



NSSR Themes Quality Promotion driving CRM

By

AOEC, Gap Analysis 2025-2026

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Highlights on

BBMP RI

BBMP TE

Immersive TEPO (WIP 2)

BESCOM

BWSSB

HEALTHCARE PROVIDERS

MEDICAL SUPPLIES

PROVIDERS

BANKING INSTITUTIONS

EDUCATIONAL

INSTITUTIONS

AUTOMOBILE DEALERSHIP

CORPORATE COMMUTERS

KSFES

FESA Blocks or Entities

NSSR Themes – Quality Promotion driving CRM

- **Target group: The NSSR Themes Quality Promotion insight is targeted towards a new concept National Safety Social Responsibility vertical** to drive (a) predictive, (b) open-survey & (c) feedback... learning & analytics related quality promotion in or for enveloping ecosystems.
- The interested parties or stakeholders of these enveloping ecosystems being the National Safety Council (NSC), BBMP Roads Infrastructure-Projects, BBMP Traffic Engineering, BESCOM, BWSSB, Healthcare Providers, Medical Supplies Providers, Civic Amenity Providers, Banking institutions, Educational institutions, Corporate commuters, automobile dealers and manufacturers, KSFES (Karnataka State Fire and Emergency Services) etc

QO enabling CRM

Building Safety.

Road Safety

**Safe and
Sustainable
Commuting**

BBMP: Bruhat Bengaluru Mahanagara Palike
BESCOM: Bengaluru Electricity Supply Company Ltd
BWSSB: Bengaluru Water Supply and Sewerage Board

Statement of Purpose

NSSR Themes Quality Promotion Vision

To develop quality for safety and responsiveness in ecosystems related to commuting by roads etc

Problem statement

Today we need quality promoting and sustainable solutions for commuting themes like Driver Fitness, Vehicle Fitness, Road System understanding, and Alpha Assistance in aging or climate impacted road systems, and /infrastructure where there is emerging crowd movement, business and habitat dynamics.

Potential solution

Including NSSR-Theme proposals, projects, programmes, systemic reviews, analytics and dashboards can help fast track these efforts by decision-making departments, stakeholders or parties, where solution driving CRM teams use CRM modeling and scorecards in evaluating “Priority, Viability, Surveyable Responsiveness and Outcome Ratings” for these efforts, to help understand, analyze and relevantly incorporate quality-promoting practices, concepts and building blocks for safe and sustainable commuting.

NSSR Themes Quality Promotion

What is recommended

Each NSSR Theme Quality Promotion project or programme related target group is made a member of a new NSSR-THEME-QP-driving CRM framework where registration, detailing, grading and touch-point updating, add certain reasoning and analytics about a project related to NSSR-THEME-QUALITY PROMOTION like Road Safety that is inherently dependent on Driver Fitness, Vehicle Fitness, Road system understanding and Alpha Assistance

What is done

NSSR-THEME-QUALITY PROMOTION helps incorporate synergy in NSSR-THEME proposals, projects or programmes, where there is Synergetic understanding for 2 factors that is

1. A Graded Focus
2. A Sustainability Proposal

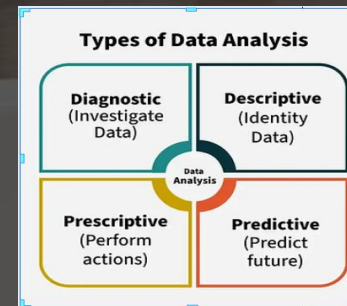
What is this Graded Focus

It is related to Graded expectations of the Quality, Cost, Delivery, Safety, Environment and Deep Learning associated with each NSSR-THEME-QP proposal, project or programme (referred to as Project*)

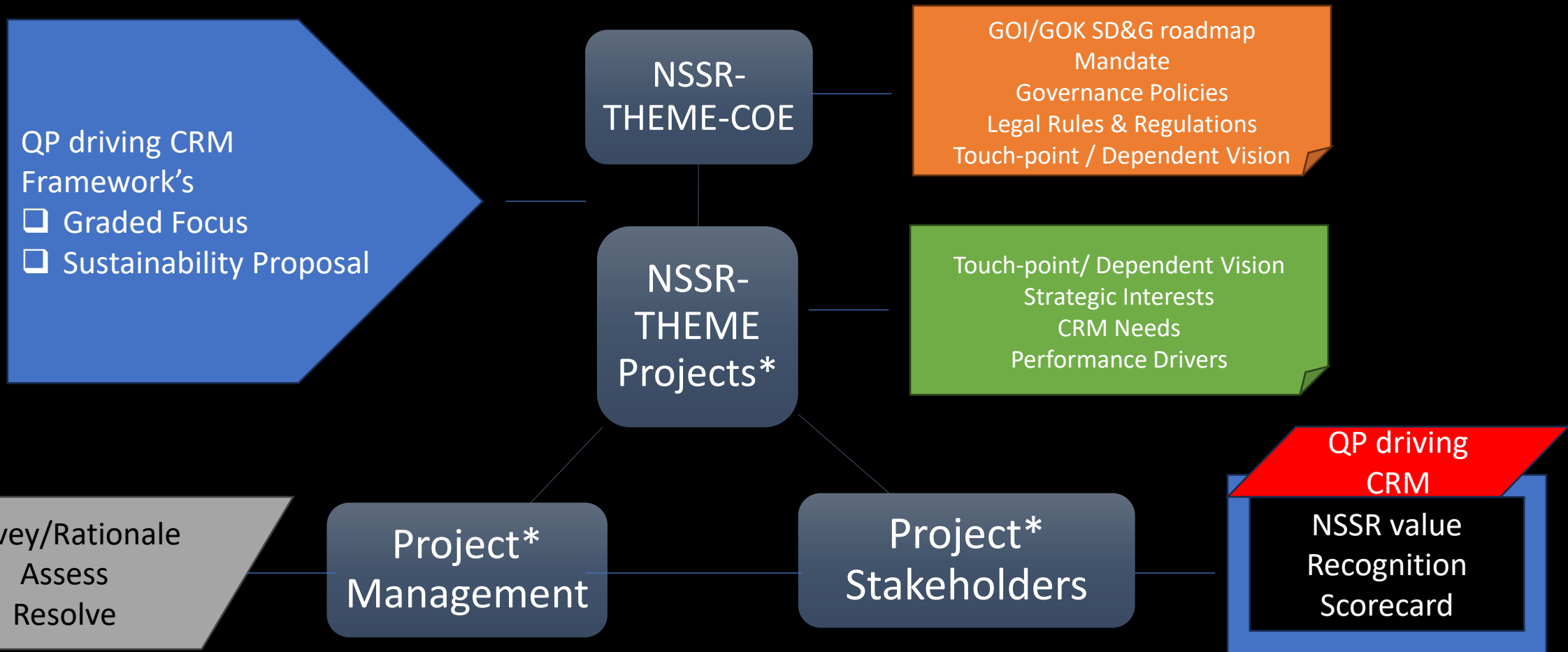
What is the Sustainability Proposal

The sustainable insight looks at including the following NSSR-TMEME-QP-Analytics for each proposal, project or programme

1. A Green/ECO-FRIENDLY rating
2. A QP-Management Index
3. Augmented Protection
4. Compliance Assessment
5. Aging Assessment
6. A Key Opinion Profilometer



NSSR Themes QP driving CRM Framework



Empowering Road Safety as a National Social Responsibility

Welcome to ROADSAFETY-COE, a dedicated space where we work towards fostering an intelligent relationship between road safety practices and our expectations to drive on road systems known

NSSR Theme Quality Promotion COE – CRM Framework for Road Safety

NSSR-THEME Projects*

- ☐ Driver Fitness
- ☐ Vehicle Fitness
- ☐ Road systems/ Infrastructure improvement
- ☐ Alpha Assistance

About The Road Safety Project/Programmes

The Hub for Road Safety Value Additions

- SMART Field Book
- Roads and Service Anywhere Anyhow
- FAQ(s)

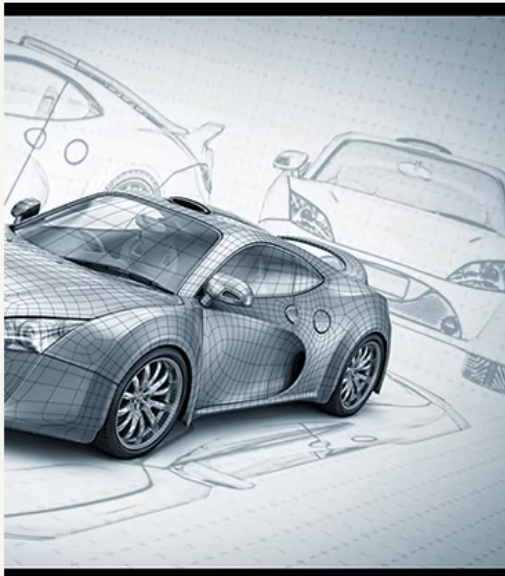
At the Centre of Excellence for Road Safety, we have a team of experts focused on designing innovative road safety programmes and handbooks. Our approach integrates the latest value additions and best practices to address road safety challenges effectively.

NSSR Theme Quality Promotion COE – for Road Safety

Road safety for Drivers

Susceptible-conditions or accidents are commonly due to missing road-safety-policies, driver negligence, lack of driving norms, lack of continual awareness, or being unfit to drive (due to concerns like afflicted ability, the influence of alcohol or drugs, fatigue, being drowsy, due to not having a driving license for a particular type of vehicle or even not having a valid driver license) and additionally due to undermining (cautioned and/or unregulated) hazardous road conditions.

Our Focus Areas (4W(s), 2W(s) and Commercial Vehicles)



Brand Management

Models, Variants, Brand
Emphasizing Systems

Key Learning (4W)



PULLOUT
FORMS

Driver Fitness

Driver Guidance/Self-paced Training



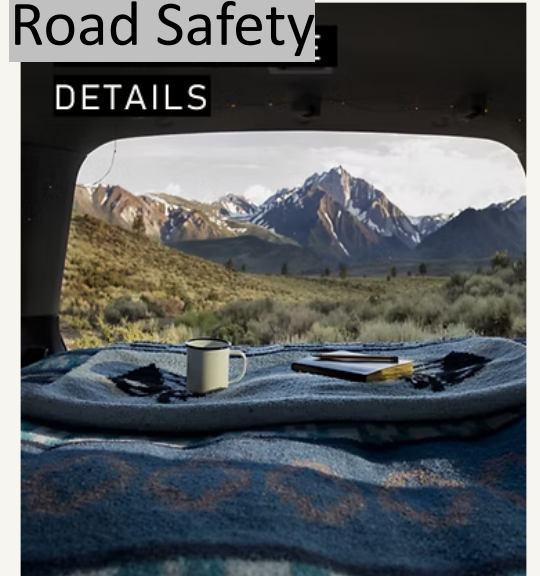
Key Learning (4W)

PULLOUT
FORMS



NSSR Theme Quality Promotion COE – for Road Safety

DETAILS



Road Safety Standards

Performance of systems, Lack of
Adherence and Expectation Analysis

FAQs

How can ROADSAFETY-COE programmes contribute to road safety?

Our programmes are designed to equip individuals and communities with the knowledge and skills to navigate road challenges, promote safety practices, and reduce road-related risks effectively.

What aspects of road safety do your programmes address?

Our programmes cover a wide range of aspects including traffic management, road infrastructure evaluation, driver and pedestrian safety, and vehicle safety standards.

How can I get involved with ROADSAFETY-COE initiatives?

You can engage with our initiatives by participating in our programmes, advocating for road safety awareness, or collaborating with us to design and implement tailored road safety solutions for driver fitness, vehicle fitness, road system understanding and alpha assistance for the groups afflicted.

NSSR Theme Quality Promotion COE – for Road Safety

NSSR Theme Quality Promotion COE – for Road Safety

Innovation and Improvement

Social Responsibility

Road Safety Data Explained

This section helps us at the Centre, (1) Delayer, (2) Present USHD Dashboards (3) Review FMCEA Indicators, and (4) Delve into reports, case studies and empirical studies

[Delayer...](#)

[Dashboards...](#)

[FMCEA reviews...](#)

[ISO 9004 Reports](#)

[Case Studies...](#)

[Empirical Studies...](#)

ROAD SAFETY
AND THE
GLOBAL WAY TO
ENGAGE

4/4/2025

UNIVERSAL PLANNER



Innovation &
Improvement



Green Thinking



Learning, Knowledge

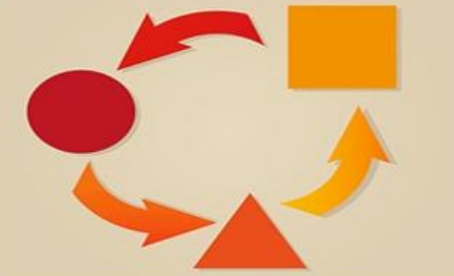


End of lifecycle



SA 8000

Trends and
Investment Cycle



Lite emergence

SOCIAL
RESPONSIBILITY

NSSR **THEME**
HANDBOOKS

NSSR Theme
Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Understanding of safety as a national social responsibility

NSSR Themes Quality
Promotion – Data
Explained

- **Understanding of customer satisfiers (universally)**

- ✓ Assurance for key factors such as standards, safety, quality, reliability, and responsiveness
- ✓ Appropriate cost of quality and defect sampling rate (for change in technology and/or change in innovation strategy)
- ✓ Appropriate understanding and guidance strategy (to match demand and supply)
- ✓ Appropriate organizational culture for National Safety Social Responsibilities (NSSR), Connected Quality management, Connected Road Safety management, and Customer Relationship Management
- ✓ Appropriate systemic responsiveness for needs, enablers, benefits analysis, incidences, complaints, feedback and/or competition

- **Key indicators of customer satisfiers**

- ✓ Timely “needs-understanding” of customer segment for road safety enablers
- ✓ Timely incidence acknowledgment/management
- ✓ Zero or minimum returns/rejects/incidences/complaints
- ✓ Zero operational defects, safe, well-maintained & optimally performing vehicles, assist & safety systems

[NSSR-THEME-QP-Domains](#)

[NSC](#)

BBMP Road Infrastructure Projects

BBMP Traffic Engineering

BESCOM, BWSSB

Healthcare Providers, Medical Supplies Providers

Civic Amenity Providers

Automobile Dealers

Automobile Manufacturers

Banking institutions

Educational institutions

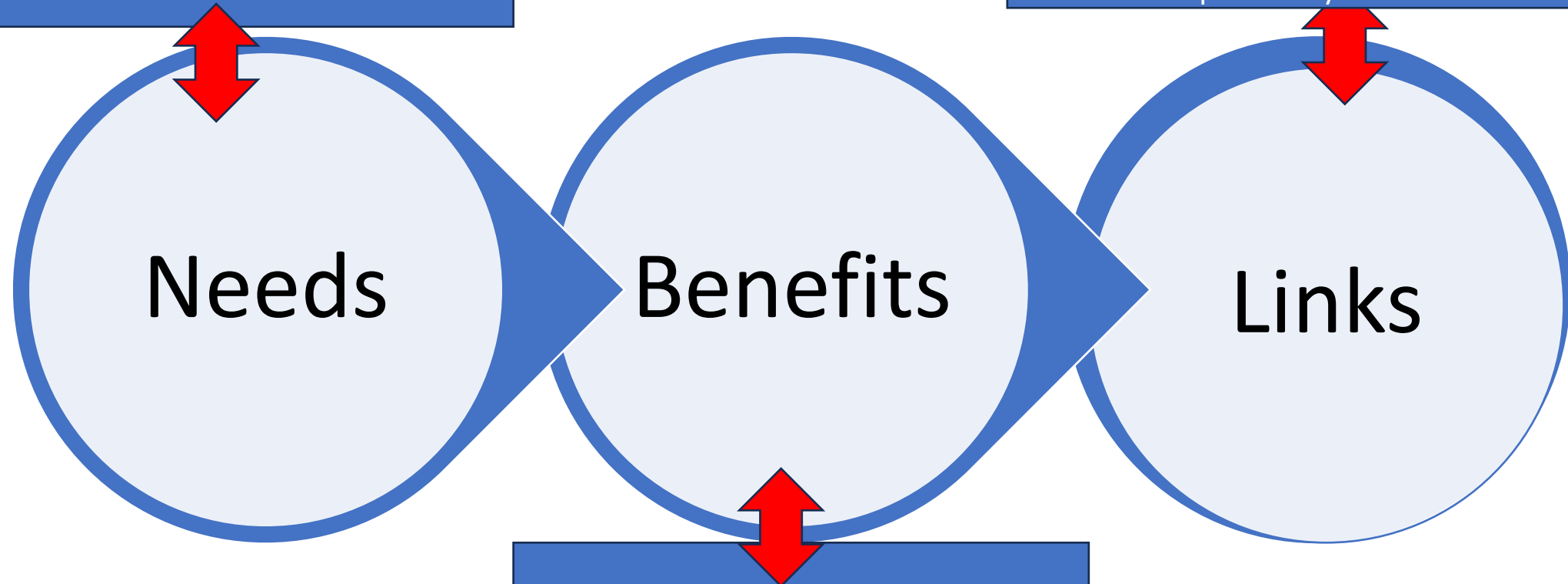
Corporate commuters



Incidence Management
Problems Management
Dynamics/Lifespan Management
80/20 QP Rule Management
Synergetic SD&G Management

Linked to

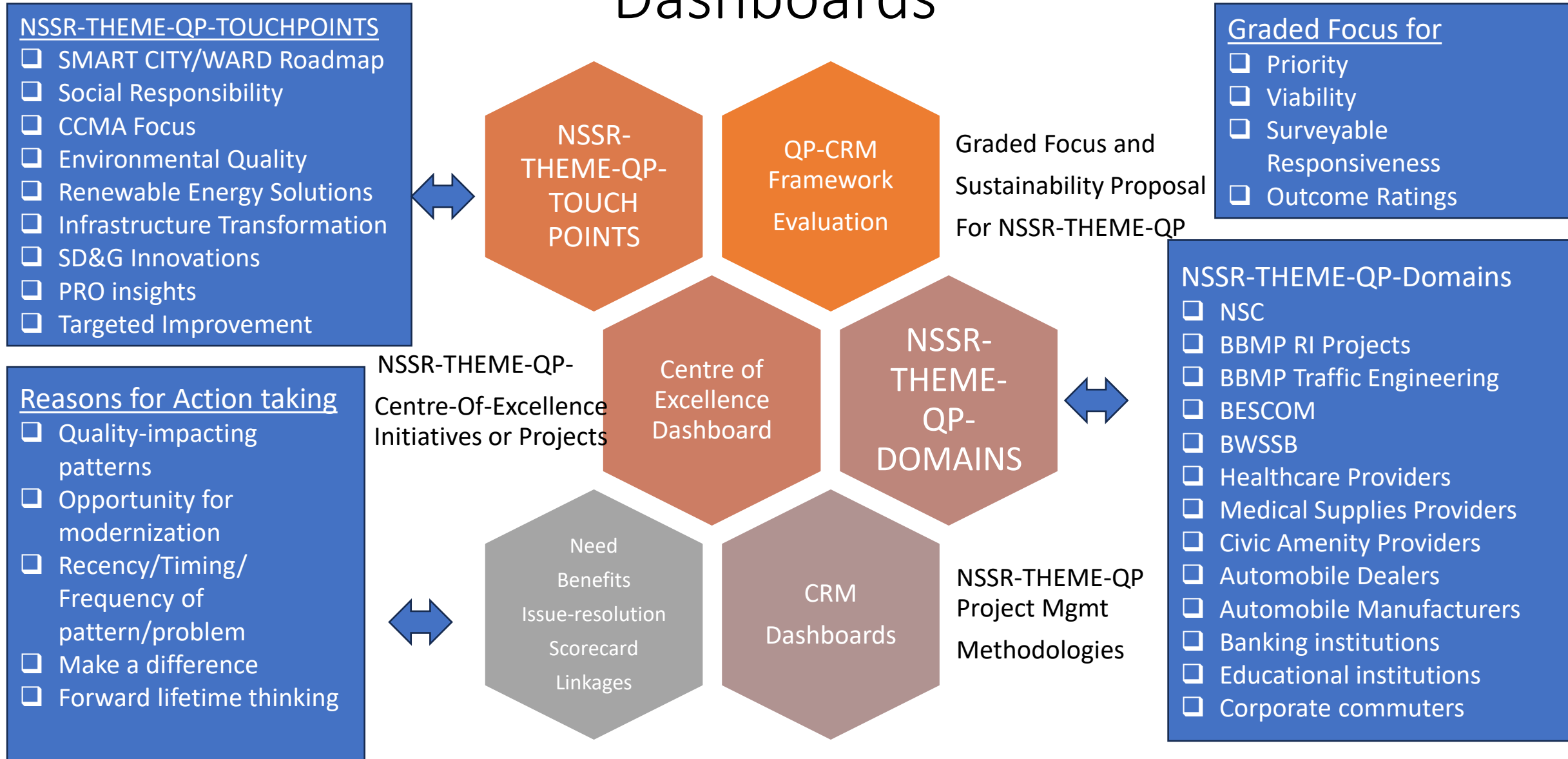
- ☐ GOI/GOK Roadmap/Regulation
- ☐ Public Companies Business development
- ☐ Private Companies Business development
- ☐ Citizen's Requirements
- ☐ Complaints Redressal
- ☐ Social Responsibility



NSSR Themes Quality
Promotion –
Parameters Delayering

- ☐ Predictive Solution
- ☐ Analyzed Solution
- ☐ Recency-Frequency-Opportunistic Management
- ☐ Embedded Value Management

NSSR THEMES Quality Promotion – COE Dashboards



- ☐ Global scope
- ☐ PAN India scope
- ☐ State / Regional scope
- ☐ City / Ward scope
- ☐ Ward Road System scope
- ☐ Ward NSSR QP scope
- ☐ Domain NSSR QP scope
- ☐ Value chain NSSR QP scope

FMCEA Reviews

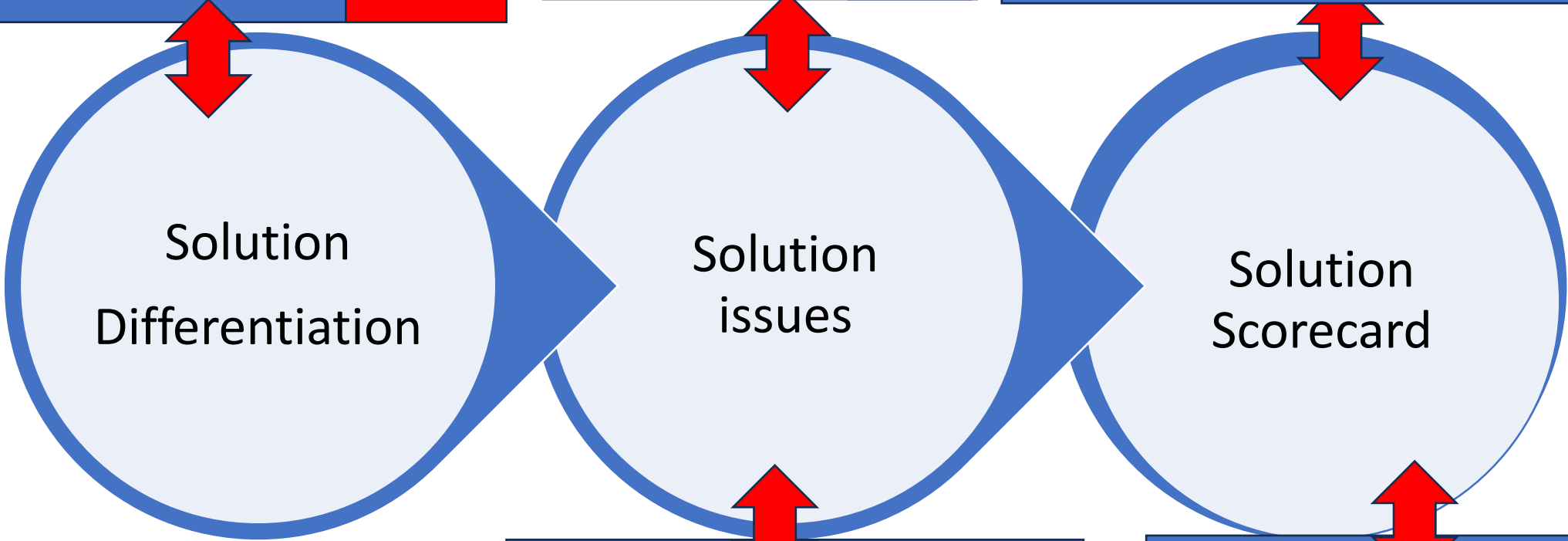
Graded Focus for

- ☐ Priority
- ☐ Viability
- ☐ Surveyable
- ☐ Responsiveness
- ☐ Outcome Ratings

Recognition Stakeholding

Reported as

- ☐ Unacceptable solution
- ☐ Needs improvement
- ☐ Meets Requirement or Supports benefits
- ☐ Exceeds Expectation
- ☐ Outstanding



NSSR Themes Quality Promotion – Solutions factoring with FMCEA reviews

- ☐ Unmanageable Feedback
- ☐ Anomaly / Remarkable Feedback
- ☐ Poor feedback / Poor response
- ☐ Cannot be incorporated / integrated
- ☐ Long solution implementation cycle

- ☐ ISO 9004 Reports
- ☐ Case studies
- ☐ Empirical studies
- ☐ Onboarding
- ☐ Training



The Centre helps onboarding management, customers and stakeholders for Road safety at the - Showroom/Sales level, the Service Centre level, and the Case Review level.



