



NSC Certified Respondent Level 2 – NOC Editioning

By
AOEC, Gap Analysis 2025-2026
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Proposal for NSC to ensure
transformative
implementation of the
NSSR RS programme

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, IWST, KSFES (Karnataka State Fire and Emergency Services) etc

QO enabling CRM

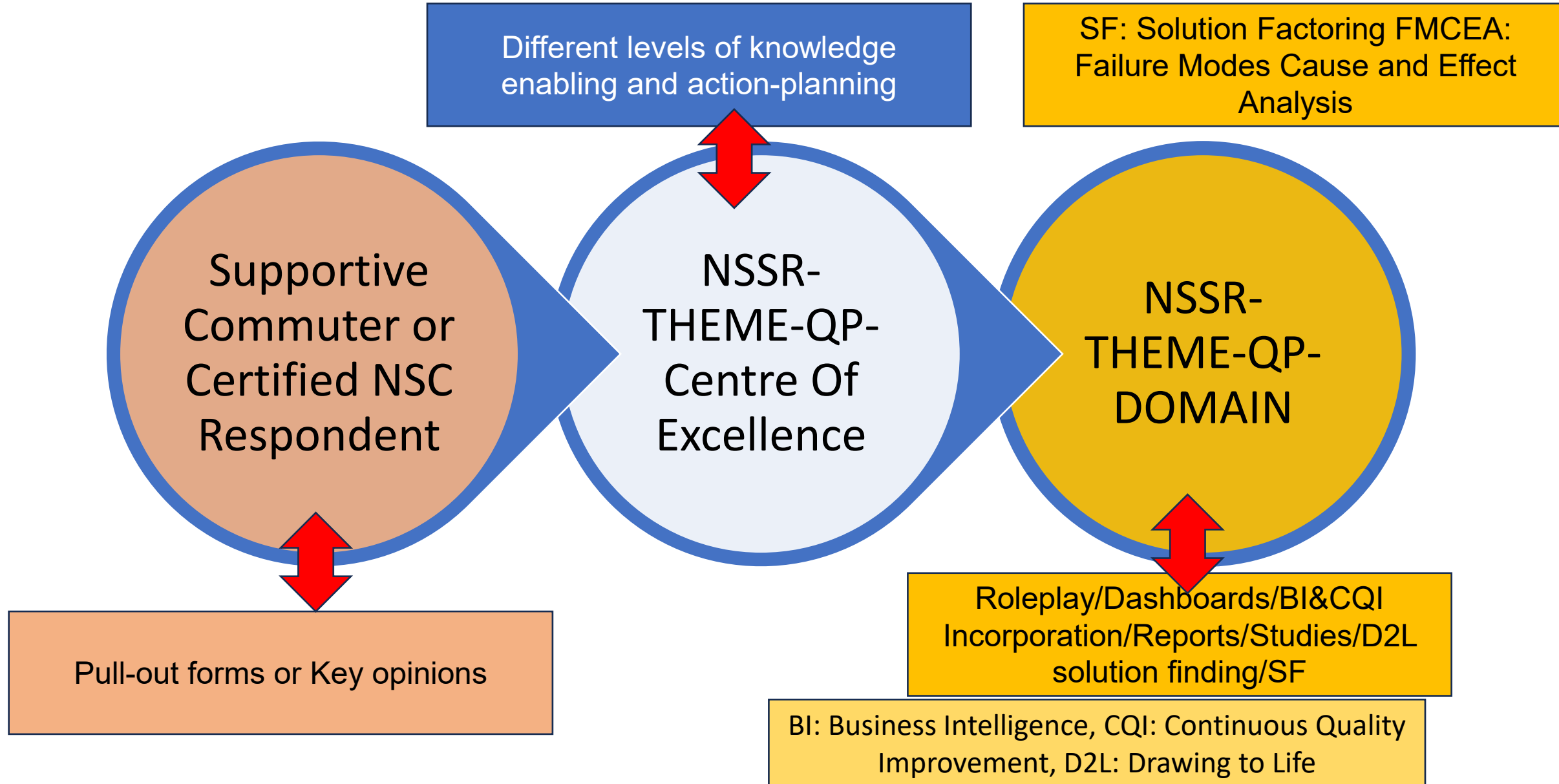
Building Safety.

