

LEAN SIX SIGMA VIA I3 EDITIONING

COPQ SIMULATION EXERCISE for PIA

Early version 2
Work in progress

20/10/2025, 1/11/2025,
12/11/2025, 13/11/2025

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AOEC 2025

GOI/GOK Investment
Policies

NSSR RS PROGRAMME
v 1.00d.2025



SMART Connect Portfolio,
(Top 10 Questions – 2025)
Analysis of Profile
SMART Ward Portfolio,
(Top 10 Questions – 2025)
Strategic Planning for BI/CQI
Trends and Responsiveness

SMART Connect Portfolio,
(Drone Vision – 2025/2026)
Analysis of TMS Profile
SMART Ward Portfolio,
(Drone Vision – 2026)
Strategic Planning for BI/CQI
Trends and Responsiveness



FACTORS OF PRODUCTION and TRANSFORMATION MODEL SIMULATION (TMS) INFLUENCERS

List of Failure Costs as a Cost of Poor Quality Exercise or Simulation Exercise

COPQ and CMS Data Analytics for NSSR Road Safety/Road Infrastructure Support Programmes with Emergency Services, Accident Care with CPPR Signage, Heartline and Lifeline support

Roadmaps for (a) Relevant, (b) Periodic or Continual and (c) Future Connected More-to-Care solutions to match the control and impact expected or the Critical Path Probability Resolution (CPPR) for the coverage evaluated

PEENYA INDUSTRIAL AREA GETS SPL INVESTMENT REGION STATUS; HOPES FLOAT FOR GOOD INFRA



GOI/
GOK
POLICIES

COPQ and
CMS Data
Analytics



Cost of Poor Quality in the Road System/Road infrastructure and the SMART City Model Continuum for elements like the BBMP RI/TE/BESCOM/BWSSB/other SUPPORTIVE systems

Working out issues in Processes that help implement CQI via ZED or as per relevance to the business are
URL: <https://venkataoec.wixsite.com/d2bs>

Please find the below scenario:

Peenya is home to a diverse range of industries, including precision engineering, machine tools, electrical and electronic goods, packaging, pharmaceuticals, garment manufacturing, and more. The presence of research and development (R&D) centers, skill development institutions, and industrial training facilities

Infrastructure in the Peenya Industrial Area has seen continuous improvements over the years, with better roads, reliable electricity, water supply, and digital connectivity enhancing operational efficiency. The government, in collaboration with industry bodies, is focused on further upgrading Peenya's infrastructure to meet global industrial standards. Additionally, various initiatives are being taken to promote sustainable industrial practices, including waste management and green energy adoption.

Economic downturns, Global warming, environmental pollution and sudden disasters are making it difficult for most people and businesses to combat change and detrimental situations. The vital aspect is readiness and mitigation.

The NSSR Road Safety/Support Programme provides a COPQ SCM/COPQ Continuum to use its I3 (Integrated Interoperability Interface) editioning to incorporate COPQ (Cost of Poor Quality) simulation for Condition Monitoring/Poor Quality with Safety/Support Programmes, Emergency Services, Accident Care with Heartline and Lifeline support.

Our COPQ-P-CENTRE is dedicated to providing Cost of Poor Quality Analytics and Get Started Kits for SMARTER Ward Accountability in 2025-2026, SMARTER Condition Monitoring and Social Responsibility for Issues and Costs of Poor Quality.

We are committed to enhancing Safety/Support Programmes for Road Safety and its Accountability through various initiatives such as Event Editioning, Sensitization, Preparedness and Sustainable interest for Road Safety.

Our AI/BI/CQI solutions aim to make road safety more efficient and reliable.

We also co-achieve support programmes for various organizations and institutions like BBMP, BESCOM, BWSSB, HEALTHCARE/ DIAGNOSTICS/SUPPLIES, COPQ-SCM connected Educational Institutions, Banks, Insurance Companies, and FESA (or KSFES) elements.

For Safety/Support, Emergency Services, Accident Care with Heartline and Lifeline support, the NSSR RS programme prepares Top 10 (2025) Questions and Vision Drone (2026) Viewpoints and COPQ Condition Monitoring for SMARTER Ward Accountability and Social Responsibility.

Several iterations of the Viewpoint and COPQ CMS editioning will be done to the COPQ continuum coverage for it to match the TMS plotting/interlinking for say

- ✓ Motion and Time studies
- ✓ Drainage system dysfunction/Storm Water Drainage dysfunction/Road Surface Water level rise
- ✓ Ecosystem degradation
- ✓ Community transformation

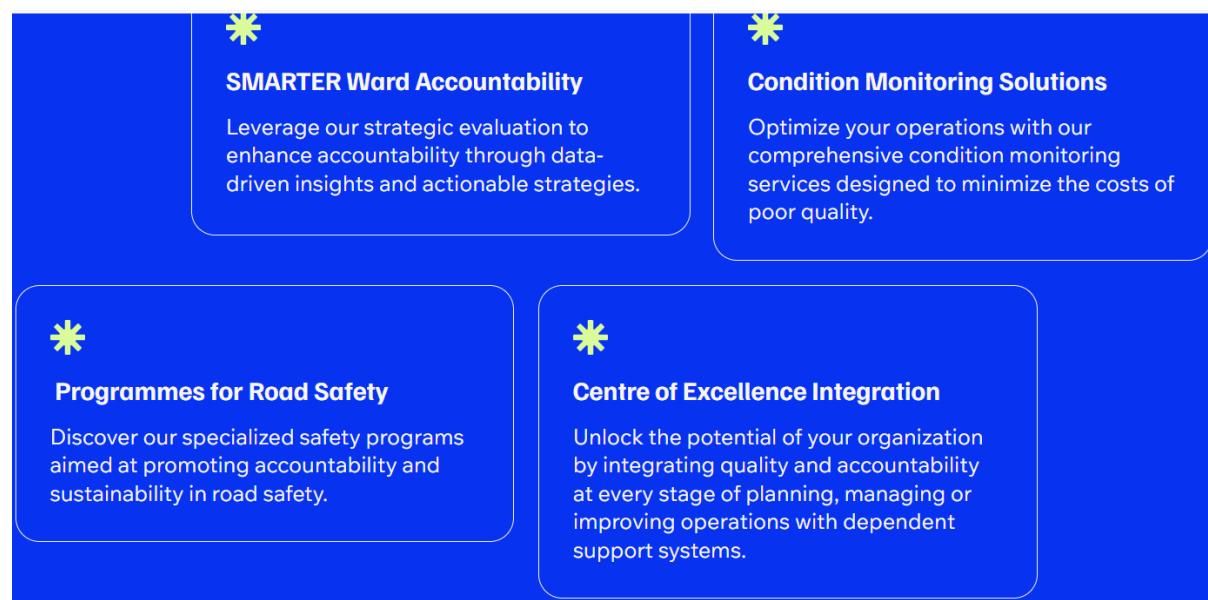
Every version of the COPQ Continuum coverage is incorporated into Use case projectionization via a Control and Impact matrix.

CONDITIONS TO BE CONSIDERED FOR SAFE COMMUTING BY ROAD	
Driving in dusty road conditions	Driving in dealer-network-affected conditions
Driving in road systems degraded by salt/corrosive toxins/ emissions	Driving in Emergency Services affected conditions
Driving in the condition of inflowing dust/sand/ water	Driving in out-of-network-coverage conditions
Driving in mountainous areas	Driving in reverse gear specifically conditions
Towing related driving conditions	Driving in journey parameter affected conditions
Driving in afflicted conditions (like low fuel or undue contingency or contaminated fuel, degraded parts, poor or damaged head lights, ...)	Driving in non-showcased conditions
Driving in frequent stop and start conditions or brake affected conditions	Lack of Demand estimation for the NSSR Theme of Transformative and Accountable Road Safety
Driving in sunroof affected conditions	Road Safety Assist enabled Data Solutions

“COPQ Viewpoint and CMS” Data Analytics will incorporate roadmaps for a) Relevant, (b) Periodic or Continual and (c) Future Connected More-to-Care solutions to match the control and impact expected for the coverage evaluated/projects planned.

Domains We Expect to Serve

<h1>Domains We Expect to Serve</h1>		
MSME Sector	Technology Integration	R&D and Service Industry
Supporting MSME entities to drive accountability and improve cost of quality or performance.	Incorporating support system issue resolution to streamline COPQ accountability and quality management.	Elevating accountability and quality in healthcare/education/banking/supply chain services through tailored COPQ issue resolution.



For Peenya Industrial Area, the Ward is 41, where the road types are Main road/Minor road/Intermediate road/National Highway linked/Double road/Middle road/Left or Right road..

For the COPQ/DRONE VISION Continuum in 2025 and 2026

The COPQ SCM Model for a Road system/Road is instanced via the presence of

- [] A NSSR Road Safety/Support Lifecycle
- [] NSSR Road Safety/Support Ticketing
- [] NSSR Road Safety/Support Hoardings
- [] NSSR Road Safety/Support Signage
- [] NSSR Road Safety/Support Knowledge Guides like handbooks editioned capsules of knowledge/detailing
- [] NSSR Traffic Engineered Landscapes
- [] NSSR More to Care Networks of QMS evaluations, FMS evaluations, EMS evaluations and Factors of Production evaluations

QMS Evaluations	FMS Evaluations	EMS Evaluations	Factors of Production Evaluations
Top 10 Questions	NOC / Risk Mitigation Tagging	Traffic Control Systems	Route Editioning
Critical PMS coverage	Graded Transportation Warehousing	Commuter CPPR Pass subscription	Road System Network Diagramming
Critical PRM coverage	SMART Ward Accountability for	AUTOMOBILE DEALER NETWORK CPPR Pass Subscription	COPQ/Drone Vision Continuum
COPQ Simulation Models	<ul style="list-style-type: none"> ○ BBMP R/RI 	CPPR Signages	Heartline Support
	<ul style="list-style-type: none"> ○ BBMP TE 	NSSR Road Safety/Support Protocols	Lifeline support
	<ul style="list-style-type: none"> ○ BBMP RA/L 	M2C Heartline Support	
	<ul style="list-style-type: none"> ○ BESCOM 		
	<ul style="list-style-type: none"> ○ BWSSB 		
	<ul style="list-style-type: none"> ○ HEALTHCARE/DIAGNOSTICS 		
	<ul style="list-style-type: none"> ○ SUPPLIES/GOODS 		
	<ul style="list-style-type: none"> ○ EDUCATIONAL INSTITUTIONS 		
	<ul style="list-style-type: none"> ○ BANKS 		
	<ul style="list-style-type: none"> ○ INSURANCE COMPANIES 		
	<ul style="list-style-type: none"> ○ CONDITION MONITORING SYSTEMS 		
	<ul style="list-style-type: none"> ○ FESA ACTUATORS 		
	<ul style="list-style-type: none"> ○ KSFES 		