Assurance via Case Reviews
Sessions of 30 minutes per issue

NSSR Theme Quality Promotion COE – Onboarding for Road Safety

TRANING INFRASTRUCTURE AND FACILITIES

AT CENTRES

AT CUSTOMERS PLACE

AT STAGED EVENTS

TRANING FOADMAPS

CALENDAR SPECIFIC

CUSTOMER SPECIFIC

EVENT SPECIFIC

TRANING INSTRUCTORS

NSC INSTRUCTORS

ANALYSTS

CSR SPECIALISTS

 ROAD SAFETY - OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY

91-9342867666 (Gap Analyst for the pilot)
venkataoec@gmail.com

Bengaluru - Karnataka - India



NSSR Theme Quality
Promotion COE – Help
for Action Taking for
Road Safety

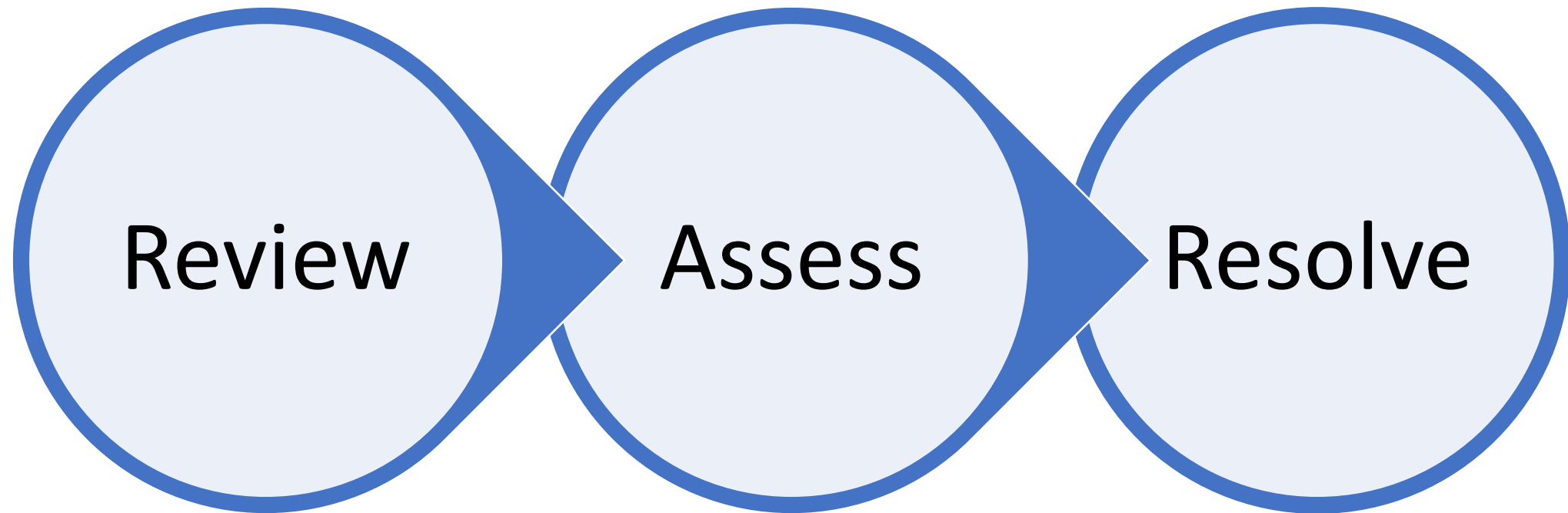
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and Commercial Vehicles

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Data Flow for NSSR THEME QP CRM



NSSR RS
HANDBOOK
PULLOUT

NSSR RS HANDBOOK for domain/business/pilot

USHD SOP

Road Safety Social Responsibility & on-boarding

- Pull-out forms or Key opinions scanned and sent

USHD
Report

Delaying/USHD Dashboards/FMCEA indicators

- USHD score specific roleplay or BI/CQI incorporation

USHD
Dashboard,
BI and CQI

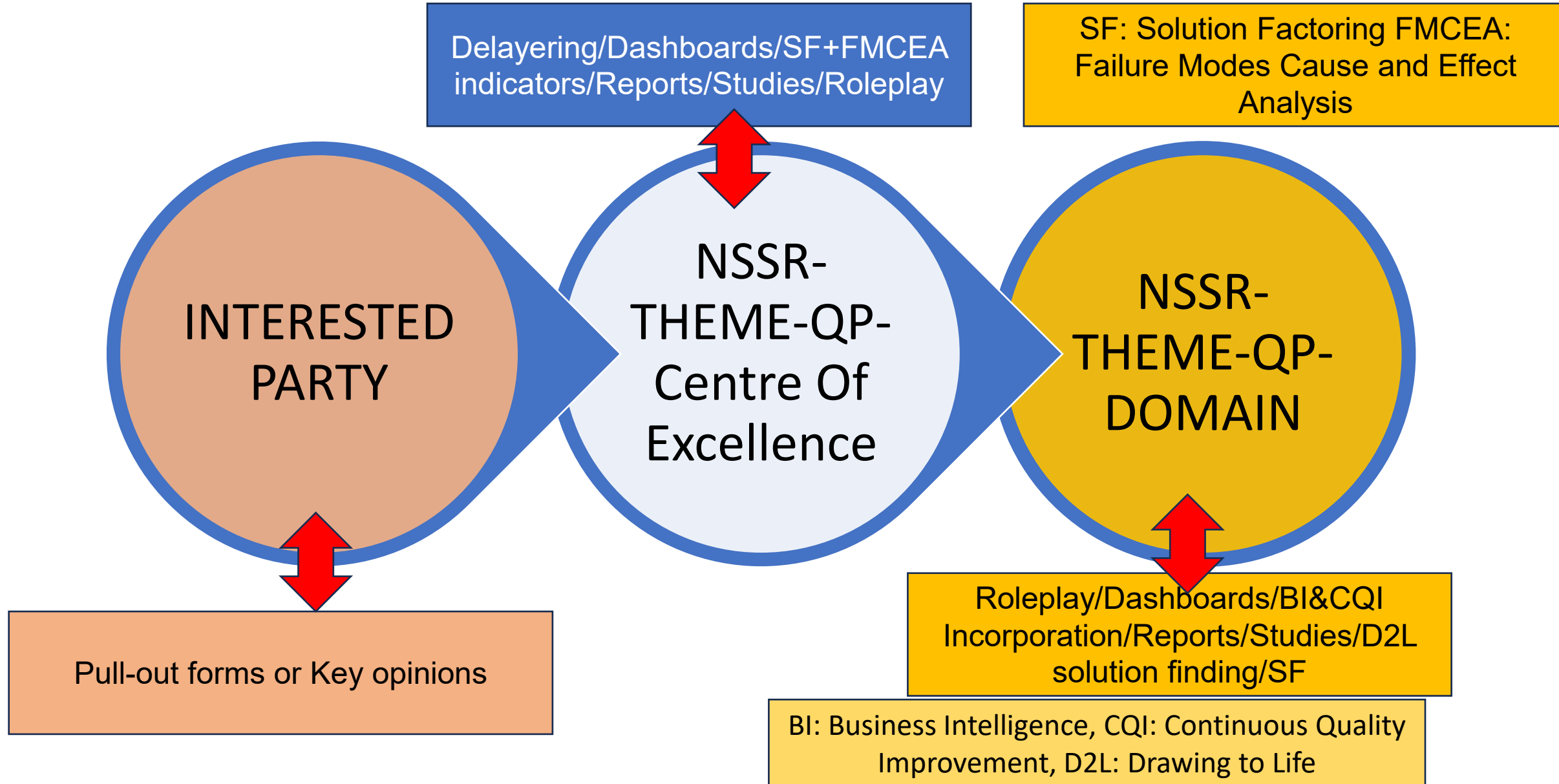
- (ISO 9004) specific Reports/Case studies/
Empirical Studies

- BA or DevOps to Real World Lifecycle

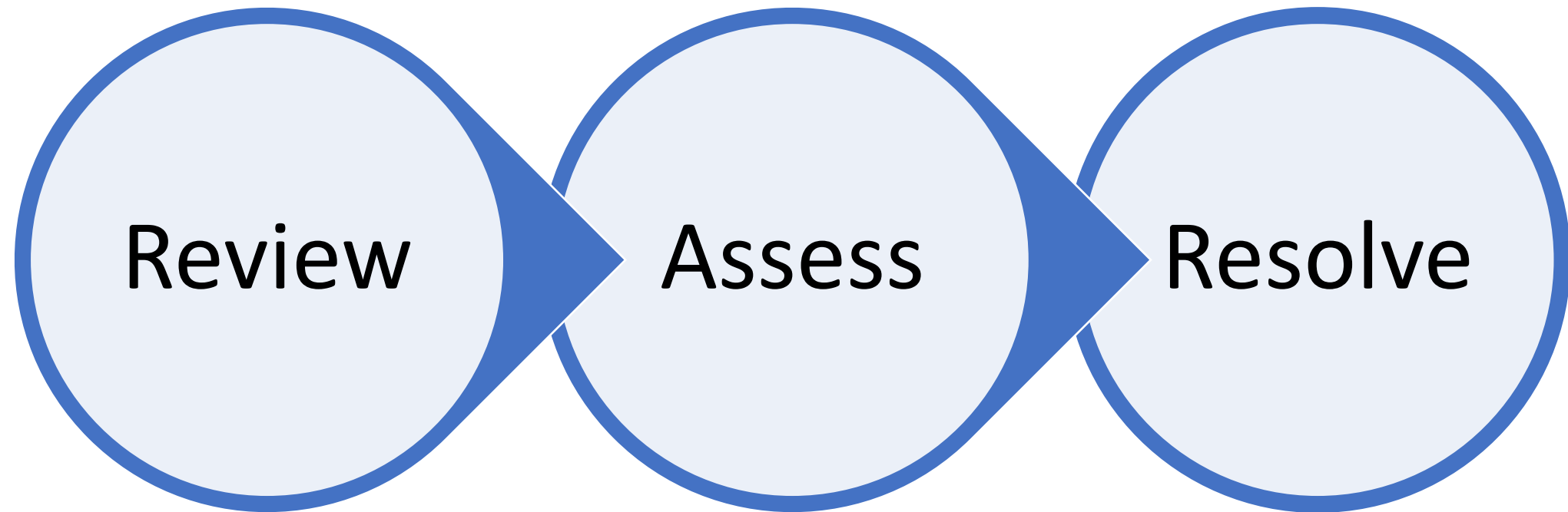
NSSR-THEME-QP-Domains

- ✓ NSC
- ✓ BBMP Road Infrastructure Projects
- ✓ BBMP Traffic Engineering
- ✓ BESCOM, BWSSB
- ✓ Healthcare Providers, Medical Supplies Providers
- ✓ Civic Amenity Providers
- ✓ Automobile Dealers
- ✓ Automobile Manufacturers
- ✓ Banking institutions
- ✓ Educational institutions
- ✓ Corporate commuters

Data Flow for NSSR THEME QP CRM



Drive India NSSR-RS Units (Driver Fitness)



Drive India NSSR-RS Units (Driver Fitness)

Units 1 to _9__ are part of the NSSR Commitment to incorporate a series of knowledge enabled exercises to sensitize, prepare, deploy, assess and monitor road safety practices adhered to by a driver/commuter/customer engagement for NSSR-RS provider (proposed to be a NSSR-RS Desk sending out notifications and proactive responses by the NSSR-RS sensitized traffic management network)

Working through any of the Units 1 to _9__, will need the NSSR responder to review

- i. An Introduction to the unit
- ii. The Key Learning of the unit
- iii. The Safety Focus and Criteria of the unit
- iv. The Hazards Analysis for the unit
- v. The NSSR specific Involvement for the unit
- vi. The expected Responses reported for the unit
- vii. The Complaints commonly reported for the unit



Table of Contents (Handbook)

Sl No	Contents	Page No
7	Drive India NSSR-RS Unit 1 (Mandatory Traffic Signs)	NA
8	Drive India NSSR-RS Unit 2 (Cautionary Traffic Signs)	NA
9	Drive India NSSR-RS Unit 3 (Information/Danger/Alarm/ Emergency Traffic Signs)	NA
10	Drive India NSSR-RS Unit 4 (Drowsy Driving)	NA

Table of Contents (Handbook)

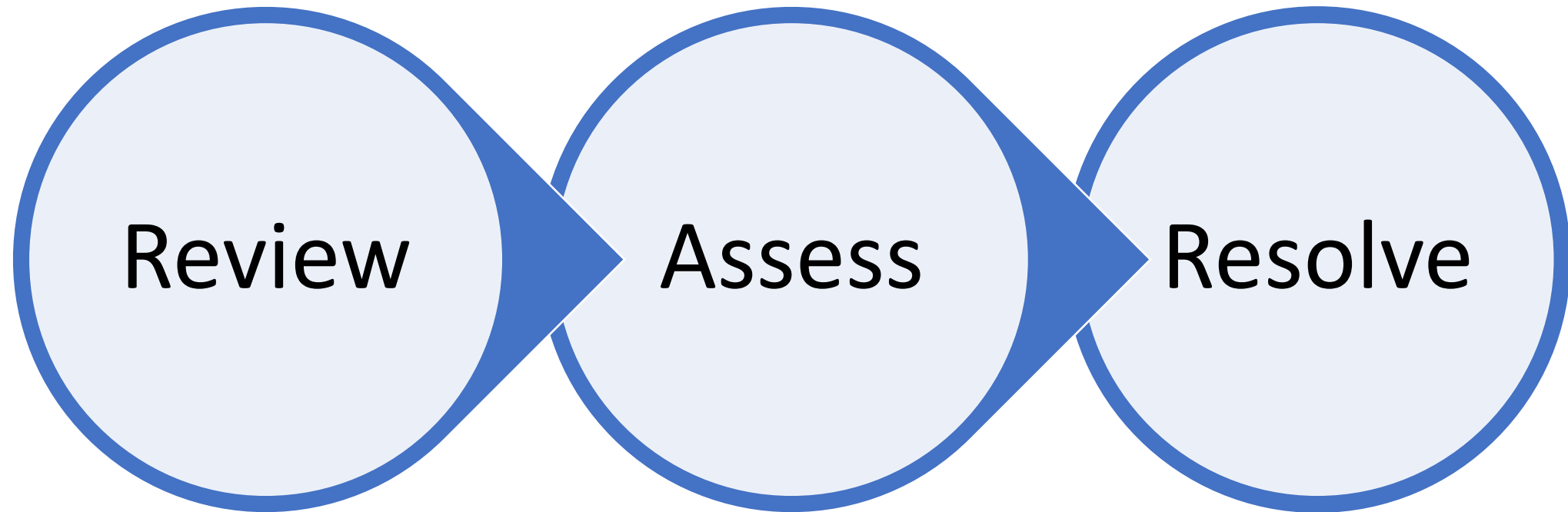
Sl No	Contents	Page No
11	Drive India NSSR-RS Unit 5 (Fog or Night Driving)	NA
12	Drive India NSSR-RS Unit 6 (Road System Responsiveness)	NA
13	Drive India NSSR-RS Unit 7 (Driving conditions Responsiveness)	NA
14	Drive India NSSR-RS Unit 8 (First Aid and Fire Safety Responsiveness)	NA
15	Drive India NSSR-RS Unit 9 (Alpha Assistance Responsiveness)	NA

 ROAD SAFETY - OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY

Drive India NSSR-RS Units (Driver Fitness)

NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
DRIVER FITNESS	Mandatory Traffic Signs	Predictive, Survey, Feedback	<div> NSSR-THEME-QP-Domains <ul style="list-style-type: none"> ✓ NSC ✓ BBMP Road Infrastructure Projects ✓ BBMP Traffic Engineering ✓ BESCO, BWSSB ✓ Healthcare Providers, Medical Supplies Providers ✓ Civic Amenity Providers <input type="checkbox"/> Automobile Dealers <input type="checkbox"/> Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
DRIVER FITNESS	Cautionary Traffic Signs	Predictive, Survey, Feedback	
DRIVER FITNESS	Information/Danger/Alarm	Predictive, Survey, Feedback	
DRIVER FITNESS	Drowsy Driving	Predictive, Survey, Feedback	
DRIVER FITNESS	Fog or Night Driving	Predictive, Survey, Feedback	
DRIVER FITNESS	Road System Responsiveness	Predictive, Survey, Feedback	
DRIVER FITNESS	Driving conditions Responsiveness	Predictive, Survey, Feedback	
DRIVER FITNESS	First Aid and Fire Safety Responsiveness	Predictive, Survey, Feedback	
DRIVER FITNESS	Alpha Assistance Responsiveness	Predictive, Survey, Feedback	

NSSR-RS Units (Road System / Infrastructure Improvement)

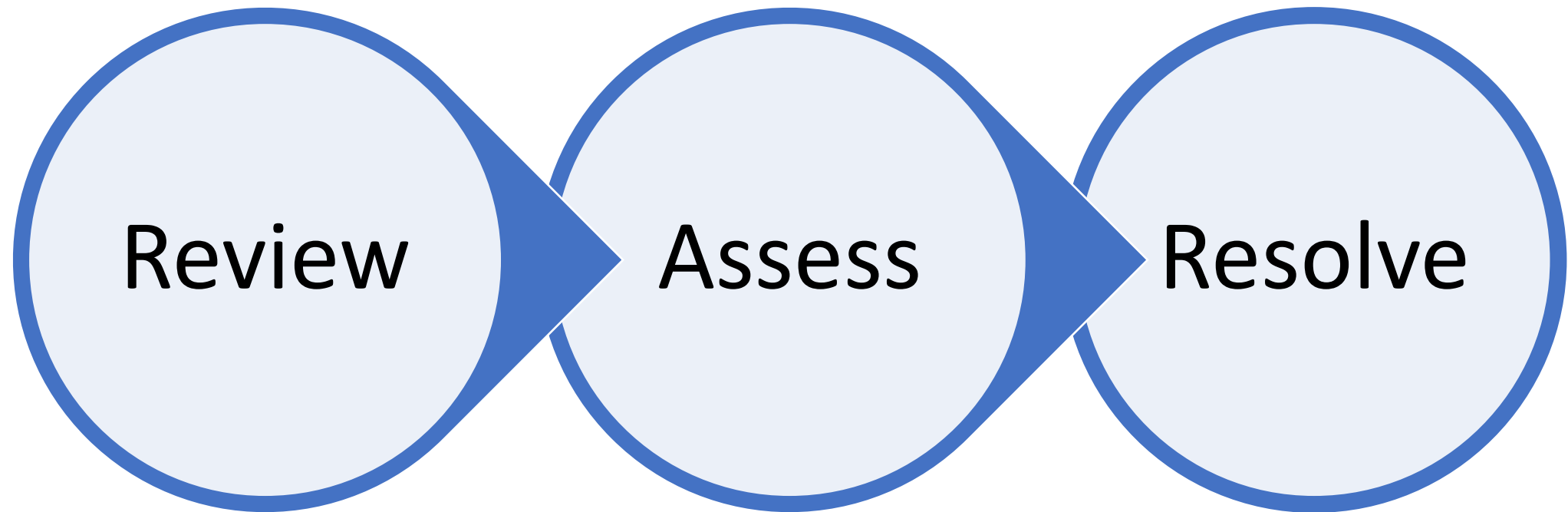


NSSR-RS Units (Road System / Infrastructure Improvement)

NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
ROAD SYSTEMS	CIVIC AMENITIES	Predictive, Survey, Feedback	<div> NSSR-THEME-QP-Domains <ul style="list-style-type: none"> ✓ NSC ✓ BBMP Road Infrastructure Projects ✓ BBMP Traffic Engineering ✓ BESCOM, BWSSB ✓ Healthcare Providers, Medical Supplies Providers ✓ Civic Amenity Providers <input type="checkbox"/> Automobile Dealers <input type="checkbox"/> Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
ROAD SYSTEMS	RADIUS OF COVERAGE FOR SERVICES 24/7, ANYWHERE ANYHOW	Predictive, Survey, Feedback	
ROAD SYSTEMS	PEDESTRIAN SAFETY	Predictive, Survey, Feedback	
ROAD SYSTEMS	SIGNAGE/SIGNBOARDS	Predictive, Survey, Feedback	
ROAD SYSTEMS	ROAD SAFETY HEALTH CARD	Effectiveness for RS	


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NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY**

NSSR-RS Units (Vehicle Fitness)



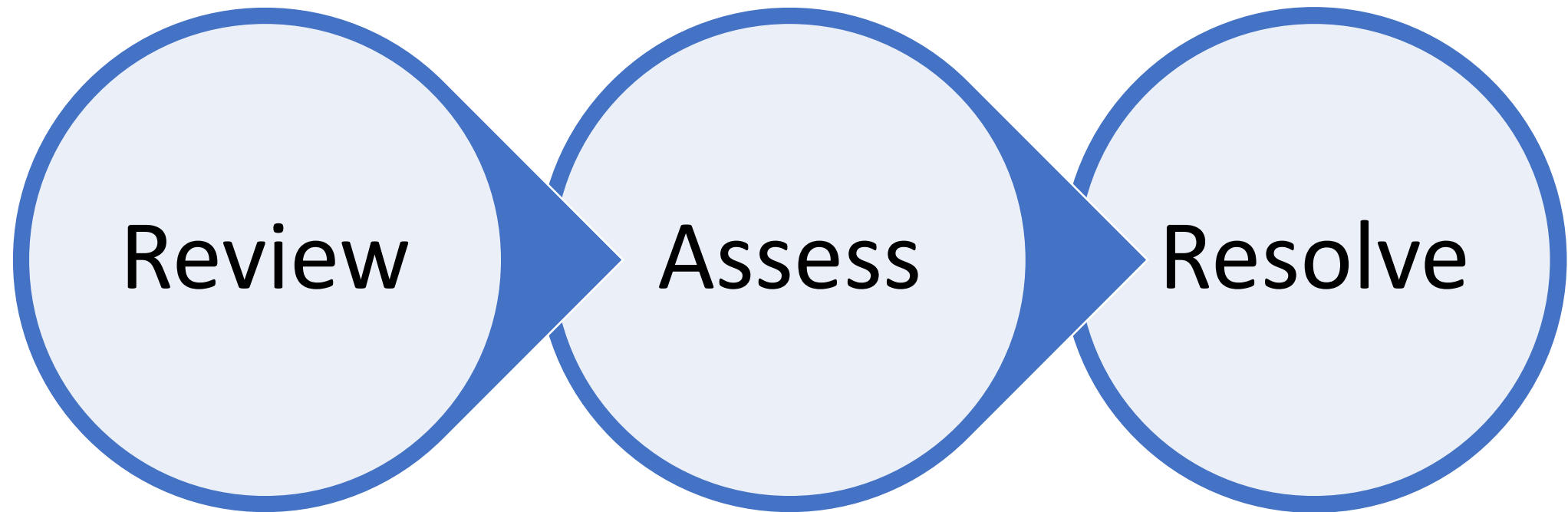
NSSR-RS Units (Vehicle Fitness)

NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
VEHICLE FITNESS	2W Performance Analysis, Information, Components and Systems for NSSR-RS	Predictive, Survey, Feedback	<div> <u>NSSR-THEME-QP-Domains</u> <ul style="list-style-type: none"> ✓ NSC <input type="checkbox"/> BBMP Road Infrastructure Projects <input type="checkbox"/> BBMP Traffic Engineering <input type="checkbox"/> BESCOM, BWSSB ✓ Healthcare Providers, Medical Supplies Providers <input type="checkbox"/> Civic Amenity Providers ✓ Automobile Dealers ✓ Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
VEHICLE FITNESS	PASS-4W Performance Analysis, Information, Components and Systems for NSSR-RS	Predictive, Survey, Feedback	
VEHICLE FITNESS	CMMV Performance Analysis, Information, Components and Systems for NSSR-RS	Predictive, Survey, Feedback	
VEHICLE FITNESS	Ambulances, Air Ambulances	Predictive, Survey, Feedback	

NSSR-RS Units (Vehicle Fitness)

NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
VEHICLE FITNESS	Graded payload or goods movement	Predictive, Survey, Feedback	<div> NSSR-THEME-QP-Domains <ul style="list-style-type: none"> ✓ NSC <input type="checkbox"/> BBMP Road Infrastructure Projects <input type="checkbox"/> BBMP Traffic Engineering <input type="checkbox"/> BESCO, BWSSB ✓ Healthcare Providers, Medical Supplies Providers <input type="checkbox"/> Civic Amenity Providers ✓ Automobile Dealers ✓ Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
VEHICLE FITNESS	Special Needs Vehicles	Predictive, Survey, Feedback	
VEHICLE FITNESS	Taxis	Predictive, Survey, Feedback	
VEHICLE FITNESS	Buses and Van services	Predictive, Survey, Feedback	
VEHICLE FITNESS	Auto services	Predictive, Survey, Feedback	

NSSR-RS Units (Institutions/Organizations connected)



NSSR-RS Units (Institutions/Organizations connected)

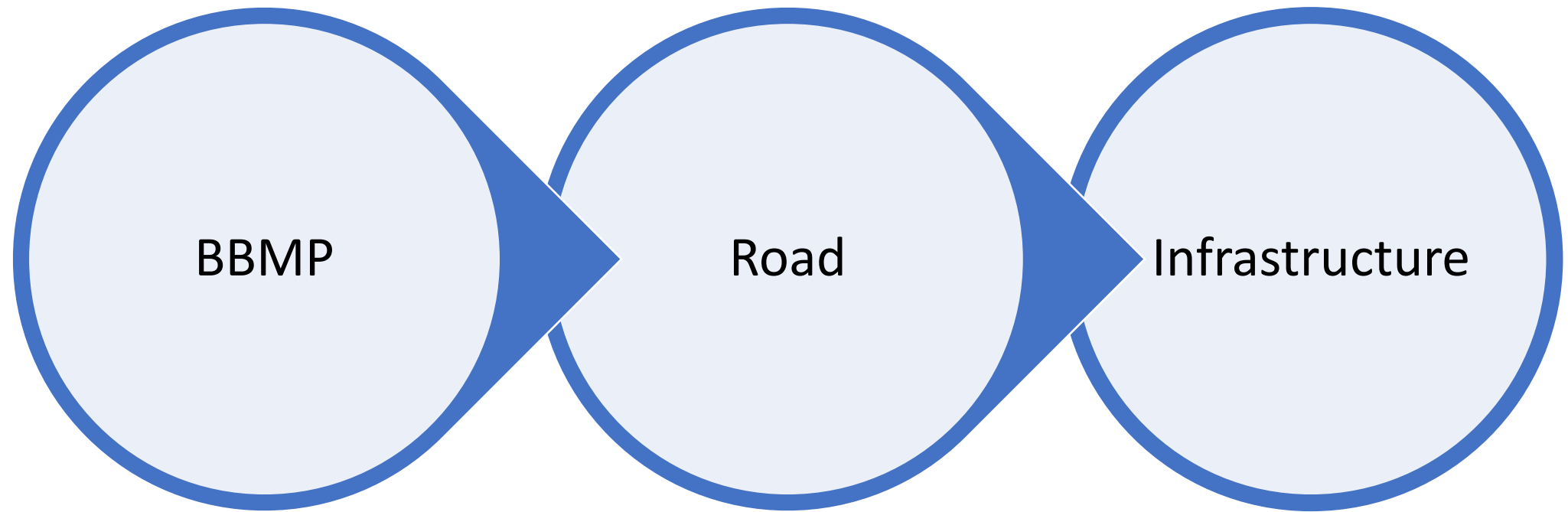
NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	BBMP – ROAD INFRASTRUCTURE PROJECTS	Predictive, Survey, Feedback Sustainable Commuter Relationship with Planning and Organization	<div> <u>NSSR-THEME-QP-Domains</u> <ul style="list-style-type: none"> ✓ NSC ✓ BBMP Road Infrastructure Projects ✓ BBMP Traffic Engineering ✓ BESCOM, BWSSB ✓ Healthcare Providers, Medical Supplies Providers ✓ Civic Amenity Providers ✓ Automobile Dealers ✓ Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	BBMP – TRAFFIC ENGINEERING	Predictive, Survey, Feedback Sustainable Commuter Relationship with Planning and Organization	
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	BESCOM	Predictive, Survey, Feedback Sustainable Consumer Relationship with Planning and Organization	
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	BWSSB (WIP)	Predictive, Survey, Feedback Sustainable CSR Subscriber Relationship with Planning and Organization	

NSSR-RS Units (Institutions/Organizations connected)

NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	HEALTHCARE PROVIDERS, MEDICAL SUPPLIES PROVIDERS	Predictive, Survey, Feedback Sustainable Customer Relationship with Planning and Organization	<div> <u>NSSR-THEME-QP-Domains</u> <ul style="list-style-type: none"> ✓ NSC ✓ BBMP Road Infrastructure Projects ✓ BBMP Traffic Engineering ✓ BESCOM, BWSSB ✓ Healthcare Providers, Medical Supplies Providers ✓ Civic Amenity Providers ✓ Automobile Dealers ✓ Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	AUTOMOBILE DEALERS, MANUFACTURERS	Predictive, Survey, Feedback Sustainable Customer Relationship with Planning and Organization	
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	EDUCATIONAL INSTITUTIONS	Predictive, Survey, Feedback Sustainable Commuter Relationship with Planning and Organization	
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	BANKING INSTITUTIONS	Predictive, Survey, Feedback Sustainable Customer Relationship with Planning and Organization	

NSSR-RS Units (Institutions/Organizations connected)

NSSR THEME QP FOR	NSSR-RS-UNIT	Nature of QP	Domains connected
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	CORPORATE COMMUTERS	Predictive, Survey, Feedback Sustainable Customer Relationship with Planning and Organization	<div> <u>NSSR-THEME-QP-Domains</u> <ul style="list-style-type: none"> ✓ NSC ✓ BBMP Road Infrastructure Projects ✓ BBMP Traffic Engineering ✓ BESCOM, BWSSB ✓ Healthcare Providers, Medical Supplies Providers ✓ Civic Amenity Providers ✓ Automobile Dealers ✓ Automobile Manufacturers ✓ Banking institutions ✓ Educational institutions ✓ Corporate commuters </div>
INSTITUTIONAL/ ORGANIZATIONAL FITNESS	CIVIC AMENITY PROVIDERS (WIP)	Predictive, Survey, Feedback Sustainable Customer Relationship with Planning and Organization	



UNIVERSAL PLANNER



Innovation &
Improvement



Green Thinking



Learning, Knowledge

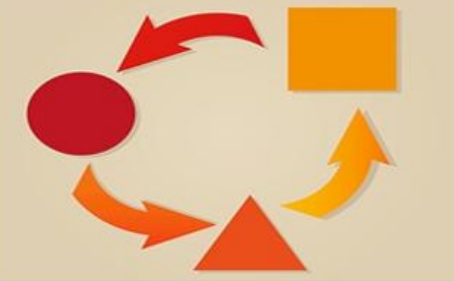


End of lifecycle



SA 8000

Trends and
Investment Cycle



Lite emergence

SOCIAL
RESPONSIBILITY

NSSR **THEME**
HANDBOOKS

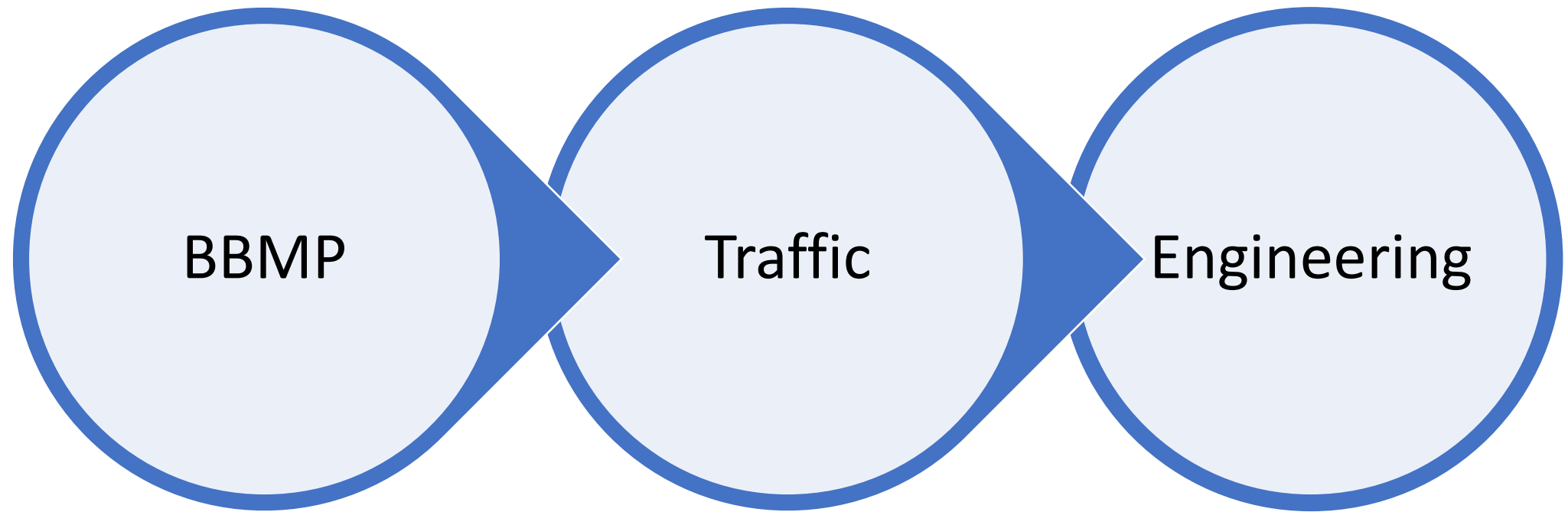
NSSR Theme
Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Primary Work Areas for BBMP RI Projects