Road Safety

**Safe and
Sustainable
Commuting**

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

Response a for NSSR THEME





NSC Certified Respondent Level 2 – Enabling NOC Editioning

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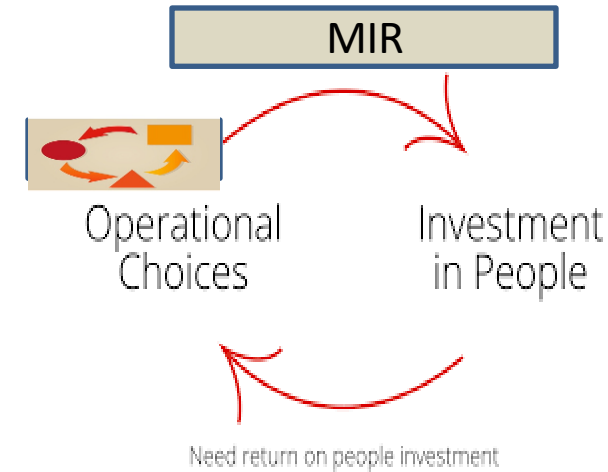
- **Types of traffic**
- 1. Trucks, Goods and Freight carrying vehicles
- 2. Government and Private Buses
- 3. Mini buses, vans
- 4. Cars, taxis
- 5. Auto rickshaws
- 6. 2-wheelers
- 7. Cycles, Cycle rickshaws
- 8. Animal driven carts
- 9 Free or herded Livestock
- 7. Additionally Feeder traffic, Freight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

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

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

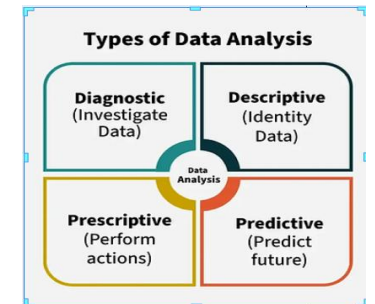


Strategic-Tactical-
Operational
intelligence
Infrastructure
and/or Data
Management
influencers

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

ROAD SAFETY-OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY





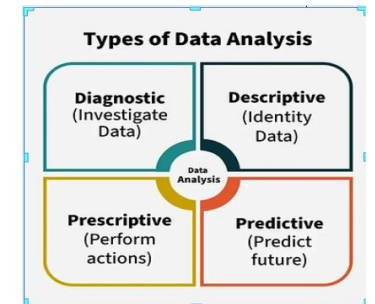
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Associated planning, risk mitigation, repair and/or restoration **strategy (Rated as a crucial influencer):**

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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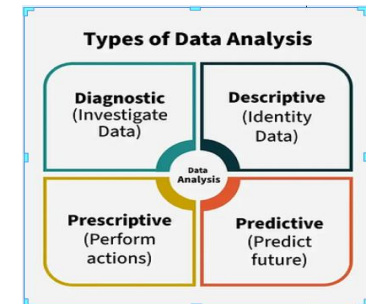
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Management
influencers

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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NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY





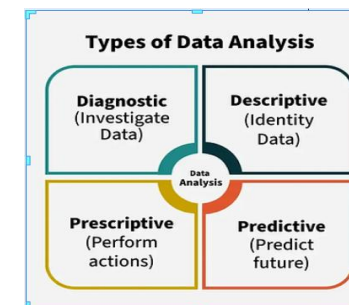
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influencers

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

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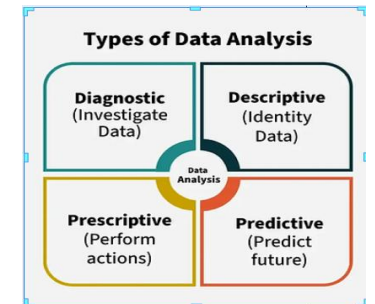
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Viewpoint Management for road system issues or incidence indicators strategy (Rated as a crucial influencer):

