



Supporting Sustainable Freedom Camping in Aotearoa New Zealand – Submission Form

How to provide us with feedback

The Ministry of Business, Innovation and Employment (MBIE) is collecting written submissions to gather a range of views on the Government's proposals to improve the management of freedom camping in New Zealand.

This submission form brings together all the questions asked throughout the discussion document *Supporting Sustainable Freedom Camping in Aotearoa New Zealand – Proposed changes to support effective management of freedom camping in New Zealand*.

Please feel free to answer as many or as few of these questions as you wish.

For more information and discussion about these topics please refer to the discussion document available at <https://www.mbie.govt.nz/have-your-say/supporting-sustainable-freedom-camping-in-aotearoa-new-zealand>.

Your submission can be returned by email to responsiblecamping@mbie.govt.nz. Submissions are due by midnight on Sunday 16 May.

Use and release of information

After the consultation period has closed, MBIE will publish a summary of submissions on our website at www.mbie.govt.nz.

We will not be publishing any individual submissions or names of individuals who made a submission. We may wish to include part of your submission in the summary of submissions; in that case, MBIE will first ensure we have your permission to do so.

If you are submitting on behalf of a business or organisation, MBIE will consider that you have consented to the content being included in the summary of submissions unless you clearly state otherwise. If your submission contains any information that is confidential or that you do not want published, you can say this in your submission.

The Privacy Act 2020 applies to your submission. Any personal information you supply to MBIE through your submission will only be used by MBIE for the purpose of producing a summary of submissions. The summary will present themes and no personally identifiable information will be included. The summary will be reported to the Minister of Tourism and be published online.

Submissions may be subject to requests for information under the Official Information Act 1982 (OIA). If your submission, or part of it, comes within the scope of an OIA request, MBIE would normally release it (excluding any personal information) to the person who asks for it. If you consider there are reasons for MBIE to withhold any of the information you are providing, please indicate these reasons in your submission.

Your details

What is the name of the person making this submission?

Jane Tito

If you are submitting on behalf of an organisation, what is the name of that organisation?

Marlborough District Council

Is it okay for your organisation's details to be published if we publish which organisations made a submission, or include part of your submission in the summary of submissions?

- Yes, you can publish my organisation's details with information from my submission.
 No, keep my organisation's details confidential.

Can we use information in your submission as a case study in the summary of submissions?

- Yes, you can include information from my submission as a case study in the summary of submissions.
 No, keep my information confidential.

Please provide us with your email address in case we need to contact you about your submission.

Email

Jane.tito@marlborough.govt.nz

What sector(s) does your submission most closely relate to, if applicable?

For example, the sector in which you may work or operate, or which you represent.

- | | |
|--|--|
| <input type="checkbox"/> Accommodation provider | <input type="checkbox"/> Other tourism business |
| <input type="checkbox"/> Rental vehicle business | <input type="checkbox"/> Non-tourism business |
| <input type="checkbox"/> Iwi, hapū or Māori organisation | <input checked="" type="checkbox"/> Local Government |
| <input type="checkbox"/> Individual or camper | <input type="checkbox"/> Club or club representative (eg camping club) |
| <input type="checkbox"/> Other _____ | (please specify) |
| <input type="checkbox"/> N/A | |

Context to Supporting Sustainable Freedom Camping in Aotearoa New Zealand

1.1 How much do you agree that certain types of vehicle-based freedom camping is a problem?
Please write a (Y) next to the option which applies to you

Strongly agree	Y	Agree	Neutral	Disagree	Strongly disagree
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1.2 What are your views on freedom camping in vehicles?
When answering this question you may like to think about:

- Is vehicle-based freedom camping an issue in your area?
- Have you observed any specific issues?
- Are there specific behaviours which impact on your use of local amenities/infrastructure?
- What benefits does vehicle-based freedom camping provide for your region?

Marlborough has five areas where certified self-contained vehicles may stay, the areas are strategically located around the region with Picton’s ferry terminals a main consideration in the location. While Marlborough does welcome a number of freedom campers to the region, there are a larger number of freedom camping vehicles that also pass through the district to other regions.

During the Marlborough District Council’s recent Responsible Camping Bylaw review, the majority of submitters identified smaller-sized camping vans as being a problem at sites where self-contained vehicles only were permitted.