Sl No	Nature of work	Applicable for NSSR Theme
1	Major Road Systems Planning and Projectization	Yes
2	Road construction and widening	Yes
3	Road Maintenance	Yes
4	Drainage improvement	Yes
5	Road Safety Measures like installing humps, medians, junctions for reducing speed	Yes
6	Pedestrian Safety Measures like footpaths, pedestrian crossings, skywalks	Yes
7	Judicious involvement with the Bangalore Development Authority (BDA) and Agenda for Bengaluru Infrastructure Development Task Force (ABIDe)	GOK-WIP
8	Recommended – Projectization for Event Wheel Incorporation in road system planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes, WIP



UNIVERSAL PLANNER



Innovation &
Improvement



Green Thinking



Learning, Knowledge

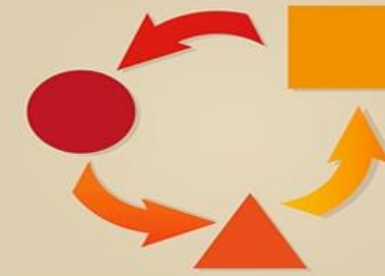


End of lifecycle



SA 8000

Trends and
Investment Cycle



Lite emergence

SOCIAL
RESPONSIBILITY

NSSR **THEME**
HANDBOOKS

NSSR Theme
Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Primary Work Areas for BBMP Traffic Engineering



Sl No	Nature of work	Applicable for NSSR Theme
1	Road development and maintenance effectiveness of arterial and sub-arterial roads	Yes
2	Junction improvement for optimizing traffic flow via signal management and road design indicators	Yes
3	Bus Bays and Shelters construction and maintenance	Yes
4	Traffic flow streamlining or calming through installation of humps, medians, junctions	Yes
5	Responsiveness for Street network design to incorporate provisions for pedestrians, cyclists and amenity providers	Yes
6	Responsiveness for Pedestrian Safety Measures like footpaths, pedestrian crossings, skywalks	Yes
7	Public Transport Enhancement	Yes
8	Freight Movement Planning ,interrelating aSupportnd with new idea Freight corridors and Logistics hubs foundations	Yes
8	Road cutting, Duct Management, Tree cutting, and landscaping	Yes

Primary Work Areas for BBMP Traffic Engineering



SI No	Nature of work	Applicable for NSSR Theme
10	Projectization for Analytics for QOI, QOP, QOS and QOO in traffic engineering, planning and organization with an Event Wheel for incorporating Key Opinion Intelligence, Pincode Intelligence and TMS Route Assurance	Yes, WIP
11	<p>Design and develop a Traffic Engineering Studio with editioning of tiered responsiveness for</p> <p>(a) TE Attributes and Touch points with changing velocity and likelihood</p> <p>(b) TE related value delivery</p> <p>(c) TE problem solving for Ranked environments and landscapes</p> <p>(d) TE Viewpoint synergy, Where the Viewpoint for traffic engineering can be</p> <ul style="list-style-type: none"> <input type="checkbox"/> Profile information <input type="checkbox"/> Regular Need/Concern/Complaint/Feedback based information <input type="checkbox"/> Image attached Need/Concern/Complaint/Feedback based information <input type="checkbox"/> Audio stream attached Need/Concern/Complaint/Feedback based information <input type="checkbox"/> Audio/Video stream attached Need/Concern/Complaint/Feedback based information <input type="checkbox"/> Advanced-focus or Perspective imagery attached Need/Concern/Complaint/Feedback based information 	Yes, WIP

Profiling sites/locations for BBMP Traffic Engineering



AOEC intends to capture site / location specific profile details and TE/Road Safety-images to predict a pincode based Transition index and NavSite Risk Quotient.

The Transition Index identifies the Point Slope interception for the dynamics, degeneration or restoration reported for the site or location.

The TEC centre will use Point Slope Interception assessments to raise questions and concerns based on baseline aspects like

*. Emergent impact for the location or site due to Changing Traffic Engineering (Control/Coordination) patterns

a. Emergent impact for the location or site due to Changing rainfall patterns

b. Emergent impact of seepage and overflows from neighbouring rivers or water bodies

Profiling sites/locations for BBMP Traffic Engineering



c. Emergent impact if there is Environmental degradation and/or a bulk increase in waste at nearby dump sites

c.1. Growth rate of trees/greenery

c.2. Utilization of energy and infrastructure (electricity, diesel, fuel, owned non-conventional alternatives)

c.3. Utilization of natural resources (environment around the piece of land, running water or stored water or underground water)

c.4 Record of Natural disasters like earthquakes, floods, cyclones, hurricanes, famine, heat wave, cold wave etc.

c.5 Record of any man-made disasters like fires, attacks by pests

Profiling sites/locations for BBMP Traffic Engineering



- d. Lack of the responsiveness shown by a (non-industrial category) producer or consumer in adversely affecting location or site
- e. Lack of the responsiveness shown by (an-industry category) producer or consumer in adversely affecting location or site
- f. Lack of any necessary TE/Road Safety related Corporate Social Responsibility to be shown by people living close by
- g. Lack of any necessary TE/Road Safety related Corporate Social Responsibility to be shown by people visiting regions near location or region

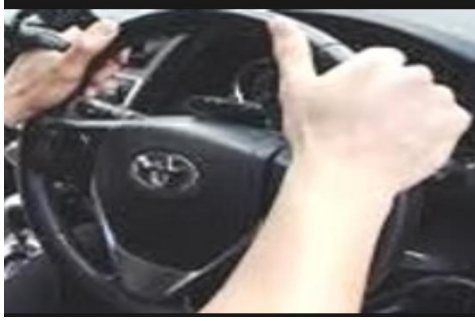
Profiling sites/locations for BBMP Traffic Engineering



The NavSite Risk Quotient based on the pincode enables the GOI / GOK/ BBMP TE/ Disaster Management Departments to identify targeted risk mitigation important for climate change and imminent disasters.

AOEC proposes a SMART Ward Content Management /system architecture that can be leveraged to incorporate TEC-image-processing for sites or locations.

As a second milestone, AOEC proposes site or location related TEC–image-zoning for augmentation of SMART Ward Content Management /systems



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NSSR-THEME-QP-Domains

- ✓ NSC
- ✓ BBMP Road Infrastructure Projects
- ✓ BBMP Traffic Engineering
- ✓ BESCO, BWSSB
- ✓ Healthcare Providers, Medical Supplies Providers
- ✓ Civic Amenity Providers
- ✓ Automobile Dealers
- ✓ Automobile Manufacturers
- ✓ Banking institutions
- ✓ Educational institutions
- ✓ Corporate commuters

Tracking Roads and Road Systems



RoadMIR and RoadKPI framework

NSSR-THEME-QP-for

- ✓ Driver Fitness
- ✓ Vehicle Fitness
- ✓ Road system understanding
- ✓ Road system improvement
- ✓ Alpha Assistance



What you need to read before reviewing this document?

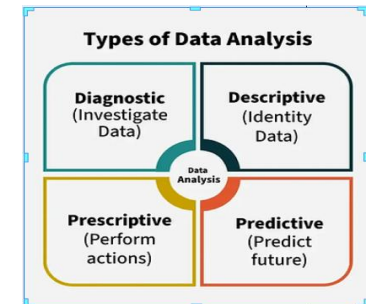
You need to read the document on the “Plan for risk mitigation” for roads and road systems.

This document does consider that civic bodies have taken multiple steps to aid in good maintenance and planning like the use of modern engineering tools such as GIS, which have been used to digitize road inventory and road history of all Arterial and Sub-arterial roads.

The given template helps implement risk mitigation by associating certain key indicators for a road, a stretch, a route or a ring road system.

It is expected that a specialized “**Risk Mitigation panel**” will collect (either via the commuters (people) directly or via its delegated representatives) different details about those roads, stretches, routes, or ring road systems that are important for improved commuting and services.

These details will be used by the Concerned Civic Bodies, Traffic Guides, Pollution Level Controllers and Emergency Response & Disaster Mitigation Guides for **intervention, incidence mitigation and resolution**





IMPORTANT DETAILS

Road system name:

Road system Id:

Management Index Specification: MIR ____

Date of submission:

Time of submission:

Mapping from:

Mapped till:

Mapping pending:

Type of road system: Road/Stretch/Route/Ring road

Type of transportation that uses road system: Public transport/Private transport/Pooled transport/Personal transport/Priority transport

Added commuting systems: Overhead Metro/Underground Subway/Tram

Current Risk Health: Acceptable/Other reports/Do not know

Health details:

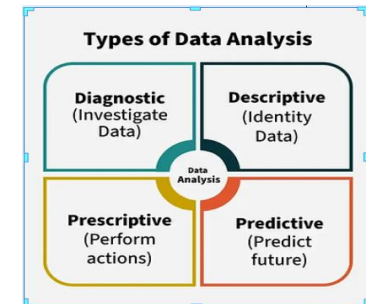
...

Associated images (to be uploaded in.jpeg format with details on location):

Key indicators (KPI(s))

The key indicators can help a Commuter, Risk management panel and the different management entities record and use information to manage issues and help reduce problems associated with roads and road systems.

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a. Nature of planning (Rated as a crucial influencer):

() **Design standards compliance** (width of road, margins for pillars, gradient designs, curves designs, median designs, arboriculture safety, pedestrian and passenger safety, safe commuting between 2 points, reasonable time taken to travel from one point to another, enablers for vehicles that use renewable energy)

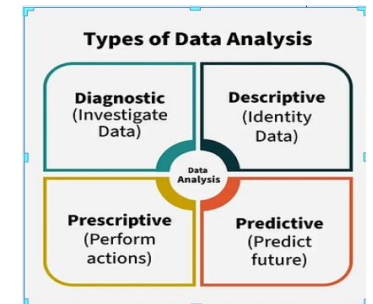
() **Accountability for Traffic factors** (speed standards set for road systems, reaction time based on PIEV*, navigation standards, safe stopping sight distance, safe overtaking or passing, safe sight distance for entry into any associated intersections, feedback systems)

() **Accountability for Environment factors** (sentinel screening and risk mitigation for unforeseen snow fall, hailstorms, heavy rainfall, thunder storm and lightning arrestors, ease of maintenance despite severe weather conditions)

() **Maintenance Systems reliability** (proper design out maintenance, risk mitigation & maintenance, inspection and maintenance of extensions, gradient-design validation, policy for emergency services, policy for disaster management services)

() **Quality of associated Drainage systems** (design and implementation after consideration of water table, sub-grade soil, reinforced earth, nature of geo-grids that are to be used in the road construction, management of seepage flow & capillary rise, reliable impervious wearing surface of road with aggregators and binders)

() **Quality of traffic signalling systems** (“(Google Earth related) satellite imagery, or drone flight imagery or sentinel sensor feedback based” Risk Mitigation Desk notifications and proactive responses by the traffic management network, by nature of design “intelligent signaling solutions” that decide as to how traffic has to be managed or routed in case there is a disaster, accident, or in a case where part of the road or road system is rendered unusable)





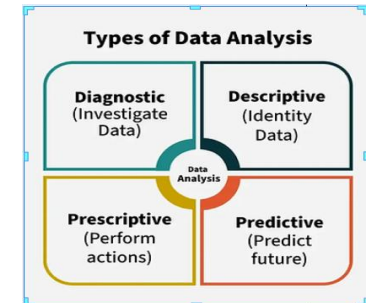
() **Satisfactory Emergency Response planning** (Equipped with signage and barricade deployment, contact numbers for nearest “ambulance services, hospital, police station, fire department, disaster management department”, availability of first aid provisions, equipped with fire extinguishers & fire fighting facilities, equipped with smoke alarm systems, equipped with sentinel sensors, has clearance for air lift to save life, has collapsible floor/ground escalation systems at designed locations to help evacuate passengers from elevated metro railways)

b. Nature of congestion (Rated as important negative influences):

- () Perennial congestion () Seasonal congestion
- () Time-based congestion
- () Incidence specific congestion
- () Feeder Traffic specific congestion
- () Goods/Freight movement specific congestion
- () Congestion due to other influences

c. Stabilizing aspects (Rated as positive influences):

- () Has a Management Index Specification () Has satellite images
- () Included in Google maps () Is of good quality
- () Has multiple-lanes
- () Has sensor-enabled medians or bordering road barricades
- () Has reliable traffic signals
- () Has SMART Meters for immersive TEPO
- () Accountable traffic intervention possible at location
- () Not in close proximity to industries
- () Not in close proximity to rivers and other rainfall affected water bodies,
- () Has storm water drains
- () Has well maintained manholes and septic systems
- () Not affected by festivities
- () No pedestrian sidewalks
- () No encroachment

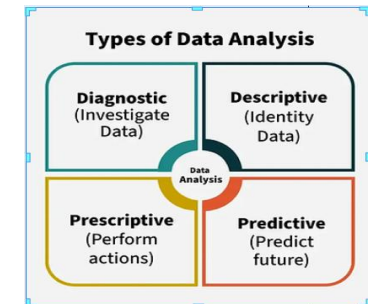




- () No alteration
- () Not sidelined by trees
- () No afflicted by dumping of industrial waste
- () Not afflicted by dumping of public waste
- () Has a proper sewage system

d. Probable Hazards (Rated as very important negative influences):

- () Is an inter-link for other roads or routes etc
- () Is in close proximity to neighboring states
- () Is in probable or escalated tension areas
- () Is a sensitive area (where satellite imagery a threat)
- () Is in close proximity to an industrial cluster
- () With curving meanders
- () Has a steep incline with improper entry or exit
- () Has underlying dangerous landforms
- () Is in close proximity to dangerous landforms
- () Has a history of unattended potholes () Has potholes
- () Is sidelined by less maintained trees
- () Is in close proximity to rivers and other rainfall affected water bodies
- () Is in close proximity to marshes or swamps
- () Is part of a bridge or connects to a bridge
- () No storm water drains
- () Has poorly maintained manholes and septic systems
- () Afflicted by incidences of bottlenecks
- () Is difficult to manage via surveillance
- () **Is prone to crime** (due to lack of surveillance/being a remote location/ lack of traffic signals/lack of lighting)
- () **Is prone to accidents** (due to lack of sufficient planning for pedestrian and passenger safety)





e. Associated planning, risk mitigation, repair and/or restoration programmes

The addressing of problems is either well-planned or not well-planned, where there are selective classifications that can help identify issue levels for the commuter:

Planned (Rated as positive influences)

- ☐ Forecast based
- ☐ Control Room based
- ☐ In time surveillance based

Not well-planned (Rated as very important negative influence)

- ☐ Only reciprocal (where problems are addressed in a reactive manner)
- ☐ Only when problems are escalated
- ☐ Only when mass grievances are reported

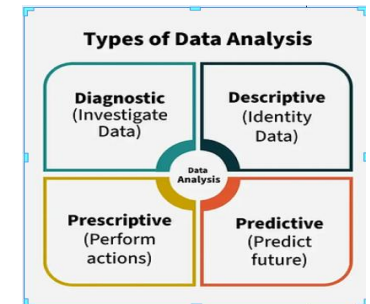
f. Signage deployed to mitigate risks to commuters or people

☐ **Road signs identifying traffic safety norms** (one-way or two-way signs, permitted timings, speed limits, rules for pedestrian and passenger safety, rules about overtaking, rules against cutting lanes, rules for parking, signage about low visibility zone, low height clearance and load levels)

☐ **Signage for accident relief, emergency response and assistance** (like contact information for the nearest “ambulance services, hospital, police station, fire department, disaster management department”, associated civic body)

☐ **Signage and barricades around (perimeter) of potholes, poor quality manholes and septic systems**

☐ **Signage with precautionary and must know information about ring road, flyover, bridge, tunnel, subway, metro track, tram track, and level crossing**





g. Traffic management advisory for this road system (Rated as positive influences)

() Stay off this road/stretch/route/ring road at particular times

Details on timings:

() Stay off this road/stretch/route/ring road on particular days

Details on days:

() Recommend moderate utilization whenever possible

() Restricted for goods carriers

() Restricted for heavy motor vehicles

() Restricted for autos

() Restricted for 2-wheelers

() Restricted for high-fuel-consuming vehicles

() Restricted for pollution accelerators

() Connects or connected to bad roads or problem afflicted routes

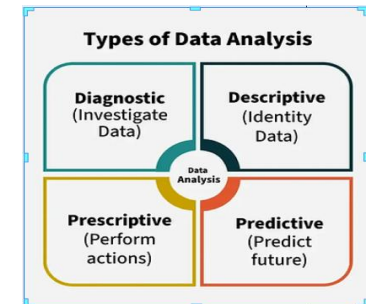
() Not to be used by vehicles solely using renewable energy or batteries

[Due to Environment factors]

() Not to be used by Emergency Response vehicles

() Not to be used by Special Needs vehicles

() **Not to be used by commuters without personal security arrangements**





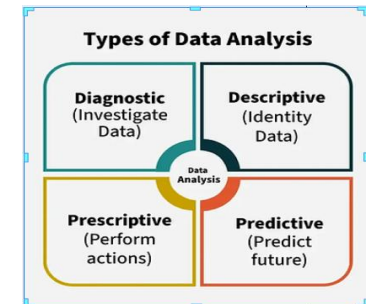
h. FUEL CONSUMPTION (CAUSATIVE INFLUENCES)

Recommended types of vehicles that can use this road system:

- () Petrol vehicles
- () Diesel vehicles
- () LPG vehicles
- () Renewable energy or battery powered vehicles
- () Other types of vehicles

Details about how much fuel may be consumed:

Unpredictable-fuel-consumption/High-fuel-consumption/ Medium-fuel-consumption/Low-fuel-consumption/
Fuel-consumption-not-a-priority





i. ASSOCIATED TRAFFIC MANAGEMENT (RATED AS POSITIVE INFLUENCES)

LiveUpdates possible from SMART Meters: Yes/No/Not applicable

Alarms possible from SMART Meters: Yes/No/Not applicable **LiveUpdates**

possible from Google maps: Yes/No/Not applicable **Notifications possible**

about trends in route: Yes/No/Not applicable **Notifications possible for**

GPS based Emergency Response network:

Yes/No/Not applicable

Intervention possible by route forecasting: Yes/No/Not applicable

Details:

Vehicles can avail of renewable energy or battery charging services in this route: Yes/No/Not applicable

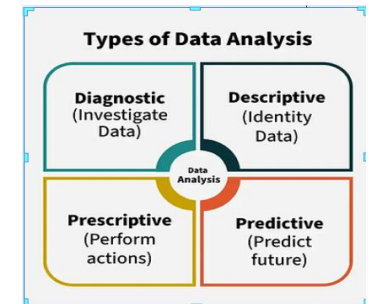
Commuters can avail of drive guidance services in this route:

Yes/No/Not applicable

Commuters can avail of emergency breakdown services in this route:

Yes/No/Not applicable

Commuters can avail of surveillance based security and/or police assistance in this route: Yes/No/Not applicable





Work that can be
incorporated into
SMART METERS
WITH WIRELESS
POWER BANKS

GPS enabled
Emergency
Response Network

Immersive TEPO
imagery assisted
Network

(DEVOPS)

h. ACCIDENT RELIEF, EMERGENCY RESPONSE AND ASSISTANCE VIA THE COMMUTER DESKNETWORK (RATED AS POSITIVE INFLUENCES)

- [] Equipped with first aid provisions
- [] Has clearance for air lift
- [] Has installation of collapsible ground/floor escalation systems (for the evacuation of passengers using elevated metro railways)
- [] Equipped with fire extinguishers and fire fighting systems
- [] Equipped with smoke alarm systems

[] Equipped with mandatory sensors (related to Commuter health and relevant assistance)

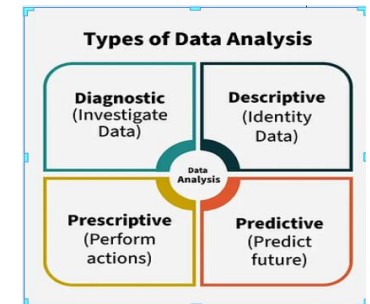
Details: These sensors need to measure and report the ambient temperature, quality of air, possible visibility levels, relative wind velocity & humidity levels, and relative loading (where load levels are important for flyovers, bridges and ramps)

[] **Equipped with (crime detection specific) surveillance sensors or Intelligent security systems that ensure fast track police control room assistance (related to Safety for women/Security for commuters and relevant assistance)**

Details: The sensors being integrated into the sentinel can include crime detection sensors and systems for intelligent security solutions, where visibility levels are improved, sound sensors are installed to relay any signs of screaming or scuffles, traffic signal violations are monitored, fast track monitoring of the sudden appearances of vehicles with commuters at unpredicted times of the day

[] **Equipped with Traffic Engineering Studio enabling Immersive TEPO systems**

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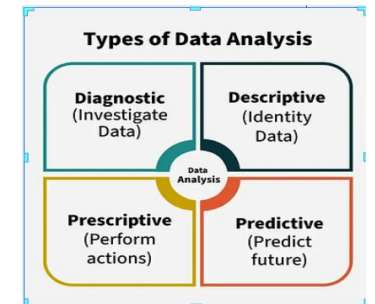




What is important about all this profiling?

- 1.Track updates for a road system are currently available via Google Maps.
- 2.The need is to include details in a report where these details are important for triple bottom line thinking:
 - a.Commuter Health (personal gain)
 - b.Commuter Savings (as an effort to fight climate change and impact to the environment)
 - c.Pedestrian and Passenger Safety (personal gain)
 - d.Risk Mitigation Desk Intervention and incidence management (associated gains for the entire community)

The solution being proposed leverages the data and information available via the Road system configuration forms and ticketing system that by design help interpretation, ticketing, resolution and guidance.



Proposed Track reports on a road system

Road system name:

Road system Id:

SMART Meter Id:

Date of report:

Time of report:

() Quality levels

Details: For example **“Good/Moderate/Poor/Hazardous”** with added details

() Traffic volume levels

Details: For example **“Heavy/Moderate/Low volume/Controlled”** with added details

() Pollution levels

Details: For example **“High/Moderate/Normal/Uncontrolled”** with added details

() Accidents or incidence (even crimes) trends

Details: For example **“High/Moderate/Rare/Controlled”** with added details

() Possible route diversions

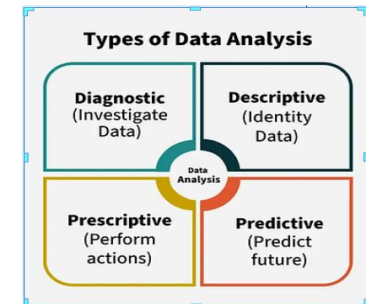
Details: For example **“Arterial arrangement/Alternate deviations/Service roads/Flyovers/Recommended by intervention diversions”** with added details

() Commuter comfort levels (specific to Commuter profile)

Details: For example **“High volume related stress levels/Moderate volume related stress levels/Normal volume related stress levels/Uncontrolled volume related stress levels/Repair work related stress levels/Breakdown of vehicles related stress levels/Ambulance or Emergency Response or Special need vehicles related stress levels/Climate change related stress levels/Disaster conditions related stress levels/Escalated tension related stress levels...”** with added details



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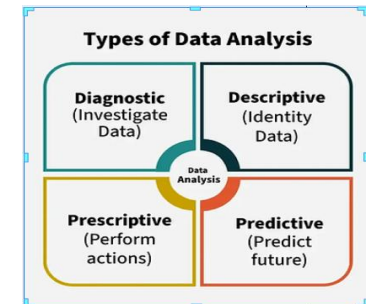
() Availability of alternate transportation services
Details: For example **“Overhead Metro/Underground Subway/Tram”** with added details

() Availability of emergency response services
Details: For example **“Equipped with first aid provisions/Has clearance for air lift/Equipped with fire extinguishers/Equipped with smoke alarm systems/Equipped with sentinel sensors”** with added details

() Afflicted due to weather forecasts
Details: For example **“Harsh weather conditions, high ambient temperatures, poor quality of air, low visibility levels, high speed wind velocity, heavy rainfall leading to flood like situations, water logging, overflowing of sewage drains”** with added details

() Vital network and signal coverage
Details: For example **“Normal Votary Track connectivity/Failing Votary Track connectivity/
Problematic Votary Track connectivity/
Normal Emergency Response connectivity/ Failing Emergency Response connectivity/ Problematic Emergency Response connectivity/
Good quality signal strength reported for most mobile services/Complaints recorded for most mobile services/
Poor quality signal strength due to weather forecasts”** with added details

() Vehicle indicators
Details: For example **“Normal for road system configuration/
Problematic for road system configuration/
Problematic for unmapped road system configuration/
Complaints recorded for road system configuration”** with added details





Proposed Ticket format for a road system

The Risk Mitigation Desk will also register tickets that acknowledge receipt of notifications from commuters & people and also notify the higher level management entities of various problems related to a particular road, stretch, route or ring road system.

IMPORTANT DETAILS

Ticket Id:

Source:

Ticket status: Open/Closed/Escalated/Needs details/Not available

Date of submission:

Time of submission:

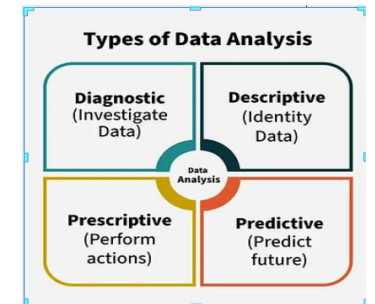
Road system name:

Road system Id:

SMART Meter Id:

Problems faced for reasons such as:

- () Quality levels
- () Traffic volume levels
- () Pollution levels
- () Accidents or incidence (even crimes) trends
- () Possible route diversions
- () Impacted Commuter comfort levels (specific to Commuter profile)
- () Non-availability of alternate transportation services
- () Non-availability of emergency response services
- () Non-availability of drive guidance services
- () Afflicted due to weather forecasts
- () Faulty vital network and signal coverage
- () Vehicle indicators (problems related to Commuter Health and Lifespan Dynamics)





() **Management of (negative influence specific) Key indicators**

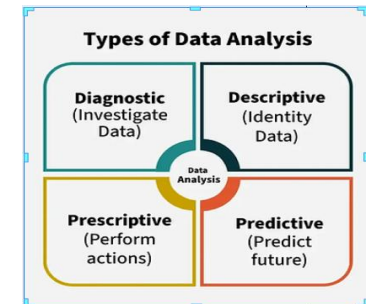
- [] Nature of congestion
- [] Probable Hazards
- [] Lack of Signage deployment
- () Repair or restoration
- [] Interpretations on Fuel consumption
- [] Lack of support for renewable energy or battery powered vehicles

() **Sustainable infrastructure (positive influence specific) Key indicators**

- [] Stabilizing aspects
- [] Planning behind repair or restoration
- [] Signage and barricade deployment
- [] Traffic management advisory
- [] Pedestrian and Commuter safety
- [] Associated Traffic Management
- () Accident relief, Emergency response and assistance

Details of problems faced:

Resolution sought:





Further more

You can ask for more details by calling the consultant on +91 9342867666 or by emailing venkataoec@gmail.com. The proposal can be implemented via the following steps:

1.A SMART Phone RoadKPI App and RoadMIR Desk framework can record and configure road systems given that key indicator(s) for road safety information may not be available in all road inventory databases till date.

2.The Management Index Specification for road systems can be used to design more configurability and adherence to norms and guidelines

3.Open call to design and implement SMART Meters or SMART RoadControllers via the inclusion of different sensor(s) that

[] Fire extinguishers and fire fighting systems

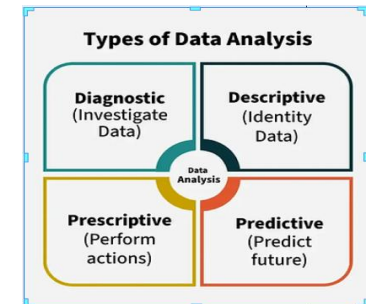
[] Smoke alarm systems

[] Sensors (related to Commuter health and relevant assistance)

Details: These sensors need to measure and report the ambient temperature, quality of air, possible visibility levels, relative wind velocity & humidity levels, and relative loading (where load levels are important for flyovers, bridges and ramps)

[] **(Crime detection specific) surveillance sensors or Intelligent security systems that ensure fast track police control room assistance (related to Safety for women/Security for commuters and relevant assistance)**

Details: The sensors being integrated into the sentinel can include crime detection sensors and systems for intelligent security solutions, where visibility levels are improved, sound sensors are installed to relay any signs of screaming or scuffles, traffic signal violations are monitored, fast track monitoring of the sudden appearances of vehicles with commuters at unpredicted times of the day





4. Open call to design and implement a GPS based Emergency Response network in stages that are relevant to a location/city/state. The specification is still not complete as investment is large scale.

