

#68

COMPLETE

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Page 3: Submitter information

Q1

Name

Withheld at request of submitter

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:

Q6

Yes

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

Q7

Privacy information

The Privacy Act 2020 applies to submissions. Please tick this box if you do not wish your name or other personal details to be included in any information about submissions that MBIE may publish.

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

Respondent skipped this question

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

Q10

Strongly disagree

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

Q11

Respondent skipped this question

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

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

Q12

Disagree

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:

Certifiers need to have a set of common understanding of expectations so that those gaining certification can have confidence in the certifiers abilities and knowledge

Q14

Strongly Agree

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:

Having a standard of training across the board for certifiers will 'guarantee' the quality of work they do. Certifiers should be qualified specifically within the plumbing and gas fitting profession. Maybe there could be a self-contained vehicle specialty under the governing body of plumbers and gasfitters. It should not be part of any club or social organizations aegis

Q16

Neither agree nor disagree

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

Q17

Respondent skipped this question

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

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:

I would not want my vehicle assessed by someone without the appropriate knowledge and understanding of what they are assessing

Q20

Strongly agree

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:

As this is a national law concerning technical requirements connected to health and safety that is being promulgated, then there should also be a technically qualified governing body with ethics and work standards that understands and oversees the application of the technical specifications set out in the law.

Of course, meeting technical standards of fittings won't cover the personal responsibility, attitudes and actions of the person/s owning the fittings . . .

Q22

Neither agree nor 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:

Fit and Proper is a subjective value.

Should a person have a Police Background check? Possibly. This doesn't always mean a person is fit and proper.

Page 7: Deeming plumbers as certification authorities and vehicle inspectors

Q24

Strongly agree

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:

This is not an area that should be left in the hands of a community body such as a club or social group. This is a Law that is being discussed. The technical specifications should be overseen by a lawfully constituted professional body - in this case, the plumbers and drain layers.

Gasfitting inside self-contained vehicles is required to be passed by a qualified and certified gasfitter, as does any mains/240v electricity fittings - if the plumbing is to have specific legally prescribed requirements then they too should be overseen by a qualified and certified plumber

Page 8: Chapter Three: Self-containment documentation

Q26

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

Respondent skipped this question

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

Q28

Neither agree nor disagree

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

Q29

Respondent skipped this question

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

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

Respondent skipped this question

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

Q32

Respondent skipped this question

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

Q33

Respondent skipped this question

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

Page 10: Generic Identifiers

Q34

Agree

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

Q35

Respondent skipped this question

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

Q36

Neither agree nor disagree

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

Q37

Respondent skipped this question

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

Page 11: Chapter Four: Infringement fees

Q38

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:

This maximum will be hard for many people to pay. To make it higher would be excessively punitive

Q40

Strongly disagree

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

Q41

Respondent skipped this question

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

Respondent skipped this question

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

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:

Many of these vehicles do not have the spatial capacity for a plumbed toilet yet can function quite well with a portable type. It would be unduly harsh to negate the rights of people to use these as their choice of camper. Many of the people using these want something a bit more robust than a tent but do not want to go for a full house-on-wheels concept that many of the larger vehicles are. Most users of these types of vehicles are responsible campers, using either their own portable facilities or those that are publicly provided for everyone to use as needed.

Personal responsibility in human waste disposal is the key issue here. It's not whether facilities are available in a motor-vehicle or not, it is the mindset of the user that drives their actions. If a person doesn't want to "s**t in the van" then they won't use the toilet in it whether it's portable or fixed.

Also - a towed trailer is not a motor vehicle as it does not have a motor. The legislation is Titled Self-contained MOTOR Vehicle Legislation . . . So, no towed caravan should be covered by it

Q46

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

Respondent skipped this question

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

Q48

Yes

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?):

Vehicles owned by people who are verified Responsible Campers who are often self-contained in unique ways that meet their personal requirement. Responsible Campers Association Inc have an education and certification program around responsible and ethical camping practices for ALL campers (not just motor vehicles) This education system should be encouraged and expanded even more than self-containment legislation.

Towed caravans.

As mentioned above - the legislation is for motorized vehicles. Towed caravans are not motorized therefore should not be considered within this bill

Page 13: Chapter Six: Fees and levies

Q50

Agree

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:

Is this a GST Inclusive cost? Or will that be added on top?

Q52

Disagree

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

Q53

Respondent skipped this question

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

Q54

Strongly disagree

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

Q55

Respondent skipped this question

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

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

Respondent skipped this question

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

Q58

Neither agree nor disagree

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

Q59

Respondent skipped this question

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

Page 15: Waivers and refunds

Q60

Agree

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

Q61

Respondent skipped this question

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

Page 16: General comments

Q62

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

Responsibility around disposing of waste - human and other - is nothing to do with the type of facilities within a motor vehicle - or any vehicle. It is to do with the mindset of the person using the vehicle. I have heard a number of people state that toilet provided or not, they will not be toileting inside their vehicle - they find it disgusting. Some will urinate but not defecate in their vehicle - including large bus/motorhome owners . . .

It does not matter whether the toilet is plumbed into a fixed position or is a portable type, it is the mindset of the person that determines whether and how it will be used.

Certification is an extra expense that does not guarantee the use of the facilities. While helpful for governing bodies to make more money through infringement fees and fines, it does not guarantee that the health and safety problems caused by inappropriate defecation and toileting will go away. This legislation does not cover the day-tripper and traveller who is "caught short" because of inadequate numbers or locked public toilet facilities in parks, reserves, and along roads and highways.

I do not believe this legislation is fit for purpose but rather has ridden a wave of sentiment by people and organisations who have a financial oar in the outcomes of its enactment.

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.
