

SMART WARD ACCOUNTABILITY FOR A COST OF POOR QUALITY (COPQ) ISSUES CONTINUUM

NSSR SAFETY/SUPPORT PROGRAMMES – ACCOUNTABILITY ACCELERATOR

Visualizing Belief
and Conceiving
furtherance

80/20 links



v1.00.2025 (WIP)

DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



COPQ SMART CITY MODEL (SCM) PROJECT

KNOW YOUR NEED
2025-2026

AOEC 2024-2025 for
For SMART Ward-City
Accountability

Today's dependency on Supply Chain Management (SCM+)

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.

Today's dependency on SCM+

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 and Supply chain management enabling automobiles inherently.

New COPQ SCM
Registrations and Memberships



Risk Mitigation
Desk

More to Care
network



COPQ
Simulation
Models



Control and
Impact Matrix

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Accountability Accelerator Project Lifecycle

Vision: Make a difference to Doing Business / Providing Services amidst Climate Change dynamics for the MSME / Enabling industry

Mission: Set a COPQ Simulation track record for Cost of Poor Quality continuums that project issues with doing business/providing services amidst dynamics


Value: Sustainable Development and Growth with Accountability towards new and responsive quality promotion

Finance management: MSME Policies, Galaxy Booster Policies and re-looping of savings from the Cost reduction of COPQ issues in a SMART City System for COPQ coverage editions

Visualizing Belief and
Conceiving furtherance via
Coverage Contracts designed
Using the Hub and Spoke
Model

TRANSFORMATION MODEL SIMULATION INFLUENCERS

Habitats and Ecosystems	I3 Continuum Editioning
Wildlife and Human conflict	Heartline and Lifeline Support
Biotic and Abiotic interactions	COPQ (Cost of Poor Quality) simulation for (CCMA) 
Populations and Communities	SMART 360 Degree Coasting & Transformation
Food chains and Food webs	
TMS plotting/interlinking	

Panoramic Line Icons for a Control and Impact Matrix





SMART
Resolution of
issues or
incidences for a
RADIUS of
Coverage

NSSR Road Safety Programme



NSSR Support Programme

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, Supply Chains, Civic Amenity Providers, Banking institutions, Educational institutions, Corporate commuters, automobile dealers and manufacturers, IWST, KSFES (Karnataka State Fire and Emergency Services) etc

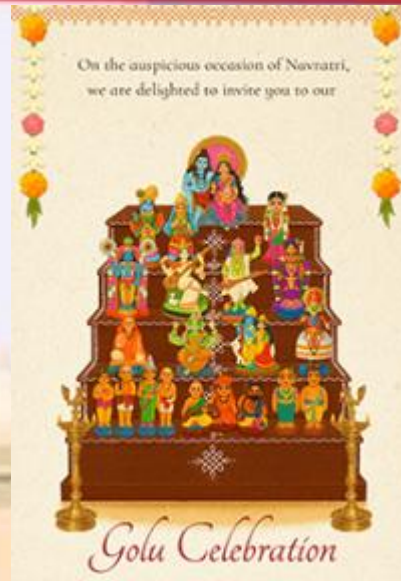
QO enabling CRM

Support Systems

Road Safety

**Safe and
Sustainable
Business/
Services**

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

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COPQ Issue Continuums



COPQ SCM MODEL
PROJECT CENTRE

Project Centre (Registration)

Dated:

Name of Project :

Year:

Name and address of the member or organization or business:

Project Centre Id:

Project Group: NSSR Safety Programme/ NSSR Support Programme

Quarter:

Contact details for the Project:

Telephone numbers:

Mobile numbers:

Email ID(s):

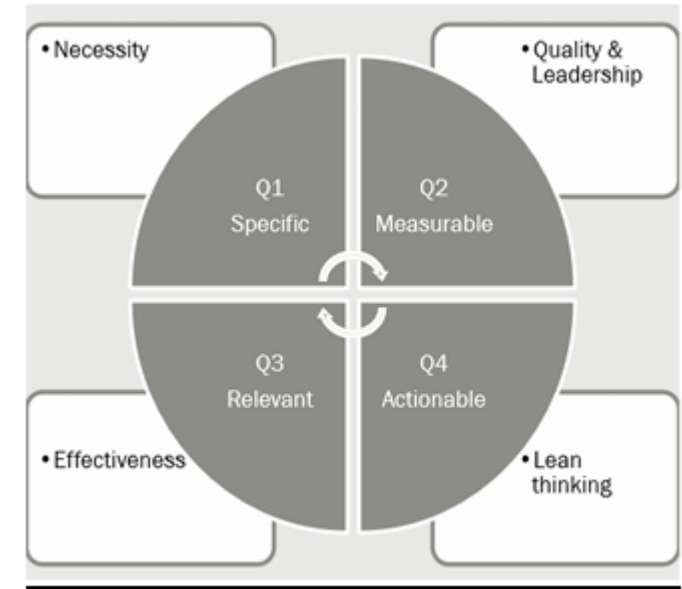
Contact details of the Project Centre:

Telephone numbers:

Mobile numbers:

Email ID(s):

Any other details that need to be considered:



Project Centre (Registration)

Name(s) of Project Guide(s)

Part of any organization:

Contact details:

Name(s) of Project Mentor(s)

Part of any organization:

Contact details:

Project Centre (Registration)

Basic profile or statement of purpose

Specifics for I3 Management

If there are problems, specify:

Scope for problem solving:

If there are problems, specify:

Project Centre (Registration)

Any in-situ influencers

Any Management Centre influencers

Project and its COPQ Issue management solutions

- ☐ Inspection
- ☐ Preventive Maintenance
- ☐ Risk Mitigation
- ☐ Repair and Rehabilitation
- ☐ Safety advisories
- ☐ Improved Accountability

If other D2L solutions, specify details:

SMART WARD ACCOUNTABILITY NEXT STEPS



Sample illustration for the
COPQ-SMART-CITY system



Galaxy Booster
policies



As a Hub and Spoke model

- 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 pincodes 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

Project Centre (Accountability)

Project Centre Policies, Procedures and Records:

Identification and Assessment of Risks:

Project Centre (Accountability)

Whether Project is intellectual property or insured

☐ Yes

☐ No

If so, provide suitable details:

Records for Secure disclosure:

Details:

Whether any assistance needed for disclosure or IP development?