FACTORS OF PRODUCTION and TRANSFORMATION MODEL SIMULATION INFLUENCERS for Road Safety/Road Infrastructure Support

Habitats and Ecosystems	COPQ Continuum Editioning
Wildlife and Human conflict	COPQ Simulation exercise (Demand estimation for CPPR in a route)
Biotic and Abiotic interactions	Emergency Services, Accident Care, CPPR Signage, Heartline and Lifeline Support
Populations and Communities	COPQ (Cost of Poor Quality) simulation for (COPQ Viewpoints)
Food chains and Food webs	Condition Monitoring System (CMS Viewpoints), Coasting & Transformation
TMS plotting/interlinking	

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COPQ & CMS

Control and Impact Matrix

In-time Risk Mitigation Desk with SMART World Designs

Need (N)

1

Editions:

Real time
Less Vital
Vital
Vantaged

Development of Ability (DOA)

2

Future Forward Sustainability (FFS)

3

Risk Mitigation Desk



Lite Networked

PIA MEMBERS/MSME DI MEMBERS / CONNECTED MSME MEMBERS

EARLY EARLY (REFLECTIONS) VIA THE DRONE STUDIO CONTINUUM-KNOWLEDGE-ENABLING VIDEOS AND LINKS:

1. (TIERED PROJECTS) NSSR RS – ROAD SYSTEM UNDERSTANDING
[HTTPS://youtu.be/HGR600WVFMG](https://youtu.be/HGR600WVFMG)

2. (IMPROVED DECISION MAKING) NSSR RS – DRIVER FITNESS
[HTTPS://youtu.be/3DI7GUf7ID8](https://youtu.be/3DI7GUf7ID8)

3. (TIERED SERVICES) NSSR RS – ALPHA ASSISTANCE
[HTTPS://youtu.be/JUVUXW-OfLw](https://youtu.be/JUVUXW-OfLw)

4. (SERVICE ANYWHERE ANYHOW – ACCESSIBILITY) NSSR RS – VEHICLE OWNERSHIP / FITNESS
[HTTPS://youtu.be/HXG-5BWJST8](https://youtu.be/HXG-5BWJST8)

Key aspects of real and virtual CCMA views:

- Real-time Assessment
- Interactive Visualization
- Accessibility
- Improved Decision-Making
- Tiered Transformation Services
- Tiered Transformation Projects



Motion and Time studies
Community transformation

CUSTOMER TRIAD PASS

AUTOMOBILE NW TRIAD PASS

PATH FINDING

PATH FINDING FOR A TIERED PASS ADDED VEHICLE USING A START NODE, CURRENT NODE AND GOAL NODE CONCEPT WITH AN I3 CONTINUUM (C*) DEPENDENT DESIGN FOR ROUTE SELECTION

TIERED PASS &

DEMANDESTIMATION

CPPR
SIGNAGE



Critical path resolution systems

Value delivery studios or Aero-Aided studios

One-stop hangars with value delivery that can adeptly address choke-ups or dead-stop situations to fix or act within a tiered hour-glass timing

Can furtherance be a vision for Uni-brand-for-Safe-and-Sustainable-Commuting automobile dealer networks or businesses?

Road Safety/Support Case Scenario: The COPQ / Drone Studio Continuum evaluations for **Critical path resolution systems** **And Automobile Dealer** use case purpose or influencers are related to a List of Failure Costs

List of Failure Costs (General description)

1. **Loss of business** or TMS experience in using vehicles for commuting
2. **Time overrun costs** in not having ready to use vehicles for commuting
3. **Quality issue costs** in repairing or replacing parts of vehicles
4. **Workflow / process costs** in supply chains or service centres or workshops
5. **Material management costs** due to demand/supply dynamics
6. **Shipment and delivery costs** due to demand/supply dynamics and limited spare part inventory or stockouts
7. **End objectives of EVALUATED OR PURPOSED continuum not met influencers** on the Control and Impact matrix for managing or mitigating Cost of Poor Quality on “potential” SMART City components, or on existing locations, or potential SMART City locations and the universal need for safe & sustainable commuting and infrastructure
8. **The virtue of a potential SMART City is in its ability to** combat change and detrimental situations to a SMART City system

9. As part of the Heartline support by the COPQ/Drone Studio Continuum for Automobile Dealers, is a Theory of Relativity that indicates that accidents occurring due to commercial vehicles like trucks, buses, mini trucks, vans, and supply /cargo /courier and package related delivery service providers are mainly due to limited relativity for their driving compliance and mitigation of issues like drowsy driving, drunken driving, unplanned rest periods caused stress conditions while driving and health issues caused by 5 or more factors

- 1. A need for a KYCV/FD OR KNOW YOUR COMMERCIAL VEHICLE/FLEET DRIVER, that permits the drivers of these vehicles to register with a SMART City Component called the MoreToCare (M2C) Heartline support, that assesses the background, occupational need and the plan for a CV/FD Content management system that can help enable a NSSR RS “Vision and Future Connected CRM” for their health, wellness and Control & Impact matrix**
- 2. A MoreToCare Heartline support framework that enables different NSSR Plans and Occupational Health & Safety Policies for the Commercial Vehicle / Fleet Driver/Co-driver/team**
- 3. A NSSR RS Programme enabled handbook and website that permits the driver/transport coordinator to review and regard different NSSR RS protocols/line icons**
- 4. The NSSR RS protocols are related to Driver Fitness, Vehicle Fitness and Road system understanding with a component called Alpha assistance to help these drivers/transport coordinators relate to the needs of afflicted or alpha categorized commuters**
- 5. The NSSR RS Line Icons are defined based on the SMART support provided or possibly provided for their health, wellness and Control & Impact matrix.**

Factorized KYC and Line Icons For health & wellness,

Quality of Life inclusions
Ease of Care Card
Life Score Card
VeriSafe Card
Ease of Service Anywhere
Anyhow Card
Road Safety Level Card

The Factorized KYC support could include a health and wellness profile that helps assess, diagnose, and continue on the line of treatment for the driver/co-driver and team, where the health and wellness profile could regard the need for

- Haemogram / Complete Blood Count Tests (INR 500)
- Coronary Heart Risk Profiles (INR 1800 FOR ECHO-CARDIOGRAM + INR 250 TO 500 FOR ECG + INR 1800 FOR TMT+ INR 800 FOR HS-CRP = INR 4,000)
- Hypertension Profiles (INR 200 FOR BP + INR 700 FOR LIPID PROFILE + INR 1,500 TO 4,000 FOR CAROTID DOPPLER TEST = INR 5,000)
- Renal Function Profiles (INR 1150 FOR A series of blood and urine tests)
- Liver Function Profiles (INR 950 FOR BLOOD TEST)
- Immunity and Inflammation level tests for conditions caused like arthritis (INR 5,000 FOR ESR+CRP+ Human Leukocyte Antigen + RF FACTOR+ ANTI-CCP), Musculo-skeletal disorders, increased morbidity and mortality incidences or diseases, where the diagnostics service provider or healthcare provider issues a profile card/tag/sticker that indicates the risks afflicting the driver/co-driver/team
- New idea **Galaxy Diagnostics** for the above tests and other PRM scale or impact based diagnostics for Commercial Vehicle Drivers

(TOTAL APPROXIMATELY: INR 15,000 AS A PACKAGE ESTIMATION, WHICH IS NOT AFFORDABLE BY COMMERCIAL VEHICLE DRIVERS)

What is the interest then?

India does have different rates for diagnostic tests according to the location in a chain of centres/city/state. The COPQ SMART City system recommends that a (More-to-Care) Galaxy Booster policy be added to the pricing of vital health and wellness profile related tests to help those who cannot afford them.

It is not a policy to markup profit margins or use brand presence but to help a SMART City System address issues leading to road accidents due to the limited diagnostics provided for Commercial Vehicle Drivers)

A Factors of Production guiding principle needs to be associated with the Commercial Vehicle Services domain, where the Factors of Production principle needs to include Galaxy Booster Policies for **Panoramic Line Icons for a Control and Impact Matrix, where the CV Service Provider/Fleet Owner/Driver/Co-driver/team's financial status will decide the need for facilitation for say Galaxy Diagnostics.**

Panoramic Line Icons for a Control and Impact Matrix for the commuter/driver...



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Cause and Effect icon	Control and Impact coverage needed	Control and Impact coverage contract
Debts/Financial status	PMS/PRM Scale for COPQ SMART City System	Galaxy Booster Policy Centre or Management Centre coverage for PRM scale in the COPQ SMART City System
Route Editioned Training to look out and adeptly select routes using CPPR signage	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
Route Editioned Technology Enhanced Learning	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
Route Editioned Capacity Development for Competency Areas	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
Route Editioned Social Performance and Accountability	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
Route Editioned Incidence Reporting	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
Route Editioned Feedback and Complaints Redressal	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System

where the NSSR RS Programme issues a Control and Impact coverage contract for the need, development of ability and future forward sustainability detailing for the driver/co-driver/team given the route editioning, milling of accountability and tilling of the PRM scale associated with their commuter or logistics-based transportation and goods, courier & package or material supply.

