

WPQ 39257 (2025) Pilot Projects

NZ Transport Agency Pilot Projects since 27 November 2023

Project name	Commencement date	Duration	Funding source	Funding amount	Objectives	Current status
In-vehicle Tech	Jun-24	1 year	National Land Transport Fund - Nationally Delivered Activities (NLTF NDA)	\$0.5m	Strategic initiative aimed at leveraging connected vehicle technologies to enhance transport system efficiency, safety, and revenue collection. Proof of Concepts (PoCs) were launched to test feasibility and gather real-world insight. These pilots were designed to reduce risk, validate business cases, and accelerate learning.	As of July 2025, the IVT project has been de-prioritised and placed on hold. All PoCs have concluded, delivering valuable lessons.
Invoicing from weigh in motion - trial period	Sep-24	2 months	Funded from business-as-usual (BAU) resources	No specific additional funding has been required	Pilot to trial direct Road User Chargers (RUC) assessment from weigh-in-motion data in order to recover unpaid RUC associated with overweight vehicles and identify incorrect RUC type for heavy vehicle operators. For the trial period, instead of an assessment or invoice issued, a warning letter was sent. The objective was to find any issues in the process and have operators provide feedback.	The trial was a success with good support from industry. Minor changes were made, and the process is now live.
Alternate fatigue management system	Feb-24	on-going	Funded from BAU resources	No specific additional funding has been required	Provide flexibility within boundaries for industry to manage work time breaks	Trial has proved successful and are now trialling with other industry sectors
Variable Certificate of Fitness for rental vehicles	Dec-21	18 months	Certification Reviews Memorandum Account	\$80,000 (budget)	To increase the Certificate of Fitness period from 6 months to 12 months for light rental vehicles under 4 years of age.	Waiting for Unisys upgrade to motor vehicle register to enable this to be implemented.
Vgrid - Safer Cities	Feb-25	6 months	BAU	\$300 per month	To assist in investigations where it is suspected the vehicle was not present for an inspection – i.e., fraudulent Warrant of Fitness/Certificate of Fitness	Evaluation ended. Business case completed and referred to Legal and Privacy teams for input.

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Variable Certificate of Fitness for large truck fleets	Jul-24	1 year	Certification Reviews Memorandum Account	No specific additional funding has been required	To increase Certificate of Fitness (CoF) period from 6 months to 12 months for trucks where the Transport Service Licence holder has safety systems in place to ensure mechanical safety of vehicles (vehicles maintained at a Certificate of Fitness standard while on the road).	Process to be developed to ensure assessment process aligns with legislative requirements
Permit term increased to 10 years	Oct-25	8 months	BAU	No specific additional funding has been required	To increase permit term from 2 years to a maximum of 10 years for Transport Service Licence holders that have appropriate safety systems in place and no breaches of permit conditions.	Criteria need to be developed to ensure consistency in processing approvals for permit holders nationally.
National Ticketing Solution (NTS) Release 0.5 (Christchurch Route 29) pilot	8-Dec-24	On-going	NTS funded from Public Transport Services and Public Transport infrastructure activity classes in the 2024-27 National Land Transport Programme.	The pilot is part of a staged implementation of NTS and a separate budget was not established	To test the following in a live environment: - Use of contactless payment cards to pay for bus travel - Customer experience - any impact on patronage - the ability to pay by tapping your card/watch/phone is expected to lower the barrier for access to public transport - compliance activity required of bus drivers and transport operators) - Integration of back-office systems to bus based systems to assess the stability and resilience of the ticketing solution. - Day to day management of the back and front office system that support travellers. - Service integration between the ticketing service provider and NZTA - Integration of the ticketing service provider with the financial services ecosystem to ensure accurate revenue collection for the Public Transport Authority	The pilot is continuing ahead of the planned expansion of the use of contactless payment cards for travel across the entire greater Christchurch network later this year. The pilot has demonstrated good integration across the ticketing solution and financial service providers which provides assurance of accurate revenue collection. Over the duration of the pilot several learning opportunities have been discovered with changes made to systems and processes as a result. These have improved our readiness for a wider rollout of the current functionality.