Project Centre (Accountability)

Schedule management:

In case of concerns or other arrangements, specify details:

Project Centre (Accountability)

Resource management:

In case of concerns or other arrangements, specify details:

Project Centre (Accountability)

Funds management:

In case of concerns or other arrangements, specify details:

Project Centre (Accountability)

Project Centre specific management

In case of concerns or other arrangements, specify details:

Project Centre (Accountability)

Critical Areas of attention:

In case of concerns or if assistance is needed, specify details:

Project Centre (Accountability)

Others requirements or involvement(s):

If others, specify:

Project Centre (Accountability)

Feedback: This section could be filled in by the team or member(s).

(+) Centre's assistance for allotment of time, resources and funds

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Guide(s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Mentor(s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Project Centre (Accountability)

Team-level learning abilities:

☐ Satisfactory

☐ Have issues

In case of issues, specify

Interaction with Project Centre or organization's administration

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Interaction with senior Respondents

☐ Not applicable

☐ No issues

☐ Have issues

In case of issues, specify details:

Interaction with peers

☐ No issues

☐ Have issues

In case of issues, specify details:

Project Centre (Accountability)

Interaction with Project Social welfare counselor

☐ Not applicable

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Counselor's report (if relevant section to be filled by Project Centre):

Whether disclosed? ☐ Yes ☐ No

If no, why so?

Any cause for concern? ☐ Yes ☐ No

If yes, specify details:

Areas of improvement for team or member(s):

Project Centre (Accountability)

Any Complaints or redressal that need to be addressed by the Project Centre

☐ Not applicable

☐ No complaints

☐ No redressal issues

☐ Have issues

In case of issues, specify details:

Project Centre (Accountability)

Feedback on Project Centre by member(s) (to be reviewed by the organization)

☐ Good

☐ Satisfactory

☐ Missed assessments

☐ Affected by Project in-situ or external factors

If affected, specify details:

☐ If affected by in-situ factors

If affected, specify details:

☐ If affected by external factors

If affected, specify details:

☐ Any other cause for concern

Details:

Project Centre (Accountability)

Explanation by the Project welfare counsellor on what affected the Project team and their effort, where purpose is discussed for a continual review on periodic influencers (to be filled in by member(s))

Satisfactory explanations available
If No, or help sought specify details:

☐ Yes ☐ No

Project Centre (Accountability)

Confidential Evaluation of project for any GOI alignment: (This needs to be filled in periodically by the Project Guide, Project Mentor or Project Social Welfare counsellor)

Nature of Project Report:

Alignment via design:

Scope of implementation:

Project understanding for development, solution finding or re-engineering:

End to end management of the investment of time, resources and funds:

Any other cause for concern
Details:

Project Centre (Accountability)

Project indicators (to be filled in by organization)

These indicators will be used by a higher level authority to assess usefulness of the Project Centre for this Respondent.

☐ **Satisfactory implementation with Centre's norms** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory monitoring** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory evaluation** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory escalation** ☐ Yes ☐ No

If No, specify details:

☐ **Any other communication** ☐ Yes ☐ No


If Yes, specify details:

Verified By:

Date:

Authorized By:

Date:



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

Objective analysis and planning needed for doing business / providing services amidst climate change adversity / road system issues in transportation and logistics for supply chain management

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

Risk Mitigation Desk

More to Care Network
Investors/COPQ Simulation
CRM connected businesses

Galaxy
Booster
policies

Transformation Simulation Models
and coverage or revenue generation



Know your (Editioned) need Questionnaire

The Likert scale to be considered as

1 – Satisfied

2 – Dissatisfied

3 – Partially satisfied

4 - Neutral

OR

1 – Yes

2 – No

3 – Partially Yes

4 - Neutral



Risk Mitigation Desk enabled Objective analysis and planning needed for doing business / providing services amidst climate change adversity / road system issues in transportation and logistics for supply chain management

On a scale of 1 to 4, 1 being satisfied and 3 being partially satisfied, indicate which level is your firm's objective analysis and planning for each of the following dimensions/measures as compared to what your management perceives or actually considers as possible amidst national objective, social and management influencers

Know your (Editioned) need Questionnaire

Q1: Is travel to the business/service unit, the supply chain warehouses / stores and back a simple experience or is it concerning? Do business/service units/supply chains also incorporate natural or adverse climate change mitigated warehousing for their vehicles?

Rating: Yes/ No/ Partially yes/ Neutral

Q2: Is this travelling done using one decided-upon-system or via different means or alternatives (where open-ended costs are of a concern)?

Rating: Yes/ No/ Partially yes/ Neutral

Q3: Do you feel you can communicate responsibly or give responsible feedback about issues in the travel mentioned in Q1 and Q2?

Rating: Yes/ No/ Partially yes/ Neutral

Q4.1: Do you think, that this work enabling travel, using a two-wheeler, four-wheeler or commercial vehicle like an auto/van/mini-bus/bus is a safe solution or will timely code of conduct help??

Rating: Yes/ No/ Partially yes/ Neutral

Know your (Editioned) need Questionnaire

Q4.2: Do you think that, this business/service enabling travel, using a commercial vehicle or material/goods/cargo transportation vehicle is a safe solution or will timely code of conduct help??

Rating: Yes/ No/ Partially yes/ Neutral

Q5: Do you think vehicles used to travel to the business/service unit, the supply chain warehouses / stores and back are safe, fit and efficient or do you think unified feedback for improvement or modernization will help?

Rating: Yes/ No/ Partially yes/ Neutral

Q6: Do you think updated traffic rules, traffic signs and guidelines for editioned reasoning are needed to help this travel to the business/service unit, the supply chain warehouses/stores and back?