An issue observed by the submitters was that the smaller-sized vehicles were also noisy with doors often having a slider type door making a slamming noise when closing that may disturb others in the area.



While these vehicles identify as being self-contained (with attached sticker) there was less confidence by the Ranger monitoring team that the vehicles were in fact self-contained (NZS5465). The Ranger monitoring team were compelled to question the validity of the sticker, the other check was the front screen registration card which would provide respective details of whether a self-contained vehicle with dates and vehicle NZTA registration number.

Several submitters in the bylaw process made comment that the behaviours of these campers made sites look untidy including clothes hanging on lines, bathing in public, unkempt and general dirtiness and lighting of fires. The issue of indiscernible waste that could be left at a site is a major problem including possible grey water and black water.

There should be government funding to increase the number of dump stations to prevent illegal dumping of human waste - we have had instances where a public toilet has had the contents of vehicle toilets dumped into it. This is a costly exercise to repair particularly where chemicals from the vehicle toilets have had a detrimental affect on systems with dispersal fields or are dry-vault toilets.

There were a few issues with campers using non-self-contained vehicles at sites that were open to self-contained vehicles only.

The vehicle-based freedom camping community does bring economic benefits to the region with these types of visitors often travelling far and wide and spreading the spend in many different communities. The Bylaw does not provide for tenting at responsible camping sites in Marlborough, this includes tents that house toilets.

The continuation of the Responsible Camping Fund is necessary to support the legislation particularly around monitoring of the region, and repairs and maintenance at sites and toilet facilities.

1. The fund has made a significant impact on the Council's monitoring capability, with wider coverage undertaken in a large geographical region and more intensive monitoring with a larger ranger staff (contractor).
2. The fund has had a direct relation to reducing the number of infringements from around 50 infringements in 2018 to 7 and 9 infringements respectively in the past two seasons, during this time the Council introduced a more education focused monitoring and enforcement regime.
3. The fund has been instrumental in managing freedom camping in the region particularly in Picton – as the major ferry connection between the North and South Islands.
4. The fund has supported freedom camper ambassadors.
5. The fund has allowed website and literature development to provide improved education and promotional information for tourists to the region.
6. The fund has allowed promotion of the Tiaki Promise on Responsible Camping literature.
7. The fund has provided funding for maintenance of sites and toilet facilities.

How much do you support the proposal to make it mandatory for vehicle-based freedom campers to use a certified self-contained vehicle?

2.1

Please write a (Y) next to the option which applies to you

Strongly agree Y	Agree	Neutral	Disagree	Strongly disagree
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Do you support this proposal?

When answering this question you may like to think about:

2.2

- Do you consider this option will improve camper behaviour?
- Will this option support or improve tourism outcomes in your region?
- Will this option decrease pressure on the environment and local government infrastructure?
- Are there impacts of this proposal that you are concerned about?

The Marlborough District Council fully supports the proposal to make it mandatory for vehicle-based freedom campers to use a certified self-contained vehicle.

How might this proposal impact you?

When answering this question you may like to think about:

2.3

- Will this proposal increase or decrease the likelihood of you camping?
- Will this proposal have a direct financial impact on you or your business?
 - If yes, please indicate if this is a personal or business expense, and quantify how much you estimate it would impact you.
- Will this option increase or decrease the attractiveness of visiting other regions in New Zealand?

This proposal is in line with our Responsible Camping and Control Bylaw 2020 and we do not believe there will be any impact on the current situation when camping responsibly in Marlborough.

Marlborough continues to be a well-known camping region, given the ferry terminals in Picton and main entry point between the North and South Islands – we do not believe there will be a decrease in attractiveness for visiting any region in New Zealand.

What things should Government consider to implement this option?

When answering this question you may like to think about:

2.4

- What exceptions should Government allow under this proposal?
- Do you have any ideas about how this proposal could be implemented?
- Should this option be considered alongside other options proposed in this discussion document?

The Marlborough District Council supports this proposal and does not believe there will need to be any exceptions to this proposal; the proposal aligns with the Marlborough District Council Responsible Camping and Control Bylaw 2020.

This proposal aligns with the system for responsible camping implemented in Marlborough.

The Marlborough District Council supports the following proposal package:

Proposal 1 + Proposal 3 + Proposal 4

How much do you support the proposal to make it mandatory for freedom campers to stay in vehicles which are certified self-contained, unless they are staying at a site with toilet facilities (excluding public conservation lands and regional parks)?