Known dynamics influencing the NSSR Theme of Transformative and Accountable Road Safety:

1. Problems due to older road systems/ road infrastructure
2. Problems due to lack of insightful conformance or less-unified -effort by building/site/plot owners/associations along the road systems known to be used in Emergency services
3. Problems due to lack of NSSR Theme based landscaping of roads/road systems/routes known to be used in Emergency services
4. Problems due to lack of united interest for Essential Adherence for Guidance/Control/ Accountability for improved conformance for NSSR Theme landscaping of buildings/ plots/sites/public services Infrastructure on roads/road systems/routes known to be used in Emergency services or by mission critical commuters

Demand estimation for the NSSR Theme of Transformative and Accountable Road Safety:

Today traffic jams are possible due to various dynamics, there is no demand estimation for a road system/road/route to help transform less SMART route selection, where SMART route selection could mean

Assessing the demand for the road system/road/route as a COPQ Simulation exercise where the costs are calculated for

1. cost borne in taking a particular route at a time of the day or simulated demand,
2. cost of taking a route as per capacity estimation,
3. cost of taking a route as per the vehicle used/fleet used/old vehicle used.
4. cost in taking a route as per any schedule overrun or delay it may cause,
5. cost of taking a route as per the productivity decline it may cause
6. cost of taking a route as a complementary alternate route
7. cost of taking a route after referring to a **dynamics afflicted-hour-glass** for each route, which assesses the demand / congestion of a route every hour for different costs
8. the dynamics afflicted hour-glass for a route is conceptually the cost of taking the route after critical path probability resolution

For a dynamics afflicted selection, and critical path probability resolution, it is a cost based experience of assessing signage that can help select a route or find a path, where ideas like the CPPR signage (Road system network diagram policy) can help via the following examples

	ROAD SYSTEM/ROAD/ROUTE WITH N/S/E/W COMPASS OPTIONS
	ROAD SYSTEM/ROAD/ROUTE WITH 1/2/3/4 CROSS ROAD OPTIONS
	ROAD SYSTEM/ROAD/ROUTE WITH 1/N U-TURN OPTIONS
	ROAD SYSTEM/ROAD/ROUTE WITH 1/N RIGHT-TURN OPTIONS
	ROAD SYSTEM/ROAD/ROUTE WITH 1/N LEFT-TURN OPTIONS
	ROAD SYSTEM/ROAD/ROUTE WITH RULES FOR 1 OR 2 END-OF-ROAD WAYS
	ROAD SYSTEM/ROAD/ROUTE WITH DEAD-STOP ASSISTANCE

Critical path probability resolution of a route will need the implementation of an I3 mandatory/cautionary/informative/ **dynamics afflicted-hour-glass** policy framework that includes

1. A Code of conduct policy for commuters using a route (pass enabled **subscription for usage**)
2. A Road safety schedule policy for commuters using a route (COPQ – SMART – CITY system bulletins, **Graded Transportation** Conspicuity and Safety Markings, **ng** a route (COPQ – SMART – CITY system bulletins, **Graded Transportation Warehousing** for CCMA Transformation or Degradation)
3. A Commuter or vehicle assistance services policy for commuters using a route (graded pincode-intelligent solutions of different incidental need or priority)
4. Proportionate time policy to review, evaluate and report the traffic problems or jams possible or seen in a route
5. **Road system network diagram policy** for a route
6. Pincode intelligence policy for a route (or **Known dynamics**)
7. Vehicle and driver intelligence policy for a route
8. Modernization importance policy for a route (**subscription for usage**)
9. Signage and traffic systems policy for a route (existing rules, **subscription-for-usage-signage** and CPPR-signage)
10. Commercial vehicle policy or ride operator policy or a public transport policy for a route (**Factors of Production** guiding principle)

The policy framework will connect to the Capacity Building, Capacity Development and Capacity Management of a road system/road/route where passes will be issued to commuters using the road system/road/route on a weekly-usage/fortnightly-usage/monthly-usage subscription basis/open-for usage subscription basis

The passes will use the demand estimation consideration and associate a grade to the road system/road/route to help enforce or revise policies for commuters using the road system/road/route and also help promote or interact for the Capacity Building, Capacity Development and Capacity Management of a road system/road/route

The pass will be issued to the commuter using a route on registering the commuter into the Critical path probability resolution system for a road system/road/route, where the reference to a commuter can be

A vehicle owner

A vehicle driver

A fleet owner

A fleet vehicle driver

A ride operator company

A ride operator driver

A commercial vehicle organization like a Courier company, a public transport organization, a state transport organization, a PAN INDIA transport organization, a civic services organization, a traffic control department, a healthcare service provider, a fire and emergency services organization, a road safety organization, a disaster management force, a corporate company, a business, a an automobile dealer/business, an incidental or priority usage company or service organization, a rally schedule, a social gathering schedule, a religious procession schedule, a convoy

A commercial vehicle driver

A Risk Mitigation Desk will be setup to help Critical path probability resolution of a route where instrumental policies and passes will help subscribe to the usage of a road system/road/route to ensure a grade exists to help know how a road system/road/route can mitigate issues such as traffic jams, breakdowns, undeserving/uncontrolled landscaping of buildings/ plots/sites/public services Infrastructure on roads/road systems/routes

A pass held will help incorporate safety/priority/viability/responsiveness and surveyable outcome of subscribers who expect to use a road system/road/route

For the pass subscribers of a road system/road/route, a critical path probability will be reported to develop risk mitigation fundamentals, like

A low critical path probability will indicate to certain subscribers that the road system/road/route should not be used as a critical path in any pass held travel itinerary, as the issues are uncontrolled,

A medium critical path probability will indicate to certain subscribers that the road system/road/route can be used with compliance or acknowledgment of the associated “proportionate-time policy, road-system-network diagram policy, vehicle and driver intelligence policy and modernization importance policy” as issues exist but can be viably managed

A high critical path probability will indicate to subscribers that the road system/road/route can be used with compliance or acknowledgment of the associated pass, as issues may not emerge or exist for the safety/priority/viability/responsiveness and surveyable outcome of subscription (or usage)

A hour-glass critical path probability will indicate to subscribers that the road system/road/route that the pass enabling is only for emergency service vehicles, controlled commuting or value delivery service vehicles, logistics service vehicles

The concerning traffic scenarios experienced are because all seen vehicles are using and not subscribing to use a road system/road/route, as the control and outcome of subscription or usage is not demand-assessed to make usage transformative and accountable.

The recommended critical path probability design can help make the usage or subscription for usage of a road system/road/route more accountable.

The united interest for Essential Adherence for Guidance/Control/Accountability/Surveyable outcome can help conditionally address road systems/roads/routes known to have issues but may not be ready to fit into controlled environments for subscription or usage / may not have critical path triads that review-assess-manage-promote Capacity Building/Capacity Development/Capacity Management

Sounding out

A road system/road/route having a controlled environment is known to be channelizable for tiered travel or commuting

Tiered travel or commuting is a concept of decision enabled commuting, where tiers are assigned to vehicles on the basis of

whether they are pincode-intelligent vehicles of different incidental need or priority

whether they are 2W/4W passenger category vehicles, or whether they are commercial vehicles that may be private or owned 2W/3W/4W category vehicles, or

whether they are public transport vehicles with degrees of modernization within the tier level, or

whether they are RTO vehicles, or

whether they are Fire and Emergency Services vehicles, or healthcare providing or service vehicles, or

whether they are disaster management vehicles

Tiered travel or commuting could also help provide sun dial (or day-night timing) based assistance to address likelihood or incidental problems, as operations intelligence can be designed into the critical path resolution systems known today or emergent tomorrow

Critical path resolution systems known today are

Repair or towing provided by RTO associated agencies or automobile dealers

Relief by the RTO/Departments associated with the ward/wards

Recommendations by the media/broadcasting networks

Terrain management networks that provide aerial or terrestrial views of the afflicted road system/road/route

Tomorrow critical path resolution systems could include

Value delivery studios or Aero-Aided studios that can recognize effects of degrees of modernization of a road system/road/route to functionally help

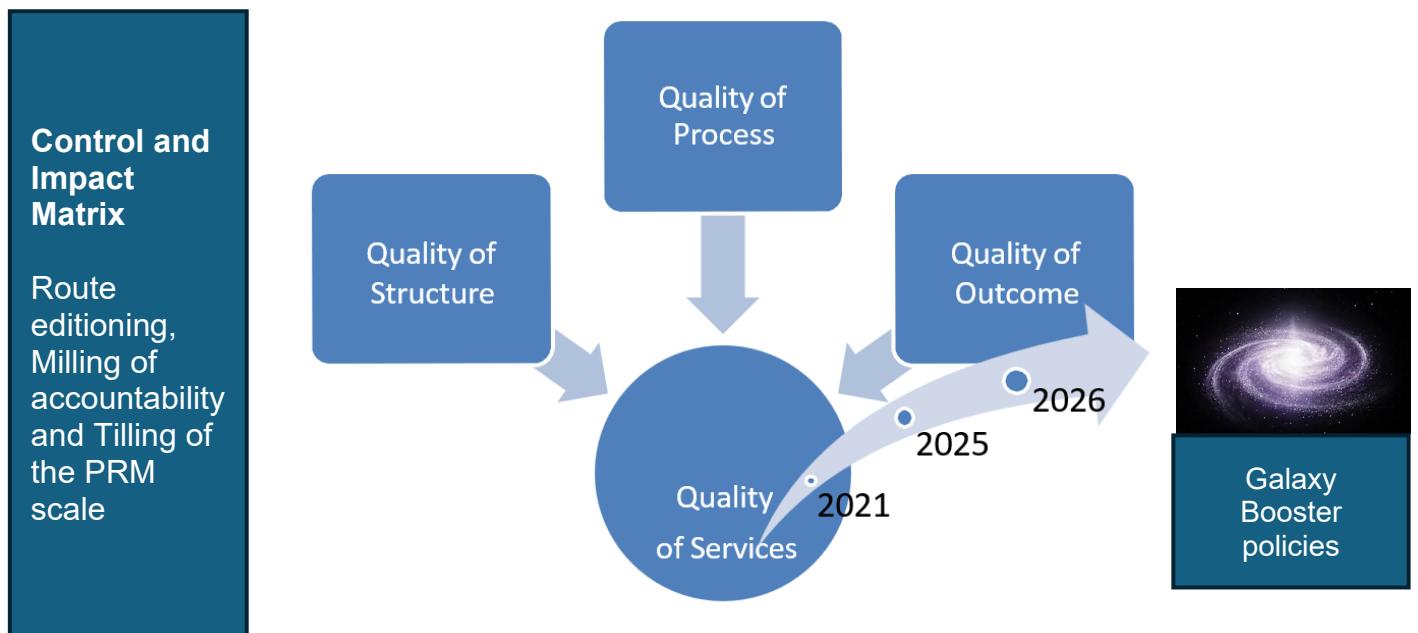
1. mitigate traffic jams by pathfinding or deciding on pathfinding using the idea of a grade of the connected road systems/roads/routes,
2. mitigate breakdowns by **driver or vehicle fitness** enabling services that can bring a broken-down vehicle to a conceptual one-stop hangar alongside road systems/roads/routes/ Today they are no one-stop-hangar deployments planned or included in the landscaping of ring roads/outer ring roads/bridged roads/no-subscription-for-usage-roads

3. terrestrial services are the most possible solutions for breakdowns of vehicles on a road system/road/route, so this needs transformative mitigation like one-stop hangars with value delivery that can adeptly address choke-ups or dead-stop situations to fix or act within a tiered hour-glass timing

