
Do you honestly think faster trains

and better broadband are the answer?
FULL BLOG https://t.co/Ub6cLnd595

EU membership obstacle gone; just the ECHR to take care of..
I'm very much a cynic but not much of a conspiracy theorist...
BUT it's puzzled hell out of me these last 4.5 years why not more been done to recognise the automatic mammoth changes needed for life outside the CU & SM

It's like an internal battle has been raging between those that did & those that also did, but wanted to have UK in this entirely hopeless position it *is* for what's coming.
The greater the chaos, upheaval & shortages (blamed on the EU/French/unready businesses et al of course)

the quicker the "justification" to a desperate jobs losing public that is proven to be all too willing (in enough numbers) to listen to the spin & lies...
this time for more quickly implementing the new UK "saviour" "freeports"

