

DRAWING TO LIFE INDIA

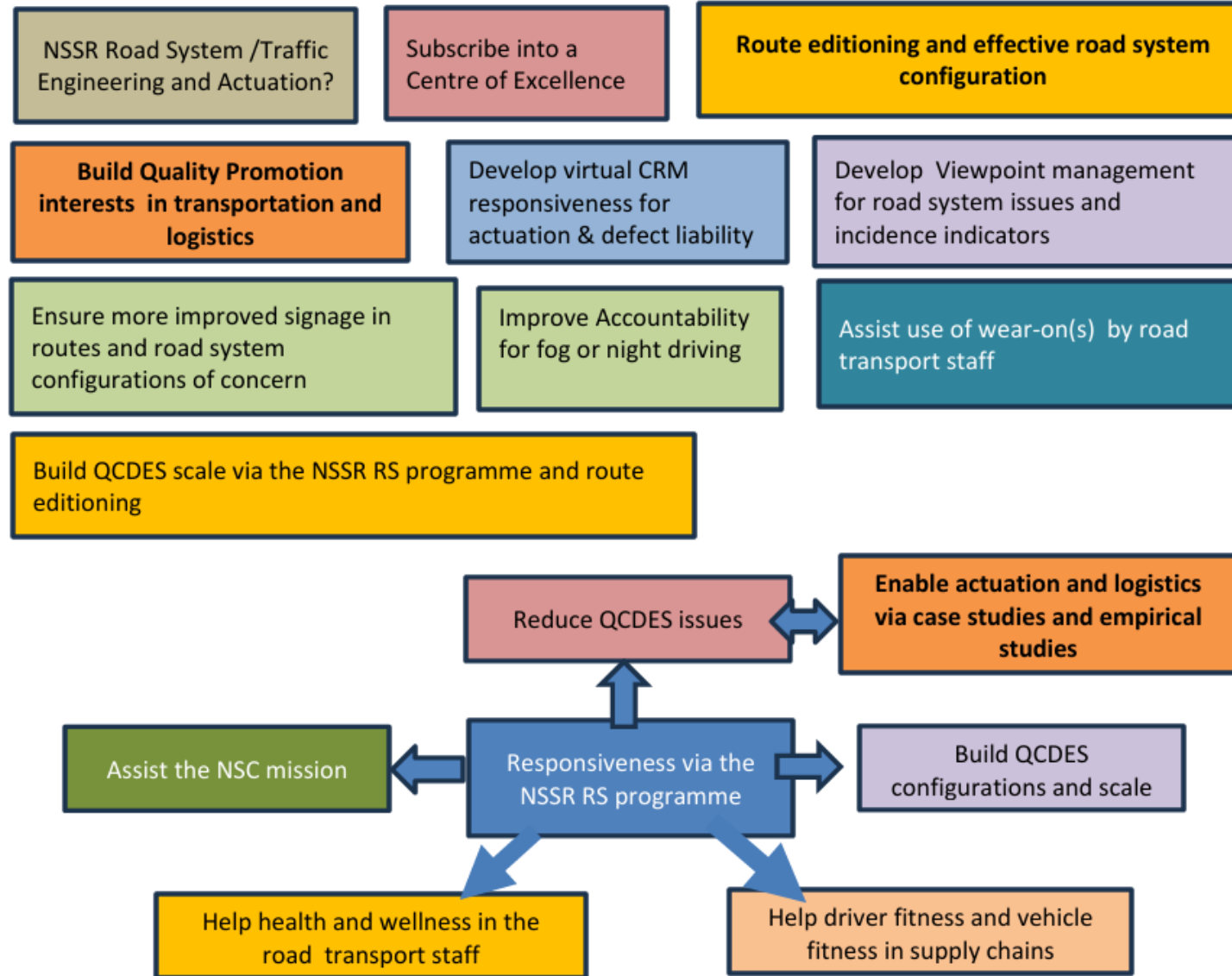
**FROM NAMMA
BENGALURU**



NSSR RS Programme

**KNOW YOUR NEED
December 2025**

AOEC 2024-2025 for
For Road Safety Acceleration



Critical 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.

Critical 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 inherently.



Know your (Dec 25) 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

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



Objective analysis and planning needed for climate change adversity / road system issues in transportation and logistics for supply chain management

Know your (Dec 25) need Questionnaire

Q1: Is travel to the business unit, the supply chain warehouses / stores and back a simple experience or is it concerning?

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 (Dec 25) need Questionnaire

Q4.2: Do you think that, this supply 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 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 reasoning are needed to help this travel to the business unit, the supply chain warehouses/stores and back?

Rating: Yes/ No/ Partially yes/ Neutral

Know your (Dec 25) 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, 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 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 handbooks/guides/empirical studies to help make your travel safe and sustainable?

Rating: Yes/ No/ Partially yes/ Neutral

Know your (Dec 25) 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 Services Actuation can help solve some elements of the safer travel/transportation 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 an Immersive Sundial Triad Studio and Immersive Traffic Engineering Studio are being fundamentally explored, with the 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 for NSSR themes

Know your (Dec 25) 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 for your business units, the supply chain warehouses/stores, 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 units and back?

Rating: Yes/ No/ Partially yes/ Neutral

The Know your need Questions step up any solution finding for a NSSR Team/Department, where **Key** Cautionary 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, the associate businesses ...



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

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

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

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

TOP 10 QUESTIONS FOR ROAD SAFETY...

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

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

Centre of Excellence-integrated facility

Business Intelligence

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

Risk Profile

Return of Investment Requirements

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

Drive India NSSR-RS Unit 4 (Drowsy Driving)

Liquidity and Income need

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

Asset Plan

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

Contingency Plan

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

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

PESTLE implications

Public Welfare / CSR

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

Organizers:

> AOEC, Gap Analysis

IT and non-IT

> NSC, Safety Council

Bengaluru Chapter

Ambulances, Air Ambulances

Graded payload or goods movement

Special Needs Vehicles

Over the air / supportive communication

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