4. No-objection-certificate (NOC) tagging of undeserving/uncontrolled landscaping of buildings/ plots/sites/public services Infrastructure on roads/road systems/routes, to help know the compliance issues so travel is channelizable for Fire and Emergency Services vehicles, or healthcare providing or service vehicles, or disaster management vehicles

A SMART City system incorporates for PIA Ward No 41

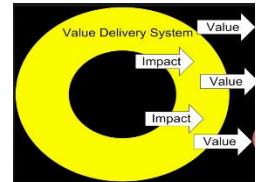
Incidence Mitigation and Adaptation



COPQ/CCMA Identification and Configuration Details

Road System name:

Road System Id: SCM No-Zone-Ward-Road Type-Street Id-Street Name



COPQ/Drone Studio name:

COPQ/Drone Studio Id: SCM No-Zone-Ward-Ward Name

Route edition:

- Real time for COPQ/CCMA view for Risk Mitigation
- Less vital for COPQ/CCMA view for Risk Mitigation
- Vital for COPQ/CCMA view for Risk Mitigation
- Vantaged for COPQ/CCMA View for Risk Mitigation

Instrumental policies and passes to help subscribe to the usage of a system/road/route to ensure a grade exists to help know how a road system/road/route can mitigate issues such as traffic jams, breakdowns, undeserving/uncontrolled landscaping of buildings/ plots/sites/public services Infrastructure on roads/road systems/routes

A one-stop hangar can be a simple magic box area dedicated along a road system/road/route or can be a value delivery facility, where the added area seclusion from the road must be assessed to ensure less risk

Preparedness Mitigation and Support (PMS) scale:

Preparedness Readiness and Mitigation (PRM) scale:

Estimated age of road and road infrastructure:

Estimated Length

Estimated Height (in metres or feet) above Ground Water table as compared to Height above sea level:

Type of I3 specification or supported scale

- Remote manageability
- Trace-ability
- Push/pull interoperability
- Deploying / Adding **Critical path probability resolution systems**
- SMART Prioritizing – Responsiveness – Mitigation
- SMART Prioritizing – Responsiveness – Mitigation – Transformation
- SMART Prioritizing – Responsiveness – Mitigation – Re-engineering
- **Graded Transportation Conspicuity and Safety Markings** for CCMA Transformation or Degradation
- **Graded Transportation Warehousing** for CCMA Transformation or Degradation

Summary of condition or history:

Enclosed COPQ/Drone Studio stills or videos

Type of COPQ/Drone Studio continuum coverage

[] PMS scale TMS plotted / interlinked Viewpoints

[] PRM scale TMS plotted / interlinked Relief and Rehabilitation

A TMS plot or interlink details the Risk Mitigation of a location/road system/route edition to converge on the

1. Need for SMART City system expectations
2. Development of ability to improve the Quality of structure, Quality of Process, Quality of Outcome and Quality of Service
3. Future Forward Sustainability to support the pragmatic level of incidence reporting, mitigation & adaptation as a member of the SMART City system

Critical PMS/PRM coverage (Design of value delivery)

- Viewpoint inspection
- Incidences inspection
- Emerging issues inspection
- Relief & Rehabilitation inspection
- (Supply Chain/CMS/FoP) Fleet and Squad Goods/Supplies/Payloads delivery services
- (Supply Chain/CMS/FoP) Solo Goods/Supplies/Payloads delivery services
- Contingency Response Research services

Nature of concretization / urban development:

Clearance along road system

Overhead clearances for road system

(Design of value delivery that can adeptly address choke-ups or dead-stop situations to fix or act within a tiered hour-glass timing) like

(A) One-stop-hangar deployments planned or included in the landscaping of ring roads/outer ring roads/bridged roads/no-subscription-for-usage-roads

OR

(B) A One-stop Risk Mitigation Desk (or Call to attention self-enabling infrastructure for difficult to redesign road systems) if the landscaping of the no-subscription-for-usage-roads does not permit one-stop hangar deployments, where Value delivery studios or Aero-Aided studios in perimeters that matter can recognize effects of degrees of modernization of a road system/road/route to functionally help traffic flow disruptions or risk emerging characteristics

Aerial imagery or satellite imagery may not work in a self-enabling manner or failsafe manner, so it is important to develop Risk Identification and Mitigation Project Centre solutions at site to help driver intelligence, vehicle intelligence and road safety intelligence

A road system is known to have traffic control systems such as

- Traffic Signals
- Traffic Signage
- Traffic Chowkis
- Traffic Police Stations
- Traffic screening systems
- Traffic control squads, but there is no tiered hour glass timing system that can adeptly address choke-ups or dead-stop situations with demand estimation to fix or act within a critical path resolution foundation
- **(INSIGHT) Customer (or Commuter) CPPR Triad Pass subscription**
- **(INSIGHT) Automobile Dealer Network CPPR Triad Pass subscription**

COPQ/Drone Studio enabled **Critical path probability resolution systems**

The innovation will help design a path finding world for demand seen / congestion seen / incidences seen/ choke-ups seen/ dead-stops seen on a road system/road/route, where the baseline path finding world will include

- (1) A **Logistics assessment** system
- (2) A **Horizontal value delivery** (synergizing or capacity management) system
- (3) A **Vertical value delivery** (tiered critical path influencers management) system
- (4) A **Seamless value delivery** (quality promotion) system

The main vision behind the critical path probability resolution system is to incorporate or add priority, viability, surveyable responsiveness and outcome rating for a path chosen like a road system/road/route

The mission of the critical path probability resolution system will be pass-enabled subscription of road systems/roads/routes where the pass will be classified and tiered for CPPR functions as per the type of vehicle and its need or importance or risk mitigation as the costs of issues in the vehicle's schedule/productivity/synergetic use could be high or critical

The values of the critical path probability resolution system will be enabled by a Customer (or Commuter) CPPR Triad and an Automobile Dealer Network CPPR Triad.

Given the **Topography navigable or Navigable Space** for the critical path probability resolution system, the **frontiers to the critical path** (meaning safe and sustainable travel or commute from a start node, or a current node to a goal node)

As the frontiers to a critical path are transforming the baseline CPPR Triad will include 2 systems, that is a **grounded PRM concept** and a **dynamic PRM concept**.

The baseline CPPR Triad 's **grounded PRM** concept includes

1. **Prepare Capacity Building** of the CPPR system by subscription or use complementary alternatives
2. **Relate** to the Capacity Development of the CPPR system/it's indications for the subscription or use complementary alternatives
3. **Mitigate** the Capacity Management issues for the subscription via complementary alternatives or **Manoeuvre** via the subscription status and its tiered expectation of value delivery systems

The baseline CPPR Triad 's **dynamic PRM** concept includes

1. **Review Capacity Building** of the CPPR system by subscription or use complementary alternatives
2. **Assess** Capacity Development of the CPPR system/it's indications for the subscription or use complementary alternatives
3. **Mitigate** the Capacity Management issues for the subscription via complementary alternatives or **Manoeuvre** via the subscription status and its tiered expectation of value delivery systems
4. **Promote Quality using the Continuum (C*) design** by adding details for the COPQ/value delivery systems and help enable more management of the PRM dynamics

The connection between the baseline CPPR Triad and the **grounded real-world or dynamics filled real-world** is a COPQ Capacity Simulation Exercise or Function

To Promote Quality using the Continuum (C*) design

The much unseen dynamics afflicted PRM scale needs inter-linked demand estimation or related estimation

This inter-linked estimation is a dependent upon the 3 states of the universe around the issue/dynamics, where this could mean

1. Relevant need from different domains of work
2. Periodic need or Continual need from different domains of work
3. Forward Lifetime Coverage (or Future Forward Sustainability) by from different domains of work

Domains of work for road safety and safer commuting are part of the NSSR Road Safety programme being delivered in different editions.

Today this dependency is being addressed via the state of conscious involvement and/or the states of a continuum (or sense of goodwill or harmonious emergence)

The 3 states of conscious involvement for inter-linked estimation for a PRM scale of a road system/road/route are

1. **Governmental policies or a new Galaxy Booster Policy** to remind us we are vulnerable to climate change, where the Galaxy Booster Policy helps promote quality across domains of work/demand estimations
2. **Conspicuity Markings or Visibility** incorporated to the vulnerability or risk level experienced, where different traffic control systems are incorporated, with the recommendation of associating pass-enabled triads for critical path probability resolution on a road system/road/route
3. **Relief and Rehabilitation support** to enable a continuum of usage, where CPPR signages and **subscription-for-usage**-signage can be incorporated into to enable and ensure coverage by the continuum by different domains of work

The 3 states of a continuum (or sense of goodwill or harmonious emergence) for a PRM scale of a road system/road/route are

1. **Demand estimation**, which is conceptual and can be made part of a TIME MOTIION SCALE by adding a tiered pass system for CPPR
2. **Real-time estimation**, which is being helped by the RTO/TRAFFIC CONTROL DEPARTMENTS/GOOGLE MAP concepts
3. **Inter-linked demand estimation or responsiveness estimation**, which is being ideated as a shift from the shortest path/cost estimation (A*) for different domains of work to a continuum cost based estimation (C*) with more focus for **Critical path probability resolution systems**

COPQ/Drone Studio continuum inspection or PMS/PRM coverage schedule

Log datetime:

Log Id:

Log continuum heartbeat:

- Relevant
- Periodic or Continual
- Future Connected CRM
- Project/Programme use cases
- COPQ/Drone Studio Continuum to build BI/PI “TMS PLOTS/GUIDING PRINCIPLES” and/or NSI NEXT STEPS

Log continuum influencers

- Drone Vision/COPQ Top 10 considerations
- Drone Vision/COPQ Top 10 on-road commuting considerations
- Drone Vision/COPQ Top 10 Management Technology Enablers
- MoreToCare heartbeat
- Top 10 COPQ/NSSR RS+ Questions

COPQ/Drone Studio Continuum Detailing via

- Visual inspection and assessment
- Auditory inspection and assessment
- Experiential criteria and assessment
- Knowledge & Learning specific criteria and assessment
- Operating Climate Engineering specific criteria and assessment

Vital-Om-Kara or More to Care Network “Vision and Future Connected CRM”

