



LCR Freeport Bid – Key Messages Summary

This briefing provides a summary of the City Region's key messaging in relation to its Freeport bid submission. The bidding prospectus is particularly lengthy and technical, therefore the below aims to provide CEX's with an overview of the proposition that is being presented to Government, rather than covering each individual question. For reference, Appendix 4 sets out the detailed bidding requirements and more can be provided on request.

The bid submission has been informed over the last two months through extensive engagement with private sector partners, port and logistics operators, and with the local authorities. This process has confirmed the City Region's appetite to jointly collaborate and invest in a Freeport and is demonstrated in the large number of letters of support received from private sector and academic partners.

The core opportunities presented by the LCR Freeport are to:

- Increase trade through the Port of Liverpool and other City Region gateways, improving efficiency of flows and driving employment growth.
- Develop a globally significant cluster of port, manufacturing, logistics and innovation activity.
- Be a central tool in attracting inward investment.
- Regenerate areas of deprivation and create sustainable job creation.
- Make a significant contribution in rebalancing UK freight and logistics.
- Improve links to national, regional and City Regional infrastructure assets.
- Support the enablement of national and local ambitions for Net Zero.

The LCR Freeport will be shaped to support the delivery of LCR's vision outlined in the Local Industrial Strategy and Economic Recovery Plan: for a globally competitive, environmentally responsible and socially inclusive City Region.

1. LCR Freeport Values

Underpinning the model will be a common set of values which will ensure the Freeport will promote low carbon opportunities as a central focus and support people and places - in doing so making a key contribution to our overarching inclusive economy ambitions.

- Collaboration on efforts to drive social mobility, equality, and inclusion.
- Continuous assessment of core skills requirements and a proactive collaborative approach with key skills providers.
- Consideration of activities in line with Fair Employment Charter / Real Living Wage.
- Effective promotion of job opportunities to all communities via local recruitment channels.
- Promotion of low carbon initiatives and helping deliver the Net Zero ambitions of LCR.

2. The LCR Freeport Proposition

Building on past experience

Liverpool City Region has a long history of developing and managing Freeports through the work of Peel Ports (Mersey Docks and Harbour Company) in the 1980's and 1990's. The former Freeport Director has supported the preparation of this proposal and coordinated engagement with local customs officials.

Low carbon multimodal infrastructure

Core to the future of decarbonising bulk and containerised goods is the ability to utilise all necessary modes of transport in the most efficient way possible. The Port of Liverpool, as the primary customs site, is the key conduit for trade into the City Region and beyond but sits connected to a range of multimodal sites throughout LCR which are rail, road and water connected. As an integrated multi-gateway, multi-modal infrastructure the City Region is positioned perfectly to create a new customs, investment and innovation platform with much of the most desirable infrastructure already in place.

Multimodal connectivity to major logistics sites in LCR and beyond (via the Manchester Ship Canal, road and future rail connectivity) supports a low carbon logistics approach and the efficient import and export of goods by road, rail and sea to global markets. Those businesses who rely on aviation for the time sensitive movement of goods have access to airside Freeport facilities at Liverpool John Lennon Airport.

Post Panamax globally connected freight terminal and network of rail terminal capacity

Liverpool, as a nationally significant, deep water, west facing port, is a natural location for a Freeport because of a renewed emphasis on global trade post-Brexit. The designated Freeport sites, which include a number existing rail terminals in Knowsley, Sefton, Halton and planned rail terminals in St Helens and Salford, are located within established and emerging areas of logistics and manufacturing capability and within populated parts of the City Region.

