

#2

COMPLETE

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Page 3: Submitter information

Q1

Name

Jane Shearer

Q2

Email address

jane.shearer@resolutionz.biz

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

No

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:

I think that performance-based rather than prescriptive standards should always be used in legislation otherwise one quickly ends up with out-of-date legislation.

Q10

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:

I prefer performance-based standards. I do, however, have some misgivings in that people trying not to do the right thing will have lots of room to wiggle in the absence of a prescriptive standard.

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:

I would like certifiers to have a trade qualification - be bound by the standards of some external organisation. I am not concerned by it taking some time for vehicles to get certified - we want fewer campervans on the road than in the past given all the other detriments of having vast numbers of them in our area.

Q14

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:

I want certifiers to have to answer to an existing standards body.

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:

If we go for option two this doesn't seem necessary.

Page 6: Competency requirements for vehicle inspectors

Q18

Disagree

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:

This is too vague and requires some new mechanisms to determine if people are competent. We already have a mechanism in trade certificates.

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:

Why create something new when we have a way of certifying people already?

Q22

Strongly 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:

Why create something new when we have a way of certifying people already?

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:

Why not use people we already have and are training?

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

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

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

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:

There isn't much point in having something that can be easily counterfeited

Q36

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:

There isn't much point in having something that can be easily counterfeited

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:

I prefer higher potential penalties

Q40

Agree

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:

I would prefer the penalty to be higher than \$1000 - it needs to be a real disincentive. I would also like penalties to be put upon rental agencies for rental vehicles, in which case considerably more than \$1000 is needed as a disincentive.

Page 12: Chapter Five: Exclusions from regulatory requirements

Q42 **Strongly agree**

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 disagree**

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:

What's the point in having legislation to enforce proper toilets if some vehicles don't have to have them? Then we will see a plethora of these vehicles appearing on our roads - rental companies will hardly miss the opportunity.

Q46 **Strongly disagree**

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:

One simple system please.

Q48 **No**

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

Strongly disagree

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

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

Agree

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:

We don't need this exercise to cost anyone other than those who own the vehicles

Page 14: Certification Authority Application Fee

Q56

Agree

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:

I agree on the basis that the intent is to move to a scaleable fee in the future

Q58

Neither agree nor 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:

I understand the argument that it would be better to implement this after an initial period

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?

Please bring them in sooner than the proposed timeframe. If this is what the country wants, why wait so long to make it happen?

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.