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

ROAD SAFETY-OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY



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
Strategic-Tactical-
Operational
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and/or Data
Management
influencers

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-
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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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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
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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

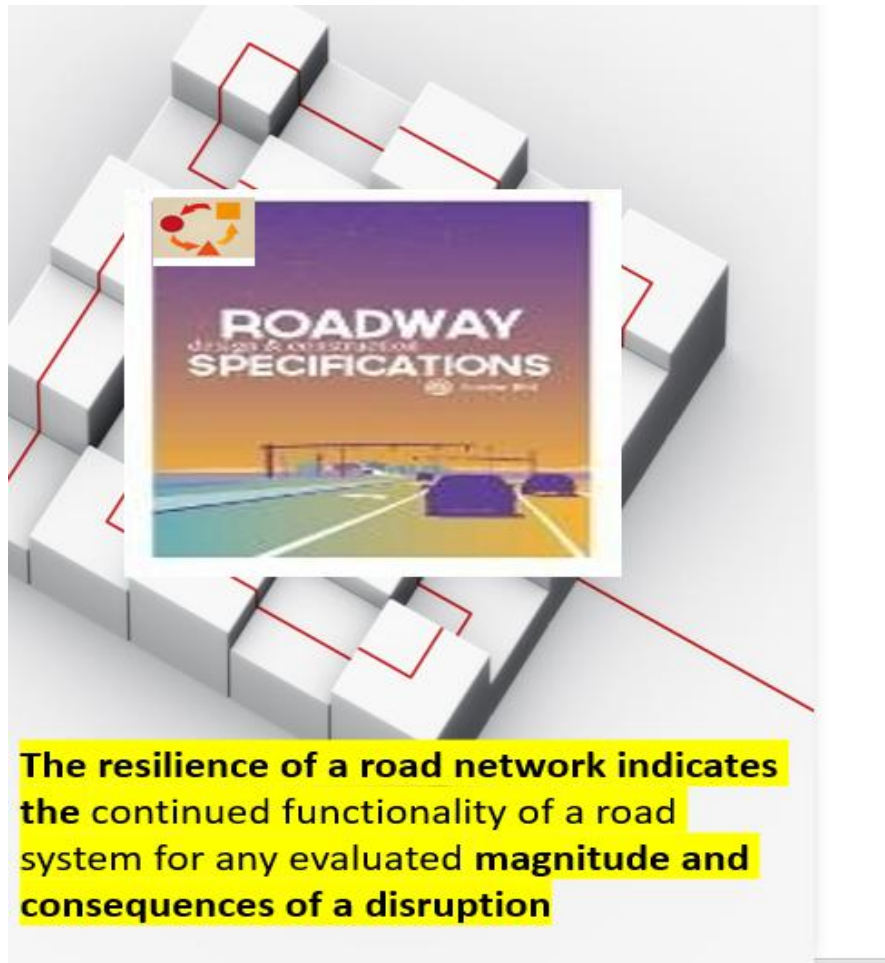
NOC Blocks of
Buildings with
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Perspective Imagery (PI) Indicators for a road system/route