Ability to realise investment on well connected, strategic sites of scale

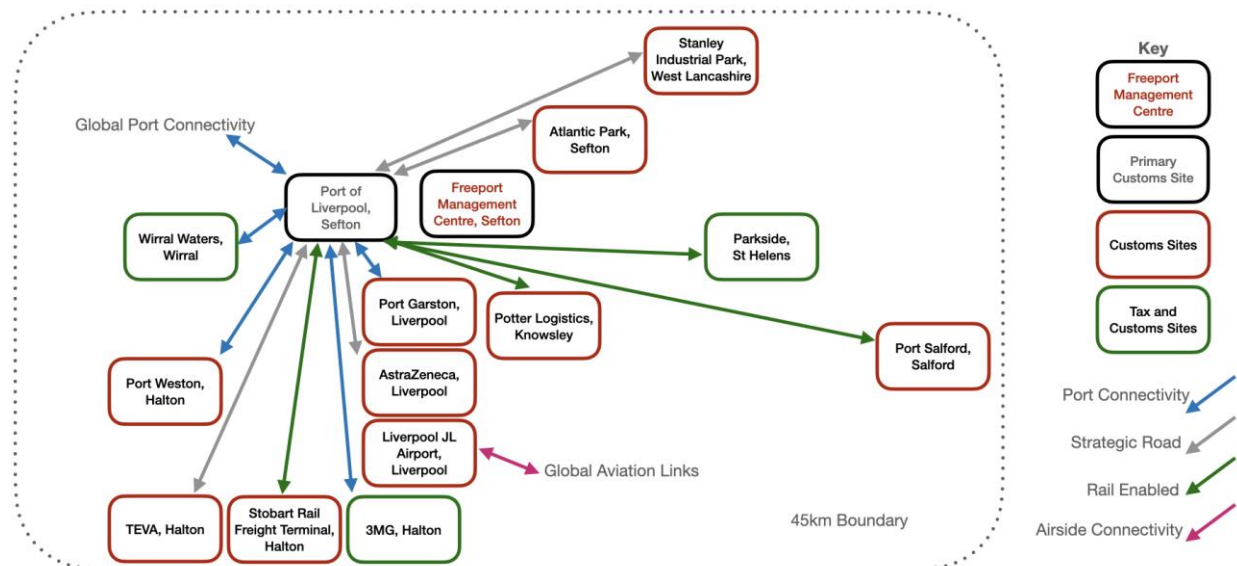
The diagram below illustrates the range of tax and customs sites within the LCR Freeport, demonstrating the linkages between the Port of Liverpool, and across the wider Freeport (see Appendix 3 for a list and description of all the sites). This illustrates the multi modal strengths and well-established infrastructure which are articulated above and in Section 3 below.

The three tax sites provide a strong offer for inward investors, each with complimentary strengths and significant developmental capacity:

1. Wirral Waters: a nationally significant regeneration site that will support the advanced manufacturing base and be a focus for dedicated maritime and decarbonisation innovation activity. Occupier driven, Wirral Waters provides port and strategic road access, and links to key assets such as Cammell Laird.
2. Parkside, St Helens: the largest strategic site within LCR, it will be rail enabled and have extensive capacity to support efficient logistics and manufacturing activity. It is an investor-led proposition, with major opportunities to build on existing R&D and decarbonisation within Foundation Industries, as well as creating on-site energy.
3. 3MG, Widnes: major gateway site with established multimodal infrastructure. 3MG straddles the Liverpool Branch of the West Coast Mainline enabling the multimodal shift and has an existing Customs & Excise Inland Port. Freeport tax site status will also support clustering to continue the innovative work and investments in relation to Hydrogen taking place in Halton and the City Region.

In addition to the tax and customs sites, LCR Freeport will identify 'Freeport Opportunity Zones'. These are areas beyond the current technical scope of Freeport, but which may demonstrate significant value to the wider proposition at a later stage or second phase of the Freeports model. These currently include Liverpool John Lennon Airport, Halsnead Garden Village, in Knowsley, and Ellesmere Port (Vauxhall).

Liverpool City Region Freeport - Overview Diagram



This strategic array of sites will be underpinned by LCR's sector strengths in existing manufacturing, maritime, pharma and automotive in particular. Such sectors are key drivers for R&D and new supply chain opportunities that Freeports are designed to bring (see Section 8 for more detail).

A Freeport that is underpinned by innovation

Sustained innovation will be a key objective for the LCR Freeport, which will catalyse new investment in industry/academic collaborations. It will enable new technology testing for more efficient digital customs solutions, new transport and maritime technologies that support decarbonisation.

Through conversations with industry, academia and the Connected Places Catapult, there are identified avenues for utilising the LCR Freeport in coordinating existing research around carbon capture and storage, smart ports, alternative fuels (particularly in relation to hydrogen and shipping), and zero carbon buildings.

The offer will build on maritime innovation (with particular opportunities at Wirral Waters and links to key local assets such as the National Oceanography Centre). It will further unlock collaborative opportunities linked to our digital infrastructure strengths (e.g. SciTech Daresbury & MTC's Digital Manufacturing Accelerator) and build on proven industry led digitisation programmes such as LCR4.0.