5. Open call to design and implement a drone flight assisted network in stages that are relevant to a location/city/state. The specification is still not complete as investment is large scale.

- ☐ Viewpoint
- ☐ Need
- ☐ Concern
- ☐ Complaint
- ☐ Feedback based information



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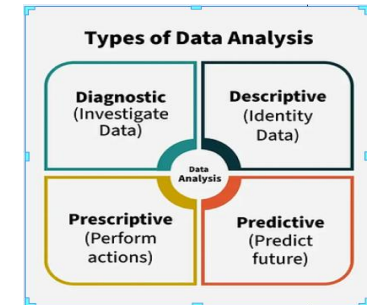
Key Opinion Intelligence,
Pincode Intelligence and
TMS Route Assurance

Analytics for QOI, QOP, QOS and QOO
in traffic engineering, planning and
organization (TEPO)



Immersive
TEPO

PIDS: **Perspective
Imagery for Decisions
making** and
Supporting TEPO



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Immersive TEPO



The scheduled **onboarding** for Video workflows (as part of supporting storage / recognition for the imagery captured) could be any of the following:

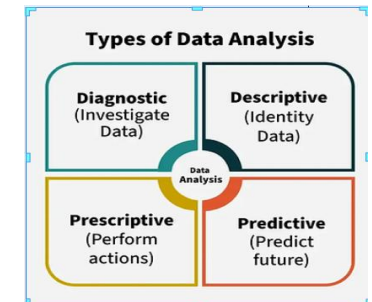
1. RADIUS Coverage specific schedules
2. Day-wise schedules
3. Discretionary schedules
4. A Welcome to the site schedule
5. A Full-tour of the site schedule



connected
vehicle
features

- ☐ Viewpoint
- ☐ Need
- ☐ Concern
- ☐ Complaint
- ☐ Feedback based information
- ☐ RADIUS OF COVERAGE- Onboarded Site

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Immersive TEPO

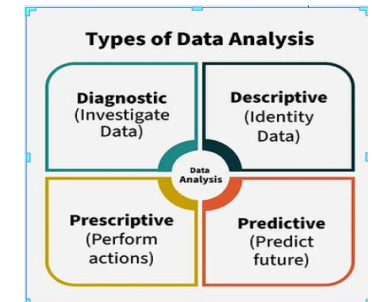
The **Links or Relationships for any PIDS Recognition** could be any of the following:

1. Environmental, Social and National health goals
2. Economic relevance
3. Social interests
4. Political demand for specific health indicators
5. Business policy
6. Unified ownership

- ☐ Viewpoint
- ☐ Need
- ☐ Concern
- ☐ Complaint
- ☐ Feedback based information



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Immersive TEPO



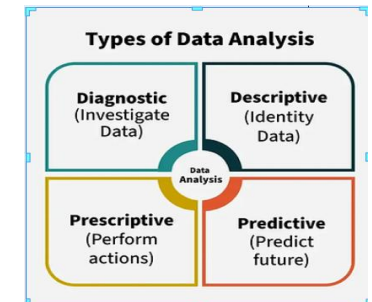
- ☐ Viewpoint
- ☐ Need
- ☐ Concern
- ☐ Complaint
- ☐ Feedback based information

The categorization for PIDS Recognition will be any of the following:

1. PAN India or National level site
2. Urban site
3. Healthcare Provider site
4. Corporate network site
5. Social network site
6. Service Provider site



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Immersive TEPO



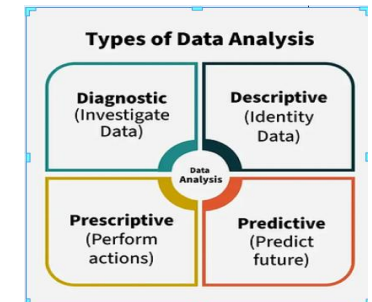
- ☐ Viewpoint
- ☐ Need
- ☐ Concern
- ☐ Complaint
- ☐ Feedback based information

Composition will be planned based on the **RADIUS** of 5 factors such as

1. Minimum Viable Analytics
2. Detailed Highlight Analytics
3. Transformation Highlight Analysis
4. Link or Relationship Highlight Analysis
5. PIDS Recognition Analytics



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Traffic Engineering Studio

Immersive
TEPO



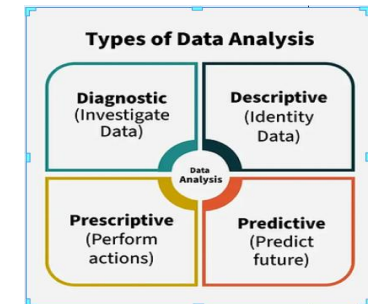
Trending factors for the Video Workflow:

1. Relevance for Analytics
2. Repetition for Analytics
3. Continual composition for Analytics'
4. Feedback for Analytics
5. Reinforcement for Analytics
6. Transfer of Learning for Analytics based on the “**Empower to Enable to Engage**” tiered strategy



- ☐ Viewpoint
- ☐ Need
- ☐ Concern
- ☐ Complaint
- ☐ Feedback based information

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Immersive
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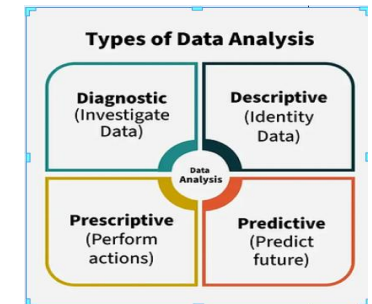
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The **Transfer of Learning** should be easy, where PIDS recognition can be strategies that can be adopted. The strategies could be the following for the **Empower to Enable to Engage tier**:

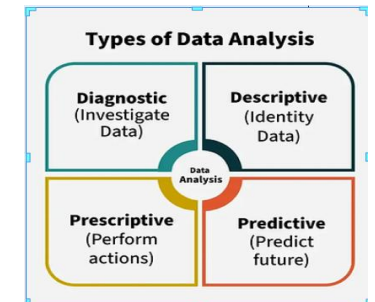
1. Direct strategy for the tier
2. Experienced strategy for the tier
3. Training strategy for the tier
4. Teamwork strategy for the tier
5. Self-correction strategy for the tier



- ☐ Viewpoint
- ☐ Need
- ☐ Concern
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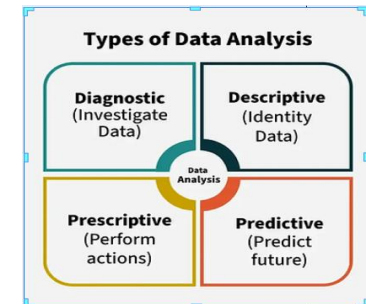
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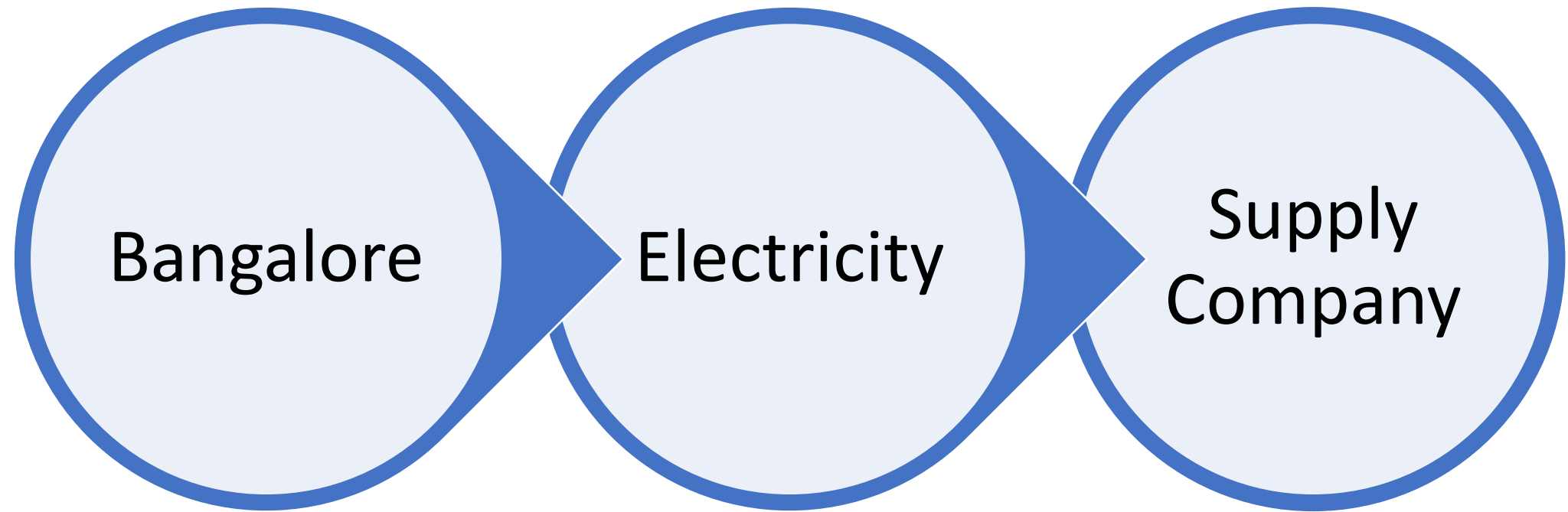
Associated **Transfer of Learning ratings** for the onboarded video workflows could be any of the following:

1. Common expectation (from ownership or topography) Ratings
2. Unified Network expectation (from ownership or topography) Ratings
3. Risk Factor Ratings
4. Ripple Factor Ratings
5. A fundamental R* Ratings that indicate whether the ownership at the site or topography of the site is Recognizable, Reportable, Responsive for Transfer of Learning or with Critical Path Management for Links or Relationships

The Ratings are expected to enable risk reduction or risk transfer with or without Immersive TEPO Studio|integration.

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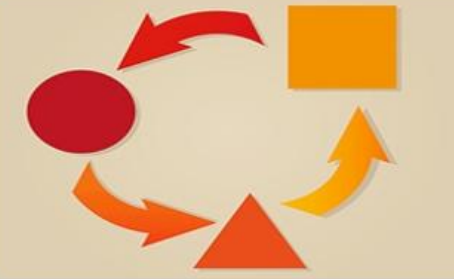


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NSSR **THEME**
HANDBOOKS

NSSR Theme
Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Primary Work Areas for BESCOM



Sl No	Nature of work	Applicable for NSSR Theme
1	BESCOM's primary work area is the distribution of electricity within eight districts of Karnataka, including Bangalore Urban, Bangalore Rural, Chikkaballapura, Kolar, Davanagere, Tumkur, Chitradurga, and Ramanagara	TBD
2	Electricity Distribution	Yes
3	New Connections:	Yes
4	Billing and Payments	Yes
5	Customer Service	Yes
6	Infrastructure Management via the installation, maintenance and responsive operation of electricity distribution infrastructure, including transformers, cables, signboards, signage and other equipment	Yes
7	Tariff Regulation	NA
8	Load Management	NA

Primary Work Areas for BESCOM

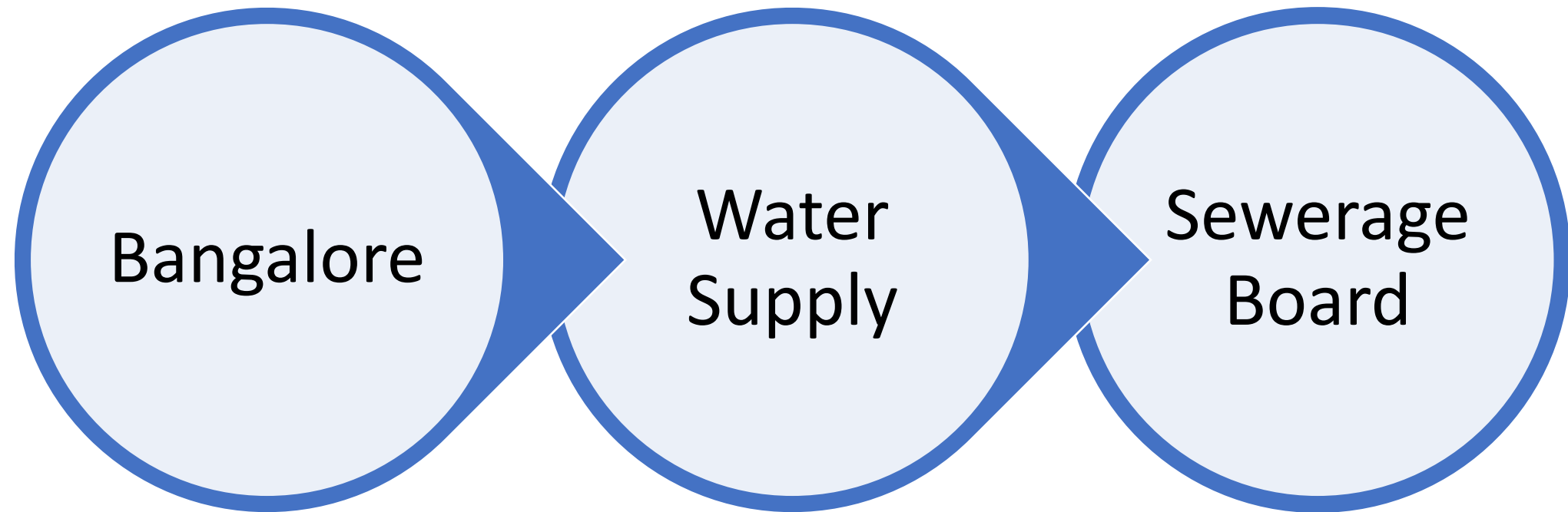


Sl No	Nature of work	Applicable for NSSR Theme
9	Service Quality, Design Elements Conformity and Energy Utilization	Yes
10	Need to travel for Quality Power Supply and/or Civic Amenity issues, incidences or complaints within or outside known RADIUS of COVERAGE	Yes
11	Need to address disaster or impactful incidences related to Quality Power Supply	Yes
12	Recommended – Projectization for Event Wheel Incorporation in consumer relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes

Quality of Power Supply for BESCOM



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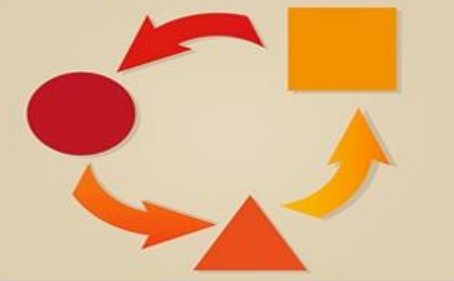


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NSSR **THEME**
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NSSR Theme
Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Primary Work Areas for BWSSB



Sl No	Nature of work	Applicable for NSSR Theme
1	The primary work areas for the Bangalore Water Supply and Sewerage Board (BWSSB) include water supply management, sewage disposal, and related infrastructure development within the Bruhat Bengaluru Mahanagara Palike (BBMP) area	TBD
2	Water Supply	Yes
3	Sewage Management	Yes
4	Infrastructure Development with the incorporation of sewage systems, signage/signboards, including the collection, treatment, and disposal of wastewater. This involves maintaining sewage lines, treatment plants, and ensuring proper discharge of treated wastewater.	Yes
5	Revenue Collection and Billing	TBD
6	Regulation and Enforcement	Yes
7	Assistive role for Road Safety and Manholes	Yes

Primary Work Areas for BWSSB

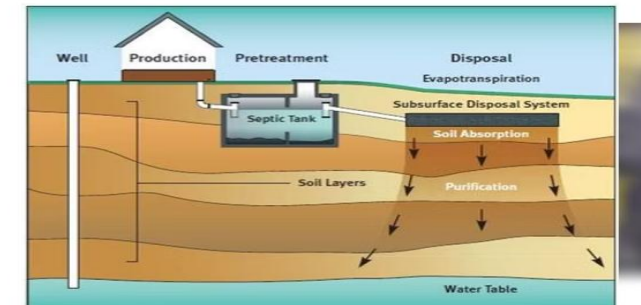


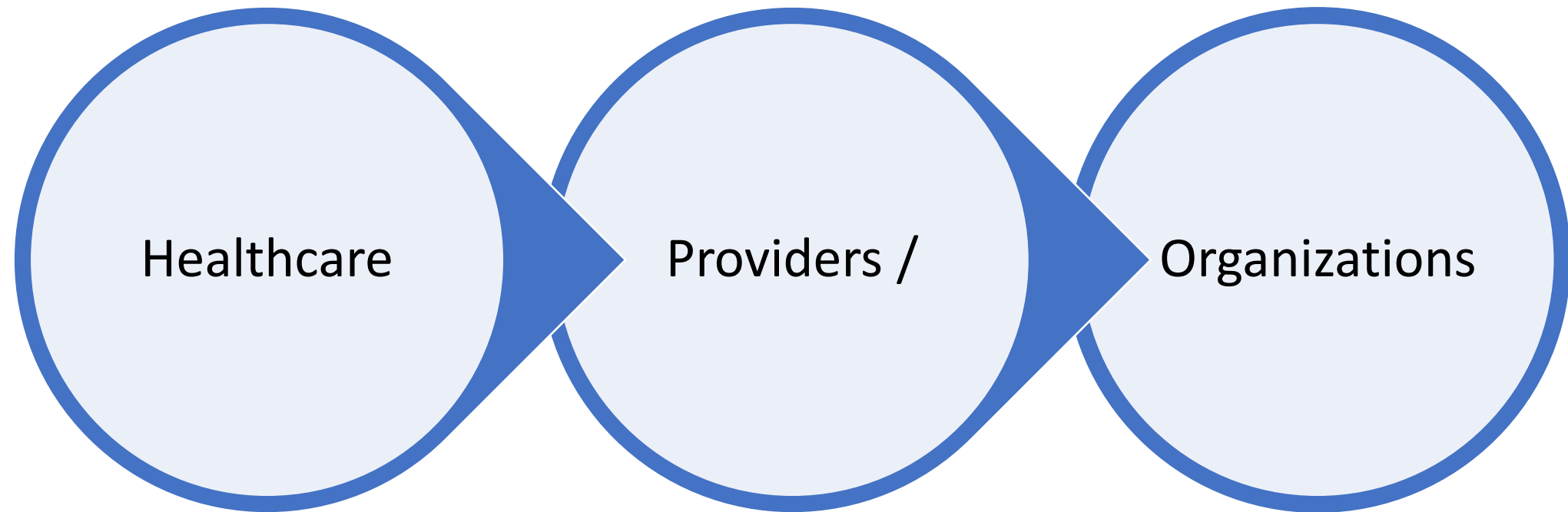
Sl No	Nature of work	Applicable for NSSR Theme
8	Assistive role for Road Safety and Septic Systems	Yes
9	Assistive role for Road Safety via the preparedness and mitigation of water logging	Yes
10	Assistive role for Road Safety via the planning, designing and instantiation of remedial services for stormwater or emergency water drainage services	Yes
	Recommended – Projectization for Event Wheel Incorporation in public welfare and consumer/customer/subscriber relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes

Reliable, Safe and Supportive services
by the
BWSSB



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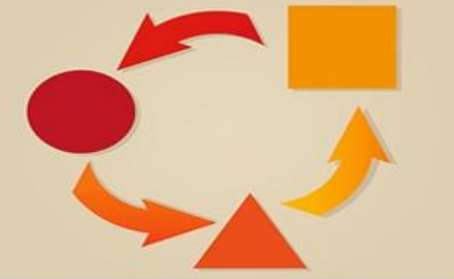


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NSSR **THEME**
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NSSR Theme
Quality
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Road
Safety

Quality Promotion

Primary Work Areas for Healthcare Providers



SI No	Nature of work	Applicable for NSSR Theme
1	Healthcare providers work across a range of areas including primary care, specialized care, and public health, with roles in direct patient care, diagnostics, treatment, and health promotion. They also contribute to research, administration, and health education.	TBD
2	Primary Care: This is the first point of contact for patients with the healthcare system, focusing on preventative care, health promotion, and treatment of common illnesses. Examples include family physicians, pediatricians, and nurse practitioners who provide ongoing care to individuals and families	Yes
3	Specialized Care: Healthcare providers in this area focus on specific medical conditions or patient populations. Examples include cardiologists (heart conditions), neurologists (nervous system), oncologists (cancer), and surgeons (performing operations).	Yes

Primary Work Areas for Healthcare Providers



SI No	Nature of work	Applicable for NSSR Theme
4	Public Health: Public health professionals work to improve the health of populations through disease prevention, health promotion, and policy development. This includes areas like epidemiology, health education, and environmental health	Yes
5	Diagnostics	Yes
6	Assisting Treatment : This includes various specialists who provide treatment, such as physical therapists (rehabilitation), pharmacists (medication management), and mental health professionals (counseling and therapy).	Yes
7	Administration	Yes
8	Health Education	Yes
9	Research / Legal Trials	Yes

Primary Work Areas for Healthcare Providers

SI No	Nature of work	Applicable for NSSR Theme
10	Need to travel for health/wellness/incidences or complaints within or outside known RADIUS of COVERAGE	Yes
11	Need to address disaster or impactful incidences related to health/wellness/incidences within a RADIUS OF COVERAGE	Yes
12	Recommended – Projectization for Event Wheel Incorporation in customer or patient relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes

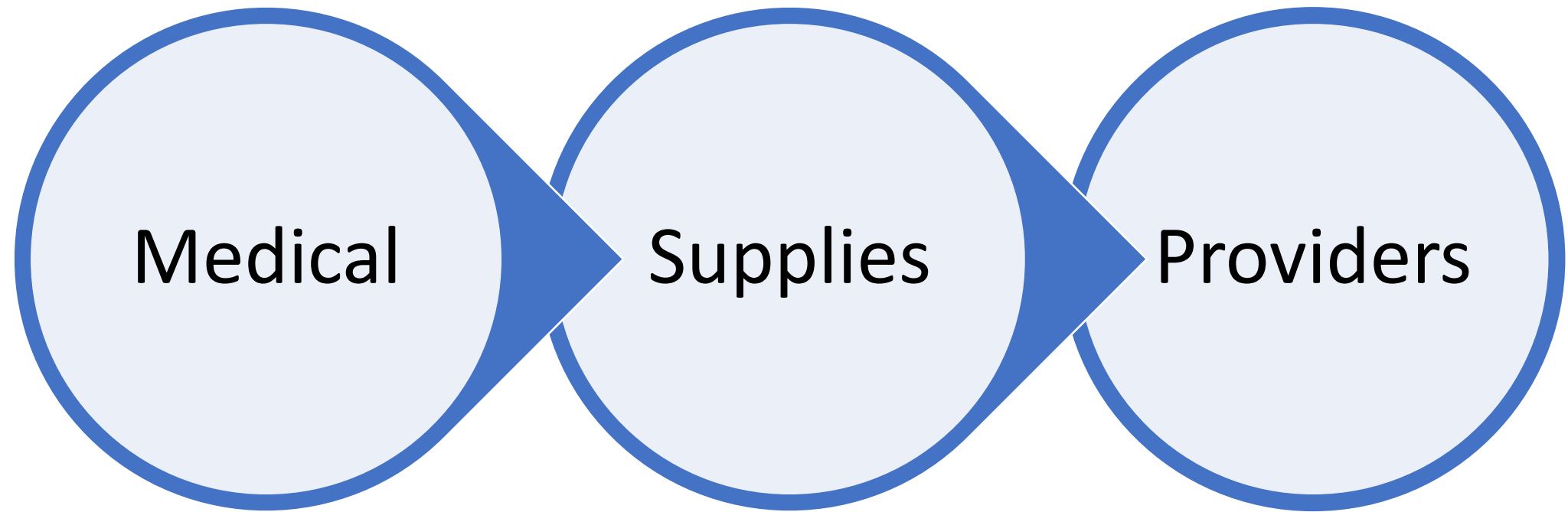
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Quality of Services for Healthcare providers



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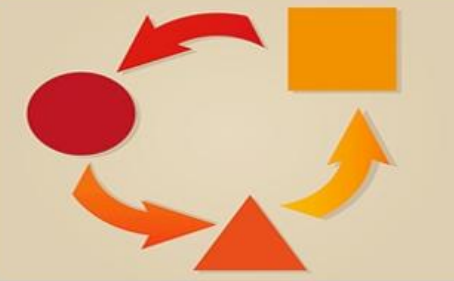


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Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Primary Work Areas for Medical Supplies Providers

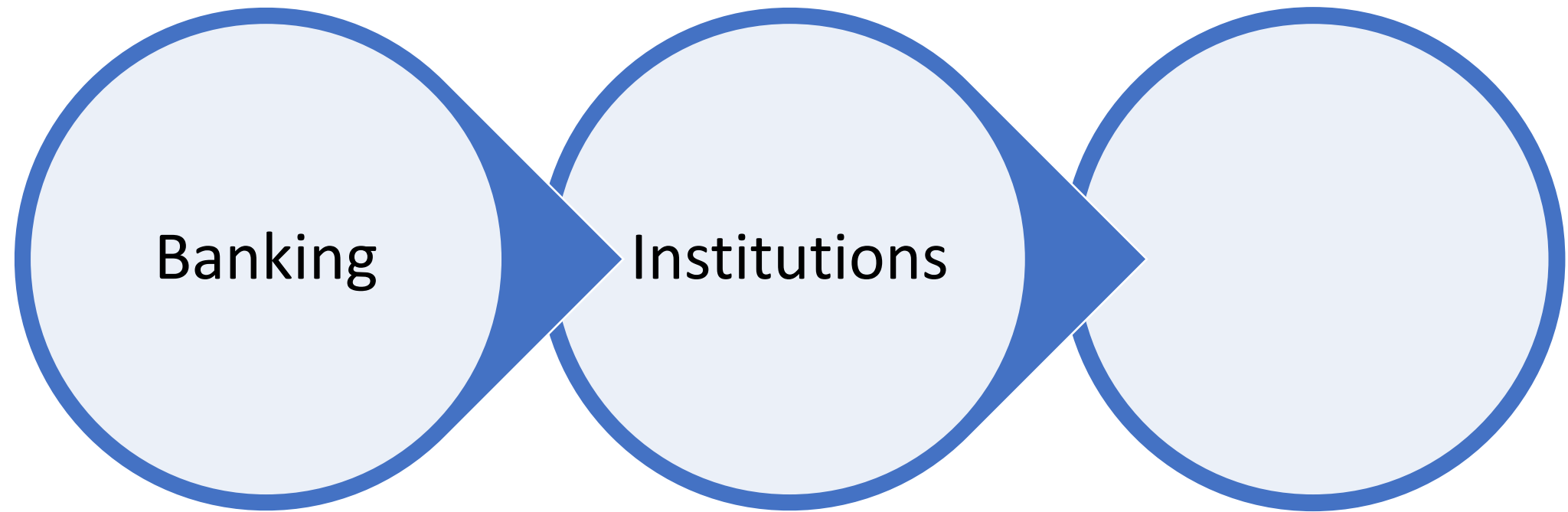


SI No	Nature of work	Applicable for NSSR Theme
1	Medical supplies providers primarily focus on the procurement, storage, distribution, and quality assurance of a wide range of medical equipment and supplies. This includes everything from basic items like bandages and gloves to more specialized equipment used in diagnosis, treatment, and surgery. They also play a crucial role in managing the medical supply chain, ensuring that healthcare providers have the necessary resources to deliver effective patient care	TBD
2	Procurement and Purchasing	Yes
3	Utilization, Storage and Inventory Management	Yes
4	Distribution and Logistics	Yes
5	Quality Control and Assurance	Yes
6	Supply Chain Management	Yes

Primary Work Areas for Medical Supplies Providers



SI No	Nature of work	Applicable for NSSR Theme
7	Need to travel for supply needs/problems/ complaints within or outside known RADIUS of COVERAGE	Yes
8	Need to supply medicines/drugs/vital link to healthcare products to address disaster or impactful incidences related to health/wellness/incidences within a RADIUS OF COVERAGE	Yes
9	Recommended – Projectization for Event Wheel Incorporation in customer or patient relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes



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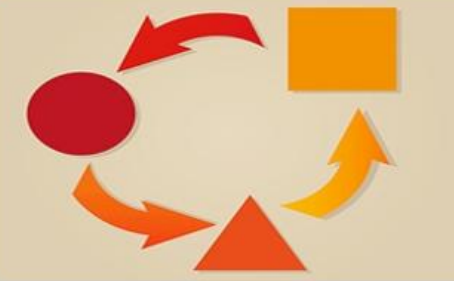