3.1

Please write a (Y) next to the option which applies to you

Strongly agree	Agree	Neutral	Disagree	Strongly disagree Y
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Do you support this proposal?

When answering this question you may like to think about:

- Do you consider this option will improve camper behaviour?
- 3.2 • Will this option support or improve tourism outcomes in your region?
- Will this option decrease pressure on the environment and local government infrastructure?
- Are there impacts of this proposal that you are concerned about?

- The Marlborough District Council does not support the proposal to allow non-self-contained vehicles to stay at the region’s responsible camping sites where there may also be a toilet facility.
- The Marlborough District Council’s Responsible Camping and Control Bylaw is very clear that only self-contained vehicles are permitted.

How might this proposal impact you?

When answering this question you may like to think about:

- Will this proposal increase or decrease the likelihood of you camping?
- 3.3 • Will this proposal have a direct financial impact on you or your business?
 - If yes, please indicate if this is a personal or business expense, and quantify how much you estimate it would impact you.
- Will this option increase or decrease the attractiveness of visiting other regions in New Zealand?

- In the Marlborough District Council’s Responsible Camping and Control Bylaw only certified self-contained vehicles are permitted at responsible camping sites.

What things should Government consider to implement this option?

When answering this question you may like to think about:

- What do you think is required to achieve this option?
- 3.4 • What exceptions should Government allow under this proposal?
- How far from toilet facilities should a person be able to freedom camp if not in a vehicle with a toilet? eg, 100 metres, 200 metres?
- Should this option be considered alongside other options proposed in this discussion document?

This Council does not support this proposal.

How much do you support the proposals to improve the regulatory tools for government land managers?

4.1

Please write a (Y) next to the option which applies to you

Strongly agree Y	Agree	Neutral	Disagree	Strongly disagree
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Do you support this proposal?

When answering this question you may like to think about:

- Are there any specific parts of this proposal you support or propose?
- Do you consider this option will improve camper behaviour?
- Will this option support or improve tourism outcomes in your region?
- Will this option decrease pressure on the environment and local government infrastructure?
- Are there impacts of this proposal that you are concerned about?

4.2

The Marlborough District Council fully supports the proposals to improve the regulatory tools for government land managers.

We have no comment on whether fines should be increased. In the past two years, our fines/infringements in the region have been very low (7 infringements and 9 infringements respectively). We believe this is due to the more intense level of monitoring including a wider coverage of the region and of our sites (funding provided through the Responsible Camping Fund). This Council has a more education focus with monitoring and this has worked well.

We support vehicle rental companies being responsible for collecting infringements to eliminate non-payment from tourists leaving the country without paying. Our experience with collection of fines from Council has been between 35 to 40% recovery.

We support a central register for certified-self-contained vehicles. This proposal would clean up the current situation where there is little integrity with the stickers. We have not had Council rangers enter vehicles to check fittings and would prefer this remains the case. Our legal advice has been that this is not lawful.

We support that the centralised register for self-contained vehicles be linked to the license plate of the vehicle. This would provide support for the monitoring of sites and vehicles.

We support this proposal as a potential means to decreasing pressure on the environment and local government infrastructure where no facilities are present, particularly around human waste and other illegal dumping.

The proposal would support the tourism outcomes, particularly around educating the visitors to the region where there would be a consistent approach nationally, particularly for this region with neighbouring provinces.

This Council would support vehicle confiscation where necessary, bearing in mind that some of the visitors to the region appear to be homeless.

Should there be any changes to the Local Government Act 2002 ss164-168 (seizure of property), local authorities should be consulted, particularly around changes to confiscation/ towing / clamping provisions.

We do support local authorities enforcing camping rules on Waka Kotahi land where it is used for freedom

camping, as a Council provided (in conjunction with Waka Kotahi) responsible camping site.

How might this proposal impact you?

When answering this question you may like to think about:

- Will this proposal increase or decrease the likelihood of you camping?
- 4.3 • Will this proposal have a direct financial impact on you or your business?
 - If yes, please indicate if this is a personal or business expense, and quantify how much you estimate it would impact you.
- Will this option increase or decrease the attractiveness of visiting other regions in New Zealand?

The Marlborough District Council believes this proposal would increase the likelihood of camping in Marlborough and other regions, where there is a national system providing consistency of approach. Under the current system, the Marlborough District Council has found that visitors that have become problems have also become / or been a problem in other areas.