The LCR Freeport will be a base for the development of an innovation Collaboration Hub, providing a structure which connects strategically into the array of world class innovation assets that the City Region has to offer, and in further supporting wider innovation aims around catalysing commercialisation. This strategic approach will result in LCR Freeport being ideally positioned to successfully access funding streams such as the UKRI Freeport Challenge Fund.

3. A credible and coherent economic geography

The LCR Freeport is centred on its unique configuration of multimodal infrastructure including the deep-water container terminal at the Port of Liverpool, multiple rail heads operated by a range of operators and the airport. The City Region manufacturing capability and logistics warehousing capacity is supported by this infrastructure.

The City Region's ability to optimise this infrastructure and import and export cost effectively is key to its future growth. A strategic strength of the Liverpool City Region is the ability to combine multimodal port infrastructure with business capability and large population centres in close proximity.

The inclusion of multimodal sites on the Manchester Ship Canal both within and outside the Liverpool City Region extends this strategic advantage. All Freeport Sites are, or have the potential to be, rail or water connected. This allows the Freeport to decarbonise the freight flows through the key port sites, in particular L2 – the deep-water terminal at the Port of Liverpool, by reducing the volume of goods leaving and arriving at the port via road benefitting local air quality and congestion issues.

Daily services at key rail terminals within the Outer Boundary allow for goods imported and exported via Felixstowe ensuring that UK imports and exports via routes exclusive to Felixstowe can be handled sustainably. Increasingly, rail solutions are being employed to transfer goods to and from regional ports to Scotland and other parts of England as well as innovative work to shorten the viable rail journeys to allow for short rail connections between strategic multimodal freight terminals (e.g. between Port of Liverpool and Port Salford).

Note: the full list and description of tax and customs sites is provided in Appendix 1.

4. Strategic leadership driven through a strong governance and management structure

Governance

The Freeport governance structure will be under-pinned by an unincorporated joint venture Freeport partnership agreement, with an accountable body (LCRCA). A Management Board of twelve permanent members will be established under the Freeport Joint Venture Agreement, balancing public, private and academic stakeholders who are responsible for delivery.

A wider Steering Group will also meet monthly and assist the Freeport management team in setting its plans for approval by the Board and in delivering the objectives of the Freeport at pace. Furthermore, there is scope for a number of sub-groups relating to key themes, such as innovation, key operators, skills and employment etc. The LEP Sector Boards will also directly support specific sector interests.

Management

A Management Team will be based at a Freeport Management Centre in Bootle. The operational hub for the management and governance of the Freeport, it will bring together trade and customs managers with economic development, inward investment, and planning specialists to drive the potential presented by the Freeport. The Freeport Management Centre will also convene, host and coordinate the innovation programme and facilitate R&D activity within the Freeport itself.

Resources and sources of income

The detailed establishment and operating costs are to be defined in detail at the next stage. However, this will include a Freeport IT System, expected to cost c£150,000 and cost £10,000 to manage annually. Property and other operating costs are expected to be c£50,000 per annum. Indicative annual staff costs to be based at the Freeport Management Centre, are illustrated in the initial Freeport operating model to be c£769,000. Some of these staff costs may be reduced should some of the roles be deemed as being pro-rata/part-time.

The detailed operational model is to be determined at the next phase. The costs outlined are expected to be met by a combination of the following:

- Funding from Government;
- Income from Customs Administration;
- Income from Tax Sites;
- Secondments from partners (public and potentially private sector); and
- Funding from across the partnership base.

The detailed proposal for this will be agreed with Government and partners and developed within the detailed Business Case.

5. Enabling delivery of the Freeport through the planning environment

LCRCA and the Freeport Management Team will work collaboratively with the three local authority areas in which the tax sites are located (St Helens, Halton and Wirral) to ensure that an effective planning environment is in place. This collaboration will ensure that our proposals are deliverable and that those developments that are right for the Freeport's development are expedited, whilst also meeting clear and robust environmental standards. The LCR Freeport will ensure consistency in planning, which is key to fostering an environment where all investors and partners have clarity in processes and procedures.