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Safety

Quality Promotion

Primary Work Areas for Banking Institutions



Sl No	Nature of work	Applicable for NSSR Theme
1	The primary work areas for banking institutions are Commercial banking, financial services, credit services, loan services, financial literacy & advice, investment banking, asset management, risk management, transferring or transmitting of money, Digitized/online banking and convenience	TBD
2	Personalization and Proactive Engagement	Yes
3	Personalization and Omni-channel solutions	Yes
4	Banking Network Infrastructure Development	Yes
5	Case to case based Deposit services	TBD
6	Assistive role for any pre-decided Account Status Management	Yes
7	Assistive role for Key Business or Corporate Account Status Management	Yes

Primary Work Areas for Banking Institutions

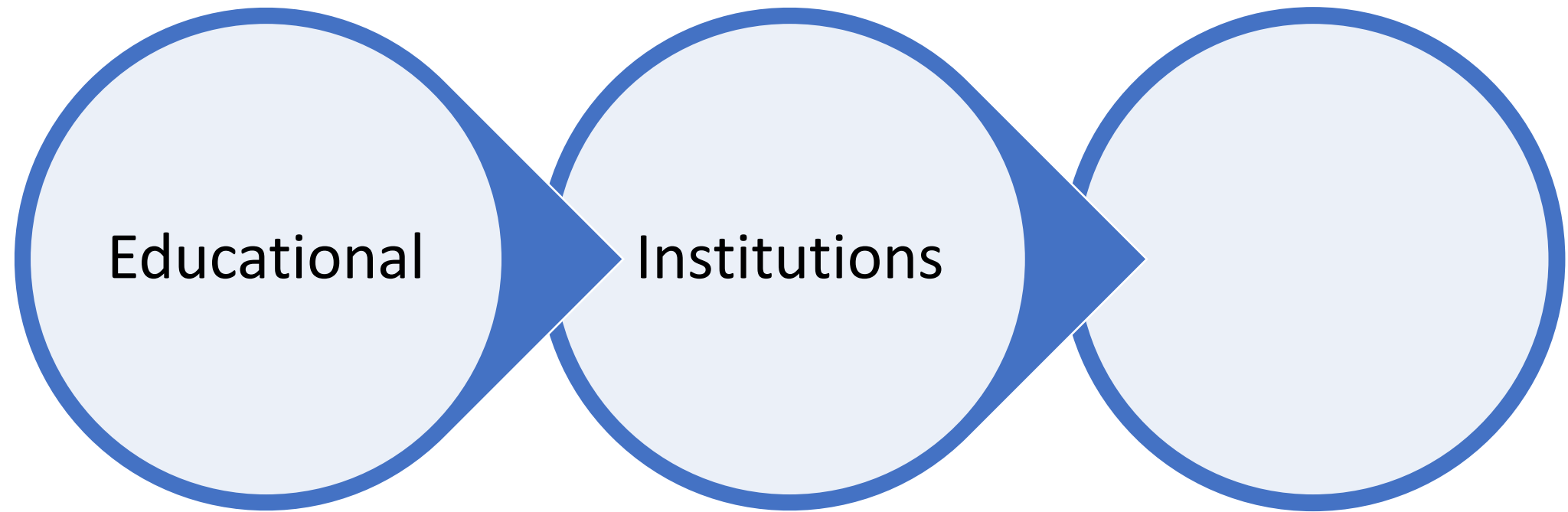
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Sl No	Nature of work	Applicable for NSSR Theme
8	Assistive role for Wealth Creation / Management	Yes
9	Need to travel for “bank as a brand” responsive services or assistance	Yes
10	Assistive role for Strategic Customer Relationship Management	Yes
11	Recommended – Projectization for Event Wheel Incorporation in public welfare and customer/business relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes

Global or Nation-wide, Secure, Transparent,
Tangible, Responsive and Supportive services by
the
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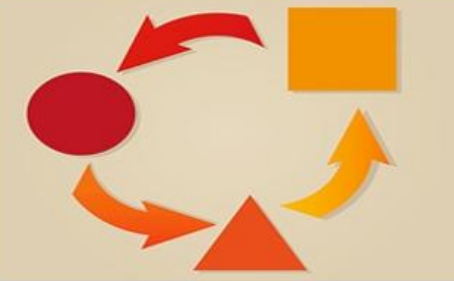


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Safety

Quality Promotion

Primary Work Areas for Educational Institutions



Sl No	Nature of work	Applicable for NSSR Theme
1	Educational institutions have diverse work areas, broadly categorized into teaching and learning, administration, and support services. These include roles like teachers, curriculum developers, school counselors, administrators, librarians, and various support staff like custodians and administrative assistants.	TBD
2	Infrastructure Maintenance Services	Yes
3	Canteen and Cafeteria services	Yes
4	Student, Staff and Visitors Transportation services	Yes
5	Responsiveness to Global/PAN India/Automobile Domain/Value-chain expectations for road safety	TBD
6	Road safety practices - awareness, sensitization and relative preparedness	Yes
7	Knowledge management channels for social-responsibility-in-practices for road safety	Yes

Primary Work Areas for Educational Institutions



Sl No	Nature of work	Applicable for NSSR Theme
8	Responsive and Evidential support by Dealer networks (Showrooms/Service Centres...) for strategic road safety	Yes
9	Surveyable incorporation of practices for strategic road safety	Yes
10	Strategic Student Engagement and Responsiveness Management	Yes
11	Relevant Event Planning, Organizing and Management	Yes
12	Recommended – Projectization for Event Wheel Incorporation in social responsibility and student/faculty/institution relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Pincode Intelligence for NSSR Themes	Yes

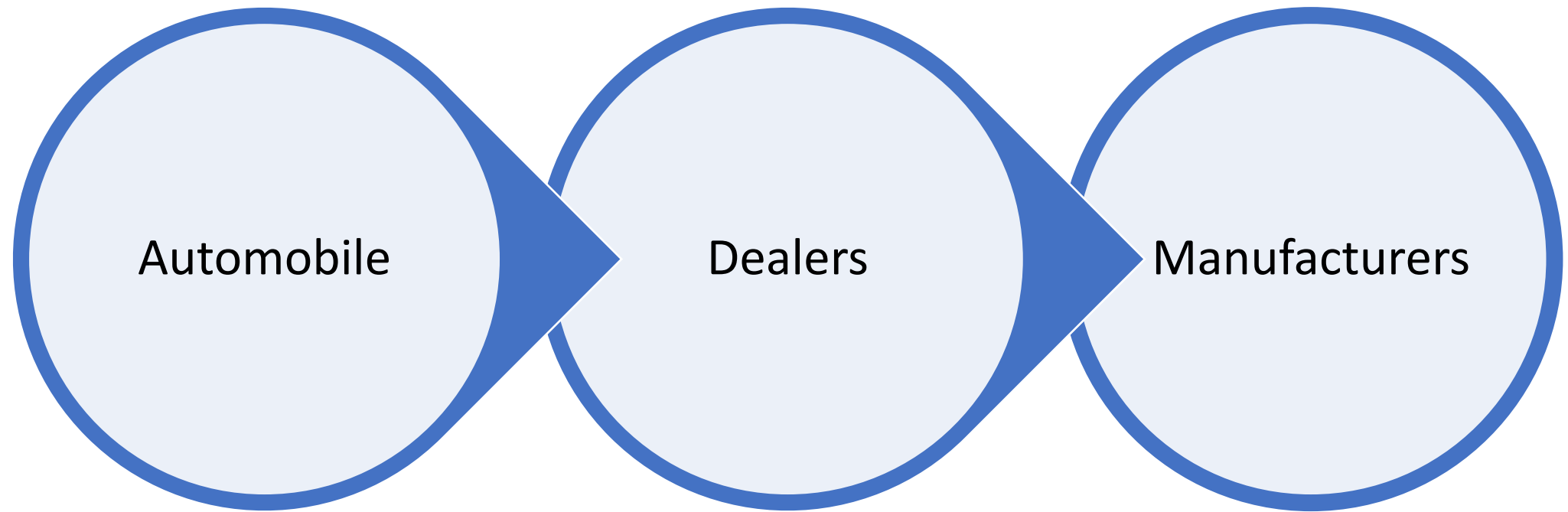
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<https://venkataoec.wixsite.com/eduessential>

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Doing Business in 2025-2026

Future of Automobile Businesses

Today most dealer networks for automobile brands deal with Manufactured/CBU/Assembled products.

These dealerships involve Showrooms, Service Centres, Service Workshops, Accident Repair Workshops, 24/7 Assistance, Warehouses etc.

The investments are many.

For a brand, or its dealerships to enter, penetrate and grow in the market, SMART Brand Analytics is a solution finding that designs key-opinions for Universal planning, Lateral thinking and Synergetic performance to Asset creation in automotive businesses like yours.

Doing Business in 2025-2026

What is important for the Future of Automobile Businesses

A automobile dealer network's or independent automobile business network's responsiveness for

1. ISO 9004 led Gap Analysis of the Growth areas for the business
2. Case study led Pain points for the dealership/showroom
3. Case study led Pain points for the Service Centre/Workshop
4. BI & CQI Deep Interaction Links led CRM Scorecard and Dashboard
5. Risk Identification and Mitigation (via an Asset Creation Plan, Contingency Plan and a concept called STRIDE codification for Synergetic Performance)
6. Management Accounting and Cost Control (via Cost Profiling and BI/BA Analytics)

Abbreviations:

BI: Business Intelligence

BA: Business Analytics

CQI: Continual Quality Improvement

Doing Business in 2025-2026

What has been a proactive interest of Automobile Businesses till date

1. Sustainable design for vehicle specifications, engine and/or motor specifications, electric vehicle battery specifications, power train and driveline configurations, packaging of products/systems/services with vehicle model to define USP, build trust, and respect for the environment; dealer and/or service related infrastructure
2. Data leaning for Pain points for the dealership/showroom
3. Data learning for Pain points for the Service Centre/Workshop
4. Growth trail or showcasing via CRM evaluation for business volume, influencers, benefits/features, quality, standards of service and feedback mapping
5. Business strategy for Market share, Sales maximization, Service, Price, Quality and Delivery
6. Risk Mitigation (as per market strategies, funding, cash flow planning, profit and growth predictability, value chain design for smart mobility)
7. Management Accounting and Cost Control (for Vision, Mission, Lifespan of business opportunity, GOI directives, global interest in models/variants/new-era technologies)

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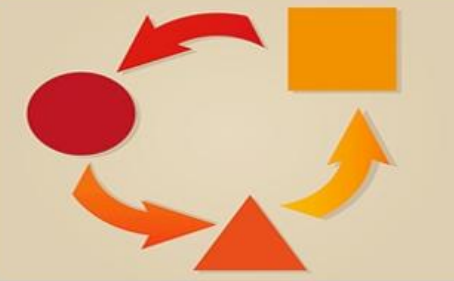


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NSSR **THEME**
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Quality
Promotion
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Doing Business in 2025-2026

As a future enabling mission your business will need to analyze the performance of a brand's or connected brand's manufacturer-dealer network and/or independent dealer network for factors such as

- ☐ The Vision to identify and address dynamics in dealership
- ☐ The Demand and Supply planning strategy
- ☐ The Differentiation strategy (for inter-dealer networks and intra-dealer networks)
- ☐ The Customer Engagement strategy
- ☐ The Business Process Improvement (BPI) strategy
- ☐ The Sourcing strategy
- ☐ The Surplus resources or stock handling strategy
- ☐ The Accountability for Sustainable development and growth (SD & G) amidst changing costs
- ☐ The Accountability for climate change mitigation and not just Green thinking
- ☐ Periodic Value analysis of the business framework where investments, incorporation of assets and emergence of open-ended liabilities are understandingly inter-related with the commitment for doing business

Doing Business in 2025-2026

... Future enabling mission for automobile businesses continued

- ☐ Environmental, Social and National health goals (ERNHG) specific products/services
- ☐ Transfer of Learning products/services based on the “**Empower to Enable to Engage**” (3E-Analytics) strategy for being Global and Mutually Beneficial. We have released a 2025 Planner, Guide and Calendar for this.
- ☐ Business model support for Tie-ups, Mergers and Acquisitions

NEXT Steps

AOEC offers Case studies, Empirical Studies and Business Process Improvement programmes for this. We can be contacted via phone (M: 9342867666) and email (venkataoec@gmail.com) to get this started for your business or dealership.

We look forward to taking this further with your management and organization.

Doing Business in 2025-2026

Excellence in 2025 could also need planning at the microscopic level (that is, the product level, the services level and the systems level), where the Key contributors for such excellence are:

- a. A **Design for dealership performance framework**
- b. A **Connected & Responsive Quality of service enabler**
- c. New **BI & CQI led Deep Interaction (DIL) links**
- d. Improved **sales & marketing, service operations and process efficiency**
- e. Key opinion **led nutshell inventory, parts management and disposal**
- f. Key opinion **led management of demand and supply**
- g. Key opinion **led Sustainable development and growth**

BI: Business Intelligence

CQI: Continual Quality Improvement

Doing Business in 2025-2026

For a Micro to Small to Medium Automobile dealership doing business with millennium brand interests could involve concepts like

- ☐ Sure-brand-goals led Management attitude and Leadership
- ☐ DIL-effectiveness for Quality-Cost-Delivery-Environment focus-Safety (QCDES)
- ☐ Brand Enabling Customer satisfaction
- ☐ Brand Building driven Employee involvement
- ☐ Trends-matching Tools & Techniques for process management and process improvement
- ☐ Value-stream based Supplier Partnership & Quality (or QCDES) Processes
- ☐ Root-Cause-Analysis led Performance measures, problem solving and/or continuous improvement (AOEC quotes the use of ISO 9004 for this)
- ☐ Stabilizing-change via Total Quality Management and/or Lean Six Sigma practices

DIL: Deep Interaction Links

TGMB : Trusted Global and
Mutually Beneficial Brand
Value

Primary Work Areas for Automobile Dealers

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SI No	Nature of work	Applicable for NSSR Theme
1	Primary work areas for automobile dealers include sales, customer service, and after-sales support. Dealerships also handle administrative tasks, inventory management, and vehicle maintenance. Furthermore, they facilitate financing, trade-ins, and the overall customer experience.	TBD
2	Quality Promotion and Safer Commuting enabling Sales	Yes
3	Quality Promotion and TGMB enabling Customer Services	Yes
4	Quality Promotion and Safer Commuting enabling After-Sales Support	Yes
5	Quality Promotion and TGMB enabling Administrative Tasks	TBD
6	Quality Promotion and Safer Commuting enabling Inventory Management	Yes
7	Quality Promotion and Safer Commuting enabling Vehicle Maintenance	Yes
8	Quality Promotion and TGMB enabling Financing and Trade-ins	Yes

TGMB : Trusted Global and
Mutually Beneficial Brand
Value

Primary Work Areas for Automobile Manufacturers

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RESPONSIBILITY

Sl No	Nature of work	Applicable for NSSR Theme
1	Automobile manufacturers have several key work areas including design & development, manufacturing & assembly, quality assurance, supply chain & logistics, and sales & marketing. These areas encompass everything from initial concept to delivering the finished vehicle to the customer.	TBD
2	TGMB enabling Design and Development	TBD
3	NSSR Theme enabling Manufacturing and Assembly	TBD
4	Quality Assurance with NSSR Theme enabling Immersive-ness	Yes
5	Supply Chain Management and Logistics with NSSR Theme enabling Immersive-ness	Yes
6	TGMB and Dealership enabling Sales and Marketing	Yes

An abstract graphic on the left side of the slide, composed of numerous overlapping, semi-transparent blue triangles of various shades. These triangles form a complex, crystalline shape that resembles a stylized flower or a cluster of facets, with a color gradient from deep blue to light blue. The graphic is positioned on the left side of the slide, partially overlapping the white background.

Deep Interaction Link for Automobiles and Brands

Innovation for automobiles and brands

- Manufacturer connected dealers or independent dealers in a city, neighborhood and strategic location are most frequented by people of different backgrounds.
- Along with any interest for a brand/model/variant, most of the people select automobiles based on a
 - A. Desire to own or Cause specific response OR B. Intelligently Guided response, where the important quality attributes are
 - 1. Vehicle details
 - 2. Value for money
 - 3. Aesthetics
 - 4. Perceived Quality
 - 5. Forward Lifetime theory,
 - 6. Brand Value pertaining to the vehicle detailing, or insights for any voice of customer information such as unique features of the brand, the model, the variant, with any ease of ownership grade (we call this Deep interaction for the Juran Trilogy, as this is seen as inferential rather than today's custom previews or showcasing of analysis) for the targeted market, the customer segment, the manufacture-AND/OR assemble-AND/OR import to sell programme, the vision specific dealership and supplier networking, the-design for service-to-customers processes, and the assisted delayering and stake-holding of any likelihood of concerns for the diversity in customer expectations

Innovation for automobiles and brands

- For the mobility needed today, Expectations of vehicle detailing, connected analytics information and ease of ownership based quality attributes are emerging to be important for brand identity and brand-value-stream-mapping.
- AOEC's idea or innovation is to add a Deep Interaction Link (label or tag) to the automobile/part/component/product in its original vehicle branding, in order, to help a manufacturer/dealer/supplier/stakeholder/customer enter the link into a web browser, or TGMB unifying showcase to review an Integrated principle for quality control factors and attributes.
- The integrated principle for quality control could on incorporation for an automobile/part/component/product add pertinent or deep interaction attributes like reliability, procurement enablers, process level, and verification attributes like the doing business factors, service quality model, service anywhere anytime norms like nutshell inventory, part fitness, vehicle management, ticketing and innovative "voice of customer" features that help infer more about the right vehicle suitability, right advertising, right channelling, right influencing and if possible inferential quality analysis like links to reviews, vehicle lifecycle-assessments, focus groups, staff/employee/spokesman reviews, .Deep interaction "TGMB unifying-points" that evaluate the principle for quality control.
- The Deep Interaction Link (label or tag) is based on the Juran Trilogy of implementing Quality Planning, Quality Control and Quality Improvement to manage the cost of poor quality or quality recognition and brand equity enablers for vehicle suitability for voice of the customer factors, and global & mutually beneficial attributes

Innovation for automobiles and brands

- The Deep Interaction Link will also need the dealer to integrate additional activities
 - ☐ Complaints redressal for brand equity or ease of ownership
 - ☐ Product liability details for brand equity or ease of ownership
 - ☐ Product recall, returns for brand equity or ease of ownership
 - ☐ Management of waste and with or without salvaging of items that can be reused/recycled, to manage the issues of Loss of reputation, loss of goodwill, loss in business share, delay or stoppage of supply
- The emphasis for this innovation is to help dealers incorporate **BI/CQI facts based or quality based decision making, relationship management** for the principle for quality control, quality control tools and lean principle tools that reduce gaps for asset accountability, defects, variance, waste in what is seen as responsive & repetitive need for quality emphasis or call to plan emphasis, when the quality standards are not always adherent to multi-regulatory interests.

Innovation for automobiles and brands

- The Deep Interaction Link will help work across brands/silos where this innovation can associate a Fast Track Pertinence, Action Centre, Unifying Showcase Help Desk (USHD) and Brand Equity Development Programmes that dealerships and their networks can intend to take up as case study or as different solution finding initiatives.
- Continual focus can add preponderance of possibilities, and business insights of tomorrow into relevant classes of automobiles/parts/components/products/goods.
- Ask for a case study or solution finding, by contacting us on M 9342867666 or by emailing us on venkataoec@gmail.com
- Our TGMB Unifying Showcase URL for this <https://venkataoec.wixsite.com/deeper-interaction-a>
- Our indications are that global automotive operating system market will need to use a foundation called the **TGMB unifying fundamentals** for the projectization of any releases or versioning

Innovation for automobiles and brands

- **TGMB unifying fundamentals**
- Safer Commuting is one of the main unifying fundamental for automobile manufacturers and dealerships. The interest is to implement the same via a TGMB Dashboard framework.
- AOEC proposes a Safer Commuting related Unifying Showcase Help Desk for this insight.
- We will be updating more details on our deep interaction link website.
- The TGMB Unifying Showcase URL for this is <https://venkataoec.wixsite.com/deeper-interaction-a>
- AOEC summarizes the problem description for unified safer commuting to be as follows.

Innovation for automobiles and brands

- **Problem description:**
- Automobile Brand Equity Development Programmes for Safer Commuting will need to develop more hazards warning systems or imagery services to achieve a concept called Call-to-attention-mitigation of risks known to occur daily or incidentally due to road systems.
- The Safer Commuting solution will need to define the value stream mapping for this Call to attention mitigation of road systems risks with knowledge / key opinion or Call-to-attention enabling Road System PI(s), KPI(s) or PI independent Kanban First Views for road systems affected by severe driving conditions.
- Severe driving conditions can be designed by Serial Numbered Focus (SLNF) Analytics, or Showcase Numbered Focus (SWNF) Analytics, or Docked View Numbered Focus (DVNF) Analytics
- Further more, today most automobile manufacturers deliver OTA packages for connected vehicle features. The Safer Commuting solution can be incorporated via OTA like connected vehicle themes, that are developed for (1) an evaluated Road System/Route or for (2) a Commuting theme like the LOD or Map View enabled Call-to-attention-mitigation of risks for severe driving conditions OTA stands for Over The Air networking, LOS stands for Line of Sight

Innovation for automobiles and brands

- Some (LOS or PI/Map View related) Severe driving conditions that can be incorporated into the Safer Commuting solution

Driving in dusty road conditions

Driving in road systems degraded by salt/corrosive toxins/ emissions

Driving in the condition of inflowing dust/sand/ water

Driving in mountainous areas

Towing related driving conditions

Driving in afflicted conditions (like low fuel or undue contingency or contaminated fuel, degraded parts, poor or damaged head lights, ...)

Driving in frequent stop and start conditions or brake affected conditions

Driving in sunroof affected conditions

Driving in wiper, or windshield affected conditions

Driving in dealer-network-affected conditions

Driving in Emergency Services affected conditions

Driving in out-of-network-coverage conditions

Driving in reverse gear specifically conditions

Driving in journey parameter affected conditions

Driving in non-showcased conditions

Innovation for automobiles and brands

- Conceptual Recommendation services to manage the listed severe driving conditions
- D1. **Quality of information** for any Call to attention perspective/highlight as a recommendation/project/case study for the severe driving condition
- The recommendation could be Road system metrics, KP(s)I, Surveys, Interviews, Engagement methodologies. The project/ case study could be one of the many stored in the TGMB Hub Cloud
- D2. **Quality of process for any Call to attention perspective/highlight as STRIDE codification** of safe commuting influencers as details/case studies/projects for the severe driving condition
- D3. **Trouble shooting for any Call to attention perspective/highlight as Perspective imagery or Kanban First Views.** as perspectives/case studies/projects for the severe driving condition
- D4. The effectiveness of such recommendation services can be sustainably evaluated via a constructive report called **Quality of Safer Commuting Strategic-Tactical-Operational intelligence** for impact and frequency of risk/hazard/incidence due to the severe driving condition

FUTURE CONNECTED ANALYTICS

- AOEC plans to develop the deliverables D1, D2, D3 and D4 as proof of concept solutions, where the same will be designed on the basis of select real world scenarios.
- The benefits of the proposed solution that can be integrated into a SMART Phone or Vehicle Multimedia System are expected to be as follows
 - ❑ Improve the vehicle's performance, handling and focus analytics for safer commuting
 - ❑ Deliver Kanban First View functionality for different features like
 - Customer Engagement Assistance,
 - BPI Assistance,
 - Sourcing Assistance,
 - CCMA Assistance,
 - DIL Payload Box and Drop for Service Anywhere Anytime experiences and
 - USHD Recommendation services
 - ❑ Add/Receive/Relay updated/connected call to attention imagery or perspective imagery.
 - ❑ Provide USHD Recommendation services for Safer Commuting

About AOEC and Future Connected Analytics

We are
digging
deeper in
2025



Working this out

URL(s) of interest:



<https://aakkashkvautoengg.wixsite.com/businessstab>

<https://aakkashkvautoengg.wixsite.com/transformviability>

<https://venkataoec.wixsite.com/focus-analytics>

By

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AOEC, A SOHO Consultancy

Gap Analysis 2025-2026

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Receive

Send

Globally Drawn Brand Value, Networked, NSSR Theme-
Tabulated & Digitized, Tangible, Transform-viability,
Responsive and Supportive services by the
Automobile Dealership



Website URL: <https://venkataoec.wixsite.com/tgmb-honda>

Website URL: <https://venkataoec.wixsite.com/tgmb-hyundai>

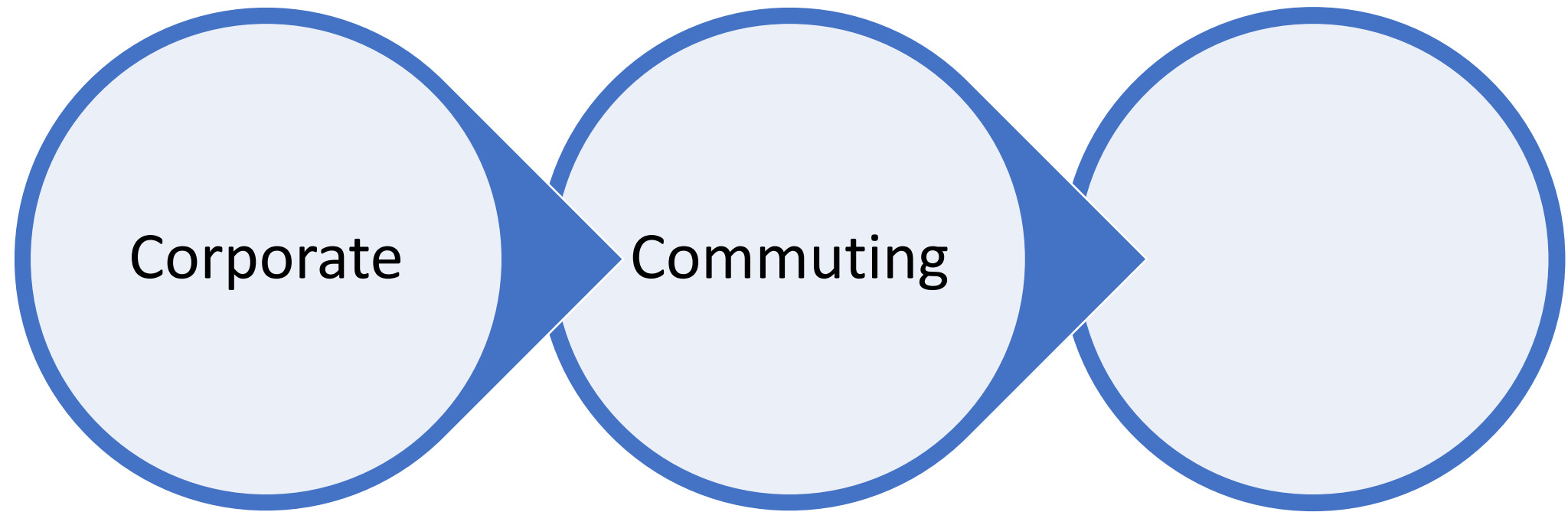
Website URL: <https://venkataoec.wixsite.com/tgmb-toyota>

Website URL: <https://venkataoec.wixsite.com/tgmb-maruti>

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Website URL: <https://venkataoec.wixsite.com/tgmb-porsche>

 ROAD SAFETY - OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY



UNIVERSAL
PLANNER



Innovation &
Improvement



Green Thinking



Learning, Knowledge

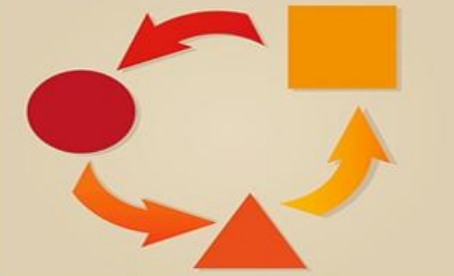


End of lifecycle



SA 8000

Trends and
Investment Cycle



Lite emergence

SOCIAL
RESPONSIBILITY

NSSR **THEME**
HANDBOOKS

NSSR Theme
Quality
Promotion
COE – for
Road
Safety

Quality Promotion

Primary Work Areas for Corporate Administration



Sl No	Nature of work	Applicable for NSSR Theme
1	Corporate administration encompasses a broad range of responsibilities focused on the efficient and effective functioning of a company. Key areas include managing records and documents, ensuring regulatory compliance, overseeing operational efficiency, and supporting internal communications and human resources. Effective corporate administration is crucial for maintaining a well-organized and compliant business, contributing to its overall success	TBD
2	Infrastructure Maintenance Services	Yes
3	Canteen and Cafeteria services	Yes
4	Employee, Department and Visitors Transportation services	Yes
5	Responsiveness to Global/PAN India/Automobile Domain/Value-chain expectations for road safety	TBD
6	Road safety practices - awareness, sensitization and relative preparedness	Yes
7	Knowledge management channels for social-responsibility-in-practices for road safety with interrelated thinking for safety & security, efficiency, employee well-being, cost effectiveness and if relevant prepared productivity while commuting	Yes

Primary Work Areas for Corporate Administration



SI No	Nature of work	Applicable for NSSR Theme
8	Responsive and Evidential support by Dealer networks (Showrooms/Service Centres...) for the corporate administration's reports on strategic and everyday commuting	Yes
9	Surveyable incorporation of networked business, departmental and operational practices for strategic and everyday corporate commuting	Yes
10	Strategic Services Engagement and Responsiveness Management	Yes
11	Relevant Event Planning, Organizing and Management	Yes
12	Recommended – Projectization for Event Wheel Incorporation in corporate social responsibility and Employee/Administration/Organizational relationship planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and Business Clustered Pincode Intelligence for NSSR Themes	Yes

Safe, Functionally Responsive and
Supportive services by the
Corporate Administration



<https://venkataoec.wixsite.com/procreation>

<https://venkataoec.wixsite.com/gbrc>

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NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY



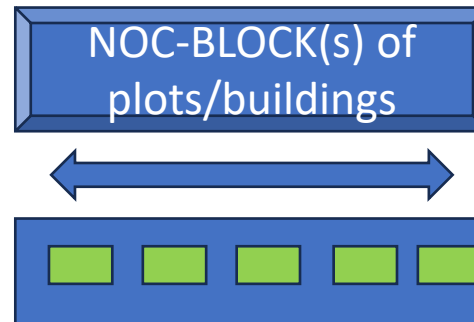
About the KSFES organizational flow

- KSFES Operational flow of command/rescue services
- From the operational point of view, the Bengaluru City has been given under the control of two Chief Fire Officers i.e
 - Chief Fire Officer, Bengaluru East and
 - Chief Fire Officer, Bengaluru West.
- Bengaluru City is further divided in to 4 Regions with a specially assigned Regional Fire Officer:
 - 1.Bengaluru-East Range
 - 2.Bengaluru-West Range,
 - 3.Bengaluru-North Range and
 - 4.Bengaluru-South Range.
- Under each Regional Fire Officer, 2-3 District Fire Officers function.
- These District Fire Officers are the drawing and disbursing officers of respective districts.