- 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

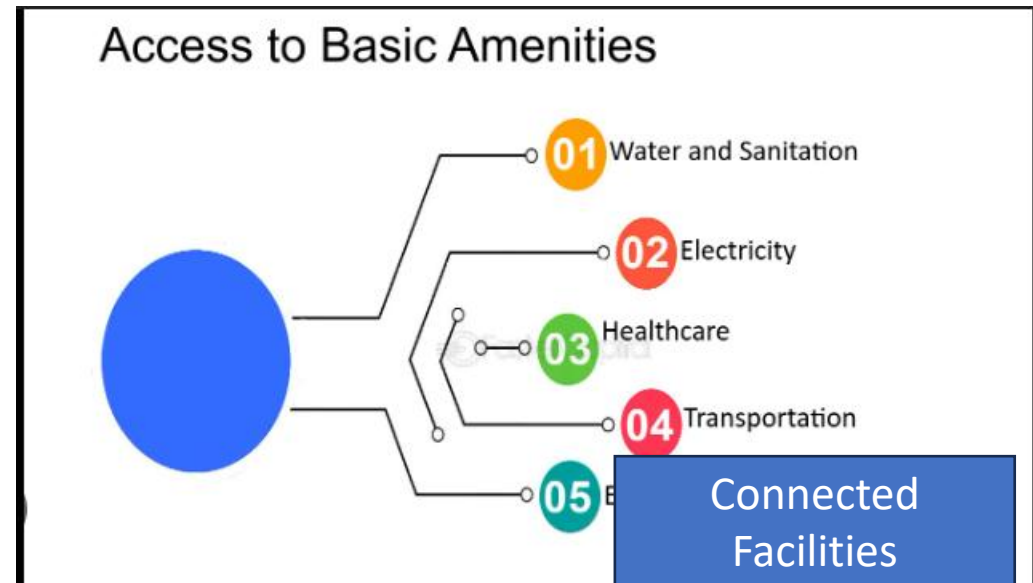
Build RI Resilience, AOEC

Design for FESA
Performance

RI Resilience, FESA Guidelines



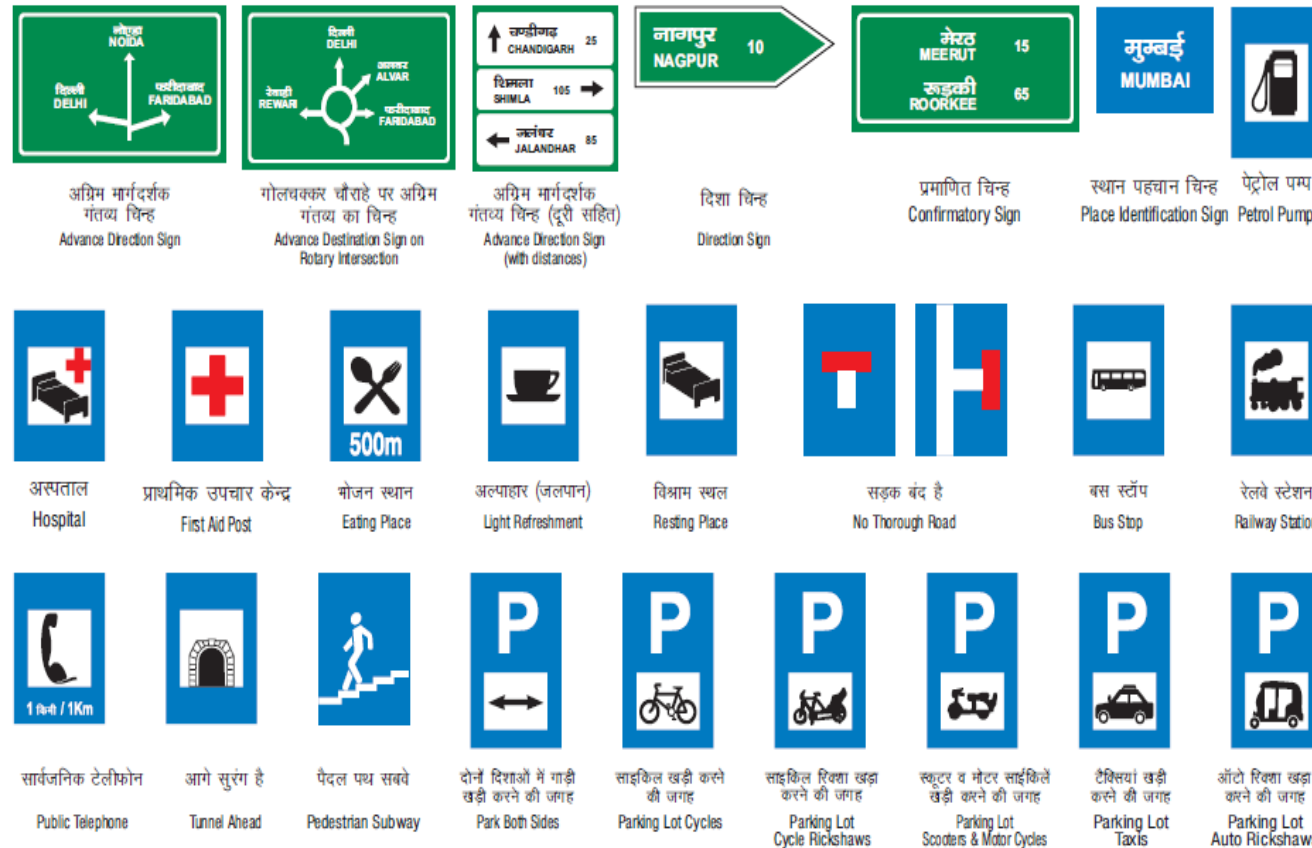