As per the requirement in the bidding prospectus, Local Development Orders (LDO) will be prepared and adopted for each of the three proposed tax sites, where it is clear they will demonstrably accelerate the planning process (LCRCA's Strategic Lead for Planning will work with the local authorities and Freeport Management Team to assist in this process). They will be central to ensure that developments are directly linked to: the locally agreed investment ambitions of the Freeport and the vision for each of the sites; LCR's Local Industrial Strategy and Spatial Development Strategy; and specific economic priorities of the local authorities. In the development of the LDOs, there will be clear and meaningful engagement with landowners and local communities. They will be designed to incentivise development by simplifying the planning process and making investment more attractive, but importantly on locally defined terms, which in turn, link directly to the national Freeport objectives.

Through the LDOs and other planning levers, high quality design of new developments will be also encouraged (utilising the expertise of the Metro Mayor's Design Champion), and where possible, employing Modern Methods of Construction (MMC).

6. Investment into the LCR Freeport

An investment plan will be agreed with government, that identifies different funding sources to support strategic investments. These will include the c£17m seed funding for capital investments for each Freeport, together with opportunities around the UK Shared Prosperity Fund, UK National Infrastructure Bank and other mechanisms such as various UKRI Challenge Funds (beyond the dedicated Freeport pot). Planned local investments will be discussed with private partners together with exploring other local funds such as the LCR Infrastructure Platform.

A clear plan also needs to be in place for the re-investment of retained business rates (please see the accompanying paper which covers this).

7. Enabling Net Zero ambitions

As highlighted above, LCR Freeport will give LCR the opportunity to contribute to UK wide carbon reduction goals by connecting the Port of Liverpool to sustainable freight routes that avoid the need for lengthy road transit. Our multi modal gateway will accelerate the move to decarbonised freight transit.

The City Region includes world leading innovation networks, with academic research and industrial partners in the vanguard of clean, non-fossil technologies. We aim to provide a showcase to demonstrate the value of these technologies in global operations, creating a skills and employment base that can be exported worldwide. In particular this will build on areas including existing investments in hydrogen production. The City Region has hydrogen assets at scale and the skills and knowledge base to support the industry as it transitions to the production of green hydrogen. Our programme of hydrogen-based interventions can dovetail our Tidal Power Project to further strengthen renewable energy diversification for the UK. Through the LCR Freeport there will be a significant opportunity to attract further FDI investment at scale to cement LCR's position as a leader in this area.

The Freeport will provide the ability to create zero carbon manufacturing and industrial hubs, connected by non-fossil freight to the rapidly decarbonising maritime industry. In keeping with the global nature of the Freeport, we intend to meet and exceed the ambitions for climate action demonstrated by international trading partners. The City Region will be a model of low carbon, sustainable future manufacturing and trading based on circular economy and zero waste principles.

The LCR Freeport will deliver a global exemplar for a net-zero future in line with our 2040 Climate Action Plan Guiding Principles, and will ensure that:

- New assets within the Freeport will be designed to be zero carbon where possible, with a minimal/zero-fossil approach as standard.
- All investments are appraised against a value framework that includes environmental, social and economic values.
- LCR Freeport will commit to monitoring progress and annual reporting on carbon, greenhouse gas emissions and corporate social responsibility, following the Government's SECR reporting as well as GRI aligned corporate social responsibility reporting.

8. The types of businesses and key sectors LCR Freeport will work with and attract

Although there are no rigid criteria for the types of businesses LCR Freeport will be seeking to support and attract, it is important to outline at least the broad nature of industries who will be able to benefit. This links directly to another part of the bid criteria and illustrating the commercial demand for the LCR Freeport. Extensive business engagement has meant that we are able to determine some of the likely primary beneficiaries, both in terms of protecting jobs/businesses and supporting growth. Some of these include:

- Advanced manufacturing, in particular through:
 - Automotive supply chains. Large automotive firms hold particular interest in future tax sites and their ability to attract new supply chains that support electrification of cars within plants both in LCR and beyond (particularly important here are EU Deal implications for rules of origin for batteries and motors meaning UK based supply chains are critical).
 - Bio-pharma (vaccine and general medicine production): the sector has direct interest in customs benefits, as well as using the LCR Freeport to consolidate global operations and attract new FDI. Furthermore, there is potential to develop

UK future pandemic resilience working with the Government's Vaccine Task Force.