KSFES inspects or assesses buildings & plots and issues then a NOC if their construction and in-situ environment adheres to regulations and defined guidelines

About the KSFES organizational flow

- KSFES Operational flow of command/rescue services
- From the operational point of view, the District Fire Officers are also supervisory officers of the fire stations, falling under their jurisdiction.
- Under each District Fire Officer, 3-4 Fire Station Officers are known to be working.
- Fire Station Officers are the unit officers, known to be directly looking after a Fire Station.
- The Fire Station Officers are assisted by Assistant Fire Station Officers.
- Each Fire Station has
 - Leading Firemen,
 - Driver Mechanics,
 - Fireman Drivers and
 - Firemen who are the first responders.



KSFES expects
Technical
Persons to
register and
submit details
for any NOC of a
building or plot

Technical
Persons can
include

- ❑ Architect
- ❑ Structural Engineer
- ❑ Electrical Engineer
- ❑ PH Engineer
- ❑ Site Supervisor
- ❑ Civil Engineer
- ❑ Contractor

Safer commuting for Fire & Emergency Services

- **Problem description: beyond NOC issual for buildings and plots**
- As emerging complexities will grow, our National Safety Social Responsibility Theme Development Programmes will need to develop more hazards warning systems or imagery services to achieve a concept called Call-to-attention-mitigation of risks known to occur daily or incidentally due to road systems. These proposed safer commuting viewpoints can help departments such as the KSFES plan Fire and Emergency Services Actuation (FESA)
- The KSFES associated Safer Commuting solution will need to define the value stream mapping for this Call to attention mitigation of road systems risks with knowledge / key opinion or Call-to-attention enabling Road System PI(s), KPI(s) or PI independent FESA First Views for road systems that need to be used for their services or drills.
- FESA driving conditions can be designed by OTA themes such as NOC Block(s) Numbered Focus (NOC-BNF) Analytics, or FESA Showcase/Drill Numbered Focus (FESA-SWNF) Analytics, or FESA SAR/Docked View Numbered Focus (FESA-DVNF) Analytics, where SAR stands for Search and Rescue
- Further more, KSFES vehicles will need OTA packages for connected driving conditions. The Safer Commuting solution can be incorporated via OTA themes, that are developed for (1) an evaluated Road System/Route or for (2) a Commuting theme like the LOD/LOS or Map View enabled Call-to-attention-mitigation of risks for severe driving conditions for FESA where OTA stands for Over The Air networking, LOD stands for Line of Distant Vision, LOS stands for Line of Sight, Map View stands for Google Maps enabled Views.

Safer commuting for Fire & Emergency Services

- Some (LOS or PI/Map View related) Unplanned for driving conditions that can be incorporated into the Safer Commuting solution, where focus is for FESA and commuting in general

Driving in dusty road conditions or unplanned road conditions

Driving in road systems degraded by salt/corrosive toxins/ emissions

Driving in the condition of inflowing dust/sand/ water

Driving in mountainous areas

Towing related driving conditions

Driving in afflicted conditions (like undue contingency or contaminated fuel, degraded parts, poor or damaged head lights, ...)

Driving in frequent stop and start conditions or brake affected conditions

Driving in sunroof affected conditions

Driving in wiper, or windshield affected conditions

Driving in dealer-network-affected conditions

Driving in Emergency Services affected conditions

Driving in out-of-network-coverage conditions

Driving in reverse gear specifically conditions

Driving in journey parameter affected conditions

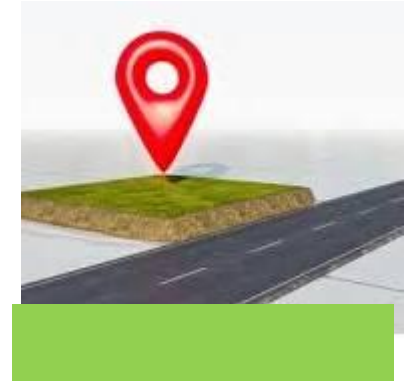
Driving in non-showcased conditions

Safer commuting for Fire & Emergency Services

- Conceptual Recommendation services to manage the listed unplanned for driving conditions
- D1. **Quality of FESA information** for any Call to attention perspective/highlight as a recommendation/project/case study for the FESA driving condition
- The recommendation could be Road system metrics, KP(s)I, Surveys, Drills, Engagement methodologies. The project/ case study could be one of the many stored in a KSFES Hub Cloud
- D2. **Quality of FESA process for any Call to attention perspective/highlight as STRIDE codification** of safe commuting influencers as details/case studies/projects for the FESA driving condition
- D3. FESA **Trouble shooting for any Call to attention perspective/highlight as Perspective imagery or FESA First Views.** as perspectives/case studies/projects for the FESA driving condition
- D4. The effectiveness of such recommendation services can be sustainably evaluated via a constructive report called **Quality of Safer Commuting Strategic-Tactical-Operational intelligence** for impact and frequency of risk/hazard/incidence due to the unconditional driving expectations

FUTURE CONNECTED ANALYTICS (FCA)

- As Future Connected Analytics, AOEC proposes the deliverables D1, D2, D3 and D4 as proof of concept solutions, where the same will need to be designed on the basis of select real world scenarios.
- The benefits of the proposed solution that can be integrated into a FESA authorized SMART Phone or Vehicle Multimedia System are expected to be as follows
 - ❑ Improve FESA performance, handling and focus analytics in contexts of safer commuting
 - ❑ Deliver FESA First View functionality for (Universal Planner guided) features like
 - FESA Incidence Engagement Assistance,
 - FESA Process Assistance,
 - FESA (Risk calculated) SMART Sourcing Assistance,
 - FESA (Depreciation incorporation) SMART CCMA Assistance,
 - (DIL incorporated) FESA Service Anywhere Anytime FCA runs, operations and recommendation services
 - ❑ Add/Receive/Relay updated/connected (OTA enabled) call to attention imagery or perspective imagery.
 - ❑ Provide FESA-SAA Recommendation services for Safer Commuting



NSSR THEME - INSIGHT ANALYSIS

- **Vision:**

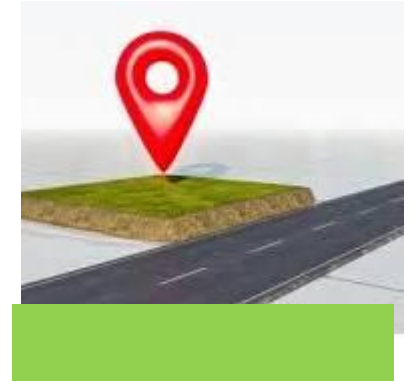
- Inter-connectedness and Sustainable efforts to improve FESA services and “Unplanned for conditions” traffic management via efficient, safe, technologically intelligent and collaborative incorporation of NSSR Themes.
- NSSR stands for National Safety Social Responsibility

- **Critical thinking revisited:**

- Like how Rebuild, Rebound and Resurrect was the critical thinking in 2020 or so, it is now
- Insight Advancement for existing/emerging “need and dynamics”.

- **Mission:**

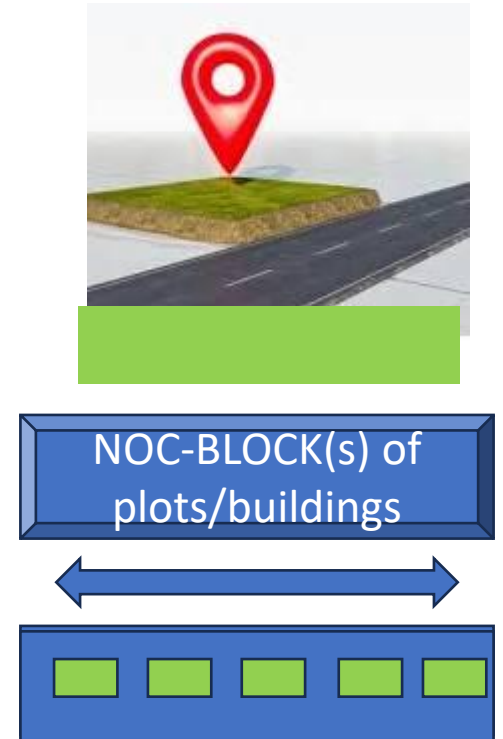
- Develop Focus Analytics based critical thinking for operational efficiency for FESA services
- and “unplanned for conditions” traffic management



NSSR THEME - INSIGHT ANALYSIS

Known dynamics influencing the NSSR Theme or FESA insightful Vision:

- ☐ Problems due to older road systems/ road infrastructure
- ☐ Problems due to lack of insightful / unified NOC effort by building/site/plot owners/associations along the road systems known to be used in FESA services
- ☐ Problems due to lack of NSSR Theme based landscaping of roads/road systems/routes known to be used in FESA services
- ☐ Problems due to lack of people interest for Essential Adherence for Guidance/Control/ Accountability for NOC efforts or for NSSR Theme landscaping of buildings/plots/sites/ Public services Infrastructure on roads/road systems/routes known to be used in FESA services

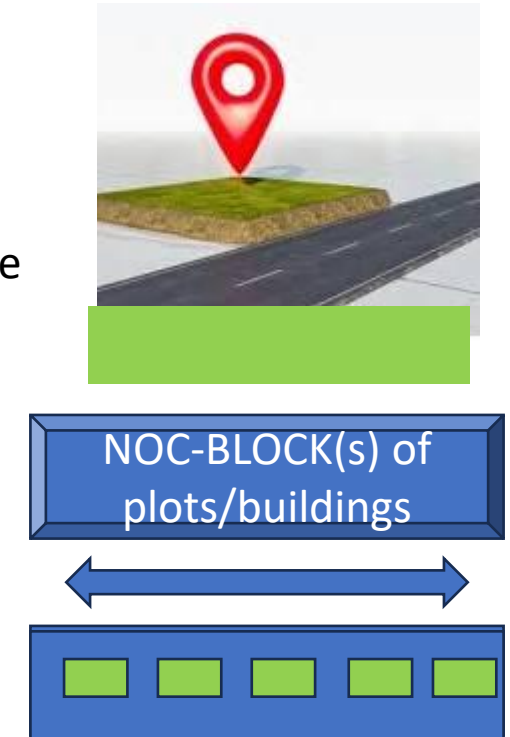


NSSR THEME - INSIGHT ANALYSIS

Strategic Planning / Differentiation strategy for the NSSR Theme or FESA insightful Vision:

Designing insightful analysis based on

- ☐ (Chief Fire Officer Associated) Zones
- ☐ (Regional Fire Officer Associated) Regions
- ☐ (Fire Station Associated) **Strategic-Tactical-Operational intelligence**
- ☐ (soon to be GBA/BBMP/BBMP Traffic Engineering/BDA Associated) Wards
- ☐ (Ward Associated) Buildings/Road systems/Routes
- ☐ (FESA Associated) or (NSSR Theme Associated) Strategic-Tactical-Operational intelligence Infrastructure and/or Data Management

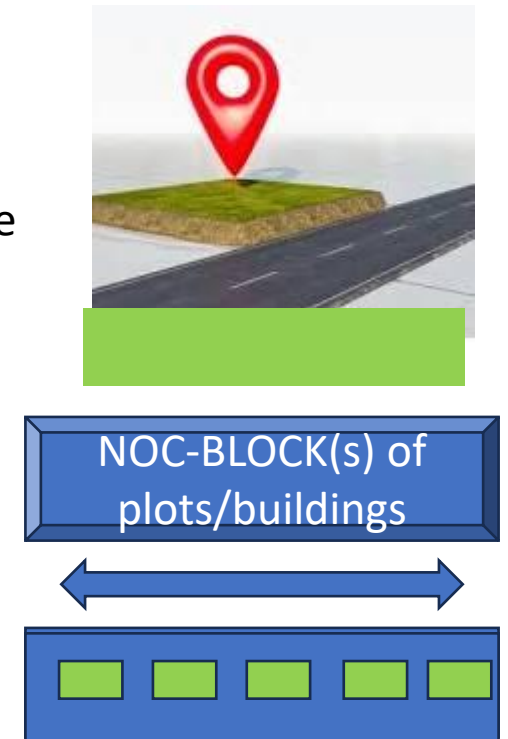


NSSR THEME - INSIGHT ANALYSIS

Solution deployment strategy for the NSSR Theme or FESA insightful Vision:

Stages of deployment based on

- ☐ (Chief Fire Officer Associated) Zones
- ☐ (Regional Fire Officer Associated) Regions
- ☐ (Fire Station Associated) Strategic-Tactical-Operational intelligence
- ☐ (soon to be GBA/BBMP/BBMP Traffic Engineering/BDA Associated) Wards
- ☐ (Ward Associated) Buildings/Road systems/Routes
- ☐ (FESA Associated) or (NSSR Theme Associated) Strategic-Tactical-Operational intelligence Infrastructure and/or Data Management
- ☐ (FESA Associated) or (NSSR Theme Associated) Focus Analytics
- ☐ (FESA Associated) or (NSSR Theme Associated) NOC Blocks (of Assets, Liabilities, Call to attention (C2A) viewpoints)
- ☐ (FESA Associated) or (NSSR Theme Associated) Services for incidences / problems





FESA or NSSR Theme incorporation and our Road systems

Understanding Road Systems

- For the climate change in the years ahead, the insight is that a Management Index Specification for Road Systems abbreviated as MIR can outline a design specification to mitigate hazards in a road system, where different aspects of a road system are considered.
- The purpose of any road being to help commuters, movement of goods or main stream vehicles travel from one point to another. Any road has different types of traffic, which can be outlined as follows



- **Types of traffic distances**
- 1. Short distance traffic or traffic within a neighborhood
- 2. Medium distance traffic (inter-neighborhood, inter-zonal regions or intra-city)
- 3. Long distance traffic (be it a National Highway, State Highway, District Roadway which in turn is intra-district or inter-district)
- 4. Millennium concepts like NICE roads, Ring roads, Flyovers, Road corridors
- 5. **Evolving RADIUS of coverage roads**

Understanding Road Systems



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- **Types of traffic**
- 1. Trucks, Goods and Freight carrying vehicles
- 2. Government and Private Buses
- 3. Mini buses, vans
- 4. Cars, taxis
- 5. Auto rickshaws
- 6. 2-wheelers
- 7. Cycles, Cycle rickshaws
- 8. Animal driven carts
- 9 Free or herded Livestock
- 7. Additionally Feeder traffic, Freight carrying traffic, Inter-state or Inter-city Passenger traffic, Emergency response traffic, Tube or Elevated Rail traffic

Understanding Road Systems



- Every road has certain MIR assets and certain MIR liabilities, where MIR assets help road system utilization and performance, whereas MIR liabilities are always or sometimes hazardous if not suitable for a road configuration or can pose a risk to people using a road system.
- The MIR specification terms the following as **MIR assets**
 - 1. Road configuration databases and/or cloud based systems
 - 2. Traffic signals and traffic control systems
 - 3. Disaster mitigation systems and Emergency Response systems
 - 4. Defect liability based feedback systems
 - 5. Planned Road signs, Billboards/Hoardings, Signages
 - 6. Evolving **RADIUS of coverage Key Performance Indicators or KPI(s)**

Understanding Road Systems



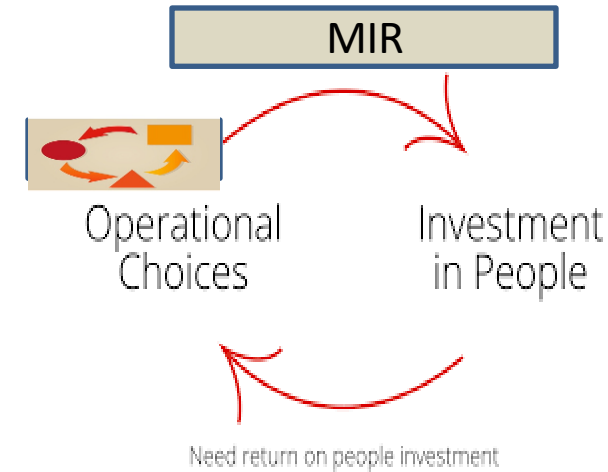
- The MIR specification terms the following as **MIR liabilities**
- 1. Unplanned Lanes, Road Medians
- 2. Unplanned Bordering Road Barricades
- 3. Unplanned Speed breakers or Road Humps
- 4. Unplanned or poorly constructed Pavements
- 5. Poorly maintained Manholes & Sewer systems
- 6. Impediment causing Elevated or Tube Railway infrastructure
- 7. Unmanned or poorly maintained Railway crossings
- 8. Poorly maintained Bridges and Tunnels*
- 9. Poorly maintained Trees and Greenery
- 10. Hotspots (locations that need converged administration to address the need to mitigate climate change, rising pollution levels, rising CO₂ levels, poor air quality, accident trends, traffic problems, incidences of crime, issues with road system arboriculture)
- 11. No Road Infrastructure Transformation evaluations to minimize RADIUS OF COVERAGE inefficiencies

Understanding Road Systems



- An MIR specification can balance MIR liabilities with MIR assets. To do this the specification will need to brainstorm for a new principle called “**RADIUS OF COVERAGE**” and “defect liability”, where the nature of planning, implementation, commissioning, performance **and SMART Resolution**, maintenance and/or reengineering are all evaluated via the need to perform reliably, effectively for route assurance for a specific radius of coverage, improve safety and mitigate hazard or risk.
- An MIR specification can integrate a Management index or defect liability indicator with each road system, where different parameters such as MTTD, MTP, MTTN & MTTR and feedback loops all decide the balance.
- **Abbreviations and their meanings:**
 - MTTD: Mean Time to Detection MTP: Mean Time to Prioritize
 - MTTN: Mean Time to Network needed Engineering infrastructure and resources
 - MTTR: Mean Time to Resolution
 - MTTCPQ: Mean Time to Cost of Poor Quality
 - MTAAR: Mean Time to Alpha Assistance Resolution (for afflicted or aged commuters)

Understanding Road Systems



- An MIR specification can use the following core indicators and systems to define a road system configuration
- 1. Nature of planning
- 2. Defect liability systems
- 3. Associated planning, risk mitigation, repair and/or restoration programmes
- 4. Traffic management systems
- 5. ACCIDENT RELIEF, EMERGENCY RESPONSE AND ASSISTANCE systems
- 6. Viewpoint Management for road system issues or incidence indicators

Nature of planning (Rated as a crucial influencer):

() **Design standards compliance** (width of road, margins for pillars, gradient designs, curves designs, median designs, arboriculture safety, pedestrian and passenger safety, safe commuting between 2 points, reasonable time taken to travel from one point to another, enablers for vehicles that use renewable energy)

() **Accountability for Traffic factors** (speed standards set for road systems, reaction time based on PIEV*, navigation standards, safe stopping sight distance, safe overtaking or passing, safe sight distance for entry into any associated intersections, feedback systems)

() **Accountability for Environment factors** (sentinel screening and risk mitigation for unforeseen snow fall, hailstorms, heavy rainfall, thunder storm and lightning arrestors, ease of maintenance despite severe weather conditions)

() **Maintenance Systems reliability** (proper design out maintenance, risk mitigation & maintenance, inspection and maintenance of extensions, gradient-design validation, policy for emergency services, policy for disaster management services)

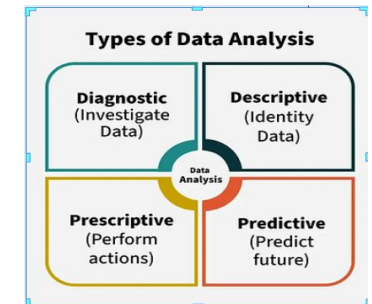
() **Quality of associated Drainage systems** (design and implementation after consideration of water table, sub-grade soil, reinforced earth, nature of geo-grids that are to be used in the road construction, management of seepage flow & capillary rise, reliable impervious wearing surface of road with aggregators and binders)

() **Quality of traffic signalling systems** (“(Google Earth related) satellite imagery, or drone flight imagery or sentinel sensor feedback based” Risk Mitigation Desk notifications and proactive responses by the traffic management network, by nature of design “intelligent signaling solutions” that decide as to how traffic has to be managed or routed in case there is a disaster, accident, or in a case where part of the road or road system is rendered unusable)



Strategic-Tactical-
Operational
intelligence
Infrastructure
and/or Data
Management
influencers

ROAD SAFETY-OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY





Strategic-Tactical-
Operational
intelligence
Infrastructure
and/or Data
Management
influencers

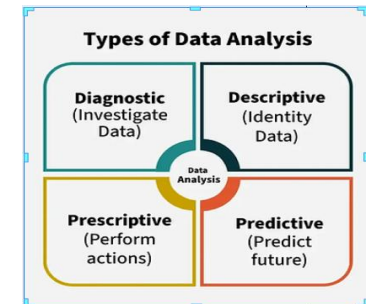
() **Satisfactory Emergency Response planning** (Equipped with signage and barricade deployment, contact numbers for nearest “ambulance services, hospital, police station, fire department, disaster management department”, availability of first aid provisions, equipped with fire extinguishers & fire fighting facilities, equipped with smoke alarm systems, equipped with sentinel sensors, has clearance for air lift to save life, has collapsible floor/ground escalation systems at designed locations to help evacuate passengers from elevated metro railways)

b. Nature of congestion (Rated as important negative influences):

- () Perennial congestion () Seasonal congestion
- () Time-based congestion
- () Incidence specific congestion
- () Feeder Traffic specific congestion
- () Goods/Freight movement specific congestion
- () Congestion due to other influences

c. Stabilizing aspects (Rated as positive influences):

- () Has a Management Index Specification () Has satellite images
- () Included in Google maps () Is of good quality
- () Has multiple-lanes
- () Has sensor-enabled medians or bordering road barricades
- () Has reliable traffic signals
- () Has SMART Meters for immersive TEPO
- () Accountable traffic intervention possible at location
- () Not in close proximity to industries
- () Not in close proximity to rivers and other rainfall affected water bodies,
- () Has storm water drains
- () Has well maintained manholes and septic systems
- () Not affected by festivities
- () No pedestrian sidewalks
- () No encroachment





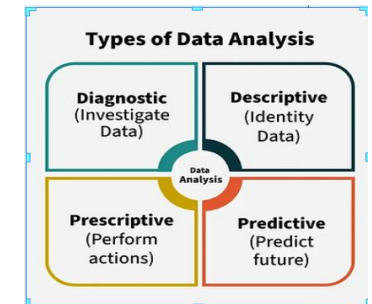
Strategic-Tactical-
Operational
intelligence
Infrastructure
and/or Data
Management
influencers

- () No alteration
- () Not sidelined by trees
- () No afflicted by dumping of industrial waste
- () Not afflicted by dumping of public waste
- () Has a proper sewage system

d. Probable Hazards (Rated as very important negative influences):

- () Is an inter-link for other roads or routes etc
- () Is in close proximity to neighboring states
- () Is in probable or escalated tension areas
- () Is a sensitive area (where satellite imagery a threat)
- () Is in close proximity to an industrial cluster
- () With curving meanders
- () Has a steep incline with improper entry or exit
- () Has underlying dangerous landforms
- () Is in close proximity to dangerous landforms
- () Has a history of unattended potholes () Has potholes
- () Is sidelined by less maintained trees
- () Is in close proximity to rivers and other rainfall affected water bodies
- () Is in close proximity to marshes or swamps
- () Is part of a bridge or connects to a bridge
- () No storm water drains
- () Has poorly maintained manholes and septic systems
- () Afflicted by incidences of bottlenecks
- () Is difficult to manage via surveillance
- () **Is prone to crime** (due to lack of surveillance/being a remote location/ lack of traffic signals/lack of lighting)
- () **Is prone to accidents** (due to lack of sufficient planning for pedestrian and passenger safety)

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Strategic-Tactical-
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Management
influencers

e. Associated planning, risk mitigation, repair and/or restoration programmes

The addressing of problems is either well-planned or not well-planned, where there are selective classifications that can help identify issue levels for the commuter:

Planned (Rated as positive influences)

- () Forecast based
- () Control Room based
- () In time surveillance based

Not well-planned (Rated as very important negative influence)

- () Only reciprocal (where problems are addressed in a reactive manner)
- () Only when problems are escalated
- () Only when mass grievances are reported

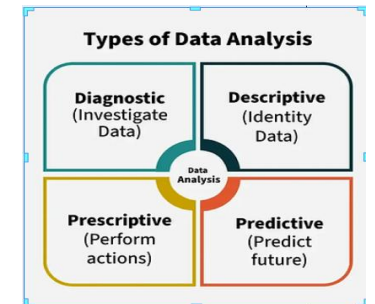
f. Signage deployed to mitigate risks to commuters or people

() **Road signs identifying traffic safety norms** (one-way or two-way signs, permitted timings, speed limits, rules for pedestrian and passenger safety, rules about overtaking, rules against cutting lanes, rules for parking, signage about low visibility zone, low height clearance and load levels)

() **Signage for accident relief, emergency response and assistance** (like contact information for the nearest “ambulance services, hospital, police station, fire department, disaster management department”, associated civic body)

() **Signage and barricades around (perimeter) of potholes, poor quality manholes and septic systems**

() **Signage with precautionary and must know information about ring road, flyover, bridge, tunnel, subway, metro track, tram track, and level crossing**



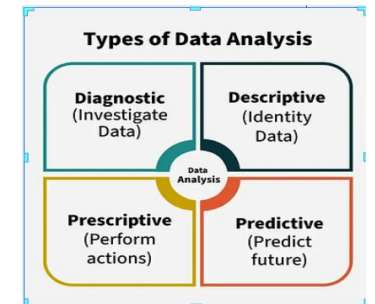


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Defect liability systems (Rated as a crucial influencer):

- () Road system/route utilization analytics / guidelines
- () Associated Heavy Rain/Storm/Disaster Warning analytics / guidelines
- () Associated Road system/route utilization related FESA / unplanned for driving conditions- based planning analytics / guidelines
- () Associated or critical NOC compliance/ commissioning status analytics / guidelines
- () Associated or critical NOC compliance/ commissioning status specific planning-evaluation-resolution schedules
- () Associated or critical Transformational solutions or Civic Amenities enabling

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Traffic Management strategy (Rated as a crucial influencer):



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() Current solutions for traffic management and road system/route utilization

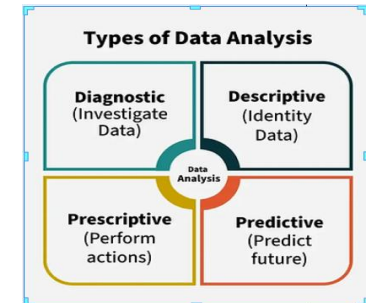
() OTA Theme based solutions for traffic management and road system/route utilization

() Commuter subscribed-for solutions for traffic management and road system/route utilization

() Building/Site/Plot owners/associations subscribed-for solutions for NOC adherence/NSSR Theme incorporation

() Strategic-Tactical-Operational intelligence specific Infrastructure and/or Data Management

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ACCIDENT RELIEF, EMERGENCY RESPONSE AND ASSISTANCE **strategy (Rated as a crucial influencer):**

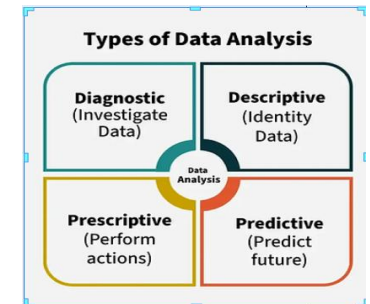


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influencers

Docked View and Logistics for traffic management and road system/route utilization based on