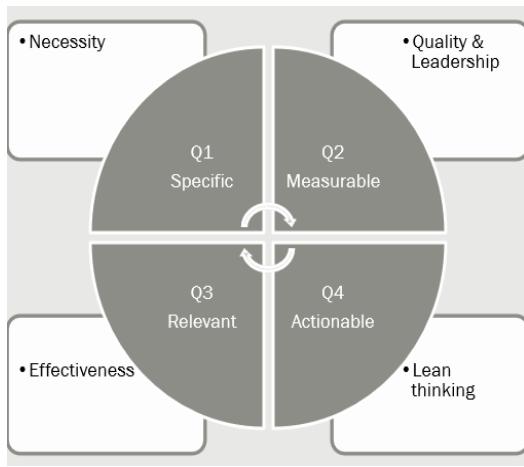
- (2025-e) QMS for NavSite pincode, briefs are in the NSSR More to Care Networks Evaluations
- (2025-e) FMS for NavSite pincode
- (2025-e) EMS for NavSite pincode
- (2026-e) OCE network for NavSite pincode
- (2026-e) Fast Tracks for NavSite pincode
- (2026-e) Management Centres for NavSite pincode AND/OR Control & Impact coverage contracts

- ❖ Investment Centres
- ❖ Contribution Centres
- ❖ Responsibility Centres
- ❖ Cost for Expenses Centres
- ❖ Cost for Services Centres
- ❖ Revenue Centres
- ❖ Profit Centres

More to Care Network
Investors/COPQ Simulation
CRM connected businesses

Galaxy
Booster
policies

FoP and Transformation Simulation
Models and coverage or revenue
generation



Closer inspection by COPQ SCM Model/ NSSR RS+ Programme team:

Preventive Maintenance details

Risk Mitigation details

Repair and Restoration details

Safety advisory (Dos)

Safety advisory (Don'ts)

Improved Accountability

Ticketing

Hoardings

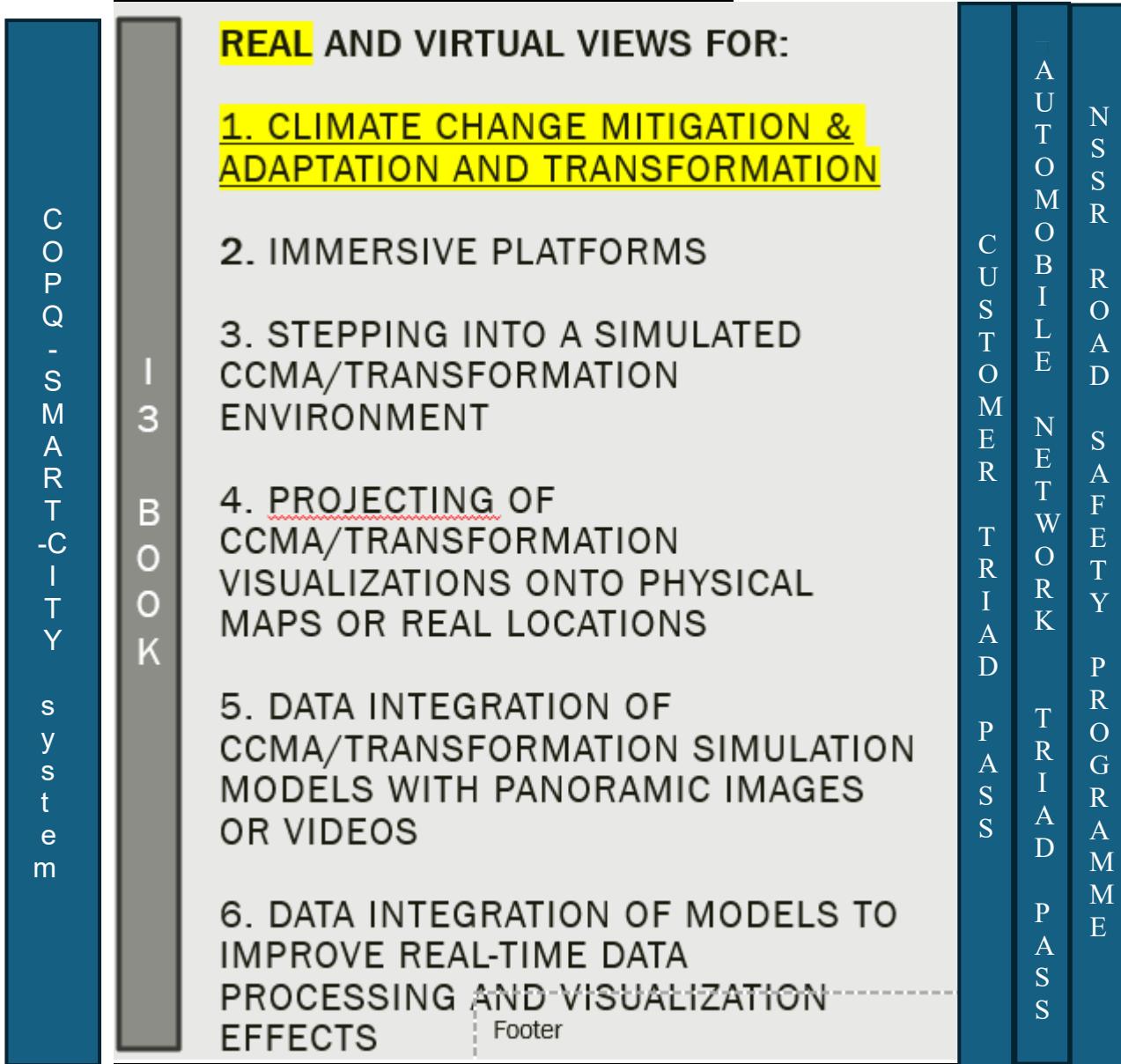
[] Signage

[] Signage
[] Knowledge

[] Known
related enti

[] Traffic Engineered landscaping (planned as part of 2026)

Associated I3 Book and n-do-a-ffs views



Heuristic system enablers or discerners

SMART City criteria via COPQ-SMART-CITY contract programmes

COPQ-SMART-CITY system and a COPQ MODELED Twin Centre that is a COPQ-Project-CENTRE (Top 10 Questions 2025) and a COPQ-Quality_promotion-CENTRE (Drone Vision 2026)

The NSSR Road Safety programme lifecycle

Step 1: Automobile Dealer introduction into a simple or techno savvy COPQ-SMART-CITY system for COPQ – SMART – CITY system bulletins for

1. transportation safety
2. optimized COPQ-P-CENTRE/COPQ-Q-CENTRE embankment for inter-linked failures and
3. conspicuity of afflictions leading to fatal accidents or degradation

The Automobile Dealer will need to register into the COPQ-SMART-CITY system for COPQ – SMART – CITY system bulletins to thereon connect to needs for supporting the NSSR Road Safety programme for options mentioned above

The Automobile Dealer will need to support the NSSR RS core areas like Driver Fitness, Vehicle Fitness, Road System understanding and Alpha Assistance for Control and Impact matrix coverage for the transportation safety option

The Automobile Dealer will need to support the Cost of Quality criteria for Control and Impact matrix coverage for the optimized COPQ-P-CENTRE/COPQ-Q-CENTRE embankment for inter-linked failures option

The Automobile Dealer will need to support the Graded Transportation Conspicuity and Safety Markings for Control and Impact matrix coverage for the conspicuity of afflictions leading to fatal accidents or degradation option

Step 2: Automobile Dealer contact for NSSR RS programme lifecycle

The Automobile Dealer will need to define the contact options like (1) support for COPQ/Drone Studio enabled I3 regulated and non-regulated vehicles, (2) support for Heuristics (or coefficient of I3 transformation or intervention), or (3) support for the Hub and Spoke model that uses the Twin Centre framework of the COPQ-P-CENTRE (2025) /COPQ-Q-CENTRE (2026)

Step 3: Automobile Dealer priority or needs understanding

The Automobile Dealer will need to define the interest to support (1) the Prevention of failure coverage, or (2) the Appraisal of failure coverage, or (3) the Internal lifecycle failure continuum, or (4) the External lifecycle failure continuum

Step 4: Automobile Dealer Control & Impact coverage contract development and finalization

The Automobile Dealer will need to subjectively agree to a Control and Impact coverage contract that covers multiple or singular scenarios depending on the priority and needs understanding of the dealer

The scenarios could include coverage to manage issues of the brand or brands that are part of its business interests for the work in progress logo called “Enabled for I3 regulations”, where the scenarios could cover options like

- Vehicles in Key affliction and visible degradation scenarios
- Vehicles with Key affliction without visible degradation scenarios
- Vehicles with Visible degradation without key affliction scenarios
- Vehicles under deserving I3 regulation scenarios

Key afflictions could include

- Affected by dirt/fallen debris/contaminants
- Affected by storm water flooding/rain/seepage
- Affected by external conditions like damage caused to body/engine/accessories/vehicle sheet Q1/Q2/Q3/Q4 indications
- Affected by lack of Service Anywhere Anytime scales

Visible degradation could include

- Conspicuity degradation that could lead to vehicle or usage degeneration
- Conspicuity degradation that could lead to high maintenance
- Conspicuity degradation that could lead to limitation of liability for standard or extended warranty or interlinked Quality of performance / discerners like health and safety expectations or product/part/sub-system/system codification for transportation safety

Deserving I3 regulations for older or not too techno savvy brands could include

- Degradation or loss of quality functions for nutshell inventory
- Limited Health maintenance or low useful lifetime for nutshell inventory
- Degradation or loss of quality functions for Service Quality Model

- Automobile Dealer communications for contract lifecycle, and feedback or complaints

The new I3 regulations and expectation to develop a COPQ SMART City System can use a connecting role play and associated responsibility for the Automobile Dealers called the **Line Icons for a Control and Impact Matrix**

The Automobile Dealer/ network / business could publish or use this Line Icon coverage and contract information to highlight or communicate business interests with its investors/stakeholders/customers and COPQ SMART City System co-achievers



As a Hub and Spoke model that is part of a **COPQ-Project-CENTRE (Top 10 Questions 2025)** and a **COPQ-Quality_promotion-CENTRE (Drone Vision 2026)**

- To improve a COPQ SMART City System's elements, it is recommended to design a Hub and Spoke Model with a Galaxy Booster Policy Centre as the Hub and the various Management Centres for NavSite pincode AND/OR Control & Impact coverage contracts are the spokes

The Hub and Spoke Model is a converging and externalizing of connected role play and associated responsibility, where the Hub can boost the operability of the Management Centres and/or the Management Centres can unify their COPQ incidence based cost reduction to facilitate more role play and responsibility from the hub.