- Elements of chemical manufacturing, who, like other advanced manufacturing sectors, could realise the benefits of the LCR Freeport in future for new R&D and investments. This may be of particular importance given the shift to sustainable packaging and circular economy in plastics and other manufacturing.
- Clean Energy including hydrogen specific sectors (e.g. carbon capture and storage): there is already a strong cluster of activity within Halton (including Alstom's hydrogen trains centre), and with the inclusion of Port Weston and 3MG, this has the potential to expand significantly and build on City Region investments.
- Food manufacturing, which is likely to be of increased importance following the EU Deal and will be a part of the Parkside proposition.
- Maritime and Port sectors – very much a cross-cutting sector across many industries, LCR has a strong heritage, and the Freeport will support further growth and spur cutting edge maritime innovation, much of this related to decarbonisation.
- Advanced logistics, which will be enabled partly through the multi-modal/gateway proposition and an LCR Common Logistics Platform.

The LCR Freeport will enable new R&D activity cross-cutting across the sectors and will also have secondary impacts on employment within service sectors. Increasing inward investment within the LCR Freeport will result in clustering, agglomeration effects, and spill-overs across the City Region. Legal, finance and other professional services business could therefore benefit through increased demand.

9. Realising skills and employment opportunities

The resulting job opportunities arising and linked to Section 8 above, are expected to cross a range of disciplines and span entry level through to higher value-added jobs. Understanding the nature of these roles - many of which have and will continue to evolve as new technology advances - and ensuring that there is a suitably skilled supply of labour to meet the needs of employers, will be one of the key challenges for LCR Freeport partners.

LCR has a high-quality skills infrastructure to meet this challenge, and a number of interventions to build on. A long-established Skills and Employment Board has already delivered an array of key strategic workstreams, and the City Region has a strong track record of delivery, including working with sectors to deliver Skills for Growth Action Plans. Partners will work with key sectors investing in the LCR Freeport to enable future focused skills development, including those critical to digitisation and decarbonisation

Given the impact of COVID-19 to date, which has increased existing disparities across LCR, the Freeport proposition will enable the LCR partners to play a crucial role in addressing the Government's levelling up agenda and provide an opportunity to tackle some of the inequalities via a number of the industries that will seek to benefit from the proposal.

In order to maximise the benefits of the LCR Freeport for all communities, and ensure that growth is truly inclusive, plans for skills and employment interventions will be taken from the outset and embedded in the design, planning and implementation of all components of the Freeport. It will require commitments from all partners, coordinated through the Skills and Employment Board - involved in both the supply and demand for skills (i.e. colleges and employers) and intermediaries who play a key role in effectively brokering the two.

Development of the business case will involve a more thorough scoping of existing activity to identify any gaps in provision, and it will be particularly important that this addresses all potential client groups and provision of support from school through to CPD. At this stage it is

envisaged that skills and employment support will involve a proactive programme of aligning skills and opportunity, focusing on:

- Raising aspirations
- Promoting equality and inclusivity (and widening participation)
- Supporting employer-led provision
- Ensuring that there is sufficient higher-level skills provision
- Providing routeways for new entrants and disadvantaged groups outside the labour market

This support will in turn be underpinned by flexible delivery; accessible, demand-led provision; ongoing monitoring; and the provision of up to date and timely labour market intelligence relating to those industries who are investing the LCR Freeport. Delivery will be strategically aligned through sector specific needs of the key Freeport industries, with approaches and actions built into the City Region's refreshed sector-based Skills for Growth plans.

10. Countering displacement effects

Strong Freeport governance and management arrangements in LCR will mitigate displacement impacts. Key interventions will include:

- Discretion and control of funds and incentives through strong governance and management processes;
- Demonstrably additional, added value activity as central to core criteria and KPIs: primarily from new FDI and UK direct investment;
- Utilising Local Development Orders (LDOs) to specify types of investments and developments targeting specific clusters of specialist firms;
- Agreeing shared public sector-landowner visions for the tax sites, then embodying in Masterplans/LDOs which is then 'positioned' and marketed to optimal effect;
- Adopting established displacement policies from local enterprise zones (including from Wirral and Halton).

The above links to a key broader point, in that an LCR Freeport will be carefully designed to ensure benefits flow across the City Region and will not negatively impact existing opportunities. It will target activities that are complementary to, rather than duplicating what already exists.

Appendix 1: List and description of the Tax and Customs Sites

Primary Customs Site – Port of Liverpool

Former Liverpool Freeport and is central to the management and governance of the Freeport operation. PoL is a deep-water terminal capable of accommodating the post-Panamax fleet of containerships, taking advantage of primary West Coast container port position for trade with Ireland and Americas.

