Roads & transport · In Dubai, highway incident management is run by RTA & Dubai Police (no agreement with Nodal)

Incident Zero — Highway recovery staging & incident clearance audit

Put the tow crew where the next delay will hurt. Where should a fleet stand by for the next shift, and which reported incidents need a dispatcher to verify the recovery requirement?



01 · UAE REGULATORY & OPERATIONAL SCALE

The joint RTA and Dubai Police Traffic Incident Management unit handled 22,341 incidents (including 9,391 vehicle-towing operations) from November 2022 to January 2024, reporting ~6-minute response and 8-minute average clearance (Dubai Media Office, 17 Mar 2024).

02 · ZERO-RISK START (UTILITIES & CITY INFRASTRUCTURE)

4-week timestamp audit at AED 0 upfront on an anonymised 12-month extract of incident, dispatch, arrival, clearance and towing timestamps across your corridors (zero camera-network login; later steps on terms agreed after the study).

03 · AUDITED STAGE, BENCHMARKS & OPERATING BOUNDARIES

Stage: In design (no simulation figure is published). An earlier simulation on a five-lane highway and a three-lane arterial is no longer used as proof because its gain came from sending a tow truck at dispatch whenever no camera classified the vehicle — matched on the corridor by a dispatcher applying the same rule manually, with zero earlier alert. Current design focuses on shift-by-shift tow staging and camera driveability triage, with pilot targets agreed in writing beforehand.

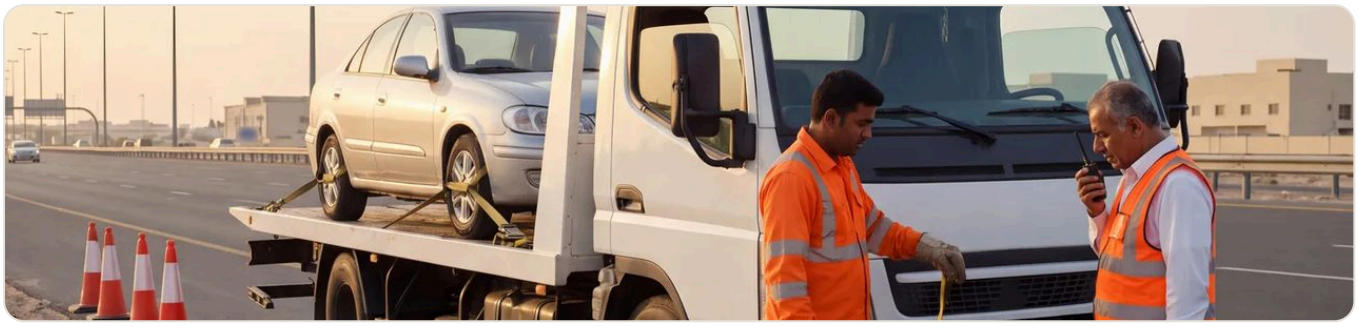
COMPATIBLE SYSTEMS & STANDARDS

Incident, Dispatch, Arrival, Clearance & Towing Timestamps · Existing Corridor Cameras · Dynamic Signs

Verification Protocol · Zero Live Access

How the 4-week offline audit runs at AED 0 upfront.

Proven offline on your historical records before anything is switched on — with your own engineers, clinicians, surveyors or licensed customs staff keeping final sign-off.



Two safe ways to verify without system logins

NO VPN · NO LIVE CREDENTIALS

Option A · Read-only CSV/Excel slice under NDA
Share an agreed read-only historical export under mutual NDA. Nodal returns a quantified, line-referenced report in writing for your operational lead to verify.

Option B · Self-run by your own IT
Your IT runs Nodal's auditable offline checker locally on a standalone machine inside your UAE boundary and shares only the summary table if you choose.

What does the 4-week timestamp audit measure?

By analysing 12 months of incident, dispatch, patrol-arrival, towing and lane-clearance timestamps across your corridors, it separates classification delays before tow dispatch from travel time tied to standby recovery crew positioning by shift.

Why is no simulation figure published for Incident Zero?

An earlier highway-and-arterial simulation relied on uncalibrated traffic, assumed travel times and a blanket tow-when-unclassified rule that a manual dispatcher matched on the corridor; shift-by-shift staging is therefore tested first on historical timestamp logs.

Who authorises dispatches and motorist warnings?

Control-room officers retain full authority over every dispatch, standby plan and dynamic road sign.

Delegate in one forward — no introductory call required

Web dossier: nodal.systems/incident-zero.html · Written checklist & mutual NDA: santiago@nodal.systems

AED 0 UPFRONT