Rating: Yes/ No/ Partially yes/ Neutral

Know your (Editioned) need Questionnaire

Q7: Do you think penalties paid or discussed to discipline traffic rule violators are supportive for safe travel or do you think the problem is related to accountability and responsibility by the transport authorities, support system departments, Organization/business/organization, “decision-making” transport services department/team, “timely or emergent knowledge, learning and innovation-driving” faculties, workforce and the next generation Respondents?

Rating: Yes/ No/ Partially yes/ Neutral

Q8: Do you think a “level-of-mission-critical-business Planner” to travel to the business/service unit, the supply chain warehouses / stores and back can highlight essential “knowledge, learning and criteria needed”?

Rating: Yes/ No/ Partially yes/ Neutral

Do you think that the business centre or a collective responsibility “for mission-critical-business” portal can host COPQ Simulation modelling/handbooks/guides/empirical studies to help make your travel and support systems safe and sustainable?

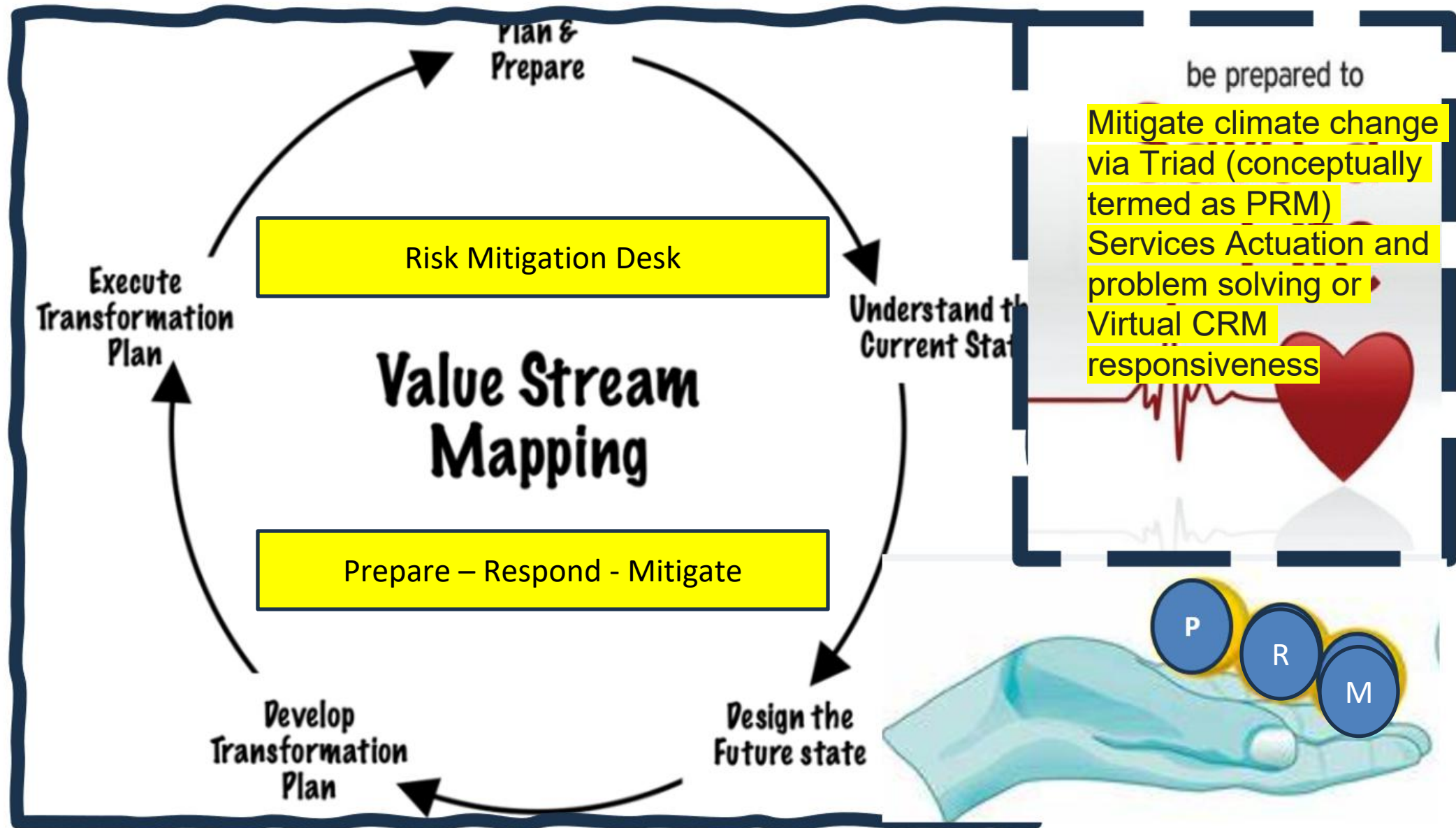
Rating: Yes/ No/ Partially yes/ Neutral

Know your (Editioned) need Questionnaire

Q9. Do you think that the routes taken or scheduled are going to need more quality promoting details or intelligent decision making for drivers and vehicles, where problem-solving-project-based studies or (Sundial Studio) Triad (conceptually termed as PRM) Services Actuation can help solve some elements of the safer travel/transportation/support system problem?

Rating: Yes/ No/ Partially yes/ Neutral

The Quality of Immersive-ness is early with discussions and proof of concepts being worked on, where THE IDEAS OF a COPQ SCM Project Studio continuum with an Immersive Sundial Triad Studio and Immersive/IPSM Traffic Engineering Studio are being fundamentally explored, with the COPQ Issue Coverage or COPQ Issue Book focus to use Perspective Imagery, Process Strategy, Service Anywhere Anyhow clustering, Over The Air (OTA) supportive communication, Existing Pincode elevation, Responsive Fire and Emergency Services Actuation (FESA) with incorporations of Deep interaction Links for MTTD/MTTI/MTTN/MTTR/FLT/Ticketing help the primary or added work areas of organizations/businesses/supply chain & logistics departments and their virtual CRM via Risk Mitigation Desks for NSSR Safety / Support System themes and their Value Stream Mapping



Know your (Editioned) need Questionnaire

Q10. Do you think that proportionate time spent in reviewing, evaluating and conducting of assisting project-studies can improve the transportation problem or transport-services-foundation or support system for your business/service units, the supply chain warehouses/stores/climate change mitigating or mitigated warehousing for their vehicles, business associates, mission critical partners/associates – where your business or associates are expecting seen or newer problems, or experiencing added costs or ease-of-travel imbalance in the logistics in travelling to business/service units an
Rating: Yes/ No/ Partially yes/ Neutral

The Know your need Questions step up any solution finding for a NSSR Team/Department, where **Key** Mandatory/Cautiounary/IPSM Traffic Signs are actively upgraded or actively deployed via the Authorities.