The Galaxy Booster Policy Centre as the Hub in its continuum can either mill more accountability from its Centres or till the PRM scale (like tilling the earth) for Control and Impact knowledge accelerated harvesting to develop coverage contracts for need, development of ability and future forward sustainability

o Auto
 o Automobile Dealer network/specific business training as per Control & Impact coverage contract and business requirements

Panoramic Line Icons for a Control and Impact Matrix for the COPQ SCM Elements for COPQ SCM elements such as the Automobile Dealer Network/Supply Chain Network/Emergency Response Network/ Control & Impact coverage contract Network

Cause and Effect icon	Control and Impact coverage needed	Control and Impact coverage contract
Financial health	PMS/PRM Scale for COPQ SMART City System	Galaxy Booster Policy Centre or Management Centre coverage for PRM scale in the COPQ SMART City System
I3 Editioned Training	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
I3 Editioned Technology Enhanced Learning	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
I3 Editioned Capacity Development for Competency Areas	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
I3 Editioned Social Performance and Accountability	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
I3 Editioned Incidence Reporting	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System
I3 Editioned Feedback and Complaints Redressal	PMS/PRM Scale for COPQ SMART City System	Management Centre coverage for PRM scale in the COPQ SMART City System

where the NSSR RS Programme issues a Control and Impact coverage contract for the need, development of ability and future forward sustainability detailing for the PRM scale associated with the Automobile Dealer/business/service providing networks



NSC Certified Respondent Level 5 – Traffic Engineering with Coverage specific Implementation

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Primary Work Areas for BBMP Traffic Engineering

ROAD SAFETY - OUR NATIONAL SAFETY AND SOCIAL RESPONSIBILITY

SI No	Nature of work (Serial Numbers 1...9 skipped)	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	Design and develop a Traffic Engineering Studio with editioning of tiered responsiveness for <ul style="list-style-type: none"> (a) TE Attributes and Touch points with changing velocity and likelihood (b) TE related value delivery (c) TE problem solving for Ranked environments and landscapes (d) TE Viewpoint synergy, Where the Viewpoint for traffic engineering can be <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

4

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

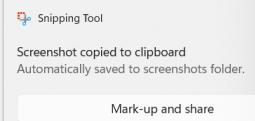
c.1. Growth rate of trees/greenery

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

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

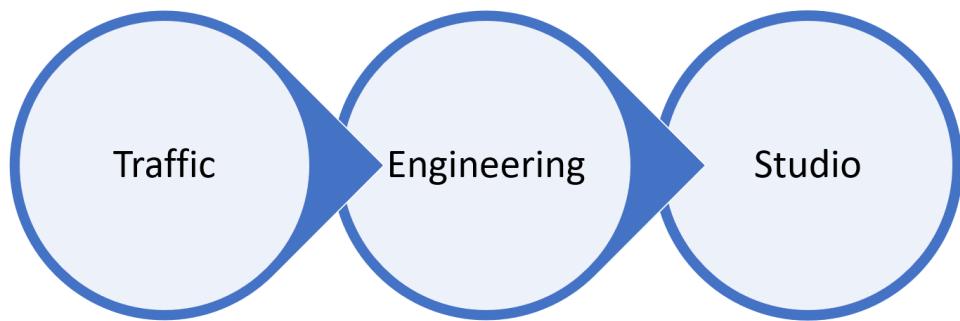
Profiling sites/locations for BBMP Traffic Engineering



The NavSite Risk Quotient based on the pincode enables the GOI / GOK/ BBMP TE/ Disaster Management Departments to identify routes and 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 or routes.

As a second milestone, AOEC proposes site or location related TEC-image-zoning for augmentation of SMART Ward Content Management /systems that in turn leverage Fast Track PRM frameworks to mitigate risks



Traffic Engineering Studio

Immersive
TEPO



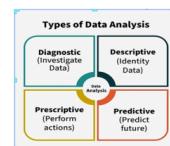
- Viewpoint
- Need
- Concern
- Complaint
- Feedback based information

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
7. Fast Track PRM evaluation and route editioning



ROAD SAFETY-OUR NATIONAL SAFETY AND SOCIAL RESPONSIBILITY



Traffic Engineering Studio

Immersive TEPO



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

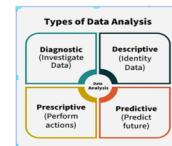
The categorization for PIDS Recognition will be any of the following:

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



7. Fast Track PRM site & route editioning

ROAD SAFETY-OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY



Traffic Engineering Studio

Immersive TEPO



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

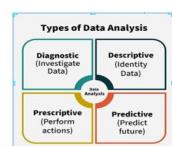
Composition will be planned based on the RADIUS of 5 factors such as

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



6. Fast Track PRM Analytics and route editioning

ROAD SAFETY-OUR
NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY



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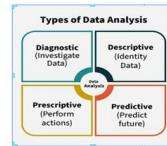


- Viewpoint
- Need
- Concern
- Complaint
- Feedback based information

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

7. Fast Track PRM Analytics



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NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY

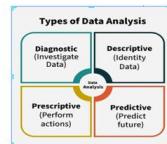


- Viewpoint
- Need
- Concern
- Complaint
- Feedback based information

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

7. Fast Track PRM Analytics





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

Traffic Engineering Studio

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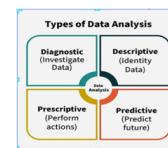
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AND SOCIAL
RESPONSIBILITY



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

6. Fast Track PRM strategy for the tier

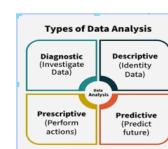


- Viewpoint
- Need
- Concern
- Complaint
- Feedback based information

Traffic Engineering Studio

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TEPO

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NATIONAL SAFETY
AND SOCIAL
RESPONSIBILITY



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.

6. Fast Track PRM Ratings

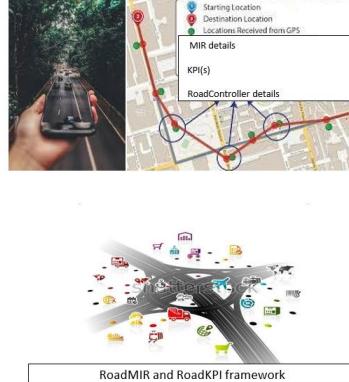
Primary Work Areas for BBMP RI Projects

ROAD SAFETY - OUR NATIONAL SAFETY AND SOCIAL RESPONSIBILITY

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**
- ✓ **Mission critical parts manufacturers**

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**

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

The PMS/PRM SCALE & VISION FOR GRADED TRANSPORTATION

The Automobile Dealer/network/business will need to incorporate Graded Transportation Regulations and Warehousing for CCMA Transformation and Degradation & Graded Transportation Conspicuity and Safety Markings for the newer COPQ enabled I3 regulation for its vehicles on road on the basis of the

- Vehicle brand
- Vehicle model
- Vehicle type
- Configuration
- Size
- Warranty scale
- Graded Transportation Regulations and Warehousing for CCMA
- Heuristic system enablers or discerners
- Drone Studio enabled COPQ-SMART-CITY-MODEL contract programmes / services
- COPQ SMART City System based Galaxy Booster Policy subscriptions
- \
- Automobile Dealer feedback management

All NSSR RS Programme feedback/issue elevation/complaints & redressal for the Automobile Dealer/network/business will be as per the COPQ-SMART-CITY-MODEL contract programmes



- Automobile Dealer SMART City criteria story review

A Fishbone diagram with the use of 6M(s) will be Used to detail the problem solving and success story for the SMART City Criteria associated.

The positive and negative effects of the Fish bone diagram will relate to the Cost of Quality and the **List of Failures called Cost of Poor Quality for meeting the SMART City criteria via the COPQ-SMART-CITY-MODEL** contract programmes

Categories of Cost of Poor Quality



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EARLY (REFLECTIONS) VIA THE DRONE STUDIO CONTINUUM- KNOWLEDGE-ENABLING VIDEOS AND LINKS:

1....MUSI RIVER FLOODS MGBS UPDATES / DRONE VISUALS

2. EARLY TIERED AND CONTINUUM BASED INTERVENTION











Key aspects of real and virtual CCMA views:

- Real-time Assessment:
- Interactive Visualization
- Accessibility
- Improved Decision-Making
- Tiered Transformation Services
- Tiered Transformation Projects

Motion and Time studies
Water body level rise
Community transformation

SMART City ModelSCM criteria via COPQ-SMART-CITY-MODEL contract programmes

A separate NSSR ROAD SAFETY/SUPPORT PROGRAMME to design criteria for Grades of climate-change- mitigating- warehouses proposed for automobiles or vehicles from different domains and their need for Quality Promotion

A case study option to incorporate the climate change mitigating warehouse idea and it's problem solving

A COPQ SMART CITY MODEL enabled Risk Mitigation Desk to act as an incorporating aide for the same

The proposal for Graded Transportation Regulations and Warehousing will use a Project Centre foundation, where the need will depend upon a CCMA Event Wheel and the list of failure costs that are explained in the later sections

List of Failure Costs (in terms of cost of quality indicators) for the Peenya Industrial Area, Ward Number 41

1. Prevention of failure costs for or by the COPQ-SMART-CITY system (AS PER the COPQ-P-CENTRE or the COPQ-Q-CENTRE EDITION IN 2025/2026)

Added Quality education costs
Added Defects removal costs
Added Process change management costs
Added Quality assurance costs
Associated or Additional Systems management or maintenance costs

2. Appraisal of failure costs for or by the COPQ-SMART-CITY system (AS PER THE EDITION IN 2025/2026)

Added Detection costs for the right COPQ-SMART-CITY contract programme
Added Inspection costs for the right COPQ-SMART-CITY contract programme
Added Problem Analysis costs for the right COPQ-SMART-CITY contract programme / services
Added Evaluations and Assessments costs for right COPQ-SMART-CITY contract programme/services/use case scenarios

3. Internal failure costs for or by the COPQ-SMART-CITY system (AS PER THE EDITION IN 2025/2026)

Added COPQ-SMART-CITY contract lifecycle costs
Loss of productivity in the COPQ-SMART-CITY contract lifecycle
Unregulated Scrap costs in the COPQ-SMART-CITY contract lifecycle
Extra Rework costs in the COPQ-SMART-CITY contract lifecycle
Avoidable defects removal costs for the COPQ-SMART-CITY contract programme / services

4. External failure costs for or by the COPQ-SMART-CITY system (AS PER THE EDITION IN 2025/2026)

Poor material availability costs
Avoidable Returned products costs
Extra Replacement costs
Added Complaints administration and redressal costs if programme not as per TMS for COPQ expectation
Avoidable liability and damage costs if end objectives of TMS for COPQ expectation is not met

Subjective reference: Transportation Safety Department/COPQ – SMART – CITY system