Civic Amenity RI-FESA NOC Culture



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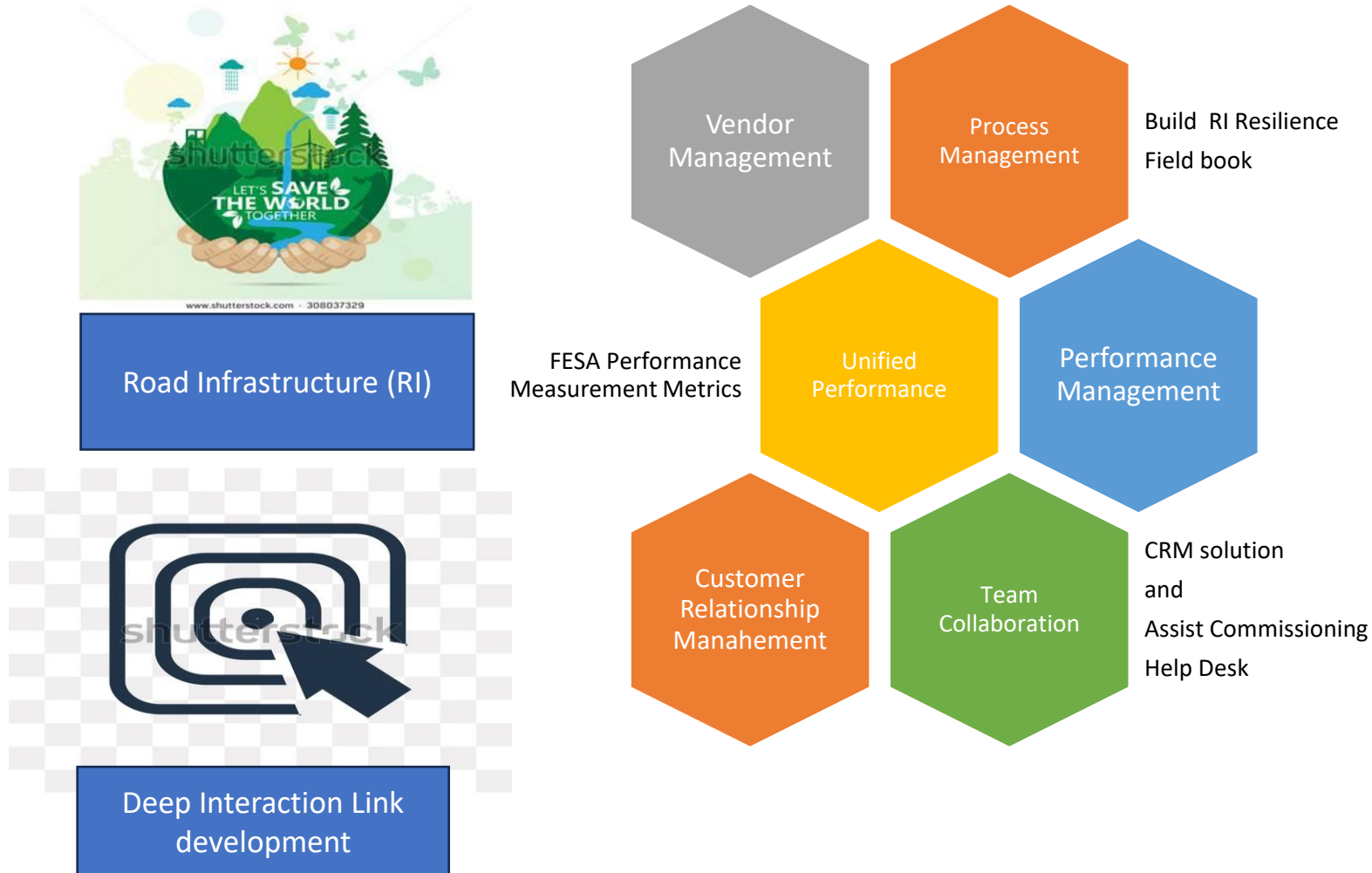
Relative understanding of KSFES FOR NSSR-RS / RI FESA NOC Culture