Or if this is not possible, editioned in a “level-of-mission-critical-business Planner that develops route editioning/ route Impact mitigation for the business/the supply chain Warehouses/stores/climate change mitigating or mitigated warehousing for their vehicles, the associate businesses

Integrated Passive and
Active Safety (PASS)



Integrated PASS Service
Model (IPSM) for Traffic signs

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

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

- ❑ The **Deep Interaction Link level** to help strategize alignment for NSSR for road transport / road safety/ support in the nature of Route Editioning specific COPQ Issue Coverage/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 COPQ Issue Coverage specific or virtual CRM permitted perspective imagery
- ✓ Right for Cause & Effect surveys/studies of NSSR Safety / Support programme specific Social Responsibility & Safety

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

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

NSSR ROAD SAFETY PROGRAMME (2025)



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By attending our programme, your organization is ready to step further for road safety. Your next steps are to review guidelines and actions for

Unit 1 (Mandatory Traffic Signs)
Drive India NSSR-RS Unit 2 (Cautionary Traffic Signs)
Drive India NSSR-RS Unit 3 (Information/Danger/Alarm/Emergency Traffic Signs)
Drive India NSSR-RS Unit 4 (Drowsy Driving)
Drive India NSSR-RS Unit 5 (Fog or Night Driving)
Drive India NSSR-RS Unit 6 (Road System Responsiveness)
Drive India NSSR-RS Unit 7 (Driving conditions Responsiveness)
Drive India NSSR-RS Unit 8 (First Aid and Fire Safety Responsiveness)
Drive India NSSR-RS Unit 9 (Alpha Assistance Responsiveness)
Drive India NSSR-RS Unit 10 (CCMA & Route Editioning)

TOP 10 QUESTIONS FOR ROAD SAFETY...

Centre of Excellence-integrated facility

Business Intelligence

Risk Profile
Return of Investment Requirements
Liquidity and Income need
Asset Plan
Contingency Plan
PESTLE implications
Public Welfare / CSR

Organizers:
 > AOEC, Gap Analysis
 IT and non-IT
 > NSC, Safety Council
 Bengaluru Chapter

2W Performance Analysis, Information, Components and Systems for NSSR-RS

PASS-4W Performance Analysis, Information, Components and Systems for NSSR-RS

CMMV Performance Analysis, Information, Components and Systems for NSSR-RS

Ambulances, Air Ambulances

Graded payload or goods movement

Special Needs Vehicles

Over the air / supportive communication

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NSSR ROAD SAFETY PROGRAMME (2025)

- *Self-enabling light for Accountable Participation* -



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By our programme, your automobile business will be ready to step further for road safety. Your guidelines and next steps for this.

COST OF POOR QUALITY

Drive India NSSR-RS Unit 1 (Mandatory Traffic Signs)

TOP 10 QUESTIONS FOR ROAD SAFETY...

Brand experience

Drive India NSSR-RS Unit 2 (Cautionary Traffic Signs)

Centre of Excellence-integrated facility

Customer Centricity

Drive India NSSR-RS Unit 3 (Information/Danger/Alarm/
Emergency Traffic Signs)

Road Safety Intelligence helps your

Premium Safety Connect

Drive India NSSR-RS Unit 4 (Drowsy Driving)

Risk Profile

Proactive emphasis on
Service Anywhere Anyhow

Drive India NSSR-RS Unit 5 (Fog or Night Driving)

Return of Investment Requirements

TMS for Forward-Lifetimes

Drive India NSSR-RS Unit 6 (Road System
Responsiveness)

Liquidity and Income need

Deep Interaction and
Analytics for Overall service
cost

Drive India NSSR-RS Unit 7 (Driving conditions
Responsiveness)

Asset Plan

13 Aero-Aided for
floods/contingencies

Drive India NSSR-RS Unit 8 (First Aid and Fire Safety
Responsiveness)

Contingency Plan

PESTLE implications

Drive India NSSR-RS Unit 9 (Alpha Assistance
Responsiveness)

Public Welfare / CSR

Drive India NSSR-RS Unit 10 (CCMA & Route Editioning)

Organizers:

> AOEC, Gap Analysis

> NSC, BLR-KAR Chapter

<https://venkataoec.wixsite.com/roadsafety-coe>

If you would like to
participate, please send an
SMS "Interested" to the
M 9342867666

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AOEC's Vision



- ❖ To be the Business-Intelligence-Association of choice for MSME(s) / Enabling Businesses
- ❖ To help each business's goals, position and expectations
- ❖ (As per the roadmap) To deliver and commission a Project Centre for Excellence & Innovation
- ❖ To develop 3E Member Analytics for Safety and Support Systems using different Business Intelligence tools

3E stands for Transfer of Learning specific elements that help **Empower, or Enable or Engage a member business.**

- ❖ To develop a Fast Track PRM framework to achieve Reliability, Relevance, and Integrated usefulness for NOC provisioning with Matrix based Objective analysis and BI for Cost of Poor Quality Issues/CCMA adversity/ road system dynamics affecting “doing business or providing services” related ease or accountability, transportation and logistics

NOC stands for No objection Certificate for Fast Track PRM design / Fire and Emergency Service Actuation