We believe the status quo should remain for the Marlborough District Council and other councils to determine how to manage freedom camping, through Bylaws.

What things should Government consider to implement this option?

When answering this question you may like to think about:

- 4.4 • What would you like to see in practice?
- Should this option be considered alongside other options proposed in this discussion document?

The Marlborough District Council recommends the central register for certified-self-contained vehicles be linked to vehicle license plates.

The system would be available to Council to use in monitoring with tools that support mobile capture in the field of the information. The system should use an APP feature for data capture in the field, and reporting of data – to support budgets and planning within Councils and central government.

The system would need to be versatile and able to interface with a software intermediary that allows applications to talk to each other.

What would be an appropriate penalty?

When answering this question you may like to think about:

- Should non-compliant vehicles be confiscated? If so, under what conditions?
- 4.5 • If vehicles are confiscated, what conditions should be placed on returning the vehicle?
- Should fines be similar to those for not holding a valid Warrant of Fitness for a motor vehicle?
- What levels should fines be set at?
- Who should collect a fine?

As noted earlier, this Council supports vehicle confiscation where necessary, bearing in mind that some of the visitors to the region appear to be homeless.

The existing rules around vehicle confiscation should be reviewed and improved upon (refer Local Govt Act 2002, SS 164-168). There is some ambiguity around when a vehicle may be confiscated and a streamlining

of confiscation process would support improved understanding by Council and with central government.

This Council supports moderate increases in the fines, and not as much as \$1,000.

This Council would support the continuation of Council's collecting fines.

This Council supports rental vehicle companies being responsible for collection of fees for vehicles that are the responsibility of the rental car companies.

Do you think that the requirements for self-containment should be strengthened?

5.1 Please write a (Y) next to the option which applies to you

Yes Y	Neutral	No
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Is the current standard fit for purpose?

When answering this question you may like to think about:

- 5.2
- Should there be a requirement that self-contained vehicles have fixed toilets?
 - Should there be specific reference to the types of vehicles that can be self-contained?

This Council supports self-contained vehicles having permanently fixed and plumbed-in toilets.

This Council supports that there should be a specific reference to a type of vehicle being self-contained.

We do not support a tent vehicle that does not have a permanent fixed and plumbed toilet. We believe this would provide too much confusion in monitoring and also in those using a tent to camp – this would provide ambiguity for visitors and in monitoring.

Who should certify to the Standard?

When answering this question you may like to think about:

- 5.3
- Should any Plumber registered under the Plumbers, Gasfitters and Drainlayers Act 1976 be able to certify to the Standard, or should certifiers be separately recognised and licensed?
 - Once a vehicle has passed its initial certification, should other entities be able to re-certify it?

This Council supports a vehicle being certified as a self-contained vehicle with certification undertaken and warranted by a body that works under the Plumbers, Gasfitters and Drainlayers Act 1976.

Where the central vehicle registration is used there should be a periodic review to ensure the toilet meets the certification. This Council would support a 4-year periodic review with a lower fee set.

A plumber (certified to certify these types of vehicles) should be the reviewer.

What transition arrangements should be in place?

When answering this question you may like to think about:

- 6.1
- How long should Government give people to upgrade or dispose of their vehicles?
 - Should currently certified self-contained vehicles be exempt from any new rules?
 - Are there any other transition arrangements we should consider?

This Council would support a two-year period for people to upgrade their vehicles, which may not currently meet the new certification.

This Council does not support an exemption of currently certified self-contained vehicles. A consistency of approach and certification is required for monitoring purposes, to avoid ambiguity and provide ranger staff with as much information as possible.

In introducing the new regime, there could be a lower fee set for those vehicles that are currently certified as a “certified-self-contained vehicle”.

How could Government ensure vulnerable groups are not further disadvantaged?

- 6.2
- Could Government make homelessness exempt from any new regulatory system? What might this look like?

The Marlborough District Council would support Councils using their own discretion in regards to individuals that may be regarded as homeless.

7.1 Is there anything else on the proposed changes or discussion document you would like to mention?

There may be an opportunity to work with rental car companies to develop a consistent and streamlined approach to the collection of infringement/fine payments.

The Marlborough District Council supports a consistent approach to freedom camping in New Zealand and that Councils retain their ability to create freedom camping bylaws for their communities.