AOEC highlights that COPQ SMART City System based Galaxy Booster Policy subscriptions for COPQ – SMART – CITY system bulletins for

1. transportation safety,
2. optimized (COPQ-P-CENTRE / COPQ-Q-CENTRE) embankment for inter-linked failures and
3. conspicuity of afflictions leading to fatal accidents or degradation,
4. Graded Transportation Regulations and Warehousing for CCMA

could help design/customize and incorporate Graded Transportation I3 Regulations, Conspicuity and Safety Markings for COPQ enabled I3 regulated and non-regulated vehicles,

where I3 stands for Integrated Interoperability Interface specifications for identifying and subjectively addressing conspicuity and durability of vehicles for patterns that are

Heuristics (or coefficient of I3 transformation or intervention) enabled / Hub and Spoke model related scenarios such as

1. Vehicles in Key affliction and visible degradation scenarios
2. Vehicles with Key affliction without visible degradation scenarios
3. Vehicles with Visible degradation without key affliction scenarios

Graded Transportation I3 Regulations, Warehousing for CCMA, Conspicuity and Safety Markings will be defined on the basis of COPQ enabled I3 regulation for vehicles on road today on the basis of the

- Vehicle brand
- Vehicle model
- Vehicle type
- Configuration
- Size
- Warranty scale
- Graded Transportation Warehousing for CCMA
- Heuristic system enablers or discerners
- Drone Studio enabled COPQ-SMART-CITY contract programmes / services
- COPQ SMART City System based Galaxy Booster Policy subscriptions

Graded Transportation Regulations and Warehousing for CCMA

Warehousing for CCMA is a Contingency plan that can mitigate risks to automobiles or vehicles tiered according to whether they are

1. whether they are pincode-intelligent vehicles of different incidental need or priority
2. whether they are 2W/4W passenger category vehicles, or
3. whether they are commercial vehicles that may be private or owned 2W/3W/4W category vehicles, or
4. whether they are public transport vehicles with degrees of modernization within the tier level, or
5. whether they are RTO vehicles, or whether they are Fire and Emergency Services vehicles, or healthcare providing or service vehicles, or
6. whether they are disaster management vehicles

where dependency determination, automobile system risk detailing, costs of failure and/or Graded Transportation I3 Regulations with provisioning strategies of identifying and subjectively addressing CCMA conspicuity and degradation to the durability of vehicles is done for a Quality Promotion configuration management system where the basis of resource allocation in the solution (termed as Warehousing for CCMA) includes

1. Vehicles in Key affliction and visible degradation scenarios
2. Vehicles with Key affliction without visible degradation scenarios
3. Vehicles with Visible degradation without key affliction scenarios
4. Vehicles with costly lead & lag issues for their utilization or vehicles known to be costly if not available for critical path issue management or critical chain processes
5. Vehicles with cost issues in continual or planned stock availability, or with cost issues in manufactured, sourced or budget-based replacements based on their
 - Brand, Model, Type, Configuration
 - Size
 - Warranty scale
6. Vehicles with cost centre weightage of sales volume scales or revenue levels based on their
 - Brand, Model, Type, Configuration
 - Size
 - Warranty scale

Resource allocation for a vehicle to be safely stationed in a CCMA warehouse will be done using a Safe Parking Template with the application of a Calendar, and its provisioning of a network of management methods and support

Where there will be Safe Parking Schedule development or determination based on

1. Parametric Line Icons deployment based on a Control and Impact matrix
2. Precedence diagramming of CCMA related I3 Regulations
3. Arrow diagramming of COPQ-SMART-CITY contract programmes / services
4. Alternate analysis based on CCMA adversity related parametric estimating, and reserve analysis of any co-location CCMA warehousing
5. Process and Quality Audit system with inspection and statistical operations to maintain a critically graded vehicle to ensure it can be fit to use with assured interactions (of I3 Regulations based automobile service planning / operations and access to mapped tools and techniques)

The foundation of the Safe Parking Template will be common across CCMA Warehouses but the Configuration Management System of the Warehouse will vary as per the Grade of vehicles being safely parked there, as per the Warranty periods/reconciliations decided upon for the vehicle, as per the three-point estimation of the warehouse's location and ecosystem

The three-point estimation for a warehouse's location and ecosystem will be based on the associated Project Centre that designs

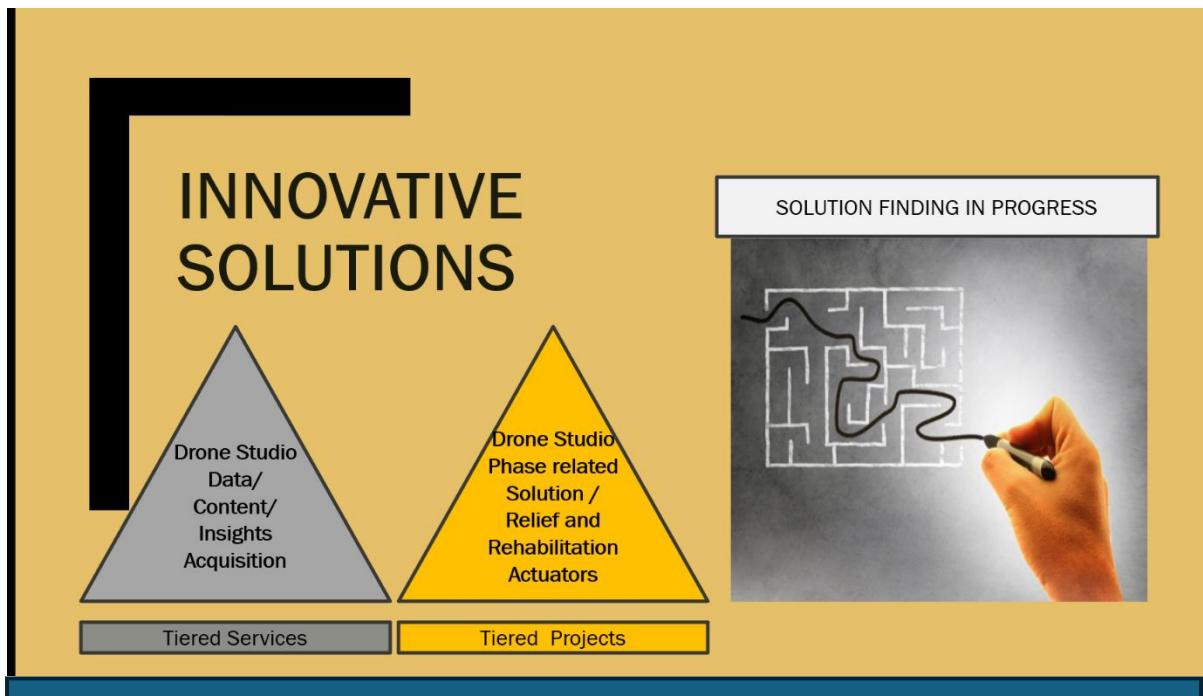
1. Risk Mitigation for the ecosystem
2. Graded resource networking for the ecosystem (by planning Zen gardens and Herb gardens)
3. Future forward sustainability where idle periods and productive periods of the utilization of the warehouse are editioned to manage need and development of ability

Sustainability of the CCMA Warehouse could depend on its

1. PRM scales for Capacity Building/Capacity Development/Capacity Management
2. COPQ asset scale for the SMART City model
3. Control and impact coverage for the SMART City model
4. Hub and Spoke model coverage

- Funds management or lateral thinking for generation via tiered services & projects like graded resource networking for Zen gardens, Herb gardens, Endeavor India handicrafts or artistic products or Twin Centre products or Ward management / pincode-intelligent products to mitigate the PRM scale for COPQ in climate change, where this can be gifted during Republic day celebrations, Independence day celebrations and festivals

The COPQ-SMART-CITY system and the Twin Centre framework made up of the COPQ-Project-CENTRE and the COPQ-Quality_promotion-CENTRE



Panoramic Line Icons for a Control and Impact Matrix



PAN-O-RAMIC

CONTINUUMS

Route editioning, Milling of accountability and Tilling of the Earthly PMS/PRM scale



The **COPQ-SMART-CITY-MODEL system** and the Twin Centre framework (with COPQ-P-CENTRE and COPQ-Q-CENTRE) assessments

For

1. Real world to Virtual View **COPQ (Cost of Poor Quality) simulation** for Quality Promotion / Climate Change Mitigation and Adaptation (or CCMA) as incorporations depend on how often or easily can Data processing and site centric integration be done for the Scalability of the **COPQ-SMART-CITY-MODEL system** model / it's technical performance measures via different NSSR RS programmes, and its incorporations of domain evaluations

VIRTUAL VIEWS FOR:

- 1. CLIMATE CHANGE MITIGATION & ADAPTATION AND TRANSFORMATION**
- 2. IMMERSIVE PLATFORMS**
- 3. STEPPING INTO A SIMULATED CCMA/TRANSFORMATION ENVIRONMENT**
- 4. PROJECTING OF CCMA/TRANSFORMATION VISUALIZATIONS ONTO PHYSICAL MAPS OR REAL LOCATIONS**
- 5. DATA INTEGRATION OF CCMA/TRANSFORMATION SIMULATION MODELS WITH PANORAMIC IMAGES OR VIDEOS**
- 6. DATA INTEGRATION OF MODELS TO IMPROVE REAL-TIME DATA PROCESSING AND VISUALIZATION EFFECTS**

2. COPQ / Drone Studio Continuum for NSSR RS Safety/Support Programmes, with CPPR Signage for Emergency Services, Accident Care with Heartline and Lifeline support

COPQ-SMART-CITY-MODEL system and insight to introduce COPQ-SMART-CITY-MODEL contract programmes for Automobile Dealer networks/service providing businesses

Key aspects of the evaluation:

- Control and Impact Level:
- Past reckoning
- Risk Mitigation
- Content Management Systems
- Tiered Transformation Services
- Tiered Transformation Projects



Motion and Time studies

Water body level rise

Community transformation

The COPQ-SMART-CITY-MODEL system, the SMART Connect Portfolio and the SMART Ward Portfolio for the Peenya Industrial Area, Ward Number 41



SMART Ward Portfolio

Focus on Safer Commuting

SMART Connect Portfolio

Route editioning implementation via scores such as:

- Regular experience (RIT-RE1) + Unmanaged experience (RIT-RE2) +
- Combo experience (RIT-RE1.2)
- Road System dynamics risk (RIT-RE3) +
- KSFES responsiveness risk (RIT-RE5)
- FESA for CCMA issues risk (RIT-RE4) +
- PRM responsiveness risk (RIT-RE5) +
- NSSR Theme Units risk (RIT-RE6) with non-compliant levels as (6.1/6.2/6.3/6.4/6.5/6.6/6.7/6.8/6.9/6.10/6.11/6.12)