3MG (Tax and Customs Site)

3MG is well position for the future development of logistics, manufacturing and trade capability. It is already involved in Hydrogen development supporting capital investment in low carbon fuels and infrastructure. Covering 53ha, it is a strategic employment site with potential to enhance the range of key sectors.

Parkside (Tax and Customs Site)

This a major employment site is focused on logistics and manufacturing with onsite low carbon energy and future rail infrastructure. The site is the largest strategic site in the City Region with 161ha of development land across multiple ownerships. It will have road and future rail connectivity as well as strong economic links to key customers of the Port of Liverpool.

Wirral Waters (Tax and Customs Site)

This is a major regeneration and employment site, part of the Wirral Waters Enterprise Zone. It embraces significant areas of dockside land capable of attracting a range of port-centric business, advanced manufacturing, innovation and research and development activity. This 100ha site offers Port connectivity to Primary Customs Site.

Stobart Rail Terminal

This site has existing rail services to EU rail terminals and daily services to Felixstowe. This site has an established role in supporting retail distribution and allowing beneficial delay of customs duty for goods received out of season. It also has previous experience of operating as an Inland Clearance Depot.

Port Weston

10ha of port-centric development land adjacent to the Manchester Ship Canal supporting a range of key sectors and opportunities as outlined in this proposal.

Knowsley Rail Terminal

Currently operating 1 train per day in and out with potential for significant growth, with additional rail capability and 6 acres of additional warehousing capacity. Opportunity to link to southern ports by rail, reducing HGV miles.

Atlantic Park

Located 2miles from the Port of Liverpool, significant capacity for support facilities, warehousing, distribution, logistics and office space.

Port Garston

Significant bulk cargo port, importing a range of materials for key sectors with road and rail connectivity.

Liverpool John Lennon Airport

Aviation component of the LCR Freeport, managed by Wynne Aviation, supporting high value, rapid freight solutions across a range of sectors to global markets. The 8ha site offers aviation logistics support to all freeport sites.

Port Salford

This site offers a Strategic Freight Interchange, with future rail, port and road access with scope for 1.5m sq. ft. of warehousing capability, directly linked to Port of Liverpool via rail and the Manchester Ship Canal. 60ha Major employment site, supporting regional logistics business and business in the Liverpool City Region.

Stanley Industrial Estate

Stanley Industrial Estate is already the home of a number of large distribution and manufacturing companies, including: DHL, ASDA, Great Bear Distribution, Trelleborg and Sanko Gosei. It is close to the POL Freeport with 17 hectares of development land available.

AstraZeneca (Liverpool) and TEVA

Two major bio-pharma sites in Liverpool and Halton with opportunities to enhance investment, research and development through their involvement in their Freeport.

Appendix 2: LCR Freeport Logic Model

Liverpool City Region Freeport Logic Model

Contextual factors and external influences

Local Context
 Opportunity to rebalance UK freight and logistics
 Increase trade through the Port of Liverpool, driving employment growth and improving efficiency
 Support key sectors including manufacturing and port/maritime focused clusters
 Support key strategic sites to attract investment to regenerate areas of deprivation and need
 Net Zero Carbon ambition by 2040

Strategic Context
 Post EU trading environment
 Government ambition for Freeport model
 Post Covid economic recovery - Building Back Better Economic Recovery Plan
 Liverpool City Region: Local Industrial Strategy Draft (2020)
 Liverpool City Region Science and Innovation Audit
 Liverpool City Region Digital Strategy Draft (2021-2023)
 Liverpool City Region Strategic Housing and Employment Land Market Assessment

Inputs / Activities

Freeport Management Centre, location TBC
 To manage/administer the Freeport operation and develop projects and partnerships to drive innovation, investment and collaboration

Customs Sites Designation - low carbon trade zones and multi-modal gateway zones

Tax Sites Designation - low carbon investment zones
 Tax Allowances / Reliefs

Low Carbon Trade Innovation
 Public / Private / Academia Collaboration

Outputs

[8] Jobs created
 Efficient logistics platform benefiting business
 Anchor tenant to regeneration project
 Knowledge and Skills Hub - 'One Front Door'

Primary Freeport Customs Location at the Port of Liverpool
 Tax Sites may receive Customs Designations
 Other sites may be focused around key multi-modal gateways, and around key businesses and clusters

3 major investment zones attracting UK and FDI
 Support:
 Land remediation (HA)
 Created floorspace
 Increased FDI (£m)
 Additional GVA (£m)