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NSSR Safety Programme

PROJECT CENTRE

AOEC 2024-2025 for
For Road Safety Acceleration

C R I T I C A L T I M E	Voice of Project Centre (VOPC)			Voice of Respondent (VOR)			L E V E L & P R O C E S S	Voice of Project Centre: Effectiveness within scope of business/supply chain
	S No.	Verbatim	VOPC Category	S No.	Verbatim	VOR Category		
	1			1				
	2			2				
	3			3				
	4			4				Voice of Respondent: Lateral Thinking in addition to scope of business/supply chain
	5			5				
	6			6				
	7			7				
	8			8				
	9			9				Key Performance Indicator: CTLT (Critical Time to Lateral Thinking)
	10			10				
	11			11				
	12			12				
	13			13				PROCESSES: PROJECT ACTIVITY GUIDE CATEGORICAL AWARENESS ADHOC EXPENSES PLANNING
	14			14				
	15			15				
	16			16				
	17			17				
	18			18				

Project Activity selection Guide (VOPC & VOR PROCESS)						
S No.	Insights to be considered	Rating				
		Very Low	Low	Moderate	High	Very High
		1	2	3	4	5
1	How important/ urgent it is to do this project right now ?					
2	How much does this Project help the Organization / Respondents to support or work towards their Mission, Vision or Goals for Lateral thinking?					
3	How much impact will this project have in terms of improved scope of business/supply chain?					
4	What is the level of availability of right resources for this project within the EODB Project Centre/Team/ Organization/ Business?					
5	How much savings will this project have in term of time and effort for real world scenarios?					
6	How much clarity does the team have on lateral thinking for this project ?					
7	How much benefits (Tangible or Intangible) will this project will give to the Respondents/Team/ Organization/Business?					
8	What's the probability of completing this project with in agreed time duration ? (Usually periods/hours/days/weeks)					
9	What evel of systemic accuracy can be achieved in capturing the relevant data around this project ?					
10	What's the availability of right data to complete this project successfully ?					
11	What's the level of resource provisioning needed from the Centre’s/Organization's side ?					
12	What is the level of support offered from Project Centre Leadership Team ?					
% Score as against estimated need of 75%		0%47				

PROJECT CHARTER																
Project Name								Project Owner								
								Decision maker								
Project Centre Case								In scope/ Out of Scope						Level of business/ supply chain		
														Current		
														Expected		
														Achieved		
Problem statement								Goal Statement (SMART)						CTLT for features		
														Level		
														Process		
														Target		
														Achieved		

[illegible]

Project Closure Document										Level:							
Project Title		(Mention the project title)					Team Members		Name all the team members								
CTLT		(Define Critical to Lateral Thinking for Feature Inclusion)										DATE					
		Base Line		Target		Achieved											
Benefits Type							Project Closure Summary										
Tangible or Intangible (Mention the benefits from the project)																	

Project Closure Document

Role	Project Centre Sponsor		Project Champion		Project Leader		Project Centre Controller
Name							
Role/Level							
Date							

	EVALUATION OF LT FEATURES	Within Scope		R	Out of Scope					
				E						
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- COPQ SCM Project Centre (Report)
- By
K.S.Venkatram
- NSSR Safety Programme
- M: 9342867666
- Email ID: venkataoec@gmail.com



ACCOUNTABILITY QUESTIONS



Generative Futures



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NSSR Safety Programme

Websites & URL(s):

<https://venkataoec.wixsite.com/roadsafety-coe>

<https://venkataoec.wixsite.com/roadsafety-educentr>

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

<https://venkataoec.wixsite.com/road-safety-coe-scm>

Project Centre (Report)

Dated:

Name of Project :

Year:

**Name and address of the member or organization
or business:**

Project Centre Id:

Project Group: COPQ SCM Project Accelerator

Quarter:

Contact details for the Project:

Telephone numbers:

Mobile numbers:

Email ID(s):

Contact details of the Project Centre:

Telephone numbers:

Mobile numbers:

Email ID(s):

Any other details that need to be considered:

Project Centre (Report)

Name(s) of Project Guide(s)

Part of any organization:

Contact details:

Name(s) of Project Mentor(s)

Part of any organization:

Contact details:

Project Centre (Report)

Basic profile or statement of purpose

Specifics for Safer Commuting / Road Safety

If there are problems, specify:

Scope for problem solving:

If there are problems, specify:

Project Centre (Report)

Any handicap or special ability of the respondent/member(s)

Utilization of any assisting devices or aids by the respondent/member(s)

Project and its need for assistance or special facilities

- ☐ Ramps for wheel chairs
- ☐ Well-designed and properly maintained stair rails
- ☐ Lifts or Elevators
- ☐ Special category toilets
- ☐ Others

If others, specify details:

Project Centre (Report)

Project Centre Policies, Procedures and Records:

Identification and Assessment of Risks:

Project Centre (Report)

Whether Project is intellectual property or insured

☐ Yes

☐ No

If so, provide suitable details:

Records for Secure disclosure:

Details:

Whether any assistance needed for disclosure or IP development?

Project Centre (Report)

Schedule management:

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Resource management:

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Funds management:

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Project Centre specific management

In case of concerns or other arrangements, specify details:

Project Centre (Report)

Critical Areas of attention:

In case of concerns or if assistance is needed, specify details:

Project Centre (Report)

Others requirements or involvement(s):

If others, specify:

Project Centre (Report)

Feedback: This section could be filled in by the team or member(s).

(+) Centre's assistance for allotment of time, resources and funds

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Guide(s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Mentor(s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Team-level learning abilities:

☐ Satisfactory

☐ Have issues

In case of issues, specify

Interaction with Project Centre or organization's administration

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Interaction with senior Respondents

☐ Not applicable

☐ No issues

☐ Have issues

In case of issues, specify details:

Interaction with peers

☐ No issues

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Interaction with Project Social welfare counselor

☐ Not applicable

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

Counselor's report (if relevant section to be filled by Project Centre):

Whether disclosed? ☐ Yes ☐ No

If no, why so?