- () FESA profile registration for buildings/road systems/roads
- () FESA scheduled activation for buildings/road systems/roads
- () FESA priority activation for buildings/road systems/roads
- () FESA Desk/Control Centre activation for buildings/road systems/roads
- () FESA 80:20 Rule of insightful analysis for buildings/road systems/roads

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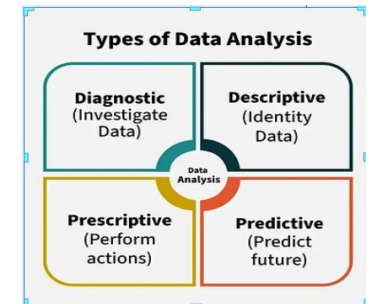
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influencers

Associated planning, risk mitigation, repair and/or restoration **strategy (Rated as a crucial influencer):**

Docked View and Logistics for traffic management and road system/route utilization based on

- () NOC Blocks of Assets/Liabilities/C2A Viewpoint data
- () NOC Profile data
- () FESA Scheduled data
- () FESA Incidence or Problem data
- () FESA Desk/Control Centre data in terms of messages/service related guidance/incidence or problem controlling guidelines
- () FESA 80:20 Rule of insightful analysis data

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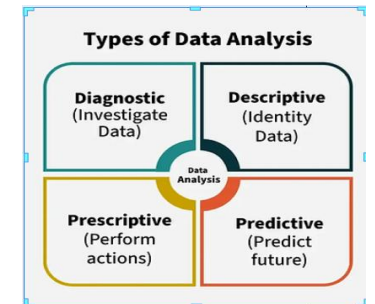
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Infrastructure
and/or Data
Management
influencers

Associated planning, risk mitigation, repair and/or restoration **strategy (Rated as a crucial influencer):**

Docked View and Logistics enabling for traffic management and road system/route utilization based on

- () Registration for NOC Blocks of Assets/Liabilities/C2A Viewpoint/Pilot recording into a Call to Attention FESA Hub
- () Subscription for NOC Blocks of Assets/Liabilities/C2A Viewpoint/Pilot recordings from a Call to Attention FESA Hub
- () Subscription for FESA/NSSR Theme Information from a Call to Attention FESA Hub
- () Subscription for FESA/NSSR Theme Process guidance from a Call to Attention FESA Hub
- () Subscription for FESA/NSSR Theme PER guidance from a Call to Attention FESA Hub, where PER stands for Planning, Evaluation and Resolution

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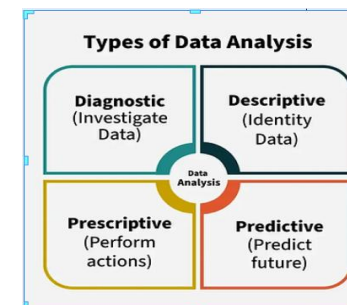
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Viewpoint Management for road system issues or incidence indicators strategy (Rated as a crucial influencer):

Docked View and Logistics enabling for traffic management and road system/route utilization based on

- ☐ FESA First View functionality
- ☐ FESA Service Anywhere Anytime drills or runs, operations and recommendation services
- ☐ Updated/connected (OTA enabled) call to attention imagery or perspective imagery

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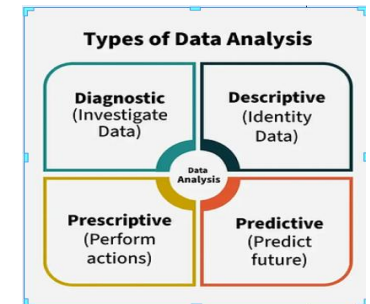
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Management
influencers

Viewpoint Management for road system issues or incidence indicators strategy (Rated as a crucial influencer):

Docked View and Logistics enabling for traffic management and road system/route utilization based on

- ❑ Updated/connected (OTA enabled) call to attention imagery such as Key Performance Indicators (KPIs) for a road system/route/NOC blocks of buildings with location relevance
- ❑ Updated/connected (OTA enabled) perspective imagery such as Perspective Imagery (PI) Indicators for a road system/route with location relevance and active deployment of Planned Road signs/Relatedly Live Screens/Billboards/Hoardings/Signages, where these views or insights can guide any FESA service or SAR experience, it is known that the BBMP has time and again banned road side hoardings to avoid these from being a distraction to drivers/commuters etc

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NOC related details for a building

KSFES - Portal Application

The **Application for No Objection Certificate** page provides the user with the following information:

- **Building Type as per NBC:** Select the building type as per NBC.
- **Building Usage Purpose:** Select the purpose of building usage.
- **Application for extension to an existing building or new proposal?:** Specifies whether the application is for extension to an existing building or new proposal.
 - **Extension to existing building:** Choose this option, if the application is for extension to an existing building.
 - **New Proposal:** Choose this option, if the application is for new proposal.
- **If Extension to an existing building, provide details for existing building:** If Extension to an existing building, enter the details as follows. This option will be available only if you have chosen the **Extension to existing building** option.
 - **Height (m):** Enter the height of the existing building in meters.
 - **No. of Floors:** Enter the number of floors
 - **Total Built up Area (sqm):** Enter the total built up area in square meter.
- **Whether Sanction obtained from Local Authority (BBMP,BDA etc) to construct the building?:** Choose the option which specifies whether the sanction is obtained from local authority to construct the building. This option will be available only if you have chosen the **Extension to existing building** option.

NOC Blocks of
Buildings with
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NOC related details for a building

- **Site Details:** Here user can enter the details of the site/plot.
 - **Survey Number:** Enter the survey number of the plot.
 - **Survey Aksharabaga:** Enter the survey aksharabaga.
 - **Hissa No.:** Enter the Hissa number of the plot.
 - **Land Extent:** Enter the extended land use.
 - **Unit of Measurement:** Select the unit in which the plot is to be measured.
 - **Taluk:** Enter the taluk in which the project is proposed.
 - **Hobli:** Enter the hobli to which the plot belongs.
 - **Village:** Enter the name of the village.
 - **Ward Number:** Enter the number of the ward.
 - **Street:** Enter the name of the street.
 - **Pincode:** Enter the pincode of the city.
 - **PID (If Available):** Enter the PID code if available.
 - **Add:** Click on this button to add the site/plot details entered.
- **Location Coordinates of the site:** Here user can provide the latitude and longitude of the site.
 - **Latitude:** Enter the latitude of the site.
 - **Longitude:** Enter the longitude of the site.

NOC Blocks of
Buildings with
Strategic-Tactical-
Operational
intelligence
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influencers

NOC related details for a building

KSFES - Portal Application

- **Chakbandi:** Specifies the chakbandi details of the plot.
 - **North:** Enter the name of the person who owns the north side of the land.
 - **South:** Enter the name of the person who owns the south side of the land.
 - **West:** Enter the name of the person who owns the west side of the plot.
 - **East:** Enter the name of the person who owns the east side of the plot.
 - **Add:** Click on this button to add the chakbandi details entered.
- **Entry Road Type:** Select the type of entry road to the site.
- **Entry Road Name/Identification:** Enter the name of entry road.
- **Entry Road Width (m):** Enter the width of the entry road in meter.
- **Exit Road Type:** Select the type of exit road from the site.
- **Exit Road Name:** Enter the name of the exit road.
- **Exit Road Width:** Enter the width of the exit road in meter.

NOC Blocks of
Buildings with
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influencers

NOC related details for a building

KSFES - Portal Application

- **Setback as shown in Plan (m):** Here provide the setback details of the plot as shown in plan.
 - **Front:** Enter the setback area in front of the proposed building.
 - **Rear:** Enter the setback area in the rear side of the proposed building.
 - **Left:** Enter the setback area in the left side of the proposed building.
 - **Right:** Enter the setback area in the right side of the proposed building.
 - **No. of Floors:** Enter the number of floors in the proposed building.
 - **Height of the Building (m):** Enter the height of the building in meter.
 - **Total Built-Up Area (sqm):** Enter the total built up area of the building in square meter.
 - **Provided Parking for Two Wheelers:** Enter the number of two wheelers for which parking is provided.
 - **Provided Parking for Four Wheelers:** Enter the number of four wheelers for which parking is provided.

NOC Blocks of
Buildings with
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NOC related details for a building

KSFES - Portal Application

- **FAR Details (Proposed):** Specifies the proposed floor area ratio details.
 - **Permissible:** Enter the permissible FAR.
 - **Premium:** Enter the premium FAR.
 - **TDR:** Enter proposed Transfer of Development Rights details.
- **Site Condition:** Specifies the existing site condition.
 - **Water:** Here provide the source of water.
 - **Well:** Choose this option, if the source of water is well.
 - **BWSSB:** Choose this option, if the source of water is Bangalore Water Supply and Sewerage Board.
 - **Power:** Here provide the source of power.
 - **KPTCL:** Choose this option, if the source of power is Karnataka Power Transmission Corporation Limited.
 - **Electricity HT/LT:** Select whether electricity facility available or not.
 - **Future Connected Analytics (FCA) related active deployment** of Planned Road signs/Relatedly Live Screens/Billboards/ Hoardings/Signages, where these views or insights can guide any FESA service or SAR experience

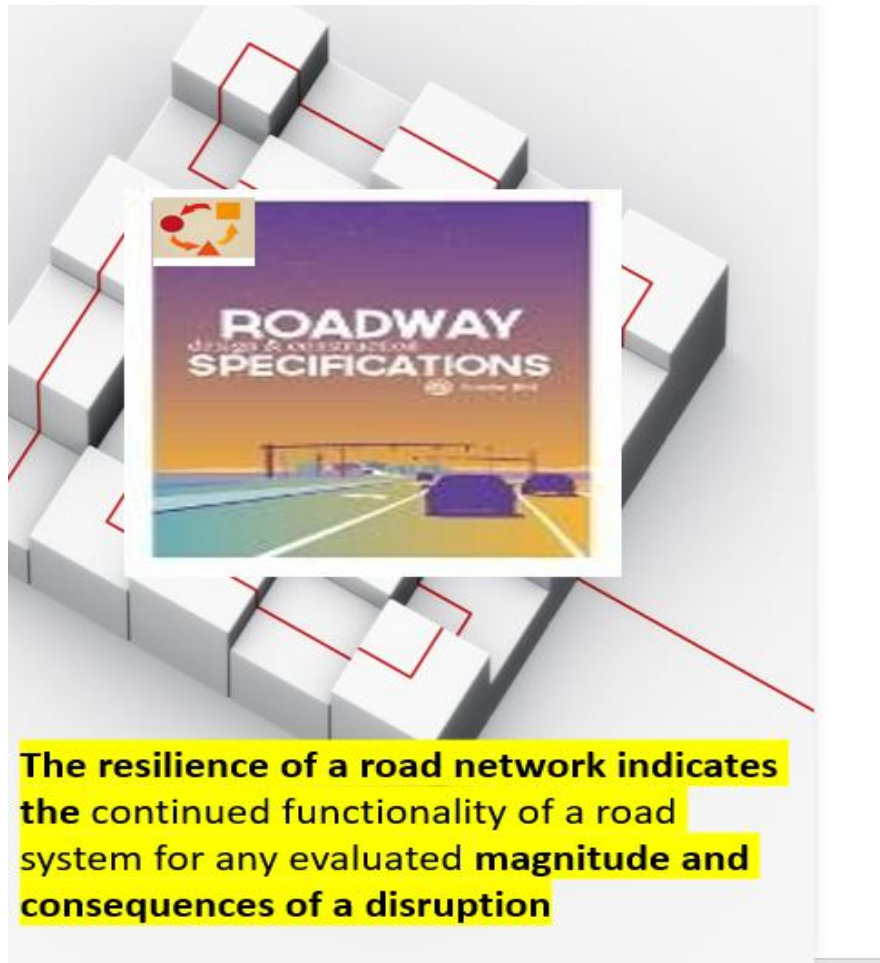
NOC Blocks of
Buildings with
Strategic-Tactical-
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influencers

Perspective Imagery (PI) Indicators for a road system/route

- PIEV - Perception time, Intellection time, Emotion time, Volition (Final action) time
- Perception time - time required to perceive a situation or object
- Intellection time - time required to compare different thoughts, regroup thoughts and different points of understanding, register new “information, thoughts or sensations”
- Emotion time - time required to compare “emotional responses, sensations or disturbances”
- Volition time - time required for final action
- Proposed **Traffic Engineering (TE) Designed Synergy time – Viewpoint time required to evaluate issues or incidence resolution / management for a RADIUS OF COVERAGE**
- PIEV* time required depends upon aspects such as
- 1. Physical characteristics of the driver
- 2. Psychological factors influencing or affecting the driver, savings & safety interests
- 3. Environmental conditions, influencers, situations, road & traffic health
- 4. Purpose of trip, trip planning,
- 5. Type and speed of vehicle, condition and adherence to norms
- 6. New NSSR Theme for Road Safety and choices for traffic health
- 7. (Occupation based or Trends based) Self-assessment for fitness, drive guidance
- 8. Availability of feedback systems 9. Editioning of RADIUS of coverage for TE Viewpoint Synergy



Perspective Imagery (PI) Indicators for a road system/route



To be completed

For the science or insight behind FESA or NSSR Theme based projects, it needs to be said that Sustainable Climate Change Mitigation will work using a geo-linked LAW or CYCLE of resilience



Design for Performance Fieldbook

MiNDSET



Road System and
Infrastructure

Key Opinion Leadership (KOL)



Civic Amenity Providers, RI-FESA NOC Culture Links

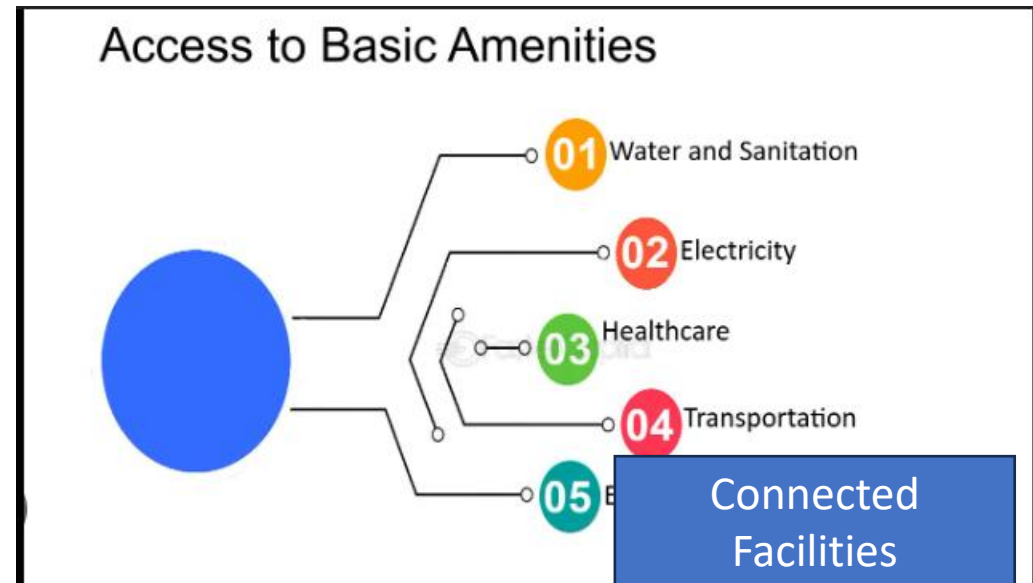
Build RI Resilience, AOEC

Design for FESA
Performance

RI Resilience, FESA Guidelines



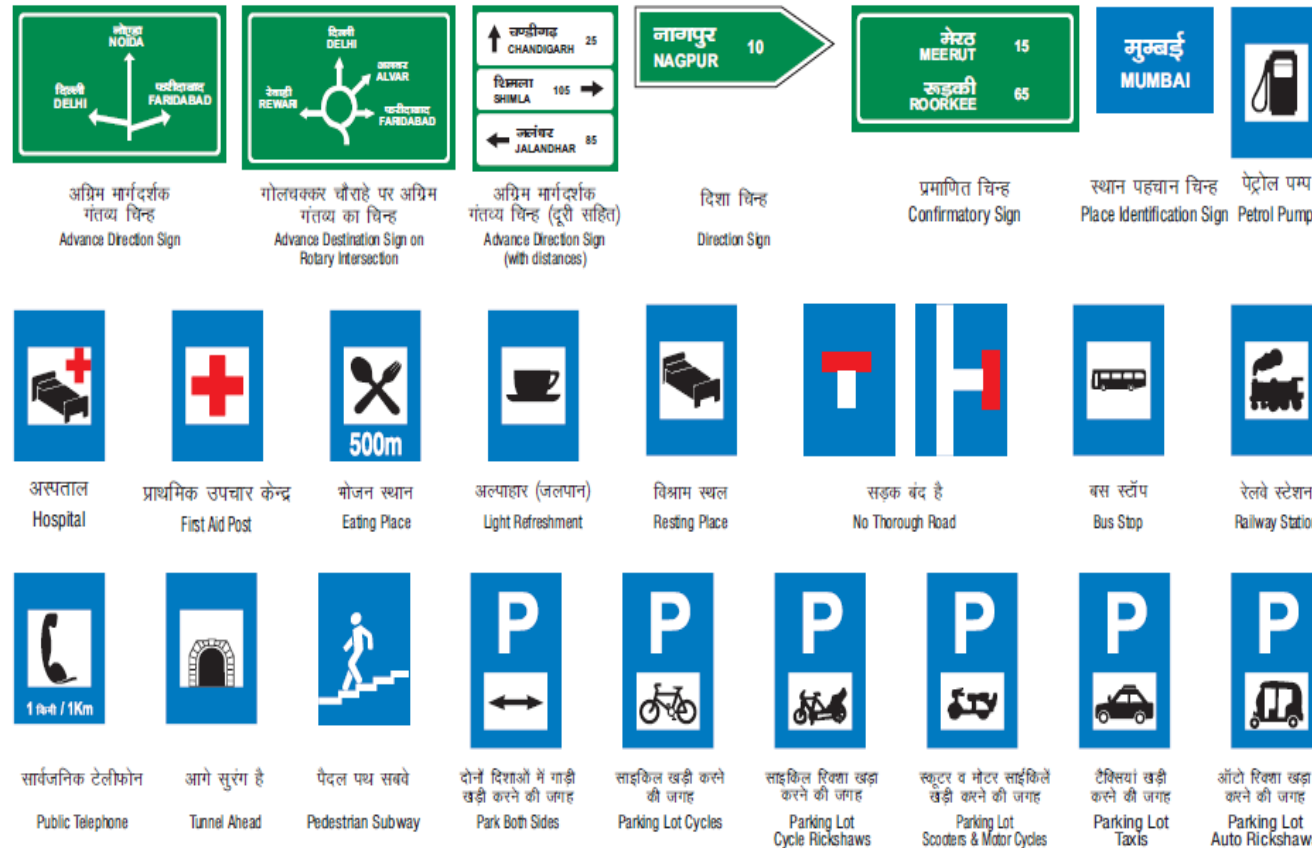
Civic Amenity RI-FESA NOC Culture



(FESA stands for Fire and Emergency Services Actuation)

Civic Amenities / RI FESA NOC Culture Links

- No objection Certificate (NOC) Culture to help NSSR RS/FESA**



Valuable examples of Civic Amenities

- ☐ Traffic Control / Traffic Police Stations
- ☐ Pedestrian Subway/ Subway
- ☐ Railway Station
- ☐ Metro lanes / Tram track
- ☐ Bus stop
- ☐ First aid and Ambulance Post
- ☐ Hospital
- ☐ Connected Socio-Economic-Need and Incidence mitigation facilities
- ☐ Connected Vehicle Maintenance & Repair Facilities
- ☐ Connected Vehicle Spare parts suppliers
- ☐ Connected Cluster of suppliers
- ☐ Connected Power and Electricity management / Water supply/ Sanitation
- ☐ Connected Lean Waste management
- ☐ Place identification sign, Confirmatory sign
- ☐ Direction sign, Advance Direction sign

Relative understanding of KSFES FOR NSSR-RS / RI FESA NOC Culture

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Relative understanding of KSFES FOR NSSR-RS / RI-FESA NOC Culture

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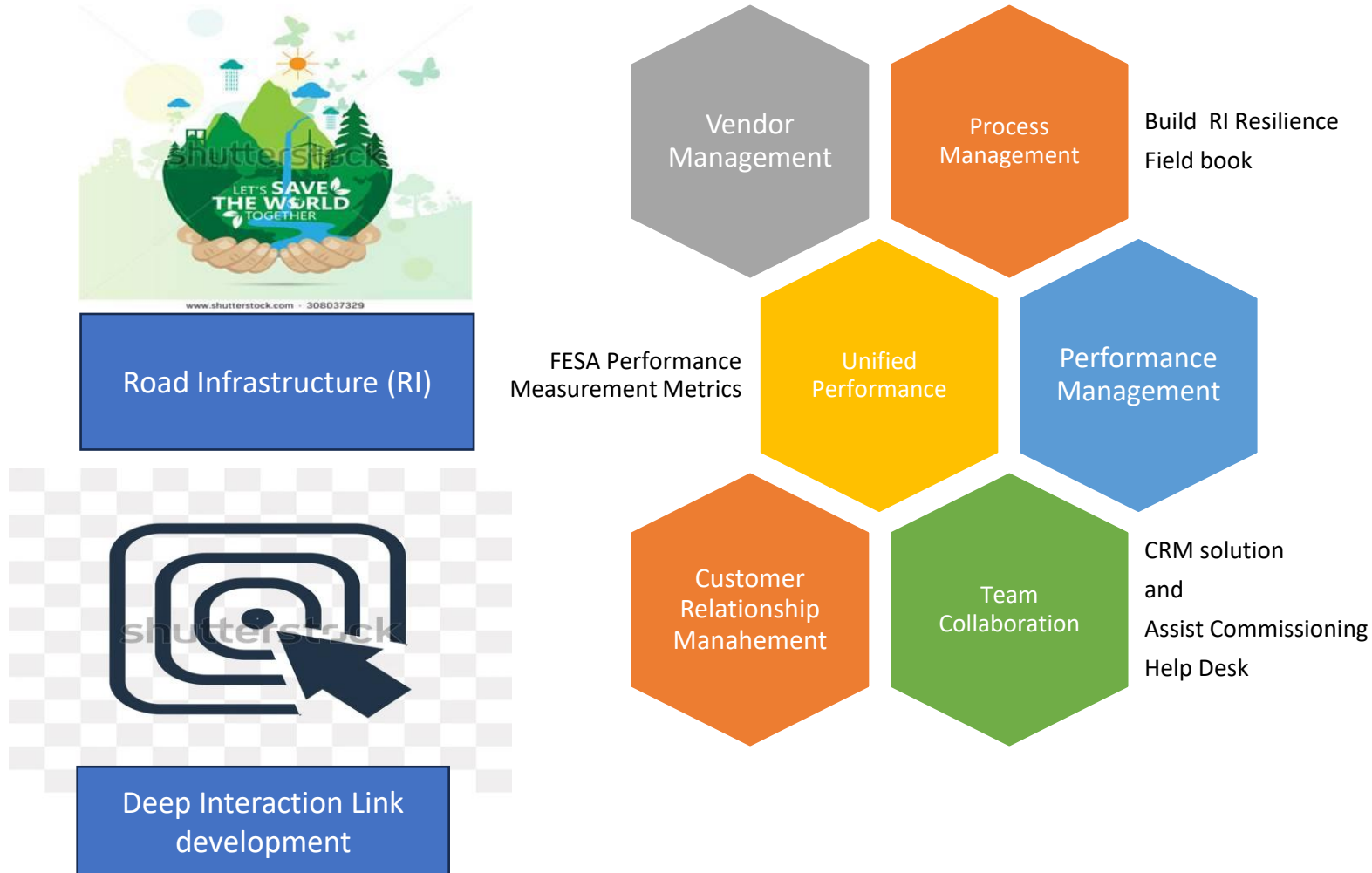
Relative understanding of KSFES FOR NSSR-RS / RI FESA NOC Culture

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- For FESA, the vision is to build NSSR RS/ RI-FESA NOC Culture enablers via a unified performance framework



Design for FESA Performance

Focus	NSSR RS Leadership	Recommended Approach
Real world environment	↔	Field book for FESA NOC Culture, Trustworthy Facts and Assist FESA Analytics Help Desk system
Real world goals / targets	↔	FESA Performance Measurement Metrics/ KPI(s)
Real world strategies	↔	Process Knowledge and Compendium
Real world Tactics / Operations	↔	Assisting Analytics based insights for FESA-NOC Resilience and including a Deep Interaction link for Designs, Solutions, Projects, Services, Juran Trilogy Programmes
Real world Results	↔	Outcome of unified performance based initiative
Deliverables: Datasets, Spreadsheets, Reports, Dashboards, Field book, KPI handbook, FESA NOC Culture		

Design for FESA Performance

- AOEC's Build RI Resilience showcasing & approach is based on the following fundamentals:

- ☐ Designing and developing a Build RI Resilience Field book
- ☐ Identifying the potential sources of Build RI Resilience KPI(s)
- ☐ Value understanding for Build RI Resilience KPI(s)
- ☐ Strategy for Build RI Resilience KPI conceptualization
- ☐ Designing and developing a Build RI Resilience KPI handbook
- ☐ Achieving NSSR RS Leadership (as illustrated in the previous page)

Design for FESA Performance

- **For designing and developing a Fieldbook**
- We recommend that a Build RI Resilience Field book is important for emerging further in this vision called DEEP INTERACTION for FESA-NSSR RS, where this can comprise of a Design and Commission FESA Solutions & Projects handbook, Service handbook, Juran Trilogy Programme handbook and Commissioning Quotient Programme handbook. The Field book proposed will contain a Vision and Enabling section and set of sections for each design, solution, project, service, Juran Trilogy programme and Commissioning Quotient programme delivered or being planned.
- The Vision and Enabling section for any RI-FESA block or entity will need to include details such as
 - ✓ RI-FESA Block or Entity Name
 - ✓ RI-FESA Block or Entity Type
 - ✓ Build RI Resilience Version
 - ✓ Mode of FESA showcasing
 - ✓ Staged lifecycle
 - ✓ Design for FESA performance framework
 - ✓ FESA Enabling & Deep Interaction Culture compendium
 - ✓ Statutory regulations
 - ✓ Precautions
 - ✓ Standard operating procedures



Design for FESA Performance

- **Identifying the potential sources of KPI(s)**
- We find the potential sources for designing / defining KPI(s) are
 - ❖ Build and Commission RI-FESA Block or Entity vision, mission and value
 - ❖ RI-FESA Performance Projections/Forecasts/Guidance/Analytics
 - ❖ RI-FESA development/marketing/brand building (specific showcasing)
 - ❖ RI-FESA Planning, Deep Interaction Links and Analytics of Performance
 - ❖ Targeted RI-FESA Design, Build and Commissioning, R & D, Innovation, and Deep Interaction Culture development projects
 - ❖ Operations and Services (Assist FESA Help Desk)
 - ❖ Environment, Society and CSR (via Lateral thinking, Green Thinking, NSI conservation & enhancing)
 - ❖ Business function specific areas such as Human Capital Development & Training, Business Value and Asset Development, Finance and Budgeting, Procurement and Logistics, Sustainable design/solution/project/service responsiveness specific Analytics, Project Management, Build and Commission RI-FESA Lifecycle Management, Service Organization / Service Management, Quality Management, In-house Operations Infrastructure, Facilities and Maintenance
 - ❖ Unified Performance foundation via the incorporation of Assist FESA and Deep Interaction Links

Design for FESA Performance

❑ **Value understanding for KPI(s)**

- We find the value of KPI(s) is based on their
 - ❖ Relevance and Functional nature (for example being S-M-A-R-T)
 - ❖ Understand-ability by different RI-FESA target audiences
 - ❖ Train-ability for RI-FESA project teams
 - ❖ Abuse-proof design for target users/decision makers
 - ❖ Reliability and Credibility for project teams/users/decisionmakers/investors
 - ❖ Lateral Thinking and Green Thinking for the Environment/Society/CSR
 - ❖ Practical FESA ENABLING AND DEEP INTERACTION CULTURE / Service Level Conformity or Excellence for Agreements/Contracts

