

#98

COMPLETE

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Page 3: Submitter information

Q1

Name

Peter Grylls

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

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

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

Agree

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

Q13

Respondent skipped this question

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

Q14

Strongly disagree

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

Q15

Respondent skipped this question

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

Q16

Strongly 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 **Agree**

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

Q19 **Respondent skipped this question**

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

Q20 **Strongly disagree**

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

Q21 **Respondent skipped this question**

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

Q22 **Disagree**

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

Q23 **Respondent skipped this question**

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

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:

Self contained vehicles have very simple plumbing systems and it is unnecessary for a certified plumber to perform this type of inspection. It should be noted that failure of the plumbing on a vehicle is very unlikely to cause any environmental damage and is rather more likely to cause a mess inside the private motor vehicle. I see it completely overkill to require plumbers for this, a very basic knowledge of fluid dynamics, pipework and seals should be sufficient.

Page 8: Chapter Three: Self-containment documentation

Q26

Strongly disagree

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

Agree

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

Agree

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

Strongly agree

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:

It should not be necessary to have a generic identifier as they are easily forged or obtained without having proper certification. Additionally vehicles easily identified as "campers" are often the target of thieves. It should be up to the individual if they would like to display such identifier on their vehicle

Q36

Strongly 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

Disagree

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:

\$800 fines are excessive. Compare this to fines for speeding which is a major hazard to road users and can cause death. \$800 is out of proportion.

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

Respondent skipped this question

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

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

Respondent skipped this question

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

Q48

Don't know

Are there other types of vehicles that should be excluded?

Q49

Respondent skipped this question

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

Agree

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

Q51

Respondent skipped this question

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

Q52

Strongly 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

Strongly 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:

It should be no where near 5 hours to process this. It should be a 1 or 2 hour job maximum.

Q58

Agree

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

Strongly 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?

I fully support a proper national register of the vehicles

I do not support high penalties and fines being proposed

I do not support the need for certified plumbers to perform inspections

I do not support or see any rationale for requiring "fixed" toilets in these vehicles. No evidence of the benefits of fixed vs portable toilets have been provided by MBIE. Portable toilets perform the same functions as fixed toilets

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.