Efficient Logistics Platform
 R&D Programme with University Partners
 Increased R&D Investment (£m)
 Jobs supported
 Supporting skills development

Outcomes

Increased investment and economic activity
 Economic development focused on Trade Cluster / Specialisation in Trade

Securing jobs in key sectors
 Supporting an efficient logistics / low carbon platform
 Increased trade through the Port of Liverpool

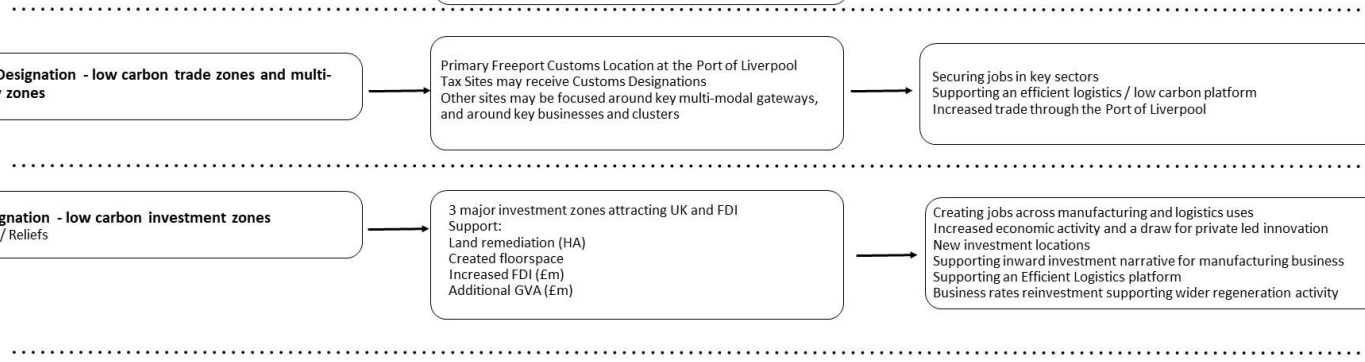
Creating jobs across manufacturing and logistics uses
 Increased economic activity and a draw for private led innovation
 New investment locations
 Supporting inward investment narrative for manufacturing business
 Supporting an Efficient Logistics platform
 Business rates reinvestment supporting wider regeneration activity

Creating jobs across digital, IT, advanced manufacturing and smart logistics
 Increased activity and participation in R&D
 Increased capacity to absorb innovation
 Supporting innovation narrative for the Freeport
 Supporting an Efficient Logistics platform