Any cause for concern? ☐ Yes ☐ No

If yes, specify details:

Areas of improvement for team or member(s):

Project Centre (Report)

Any Complaints or redressal that need to be addressed by the Project Centre

☐ Not applicable

☐ No complaints

☐ No redressal issues

☐ Have issues

In case of issues, specify details:

Project Centre (Report)

Feedback on Project Centre by member(s) (to be reviewed by the organization)

☐ Good

☐ Satisfactory

☐ Missed assessments

☐ Affected by Project in-situ or external factors

If affected, specify details:

☐ If affected by in-situ factors

If affected, specify details:

☐ If affected by external factors

If affected, specify details:

☐ Any other cause for concern

Details:

Project Centre (Report)

Explanation by the Project welfare counsellor on what affected the Project team and their effort, where purpose is discussed for a continual review on periodic influencers (to be filled in by member(s))

Satisfactory explanations available
If No, or help sought specify details:

☐ Yes ☐ No

Project Centre (Report)

Confidential Evaluation of project for any GOI alignment: (This needs to be filled in periodically by the Project Guide, Project Mentor or Project Social Welfare counsellor)

Nature of Project Report:

Alignment via design:

Scope of implementation:

Project understanding for development, solution finding or re-engineering:

End to end management of the investment of time, resources and funds:

Any other cause for concern
Details:

Project Centre (Report)

Project indicators (to be filled in by organization)

These indicators will be used by a higher level authority to assess usefulness of the Project Centre for this Respondent.

☐ **Satisfactory implementation with Centre's norms** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory monitoring** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory evaluation** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory escalation** ☐ Yes ☐ No

If No, specify details:

☐ **Any other communication** ☐ Yes ☐ No

If Yes, specify details:

Verified By:

Date:

Authorized By:

Date:

DRAWING TO LIFE INDIA

**FROM NAMMA
BENGALURU**



NSSR Support Programme

PROJECT CENTRE

AOEC 2024-2025 for
For Road Safety Acceleration

C R I T I C A L T I M E	Voice of Project Centre (VOPC)			Voice of Respondent (VOR)			L E V E L & P R O C E S S	Voice of Project Centre: Effectiveness within scope of business/supply chain
	S No.	Verbatim	VOPC Category	S No.	Verbatim	VOR Category		
	1			1				
	2			2				
	3			3				
	4			4				Voice of Respondent: Lateral Thinking in addition to scope of business/supply chain
	5			5				
	6			6				
	7			7				
	8			8				
	9			9				Key Performance Indicator: CTLT (Critical Time to Lateral Thinking)
	10			10				
	11			11				
	12			12				
	13			13				
	14			14				PROCESSES: PROJECT ACTIVITY GUIDE CATEGORICAL AWARENESS ADHOC EXPENSES PLANNING
	15			15				
	16			16				
	17			17				
	18			18				

Project Activity selection Guide (VOPC & VOR PROCESS)						
S No.	Insights to be considered	Rating				
		Very Low	Low	Moderate	High	Very High
		1	2	3	4	5
1	How important/ urgent it is to do this project right now ?					
2	How much does this Project help the Organization / Respondents to support or work towards their Mission, Vision or Goals for Lateral thinking?					
3	How much impact will this project have in terms of improved scope of business/supply chain?					
4	What is the level of availability of right resources for this project within the EODB Project Centre/Team/ Organization/ Business?					
5	How much savings will this project have in term of time and effort for real world scenarios?					
6	How much clarity does the team have on lateral thinking for this project ?					
7	How much benefits (Tangible or Intangible) will this project will give to the Respondents/Team/ Organization/Business?					
8	What's the probability of completing this project with in agreed time duration ? (Usually periods/hours/days/weeks)					
9	What evel of systemic accuracy can be achieved in capturing the relevant data around this project ?					
10	What's the availability of right data to complete this project successfully ?					
11	What's the level of resource provisioning needed from the Centre’s/Organization's side ?					
12	What is the level of support offered from Project Centre Leadership Team ?					
% Score as against estimated need of 75%		0%77				

PROJECT CHARTER																
Project Name								Project Owner								
								Decision maker								
Project Centre Case								In scope/ Out of Scope						Level of business/ supply chain		
														Current		
														Expected		
														Achieved		
Problem statement								Goal Statement (SMART)						CTLT for features		
														Level		
														Process		
														Target		
														Achieved		

[illegible]

[illegible]

Project Closure Document										Level:							
Project Title		(Mention the project title)					Team Members		Name all the team members								
CTLT		(Define Critical to Lateral Thinking for Feature Inclusion)										DATE					
		Base Line		Target		Achieved											
Benefits Type							Project Closure Summary										
Tangible or Intangible (Mention the benefits from the project)																	

Project Closure Document											
Role	Project Centre Sponsor			Project Champion		Project Leader			Project Centre Controller		
Name											
Role/Level											
Date											
	EVALUATION OF LT FEATURES				Within Scope		R	Out of Scope			
							E				
							A				
							L				
							W				
							O				
							R				
							L				
							D				
							I				
							M				
							P				
							A				
							C				
							T				