Design for FESA Performance

❑ **Strategy for KPI conceptualization**

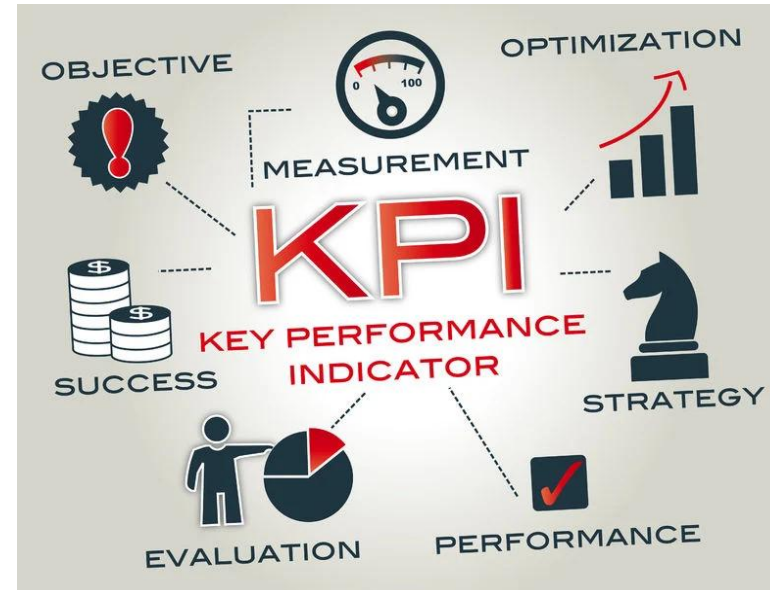
- We find KPI conceptualization is done via
 - ❖ KPI Trees where a lower order metric aggregates actual value into a higher level
 - ❖ KPI Classification based on lead indicators (that project the possibility of achieving a target/goal) and lag indicators (that reflect results achieved)
 - ❖ Results & Outcome based KPI(s)
 - ❖ Value driver KPI(s)
 - ❖ Control lever KPI(s)
 - ❖ Standards specific KPI(s)
 - ❖ Benchmark specific KPI(s)
 - ❖ KPI(s) cascaded down from the design level to a commission for a regional, functional, operational and expected independent-use interaction level or co-RI-FESA block or entity space utilization level
 - ❖ Role setting KPI(s) such as USP(s), Brand positioning/development, RI-FESA Resilience Design and Development, Lateral Thinking, Green Thinking, Sustainable Development and Growth
 - ❖ Non-financial goals specific KPI(s) such as Quality of processes, Management effectiveness, innovation, targeted execution capability
 - ❖ Project Management based Fast Track KPI(s)
 - ❖ Deep Interaction Link based Fast Track KPI(s)

Design for FESA Performance

- **For designing and developing a KPI handbook**

- We recommend that a KPI handbook is important for emerging further in an endeavour to design/build/commission/invent/showcase. The KPI handbook should contain a set of sections for the designs, solutions, projects, services, programmes & versions being planned with details such as

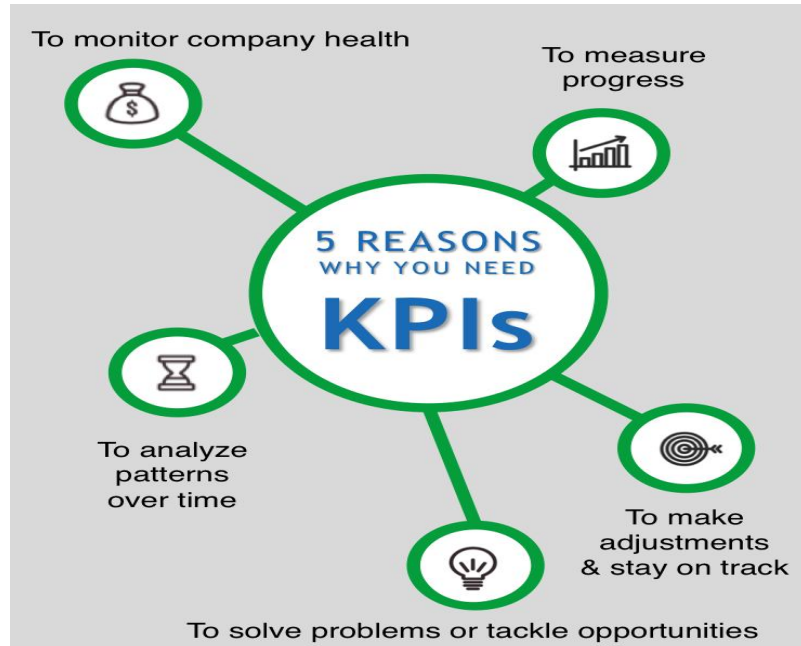
- ✓ KPI Name
- ✓ KPI Abbreviation
- ✓ KPI Description
- ✓ Metrics owner
- ✓ Unit of measure for data capture
- ✓ Scale
- ✓ Frequency
- ✓ Priority
- ✓ Data values
 - ☐ Target
 - ☐ Actual
 - ☐ Computed (if applicable)
 - ☐ Maximum (if applicable)
 - ☐ Minimum (if applicable)
 - ☐ Average (if applicable)
 - ☐ Valid Range (if applicable)



Design for FESA Performance

- **For designing and developing a KPI handbook (continued)**

- ✓ Target descriptions
- ✓ Associated formulae
- ✓ Weight (both Training and Learning)
- ✓ Measurement perspective
- ✓ Trusted Data sources
- ✓ Revision History
- ✓ Date of approval
- ✓ Office space project specific indicators
 - ✓ Lead and Lag
 - ✓ Environment and Green thinking
 - ✓ Environment and NSI
 - ✓ Environment and CCMA
 - ✓ CSR
 - ✓ Lateral Thinking



Design for FESA Performance



Design for FESA Performance

- **Help Desk KPI(s) (sample perspective for FESA showcasing/drills/actual experiences)**
 - ✓ We find that designing, building, commissioning and dashboarding the RI-FESA block or entity projects will need planned business strategies and operations. We find that designing, implementing and recording details for Help Desk KPI(s) could be important.
- ✓ Number of responses / interactions
- ✓ Number of calls made by a customer per day
- ✓ Number of recommendations / suggestions
- ✓ Number of responses for a recommendation / suggestion
- ✓ Number of new incidences
- ✓ Number of existing incidences
- ✓ Average time to resolution
- ✓ Average open time
- ✓ Number of incidences resolved within a time
- ✓ Number of incidents closed with satisfaction rate expected
- ✓ Number of pending incidences needing resolution
- ✓ Number of incidences of inadequate systems / processes

Design for FESA Performance

- **Help Desk KPI(s) (sample perspective for FESA showcasing/drills/actual experiences)**
- ✓ Average time spent by a help desk representative in
 - ☐ Call attendance
 - ☐ Incidence assistance
 - ☐ Process assistance
 - ☐ Project assistance
 - ☐ Design/Solution/Project/Service responsiveness assistance
 - ☐ FESA Link assistance
 - ☐ Deep Interaction Link assistance
 - ☐ Lateral Thinking assistance
 - ☐ Remote assistance

Design for FESA Performance



Design for FESA Performance

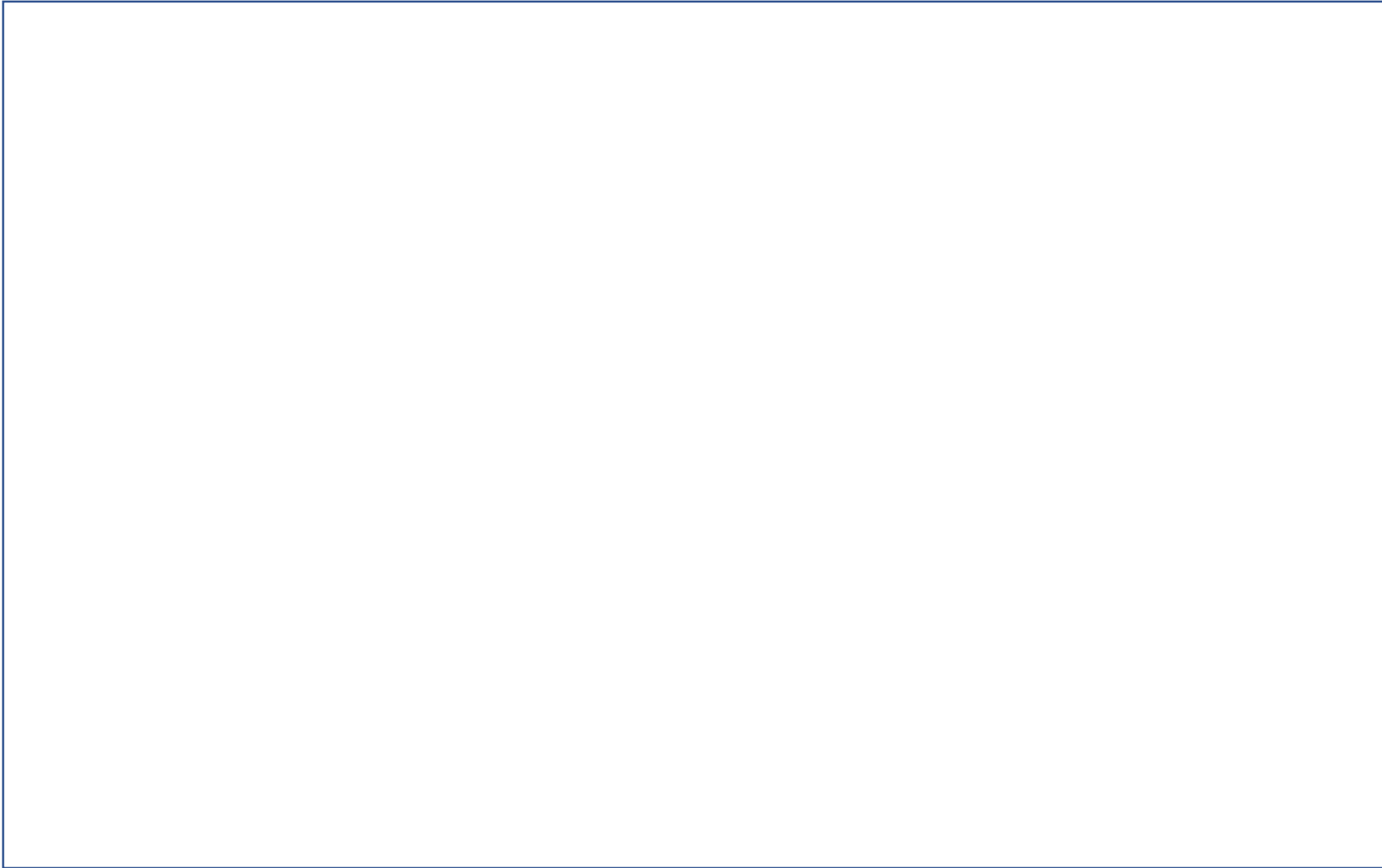
- **Training KPI(s) (interest and perspective for FESA showcasing/drills/actual experiences)**
 - ✓ We find that FESA NOC Culture and Deep Interaction Links may need researched field book approaches, where training could ensure KSFES, and FESA link customers understand the design for FESA performance in design, solutions, projects services and Value addition programmes.
 - ✓ We find that designing, end to end KPI implementing and recording details for the following Training KPI(s) could be currently and emergently important.
 - ✓ No of project members who underwent general training
 - ✓ No of project members who underwent targeted/Lateral thinking training
 - ✓ Average training cost per project member
 - ✓ No of project members satisfied with training
 - ✓ Average training hours per project member
 - ✓ Ratio of in-house talent-based trainings versus outsourced talent-based trainings
 - ✓ % of budget spent on training
 - ✓ Return ol investment (ROI) of training
 - ✓ No of Good Results/outcomes after training



FESA Performance Field book

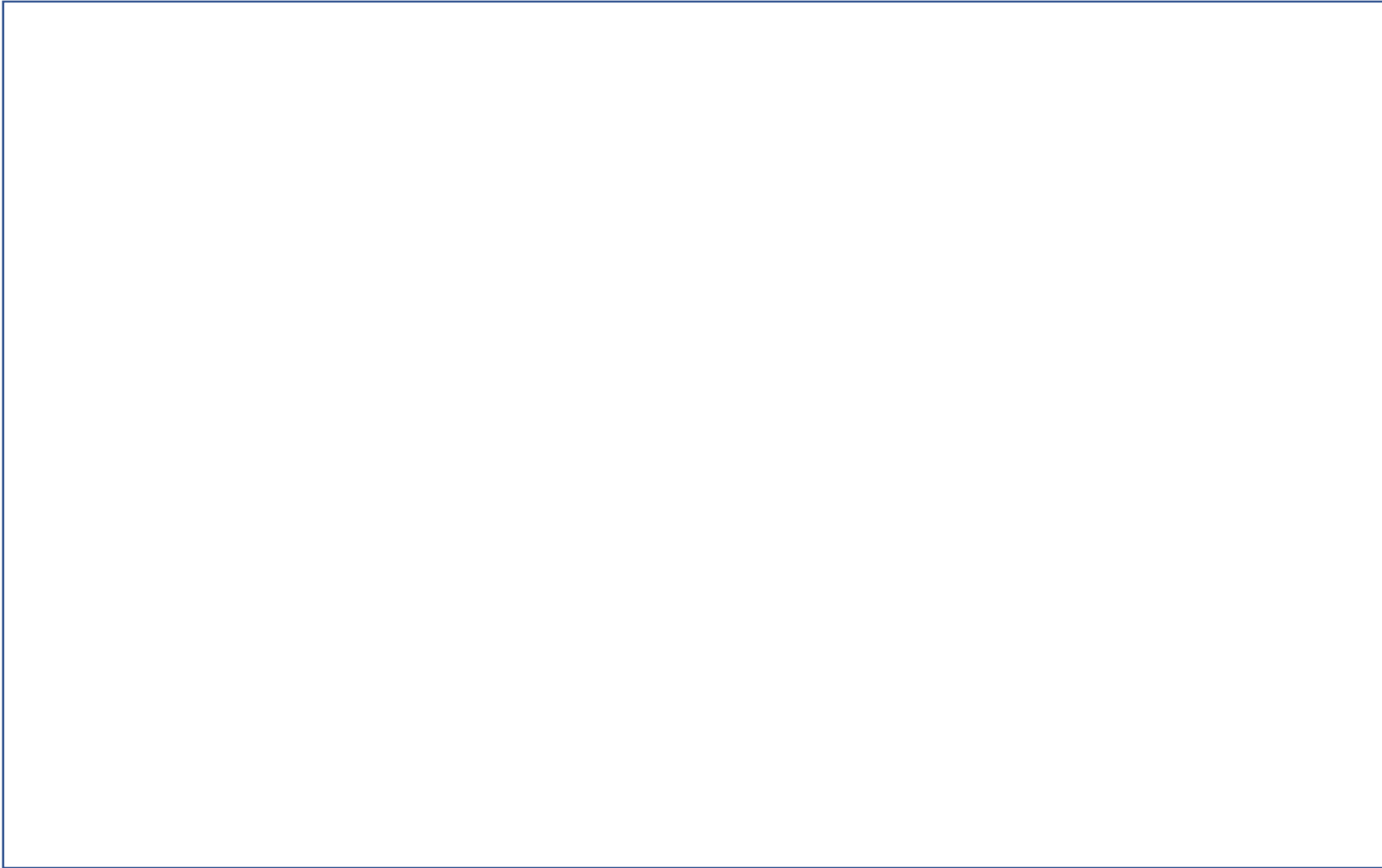
- Integrated principle of quality and Analytics is done via Deep interaction links and Key Opinion Leadership
- Click on the URL <https://venkataoec.wixsite.com/roadsafety-coe> for more details

Notes for design for FESA NOC Culture and performance

A large, empty rectangular box with a thin blue border, intended for taking notes. It occupies the central portion of the slide.

Field book pertinence

Notes for design for FESA NOC Culture and performance



Field book pertinence

Notes for design for FESA NOC Culture and performance

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Field book pertinence

Notes for design for FESA NOC Culture and performance



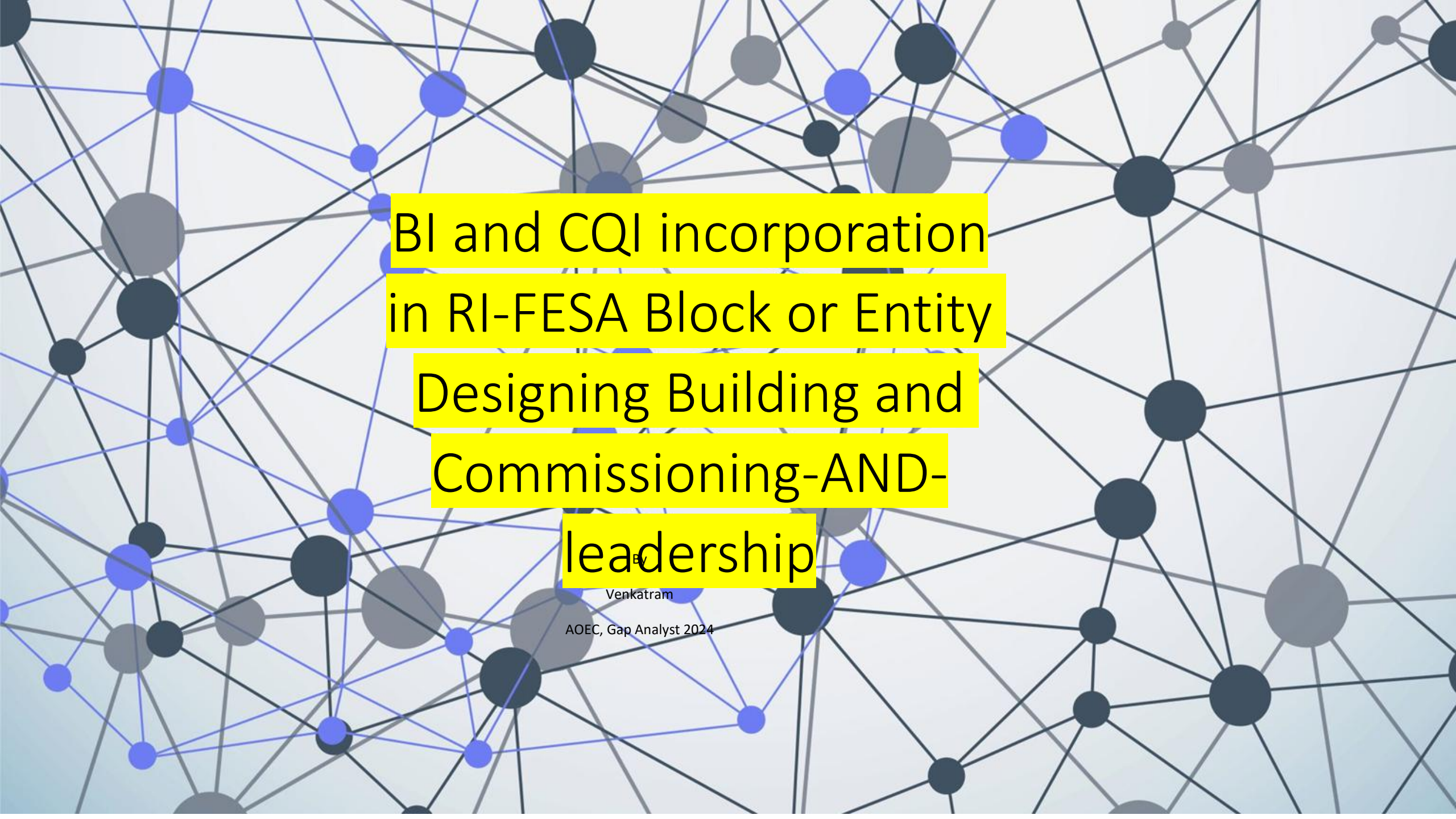
Field book pertinence

Notes for design for FESA NOC Culture and performance

The Field Book can also include different sections such as

BI and CQI incorporation in FESA RI Block or Entity Designing, Building and Commissioning -AND-leadership

Field book pertinence

A complex network diagram with numerous nodes of varying sizes (black, blue, and grey) connected by a web of thin lines. The nodes are distributed across the entire frame, creating a dense, interconnected pattern.

BI and CQI incorporation in RI-FESA Block or Entity Designing Building and Commissioning-AND- leadership

BY
Venkatram

AOEC, Gap Analyst 2024

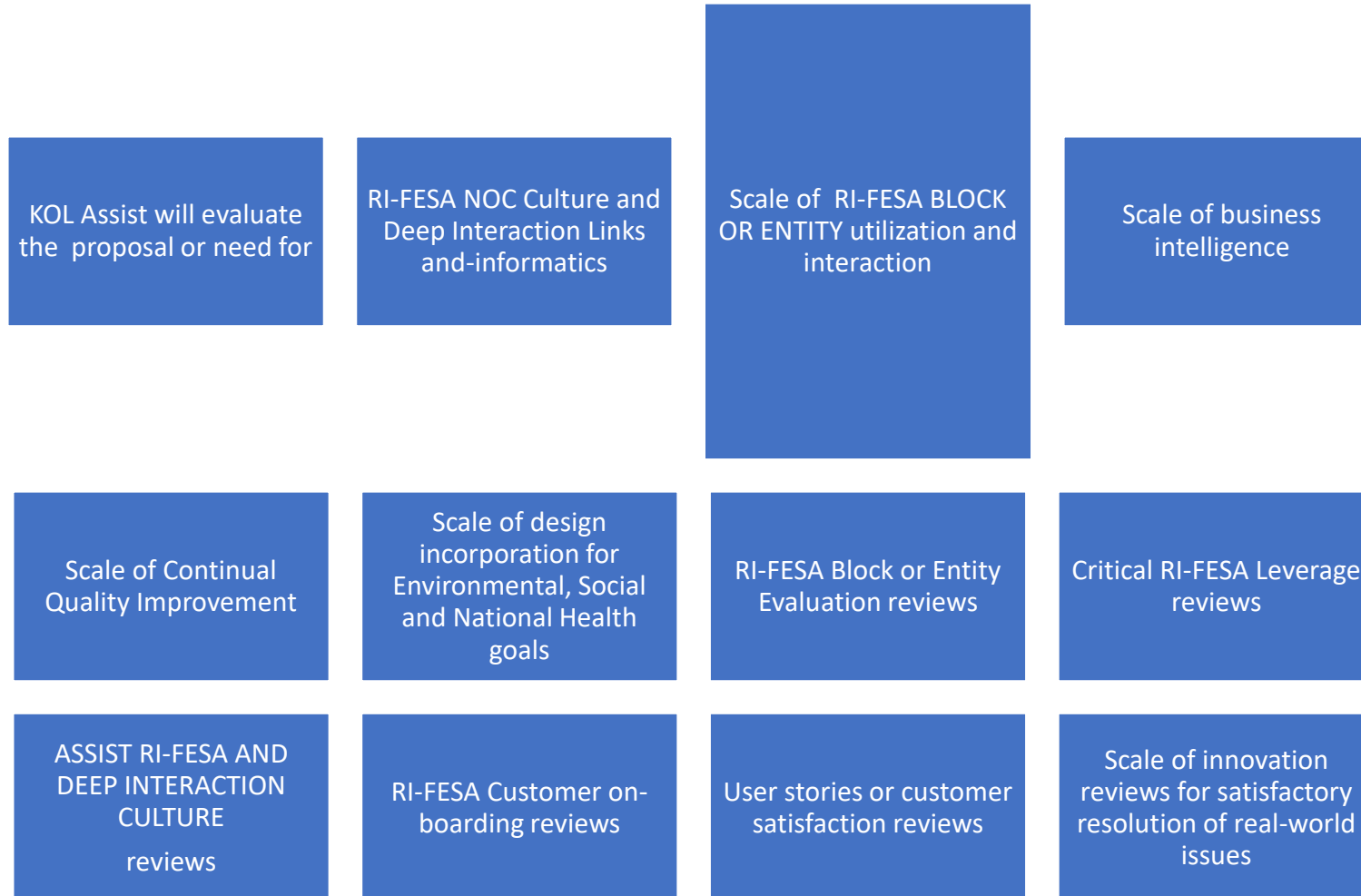
BI and CQI INCORPORATION

- We propose the incorporation of business intelligence (BI) and continual quality improvement (CQI) via its Build RI Resilience Field book and projects, which include
 - 1. Training programmes and Build and Commission RI-FESA NOC Culture incorporation reviews
 - 2. Empirical studies
 - 3. Case studies
 - 4. ISO 9004 Continual Excellence Reports
 - 5. SMART RI-FESA NOC Culture Design Reports
 - 6. Build RI-FESA Resilience showcasing and call-to-plan specific analytics and Fast Track frameworks

BI and CQI INCORPORATION

- We will use a tool called the Assist FESA and RI-FESA NOC Culture Assist to respectively align with the block or entity's Vision, Mission, Analysis, Goals and instrumental need for Business intelligence and Continual Quality Improvement
- The Analysis will involve an assessment of the steering indicators such as
 - ☐ Anti-quality issues
 - ☐ Unregulated staging of deliverables causing more time and costs
 - ☐ Risk new/expected but not mitigated
 - ☐ Management cycles, value propositions and issues
 - ☐ Commissioning and Deep Interaction links
 - ☐ Bridging the gap analytics

BI and CQI INCORPORATION



BI and CQI CORPORATION

Assist FESA and Deep Interaction strategy that includes

Relative alignment of designs/solutions/projects/services / leadership with BI / CQI showcasing

The Level of BI and CQI incorporation in the RI-FESA NOC CULTURE model

Planned number of benefits and/or features in designs/solutions/projects/services

Quality of outcome achieved in designs/solutions/projects/services

Quality of outcome pending in designs/solutions/projects/services

Quality of outcome not achieved in designs/solutions/projects/services

Delivery effectiveness using assessments of the designs/solutions/projects/services/leadership's

- Proof of satisfaction
- Proof of stability
- Proof of scalability
- Scaled-up acceptance

BI and CQI INCORPORATION

Gap analytics using a **SMART World Design strategy** that includes

Ideation for the Assist Commissioning and Deep Interaction-projects programme

Evaluation of Vision, Mission, Analysis, Goals and instrumental need for BI and CQI

Design for commissioned performance research

Planning for commissioned performance, BI and CQI

Growth and development strategies for Vision, Mission, Analysis, and Goals

Strategies for the successful dashboarding of designs/solutions/projects/services/BI and CQI projects

BI and CQI INCORPORATION

The Assist Commissioning and Deep Interaction Culture showcasing will help solution finding for any call-to-plan evaluation R-plus Analytics and Fast Track frameworks, where the office space domains include

- 1. INDEPENDENT BUSINESS OFFICES
- 2. CONNECTED BUSINESS OFFICE
- 3. CO-INVESTMENT BUSINESS OFFICES
- 4. SUPPLY CHAIN OFFICES
- 5. SOURCING/ IMPORT / EXPORT OFFICES
- 6. INTERIM PROJECT OFFICES
- 7. HELP DESK, SERVICES AND OPERATIONS MANAGEMENT OFFICES
- 8. INDEPENDENT CONSULTANT OFFICES



UNIVERSAL PLANNER



Innovation &
Improvement



Green Thinking



FESA drills

Learning, Knowledge



End of lifecycle



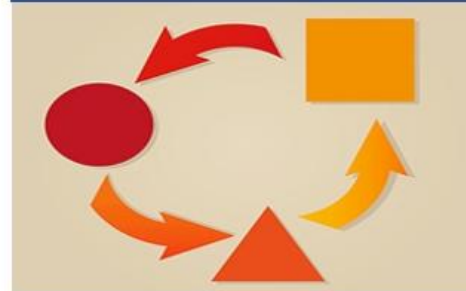
SA 8000

SOCIAL
RESPONSIBILITY

NSSR THEME
HANDBOOKS

Trends and
Investment Cycle

FCA runs



NSSR Theme
Quality
Promotion
COE – for
Road
Safety



Lite emergence

Quality Promotion

Primary Work Areas for the KSFES



Sl No	Nature of work	Applicable for NSSR Theme
1	The Karnataka State Fire and Emergency Services (KSFES) primarily focuses on firefighting, rescue operations, and disaster management. This includes saving lives and property from fires and other emergencies, conducting search and rescue operations, providing advice on fire safety, and enforcing fire safety measures in hazardous areas. They also play a crucial role in public awareness campaigns regarding fire prevention and safety.	TBD
2	NOC Evaluation and Issual Services	Yes
3	Building Evaluation services	Yes
4	Fire and Emergency Services – incidental or as drills	Yes
5	Responsiveness to Global/PAN India/Automobile Domain/Value-chain expectations for FESA with real-world influencers like road system understanding	TBD
6	FESA influencing Road safety practices - awareness, sensitization and relative preparedness	Yes
7	Knowledge management channels for social-responsibility-in-FESA influencing practices for road safety with interrelated thinking for understanding, safety & security, efficiency, FESA related well-being, cost effectiveness and if relevant real-world or perspective influencing imagery	Yes

Primary Work Areas for the KSFES



SI No	Nature of work	Applicable for NSSR Theme
8	Responsive and Evidential support by KSFES for incidental, more strategically afflicting experiences and everyday life	Yes
9	Surveyable incorporation of FESA influencing practices for strategic FESA and everyday interests	Yes
10	Strategic FESA Engagement and Responsiveness Management for allotted locations or for improved decision making	Yes
11	Relevant FESA Primary Work Planning, Organizing and Management	Yes
12	Recommended – Projectization for FESA Event Wheel Incorporation in social responsibility and call to attention needful planning and organization which focuses on evaluating and responding to QOI, QOP, QOS, QOO issues for, Key opinion Intelligence and FESA Clustered Pincode Intelligence for NSSR Themes	Yes

Responsive, Relevant, Safe, Agile (project methodology guided) and Supportive services by the KSFES



<https://venkataoec.wixsite.com/safercommuting>

<https://venkataoec.wixsite.com/gbrc>

 ROAD SAFETY - OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY

