

#95

COMPLETE

Collector: Web Link 1 (Web Link)
Started: Wednesday, October 05, 2022 10:12:59 PM
Last Modified: Wednesday, October 05, 2022 11:28:43 PM
Time Spent: 01:15:44
IP Address: Privacy of natural persons

Page 3: Submitter information

Q1

Name

Charles Edwards

Q2

Email address

Privacy of natural persons

Q3

Yes

Are you happy for MBIE to contact you if we have questions about your submission?

Q4

No

Are you making this submission on behalf of a business or organisation?

Q5

Individual,

The best way/s to describe your role is:

Self-containment testing officer

Q6

Yes

Do you own a vehicle that you use for camping? (Either for freedom camping or other sorts of vehicle-based camping)

Q7

Respondent skipped this question

Privacy information

Page 4: Chapter One: Self-containment technical requirements

Q8

Agree

To what extent do you agree with Option 1: 'light-touch' performance-based requirements?

Q9

If you would like to say something more about your answer to Question 8, please do so here:

The standard manual for certification would be a good idea for consistency purposes

Q10

Neither agree nor disagree

To what extent do you agree with Option 2: prescriptive approach to setting technical requirements?

Q11

If you would like to say something more about your answer to Question 10, please do so here:

Although a good idea, it would need a big manual to cover all types of vehicles used for camping

Page 5: Chapter Two: Certification authority criteria and competency requirements for vehicle inspectors

Q12

Agree

To what extent do you agree with Option 1: Multiple-pathway approval criteria and competency requirements?

Q13

If you would like to say something more about your answer to Question 12, please do so here:

An Authority should be regulated as to consistency and competence.

Q14

Disagree

To what extent do you agree with Option 2: more rigorous and prescriptive certification approval criteria?

Q15

If you would like to say something more about your answer to Question 14, please do so here:

The current system works well at the present and any extra administration costs will have to be passed on to the camper.

Q16

Disagree

To what extent do you agree with Option 3: Third-party review of certification authority systems?

Q17

If you would like to say something more about your answer to Question 16, please do so here:

Again another level of bureaucracy will add unnecessary costs to the camping fraternity. And will not stop the day trippers etc still polluting areas of beauty!

Page 6: Competency requirements for vehicle inspectors

Q18

Strongly agree

To what extent do you agree with Option 1: requiring vehicle inspectors to be knowledgeable?

Q19

If you would like to say something more about your answer to Question 18, please do so here:

Most inspectors are already knowledgeable in the Standard as operating at present.

Q20

Strongly disagree

To what extent do you agree with Option 2: requiring vehicle inspectors to have a relevant trade qualification?

Q21

If you would like to say something more about your answer to Question 20, please do so here:

There will not be a sufficient number of Trade qualified people available to carry out the job and so campers will not be able to get their vehicle certified in time to go camping.

Q22

Disagree

To what extent do you agree with Option 3: requiring vehicle inspectors to be assessed as "fit and proper"?

Q23

If you would like to say something more about your answer to Question 22, please do so here:

What is the clarification of "fit and proper"?

Page 7: Deeming plumbers as certification authorities and vehicle inspectors

Q24

Strongly disagree

To what extent do you agree that certifying plumbers should be deemed as certification authorities and vehicle inspectors under the new regulations?

Q25

If you would like to say something more about your answer to Question 24, please do so here:

Plumbers, although fit for purpose for the job are far too busy to do certs for campers and at present can do them but most opt-out as too busy and again the cost to the campers would be increased to unacceptable levels.

Page 8: Chapter Three: Self-containment documentation

Q26

Strongly agree

To what extent do you agree with Option 1: continue to record the details of a vehicle's self-containment facilities the on the self-containment certificate?

Q27

If you would like to say something more about your answer to Question 26, please do so here:

Don't change the current form, because it works

Q28

Disagree

To what extent do you agree with Option 2: a simplified self-containment certificate?

Q29

If you would like to say something more about your answer to Question 28, please do so here:

As above the current form works and if necessary it can be checked for any modifications made since the cert was approved

Page 9: Self-containment warrant

Q30

Neither agree nor disagree

To what extent do you agree with the option for the self-containment warrant?

Q31

If you would like to say something more about your answer to Question 30, please do so here:

it can be any colour, in fact, could be a different colour for different years (a bit like the old style vehicle regos used to be), easy to identify current ones from a distance.

Q32

Please list any additional information that you think should be collected on the warrant.

none

Q33

Please list any information you think is proposed to be collected on the warrant that does not need to be.

none

Page 10: Generic Identifiers

Q34

Neither agree nor disagree

To what extent do you agree with Option 1: not having a generic identifier?

Q35

If you would like to say something more about your answer to Question 34, please do so here:

The current one works well

Q36

Neither agree nor disagree

To what extent do you agree with Option 2: having another generic identifier?

Q37

If you would like to say something more about your answer to Question 36, please do so here:

as above

Page 11: Chapter Four: Infringement fees

Q38

Strongly agree

To what extent do you agree with Option 1: a tiered approach infringement fee to a maximum of \$800?

Q39

If you would like to say something more about your answer to Question 38, please do so here:

More public awareness for the different levels needs to be addressed and not put the "fear Factor" into people's lives

Q40

Strongly disagree

To what extent do you agree with Option 2: a tiered approach infringement fee to a maximum of \$1000?

Q41

If you would like to say something more about your answer to Question 40, please do so here:

The infringement costs are far too high for just not having a cert whereas something dangerous like speeding attracts lesser costs.
No logic here

Page 12: Chapter Five: Exclusions from regulatory requirements

Q42

Strongly disagree

To what extent do you agree with Option 1: no exclusions from regulatory requirements?

Q43

If you would like to say something more about your answer to Question 42, please do so here:

This excludes a lot of Kiwi-style camping vehicles which still does not stop any minority group from "littering" the environment.

Q44

Strongly agree

To what extent do you agree with Option 2: excluding smaller freedom-camping vehicles from the requirement to have a fixed toilet?

Q45

If you would like to say something more about your answer to Question 44, please do so here:

As above this will allow the Kiwi campers the ability to do work all should do any enjoy the environment.

Q46

Strongly agree

To what extent do you agree with Option 3: excluding vintage vehicles from the requirement to be certified as self-contained?(A vintage vehicle is one that is at least 40 years old)

Q47

If you would like to say something more about your answer to Question 46, please do so here:

Too costly and unnecessary to change vintage campers just to stamp out unruly freedom campers!

Q48

Don't know

Are there other types of vehicles that should be excluded?

Q49

Please explain your answer to Question 48: (for example, what other types of vehicles? What regulatory requirements do you suggest the vehicles be excluded from? Why should these vehicles be excluded from the identified regulatory requirements?):

Page 13: Chapter Six: Fees and levies

Q50

Neither agree nor disagree

To what extent do you agree with Option 1: levy of \$91.40?

Q51

If you would like to say something more about your answer to Question 50, please do so here:

Why do we need a new authority set up when NZTA could do the job as they have all vehicles details already and would just add a cert, like WOF or COF

Q52

Strongly disagree

To what extent do you agree with Option 2: levy of \$101?

Q53

If you would like to say something more about your answer to Question 52, please do so here:

more costs equal fewer vehicles getting certified.

Q54

Strongly disagree

To what extent do you agree with Option 3: levy of \$120?

Q55

If you would like to say something more about your answer to Question 54, please do so here:

as above

Page 14: Certification Authority Application Fee

Q56

Neither agree nor disagree

To what extent do you agree with Option 1: a set fee of \$431.25?

Q57

If you would like to say something more about your answer to Question 56, please do so here:

All these costs have to be passed on and still will not address the perceived problem

Q58

Disagree

To what extent do you agree with Option 2: a scalable fee?

Q59

If you would like to say something more about your answer to Question 58, please do so here:

As above and could get quite expensive for everyone.

Page 15: Waivers and refunds

Q60

Strongly agree

To what extent do you agree with the proposal for granting waivers and refunds?

Q61

If you would like to say something more about your answer to Question 60, please do so here:

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Page 16: General comments

Q62

Are there any other comments you would like to make about the proposed freedom camping regulations?

Although there may need a few small tweaks to the standard operating today, the proposed regulations are not going to resolve most of the issues that are perceived problems. There will still be people messing the countryside if facilities, ie toilets, are not provided. The regs will hurt mostly responsible campers and not regulate day-trippers, hunters, and hikers. It will also impose enormous more costs to ratepayers for over 50% of the councils having to pass new bylaws

Page 17: Confidential information

Q63

Respondent skipped this question

Please tick the box below if you would like any of your answers to be kept confidential

Q64

Respondent skipped this question

If you have ticked yes to Question 63, please tell us which specific questions are to be kept confidential. Please clearly indicate which questions you consider should be withheld, together with the reasons for withholding the information and the grounds under the Official Information Act 1982 you believe apply. We will take such objections into account and will consult with submitters when responding to requests under the Official Information Act 1982.