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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**

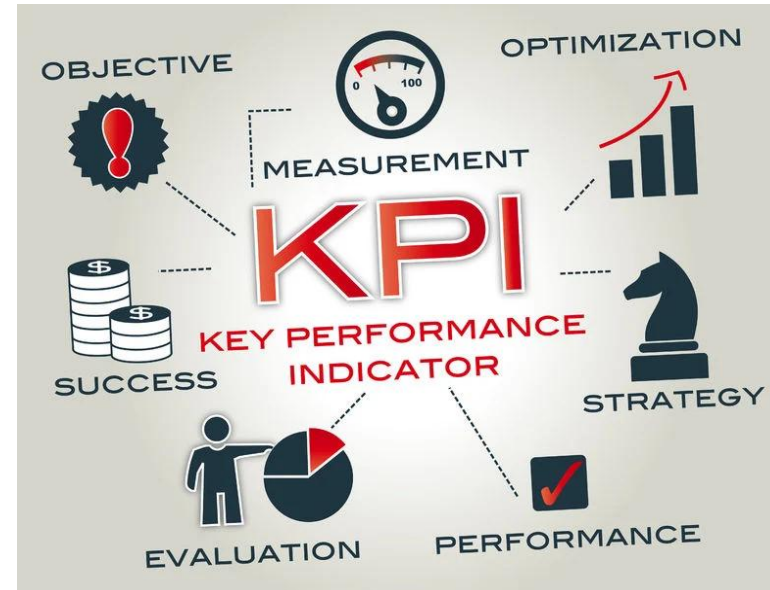
- We find KPI conceptualization is done via
 - ❖ KPI Trees where a lower order metric aggregates actual value into a higher level
 - ❖ KPI Classification based on lead indicators (that project the possibility of achieving a target/goal) and lag indicators (that reflect results achieved)
 - ❖ Results & 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

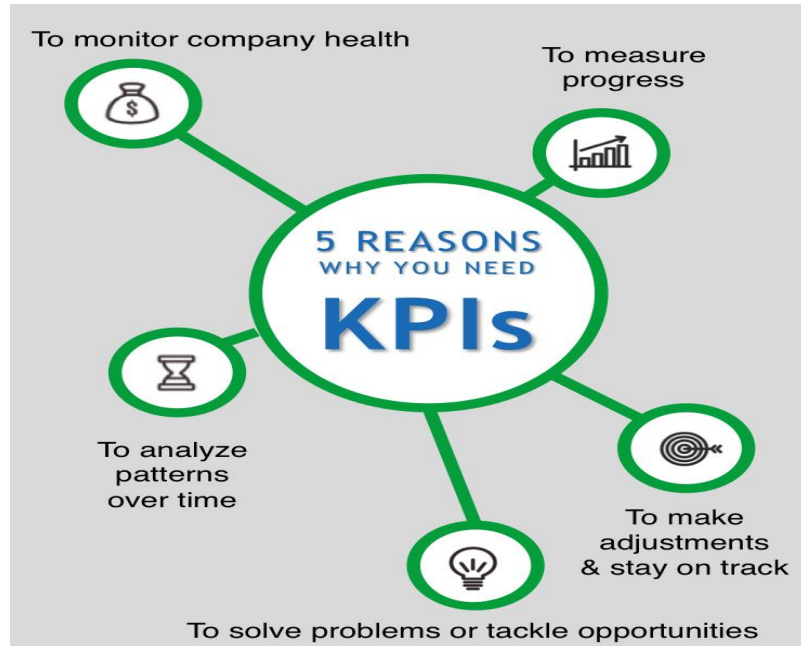
- ✓ KPI Name
- ✓ KPI Abbreviation
- ✓ KPI Description
- ✓ Metrics owner
- ✓ Unit of measure for data capture
- ✓ Scale
- ✓ Frequency
- ✓ Priority
- ✓ Data values
 - ☐ Target
 - ☐ Actual
 - ☐ Computed (if applicable)
 - ☐ Maximum (if applicable)
 - ☐ Minimum (if applicable)
 - ☐ Average (if applicable)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