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NZ Guide to temporary traffic Management (NZGTTM) Pilots	Sep-23	12 months initially then extended to end of 2024	NLTP	Part of NZGTTM Programme and a separate budget was not established	Four NZGTTM pilots were undertaken in the following Network Outcomes Contracts (NOC) regions • Northland NOC, Fulton Hogan • Horowhenua Manawatu NOC, Higgins • Marlborough Roads, HEB • North Canterbury NOC, Downer NZTA encouraged each supplier to test and trial something different to maximise the learning opportunity. This meant suppliers focused the trial on different areas e.g., on renewals, cyclic activities, emergency response. There were also environmental differences in urban, motorway, peri-urban, mountainous, flat or other environments	An external lessons learned review was completed to support the adoption of NZGTTM. This provided valuable insights for suppliers and NZTA staff which are informing how to apply the NZGTTM to state highways.
NZTA App Pilot	May-24	3 months before launching to public	Agency memo	Part of the NZTA App project and a separate budget was not established	The NZTA App Beta Release was designed as a controlled rollout to validate the app's technical, security, and user experience components before full public release.	The NZTA App was released to the public in August 2024 and is an on-going project. The App is being progressively enhanced to serve as the primary digital channel for transport-related services. We are prioritising the delivery of high-volume, high-cost transactions that offer the greatest potential for customer impact and operational efficiency.
Portable Driver Testing Pilot	Apr-25	15 months	Budget 2022: Equitable Access to Driver Licensing	\$100,000	The Portable Driver Testing Pilot is a 15-month initiative designed to explore a new delivery model for Class 1 practical driver testing in partnership with community providers. The pilot aims to remove barriers to testing, improve equity of access, and offer a more flexible testing experience by deploying Vehicle Testing NZ (VTNZ) staff and portable capability into community-accessible locations.	The Pilot is still active. Testing has been deployed across the country and we're working with VTNZ to scale accordingly.
CDTO (Community Driver Testing Officer) Model to	Jun-25	7 months	Budget 2022: Equitable Access to Driver Licensing	\$32,000	To better understand the impacts of a tailored practical training and testing model for those referred through the justice system, particularly in reducing traffic-related offenses through targeted interventions.	Pilot is still active. Connect (the provider) have commenced training and testing in the Central Hawkes Bay area and reporting on

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Reduce Offending Pilot						their progress. On track to meet initial expectations.
Decision-Led Approach pilot on Roads of National Significance (RoNS) projects	Apr-24	18 months	NLTF	\$450,000 and individual project costs from the NLTF	In 2024, NZTA launched the Decision-Led Approach to project development in response to the GPS directive to establish a more efficient business case process by the end of 2024.	The Decision-Led Approach (DLA) has been prototyped through the RoNS programme. Collectively, these represent a significant proportion of forecasted land transport investment. The DLA approach reinforces the use of the Treasury's better business case process. The DLA has increased efficiency in the development of business cases, with shorter timeframes from project initiation to the start of pre-implementation phase (design/consenting). Following the pilot on RoNS projects, NZTA will work with suppliers to adopt the new approach for investment cases for NZTA infrastructure projects. NZTA will also encourage Approved Organisation (AO) partners to adopt this approach, as is relevant to them and for the projects we're delivering together.
Warrant of Fitness/Certificate of Fitness reminder trail	May-25	1 month	BAU	\$7,000 which has been repurposed from BAU funding	NZTA trialled sending Warrant of Fitness and Certificate of Fitness reminders to approximately 10,000 customers. The reminders were sent by text, email or automated phone message. They included a plate number but not any personal information or links to online transactions.	Next steps are being explored for expanding the reminders to more customers. The NZTA App is building out functionality so that in the future push notifications will send out reminders to customers who have the App.

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OVC Training Pilot (Overseas Drivers Licence Conversion)	Aug-24	7 months	Funded from BAU resources	\$100,000	To increase the practical test pass rates for Overseas Drivers Licence conversions (OVC), to reduce pressure on the system. The Pilot selected OVC participants in Auckland. 912 (of 1000) participants entered the programme, 828 sat a full licence test. 91.3% passed the full licence test on their first attempt.	The pilot was successful in reducing the volume of resits for OVC licence conversion. With the re-introduction of driver licence resit fees, It is no longer seen as a requirement.
Practical Driver Licence Testing Text Reminders	Feb- 24	12 months	Funded from BAU resources	\$75,000	Minimisation of the number of people not showing up for practical tests to reduce pressure on the system. Led by VTNZ, a two-step text reminder system was set up to remind applicants 48 hours and 24 hours before their test, with the option provided for a one-step cancellation of test booking by applicant.	The pilot was successful in reducing the volume of people not showing up for their practical tests, within the first quarter this number reduced from 8% to 5.5%. With the current system length of wait times, it is no longer seen as a requirement.