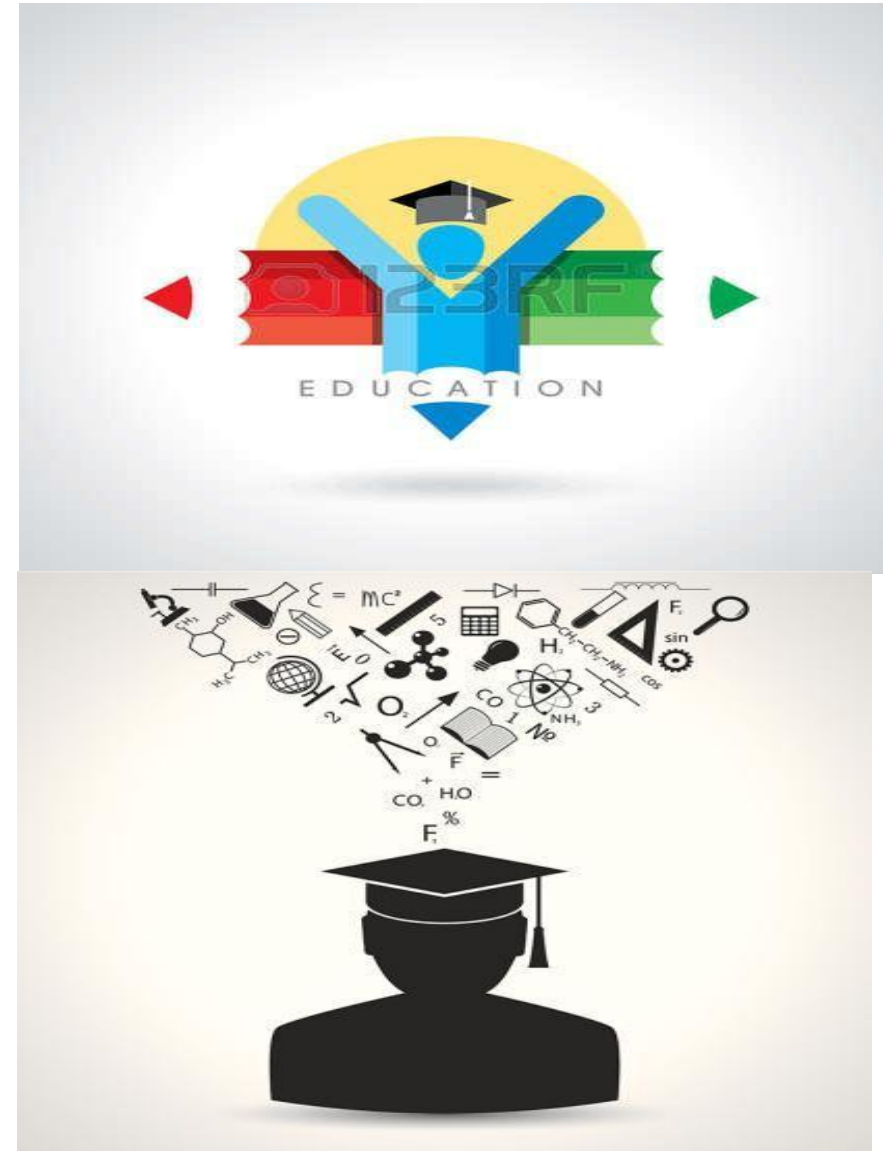
- **COPQ SCM Project Centre (Report)**
- **By**
K.S.Venkatram
- **NSSR Support Programme**
- **M: 9342867666**
- **Email ID: venkataoec@gmail.com**



ACCOUNTABILITY QUESTIONS



Generative Futures



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NSSR Support Programme

Websites & URL(s):

<https://venkataoec.wixsite.com/roadsafety-coe>

<https://venkataoec.wixsite.com/roadsafety-educentr>

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

<https://venkataoec.wixsite.com/road-safety-coe-scm>

Project Centre (Report)

Dated:

Name of Project :

Year:

**Name and address of the member or organization
or business:**

Project Centre Id:

Project Group: COPQ SCM Project Accelerator

Quarter:

Contact details for the Project:

Telephone numbers:

Mobile numbers:

Email ID(s):

Contact details of the Project Centre:

Telephone numbers:

Mobile numbers:

Email ID(s):

Any other details that need to be considered:

Project Centre (Report)

Name(s) of Project Guide(s)

Part of any organization:

Contact details:

Name(s) of Project Mentor(s)

Part of any organization:

Contact details:

Project Centre (Report)

Basic profile or statement of purpose

Specifics for Safer Commuting / Road Safety

If there are problems, specify:

Scope for problem solving:

If there are problems, specify:

Project Centre (Report)

Any handicap or special ability of the respondent/member(s)

Utilization of any assisting devices or aids by the respondent/member(s)

Project and its need for assistance or special facilities

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If others, specify details:

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Whether Project is intellectual property or insured

☐ Yes

☐ No

If so, provide suitable details:

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Details:

Whether any assistance needed for disclosure or IP development?

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Schedule management:

In case of concerns or other arrangements, specify details:

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Feedback: This section could be filled in by the team or member(s).

(+) Centre's assistance for allotment of time, resources and funds

☐ Very satisfied

☐ Satisfied

☐ Have issues

In case of issues, specify details:

(+) Interaction with Project Guide(s)

☐ Very satisfied

☐ Satisfied

☐ Have issues

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☐ Missed assessments

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If No, specify details:

☐ **Satisfactory monitoring** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory evaluation** ☐ Yes ☐ No

If No, specify details:

☐ **Satisfactory escalation** ☐ Yes ☐ No

If No, specify details:

☐ **Any other communication** ☐ Yes ☐ No

If Yes, specify details:

Verified By:

Date:

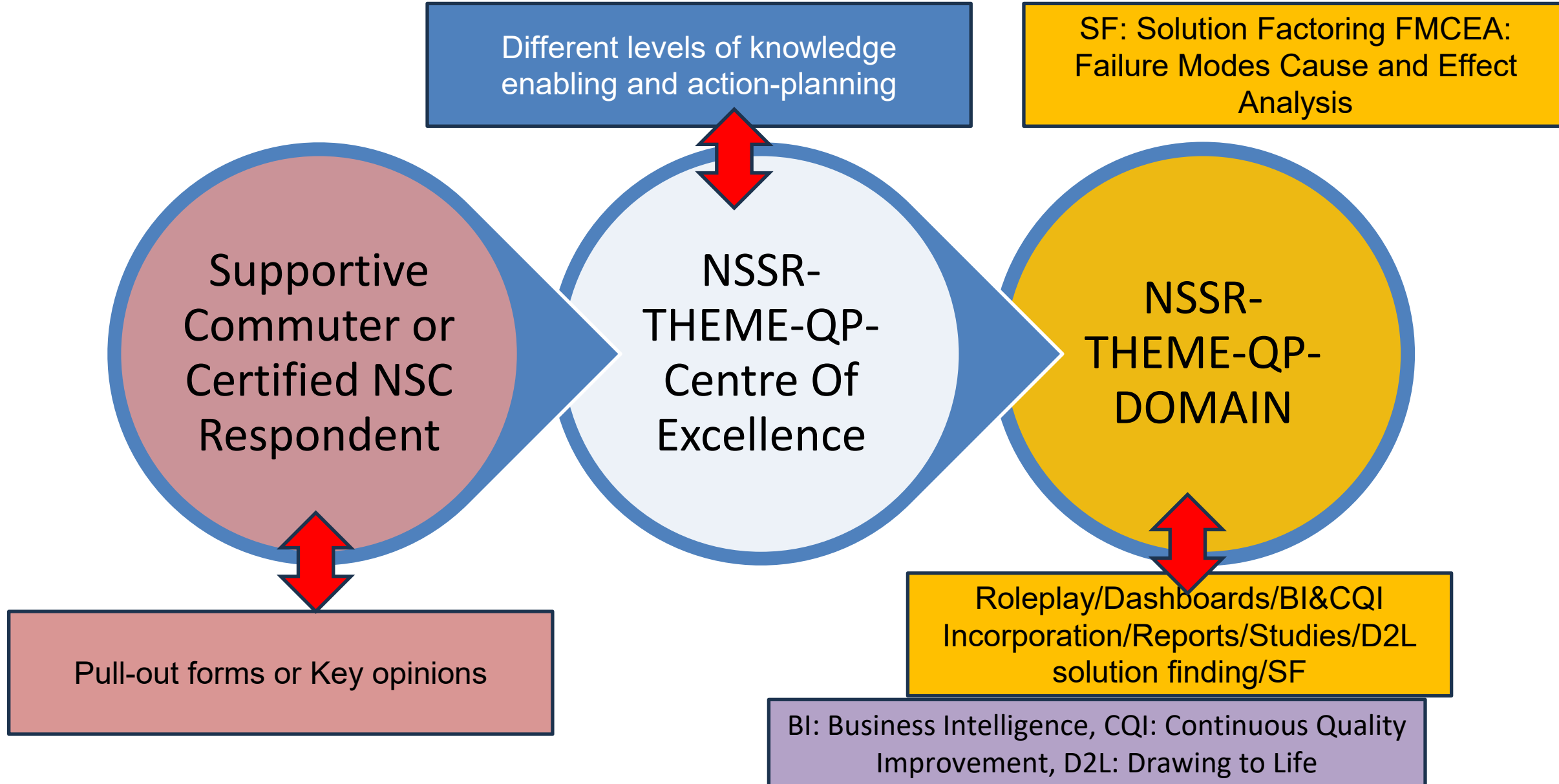
Authorized By:

Date:

ACCOUNTABILITY FOR A COST OF POOR QUALITY (COPQ) ISSUES in 2025-2026



Safety and Support System NSSR THEMES



National Safety Social Responsibility for Road Safety

Aakkash K V
(Emerging Analyst, Black Belt LSS,
Lean Six Sigma)
BTECH Automotive Engg and
PGDM Ops & Analytics
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Venkatram K S
(Gap Analyst)
BE Computer Engg, MCP,
MCAD and MCSD.NET
AOEC, Bengaluru, India
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Abstract—Help young generations and businesses proactively respond to the need for Safer and Sustainable Commuting via well-defined NSSR Theme based knowledge driven analytics and solution-finding evaluations.

Keywords— NSSR Insight Advancement Themes, NSSR Insight Advancement Capsules, Driver Fitness, Vehicle Fitness, Road System Understanding, Alpha Assistance for the afflicted or impacted

I. INTRODUCTION

NSSR vision to Transform the understanding and accountability for road safety in the young generation's mindset and in businesses expecting to travel or transport goods by roads.

II. CRITICAL THINKING REVISITED

A. CRITICAL INTEREST

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

4. Relate to the instrumental culture of the NSSR Themes for Emergent and SMART safety engineering for road safety and commuting

5. Use emerging technologies such as Deep interaction/ Deep learning to help EHNSG roadmaps, here

EHNSG: Environment Health National Safety Goals

6. Help NEXT Step Businesses/ YOUNG GENERATIONS assist and transform “EHNSG issues or TMS studies by enabling solutions” from being policy based, corporate based

or department based to Analytics for profile and process Improvement. Here TMS: stands for Time Motion Scale

7. Innovate using the young generation, or via people from different backgrounds and by using businesses from different domains of work for managing or mitigating Climate change or Global also Warming related cost of quality / poor quality in safe and sustainable commuting

A. Literature review and study to assess the need for supportive solutions

Drive India - The pilot to improve awareness, sensitization and preparedness for road safety URL: <https://venkataoec.wixsite.com/driveindia>

B. INSIGHT ADVANCEMENT & VALUE DEVELOPMENT

Help relate to the conditions of our road systems and traffic control via NSSR Themes enabled transformative surveys, assessments, and questionnaires “To Empower, To Engage and To Enable analysis and detailing of reports that can be submitted to the RTO, Fire and Emergency Services Departments, Centres for SMART Governance, Urban and Rural Local Government bodies for Road Infrastructure Projects, and Traffic Engineering etc.

C. DEVELOP SMART OBJECTIVES FOR THIS INTEREST AND INSIGHT ADVANCEMENT

1. Recognize the need to help the dynamics afflicted-hour-glass for safe and sustainable commuting

2. Review & insightfully address the need for transformative knowledge, and learning modules for road safety and commuting

3. Participate as per Local Government expectation or domains of work classifications in NSSR Theme based surveys, assessments, questionnaires and influencing report detailing to help target decision makers hybridize solutions for mobility and e-mobility

- **Safer commuting** – A pilot to undermine issues in safer commuting caused by adversely affected road systems and our unbounded expectations from governing decision makers

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

- **Sustainable and Safer on-road assistance** – A perspective case study with specific dealer networks, URL: <https://venkataoec.wixsite.com/focus-analytics>

- **Road Infrastructure Transformation Framework** –A perspective solution finding with BBMP RI and TE URL: <https://venkataoec.wixsite.com/ritp>

B. *Known dynamics*

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/
5. 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