Trustworth
y Facts



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SMART Ward Portfolio

- Roads & Road Systems
- Road Arboriculture
- Road Infrastructure
- Traffic Engineering (TE)
- Traffic Control deployments
- Immersive TE deployments
- Commuter safety deployments
- Goods transportation networks/supply chains
- BSNL/TELECOM deployments
- BESCOM deployments
- BWSSB deployments
- Healthcare services deployments
- Medical supply services
- Educational institutions/in-situ sites/campuses
- EV Infrastructure/Flexi-fuel pumps
- Automobile dealer networks
- Automobile service centres/businesses
- MSME Manufacturers
- MSME Service deployments
- Corporate offices/campuses
- KSFES deployments
- FESA auditable buildings/sites/complexes
- Fast Track PRM deployments



SMART Connect Portfolio

Focus on Safer Commuting

Domains

- NICE roads
- Border roads
- Flyovers
- Bridges
- Underpasses
- Link roads, road corridors
- Ring roads
- Connecting roads
- Road
- Stretch
- Route
- Highway



- Route Editioning
- QOI/QOP/QOO/QO S design
- QP/CQI turnover rate
- Deep Interaction Link PRM level
- Non-conventional vehicle usage PRM level

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Case study 1....: COPQ / Drone Studio Continuum for Critical dependencies on Safety/Support/Supply Chain Management/Emergency Services or Accident Care/ Control & Impact coverage contract Network

Programming BI/CQI/SD&G elements

Year: 2025/2026

Review period(s): Q1/Q2/Q3/Q4/Schedule based

SI No	Programming elements	Details (Tick as applicable)
1	Business Analytics management	Available / Not Available
2	Sustainable development and growth	Available / Not Available
3	NavSite Energy management	Available / Not Available
4	NavSite Environmental management	Available / Not Available
5	NavSite Risk mitigation / Contingency management	Available / Not Available
6	NavSite Disaster management	Available / Not Available
7	NavSite Bulletin board system	Available / Not Available
(*)	Fast Track Analytics for Union Budget/Fast Track Plans	Available / Not Available
(#)	Objective analysis and planning needed for climate change adversity / road system issues in transportation and logistics for supply chain management via a Fast Track PRM framework	Available / Not Available

Alignment for a Culture of National Safety Social Responsibilities (NSSR) for sustainable and safe transportation/travel

Commitment to incorporate a series of knowledge enabled exercises to sensitize, prepare, deploy, assess and monitor practices for “mission-critical transportation/travel” adhered to at

- ❑ The **Deep Interaction Link level** to help strategize alignment for NSSR for road transport / road safety in the nature of Route Editioning specific NOC/FESA NOC specific compliance/adherence, nature of accountability & transformation and nature of association at the virtual CRM/SCM/FLT levels for
 - ✓ Ward and NOC specific QOI/QOP/QOO/QOS design, road system understanding, and attention to detail for driver fitness, vehicle fitness, alpha assistance, and permitted perspective imagery
 - ✓ Right for Cause & Effect surveys/studies of NSSR RS programme specific Social Responsibility & Safety

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Alignment for a Culture of National Safety Social Responsibilities (NSSR) for sustainable and safe transportation/travel

- ✓ Conducive methodology for NOC editioning/adherence/ownership/future lifetime theory specific maintenance influencers
- ✓ Conducive NSSR RS “QP/CQI turnover” rate
- ✓ Conducive NSSR surveys/studies/reports for Road Transport / Road Safety

✓ QOI : Quality of information	QOP: Quality of Process
✓ QOO: Quality of Outcome	QOS: Quality of Service

- ❑ Route Editioning and NOC will be explained in a specific-to-the-business case study / empirical study

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Case Scenario for MSME manufacturing units/service enabling businesses/management solutions providing businesses in the Peenya Industrial Area, Ward Number 41

Critical dependency on supply chain management

Material sourcing and quality control are two critical components that determine the success of the CNC machining / MSME manufacturing supply chain.

The supply chain is the backbone of any manufacturing industry, and it is important to optimize the system for maximum efficiency and profitability.

Efficient material sourcing and quality control ensure that the end product is of high quality, within specifications, and delivered on time.

Raw materials come in a wide variety of types ranging from metals, alloys, plastics, and composites.

These materials have unique characteristics and properties that make them suitable for CNC machining applications.

The criteria for selecting raw materials depend on several factors, including the material's properties, durability, quality, cost, and availability.

Significant challenges in material sourcing is identifying reliable suppliers who can provide quality materials consistently. Material shortages and supply chain disruptions can also impact material sourcing, leading to delays and increased costs. Effective material sourcing requires close collaboration with suppliers, meticulous planning, and proactive risk management.

Critical dependency on supply chain management

Best practices in material sourcing involve diversifying the supply base, working with certified suppliers, and adopting a just-in-time inventory management system.

Diversifying the supply base reduces risks and ensures a constant supply of materials.

Certified suppliers comply with industry standards, ensuring high quality and consistency in materials. Just-in-time inventory management optimizes the inventory levels, minimizing waste, and reducing storage costs.

There are different types of quality control measures that CNC machining/MSME manufacturing companies use to ensure the production of high-quality products. Some of these measures include in-process inspection, final inspection, and first article inspection. In-process inspection involves checking the product during the manufacturing process. Final inspection involves checking the finished product before shipment to the customer. The first article inspection involves checking the first product made before releasing it to the production line. All this depends upon road transportation inherently.



COST REDUCTION

Cost reduction

For the organization, cost reduction is a reduction in the costs of product sales or services without affecting the use, quality, break-even methods, and continual performance measures

Aim of Cost Reduction:

The aim for cost reduction for the organization could be

- (1) To increase profits
- (2) To manage operations and administration effectively
- (3) To make money available for employee development or welfare schemes
- (4) To meet competition effectively at the business level
- (5) To increase productivity or performance
- (6) To remedy performance gaps or search for continuous improvement
- (7) To reduce costs without bringing a conflict between departmental or individual objectives and organizational objectives

SCOPE FOR COST REDUCTION

For the organization it could include work function planning or improvement for

- (1) Product sales and/or service design such as cost reduction via Material or Equipment or Parts cost control, Labor or Personnel cost control, Reduction in costs via Standardization or Simplification, Reduction in cost of sales and/or after-sales services, Reduction in complaints or feedback redressal costs
- (2) Organizational methodologies for business functions
- (3) Facility layout and equipment
- (4) Business function - Planning, Programme and Methodology incorporation like QCD methodology evaluation, Strategic learning system for HR, Customer Engagement cycle, Management Accounting cycles, the SD & G programme, the Balanced scorecard programme
- (5) Operations and Administration
- (6) Marketing
- (7) Personnel management
- (8) Material or Equipment or Parts control
- (9) Financial management
- (10) Utility services

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TOOLS AND TECHNIQUES TO REDUCE COSTS

For the organization, the cost reduction programme could include steps like

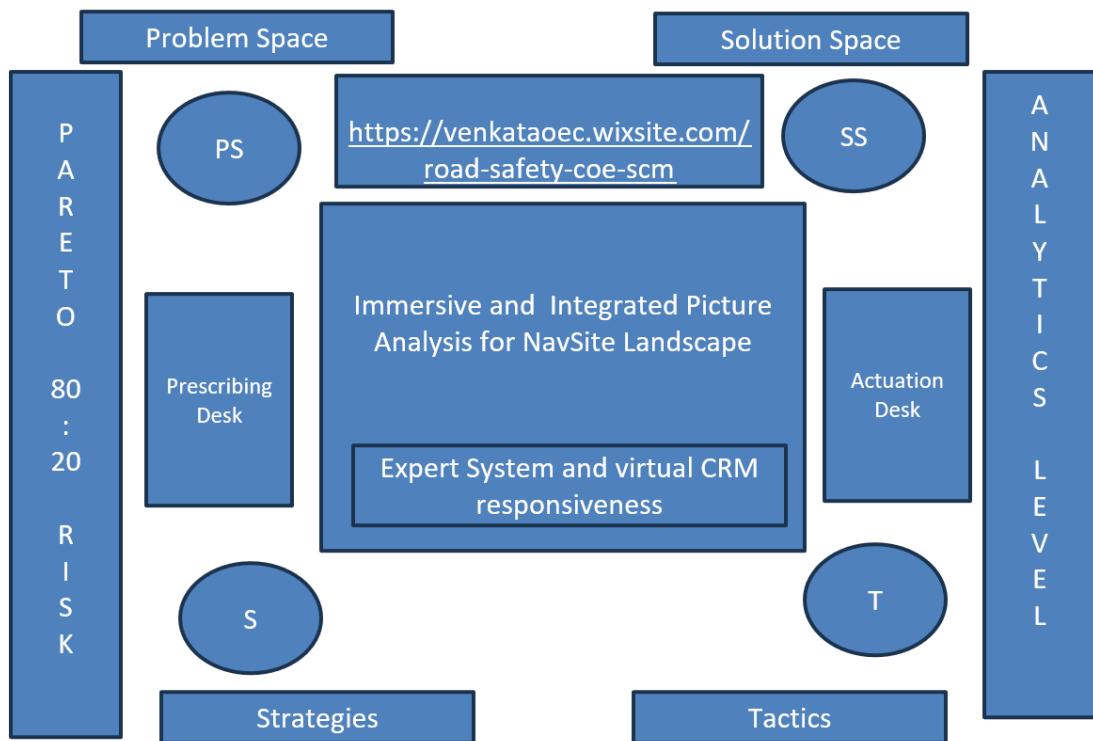
- (1) Value Engineering Analysis
- (2) Work study
- (3) Operations research
- (4) Simplification and standardization
- (5) ABC analysis

Objective analysis and planning needed for climate change adversity / road system issues in transportation and logistics for supply chain management via a Fast Track PRM framework

FAST TRACK PMS FRAMEWORK (2025) & THE 2026

FAST TRACK PRM framework

PROFILING



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URL: <https://venkataoec.wixsite.com/treeconservator>

CCMA Transportation
Regulations and
Warehousing URL(s)

URL: <https://venkataoec.wixsite.com/universeofcraft>

(2026-2027) URL: <https://venkataoec.wixsite.com/factors-of-production>

BI, CQI & SUSTAINABLE BUSINESS

Supply Chain Model: Objective analysis and planning for climate change adversity / road system issues



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