Impacts

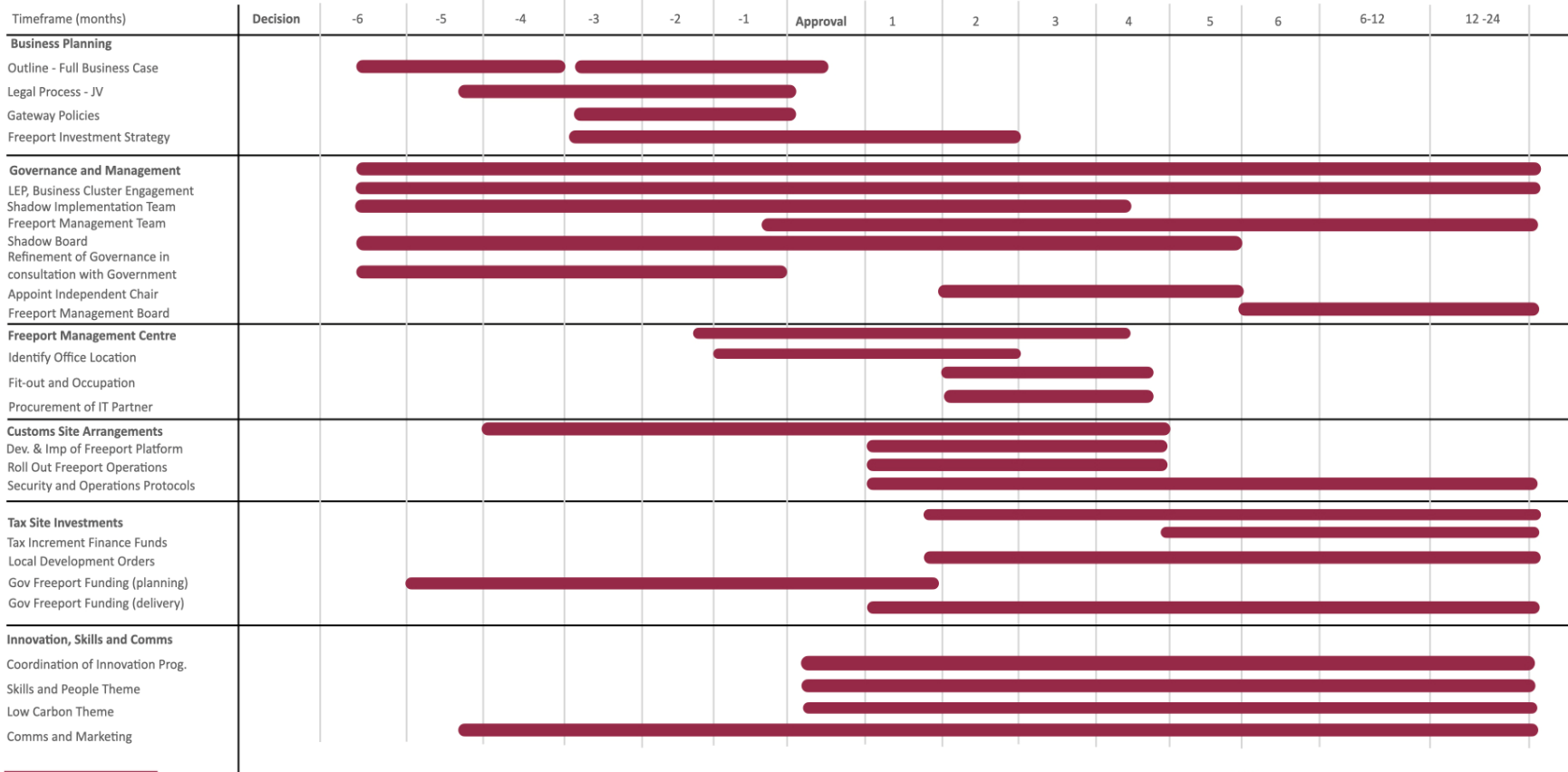
Government Objectives

- National Hub for global trade and investment
- Promote regeneration, levelling up and job creation
- Sustained Innovation



Appendix 3: LCR Freeport Implementation Plan

Liverpool City Region Freeport - Implementation Plan



Appendix 4: Bid Requirements – Key Components

Below is a summary of the main components of the bidding prospectus which need to be addressed in the submission.

Outlining a clear proposition

- Clear logic model which shows the links between the activities, inputs, outputs, outcomes and impact.
- Referring to the logic model, why the Freeport is the right intervention and set out how the proposal will support and enable the key Freeport objectives and outcomes.
- Provide a clear strategic fit to national and local strategy and policy.
- Governance and management arrangements: being clear on what these are, together with an outline of the Board composition and how the Freeport will be operated and staffed.
- Being clear on the innovation narrative: how funding would be delivered, working with academia and establishing Freeports as Collaboration Hubs.
- Set out how the proposal will support the delivery of UK's Net Zero ambitions.

Sites and boundaries

- Both customs and tax sites to be clearly mapped, as well as an overarching map setting out all sites and the outer boundary.
- Demonstrate the clear and coherent geography reflecting trade flows from the Port and other major gateways.
- Provide a rationale for both the tax and customs sites (including outputs and benefits) and how do they connect to each other and the wider Freeport.
- Demonstrate how infrastructure and security requirements are met.

Delivering at pace

- Set out how an appropriate planning environment will ensure efficient delivery (this must include how Local Development Orders will be used where this will accelerate intended developments in and around the tax sites)
- Outline of key investments expected to be made, including:
 - Strategically aligned investments both locally and through national government.
 - Borrowing (e.g. building on Wirral and Halton's experience in this from their existing enterprise zones), and how business rates will be re-invested in tax sites.
 - Using Government seed funding (circa £17m in seed funding will be available for each Freeport (further package of support to be determined)).
- Set out an Implementation Plan with key milestones.

Demonstrating commercial demand

- Provide evidence of commercial demand for the Freeport.
- Set out the types of sectors the Freeport will want to support and attract.
- What specific trade and investment support measures would benefit the Freeport, and any support needed from existing DIT services to deliver this.

Other

- Set out how the proposal will ensure compliance with environmental regulations and standards.
- Provide a risk assessment.
- Describe the monitoring and evaluation plans.