For: Traffic Incident Management Lead · Control Room Director

Typical IT / Analyst Prep: ~30 mins for 12-month anonymised incident log

Incident Zero: 4-Week Highway Clearance Timestamp Audit (AED 0 Upfront)

Forwardable technical scope for your operational or IT lead. No live logins, VPNs or production changes are used at any point in this study.

01 · EXACT READ-ONLY HISTORICAL EXTRACTS (CSV / XLSX / PDF)

EXTRACT / REGISTER	TYPICAL SOURCE	FIELDS / COLUMNS USED
1. 12-Month Incident & Towing Timestamps	TIMS / Dispatch Log CSV	`incident_id, corridor_km_marker, severity_class, alert_ts, patrol_dispatch_ts, patrol_arrival_ts, tow_dispatch_ts, tow_arrival_ts, lane_open_ts`
2. Shift-by-Shift Standby Staging Roster	Recovery Operations CSV	`shift_code, standby_bay_id, corridor_km_marker, unit_type (light_recovery / heavy_tow / patrol)`
3. Corridor Camera Coverage Index	Asset Register CSV (No Video)	`camera_pole_id, corridor_km_marker, visual_triage_coverage_flag`

02 · TWO SAFE EXECUTION PATHS (CLIENT CHOOSES)

Option A · Read-Only Slice Under Mutual NDA

Your team shares the agreed read-only historical export above after bilateral NDA signature. Nodal processes it in an isolated UAE-compliant workspace, returns the report, and purges files on study close.

Option B · Self-Run Inside Your Own UAE Network

Your IT team runs Nodal's auditable, dependency-pinned offline script locally on an isolated workstation inside your network and shares only the summary table if you choose.

Strict Security & Scope Boundary (What Is Never Requested):

Zero camera-network logins, zero video feeds, zero plate or driver personal data.

03 · WRITTEN DELIVERABLE, STAGE HONESTY & COMMERCIAL TERMS

WRITTEN OUTPUT

12-month decomposition of classification lag vs recovery travel time by corridor and shift, proposing a testable tow-staging table with pilot thresholds signed beforehand; officers authorise every dispatch.

PUBLISHED STAGE & LIMITS

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.

MUTUAL NDA & FEE RULE

AED 0 upfront for this 4-Week Highway Clearance Timestamp Audit. Zero obligation to continue; any subsequent shadow pilot or rollout runs strictly on terms agreed in writing after your team verifies the findings.

Ready to run this check in writing — zero introductory call required

Request bilateral NDA or local runner: santiago@nodal.systems · Full register: nodal.systems/incident-zero.html

AED 0 UPFRONT