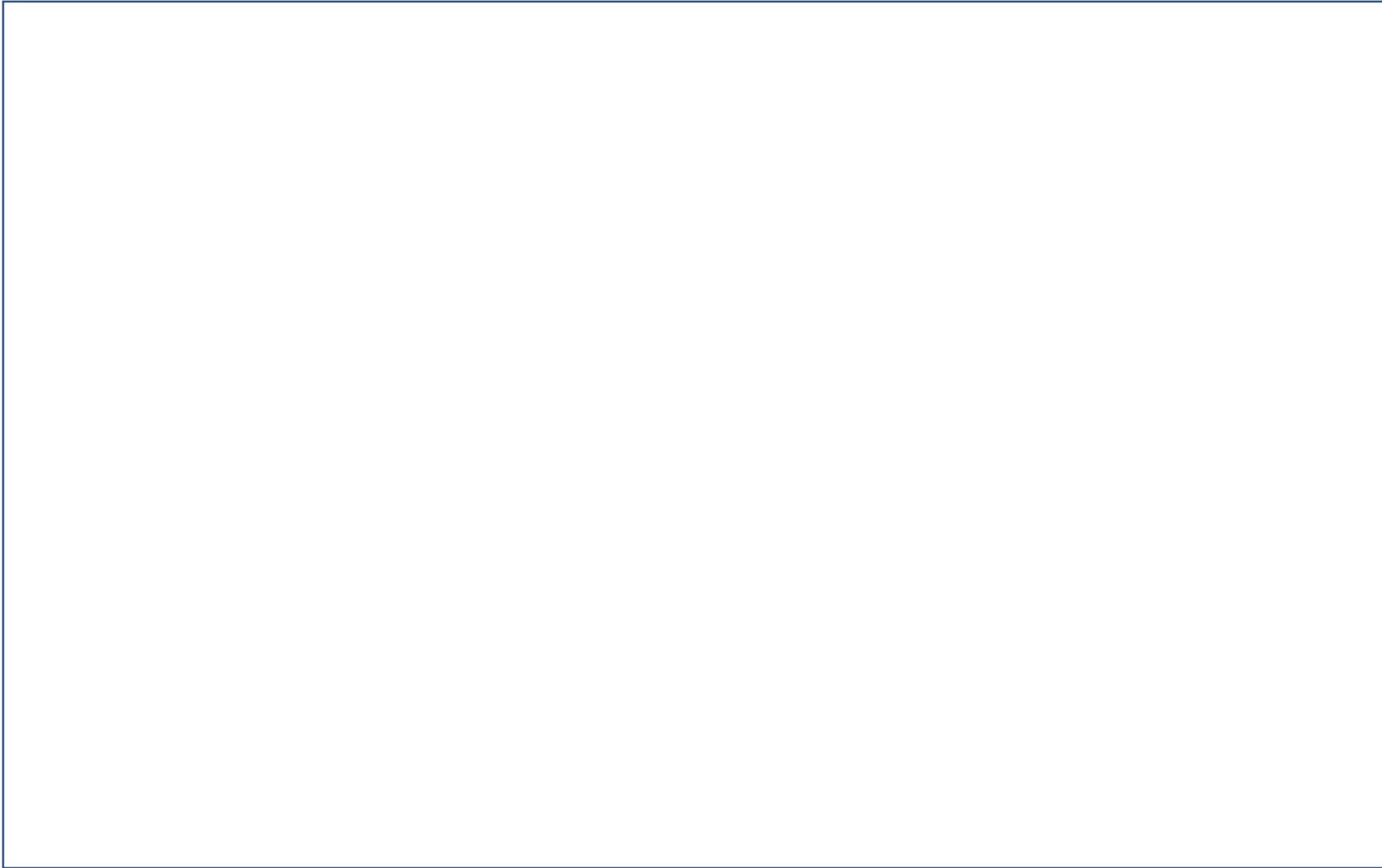
Field book pertinence

Notes for design for FESA NOC Culture and performance



Field book pertinence

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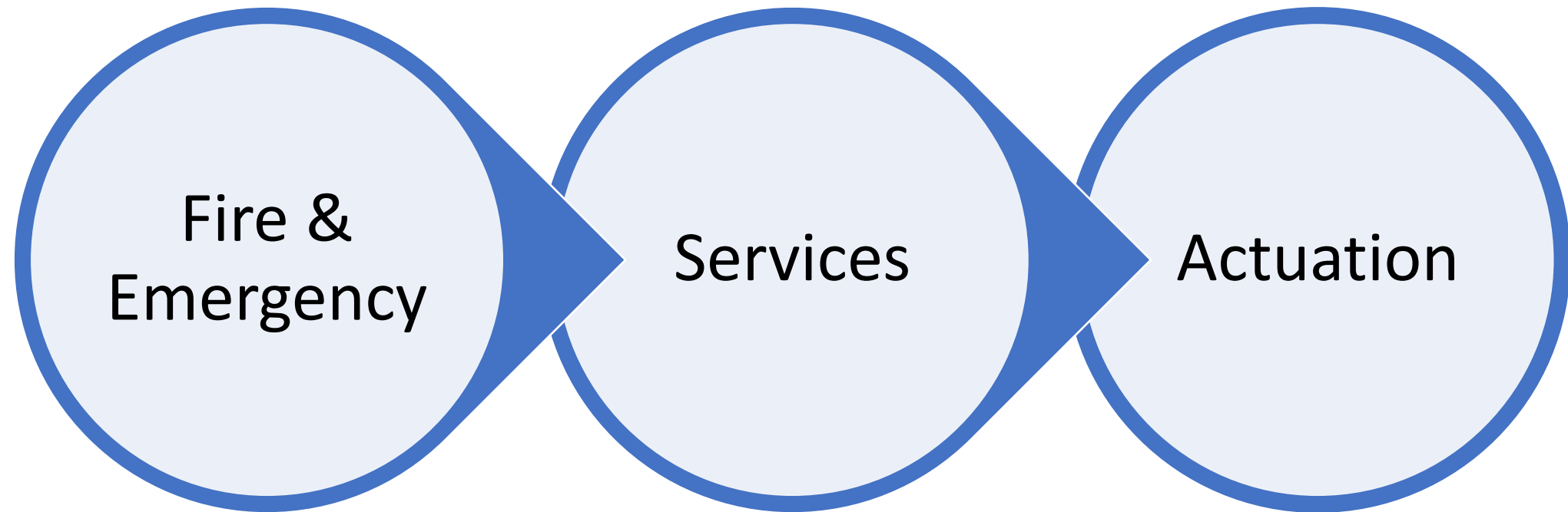
Field book pertinence

Notes for design for FESA NOC Culture and performance

The Level 2 Course / Certification can also include different sections such as

Nature of planning, FESA NOC Culture Enablers, BI and CQI incorporation in FESA
RI Block or Entity Designing, Building and Commissioning -AND-leadership

Field book pertinence



UNIVERSAL PLANNER



Innovation &
Improvement



Green Thinking



FESA drills

Learning, Knowledge



End of lifecycle



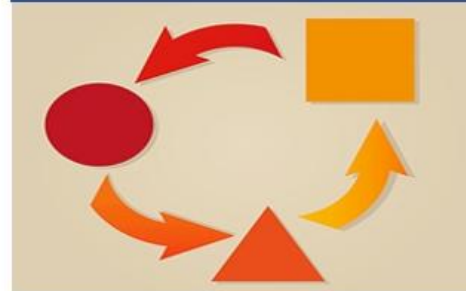
SA 8000

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



ROAD SAFETY - OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY

