

# ***BUSINESS OPERATIONS MANAGEMENT & SUSTAINABILITY***

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**Dr E S RAO**

**Independent Director : SEIL, Delhi International Airports Ltd, GMR Infra Ltd and Vizag JN Pharma City**

**Former Chairman BoG MDI & ILD and IFCI Group**

**9<sup>th</sup> DEC 2021**



**STEEL EXCHANGE INDIA LTD**  
Strengthening Our Planet



**Simhadri TMT**  
WORLD CLASS STEEL BARS 

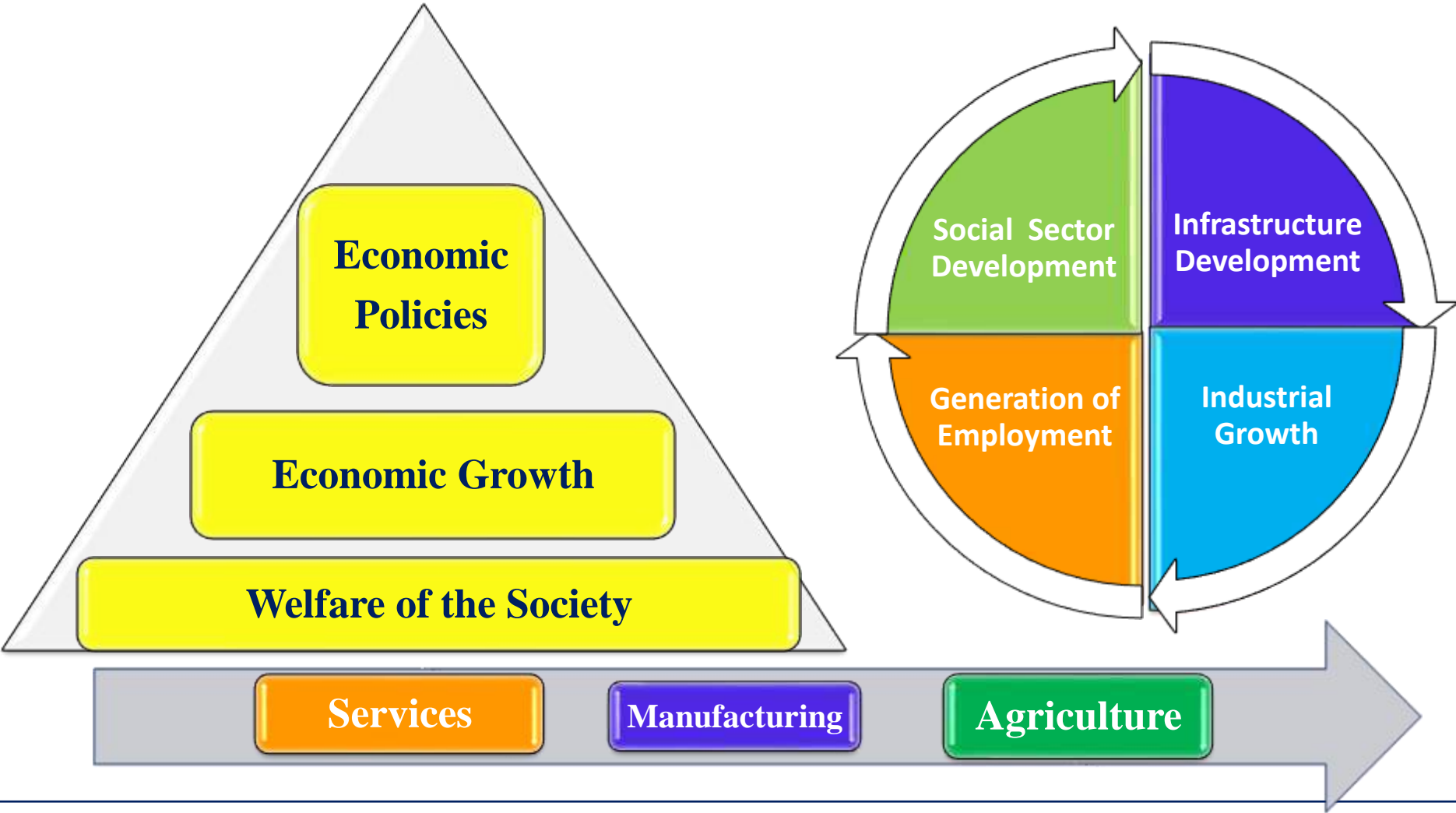
# Elements For Discussion

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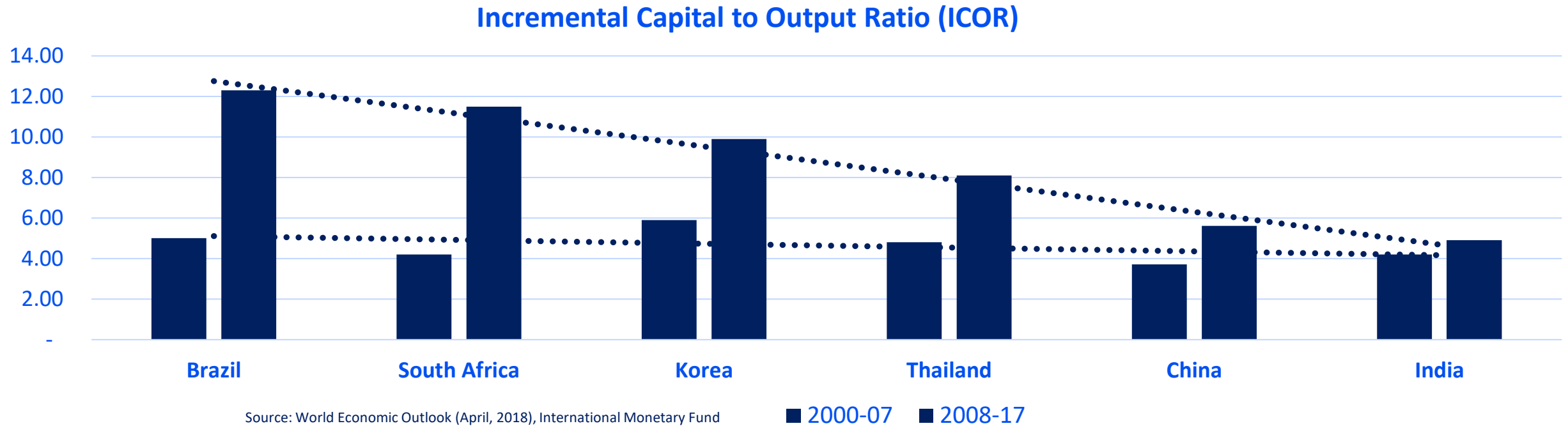
- Indian Economy, Infrastructure and Industry
- Policy, Regulation and Capital Formation
- Operations Management : A Case Study
- Strategy & Innovation Case Studies :  
Legislative J&K, Cinema
- Digital Economy-Technologies, Data Analytics & AI  
AI Case Studies : Agri Case Study and Hon'ble PM Speeches



# BHARAT → A LEADING & EMERGING ECONOMY



# INDIA v/s OTHER EMERGING ECONOMIES - CAPITAL to GROWTH



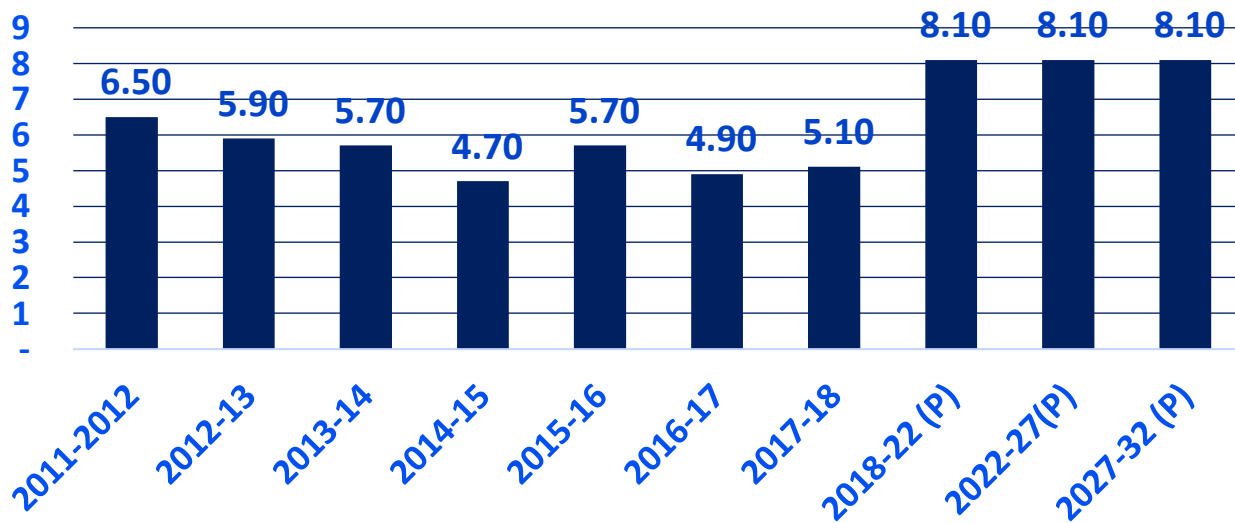
- ❑ The Indian economy has witnessed low capital infusion in comparison to other emerging economies. The Incremental Capital to Output Ratio (ICOR) is on the lower side and also rate of growth of ICOR is lowest amongst the emerging economies under comparison.
- ❑ A DFI can successfully channelize the investments and household savings to propel the ‘investment driven growth’ conceptualised in the **Economic Survey, 2019**.



# INFRASTRUCTURE INVESTMENT PATTERN & SEGMENTS IN INDIA

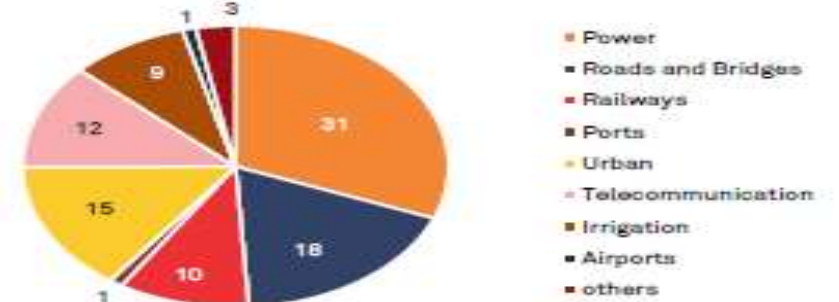


## Infra Spending as % to GDP



## Sector wise % Share in Infrastructure

Investments during Fiscals 2013-2019



Source: Appraisal documents for five-year plans, CRIS estimates (Investments mentioned are at current prices)

- Power, Roads & Bridges, Telecommunications, Railways, Irrigation and Urban accounted for ~85% of the infrastructure investment in India during FY 2013-2019.
- NIP (2020-25) Rs 111 Lakh Crore Infra development along with private sector participation

Source: National Accounts Statistics, 2018; National Transport Development Policy Committee (2014)

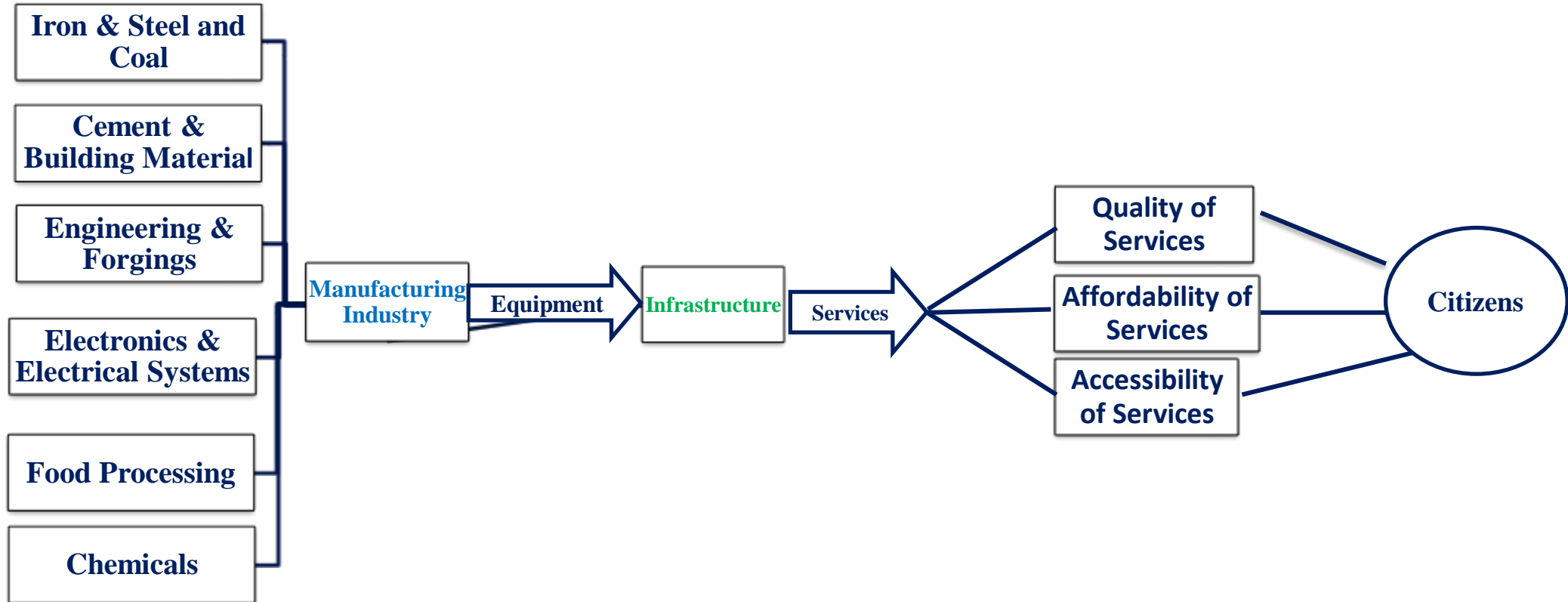


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# NEED FOR INTEGRATION OF INFRASTRUCTURE & CORE INDUSTRY ECOSYSTEM FOR SUSTAINABILITY



**DEVELOPMENT FINANCE : A CATALYST FOR CAPITAL FORMATION & EMPLOYMENT CREATION**



# Indian Story : Traditional Industry & Infrastructure

(Followed 60 years of 12 Five Year Economic Plans of India )



**Core Manufacturing**

- Steel & Alloys
- Petrochemical
- Cement
- Capital Goods
- Light & Heavy Engineering
- Electrical Machines
- Electronics



**Agriculture & Traditional**

- Textiles
- Sugar
- Paper
- Fertilizer
- Agri & Food Processing
- Chemical
- Pharma

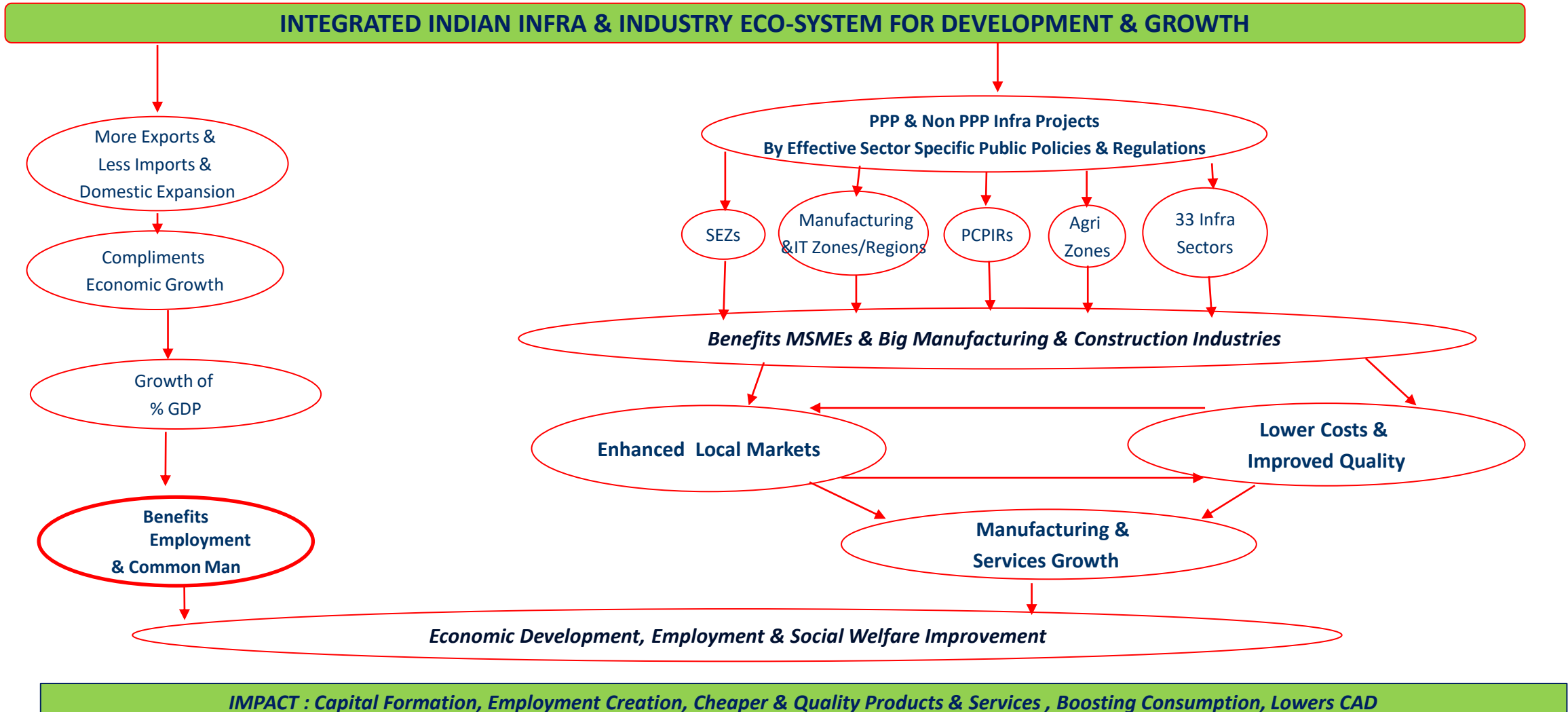


**Infrastructure & Service**

- Energy Sector
- Road Sector
- Port Sector
- Telecom Sector
- Shipping
- Airports
- Health & Hospitals
- Tourism & Hospitality

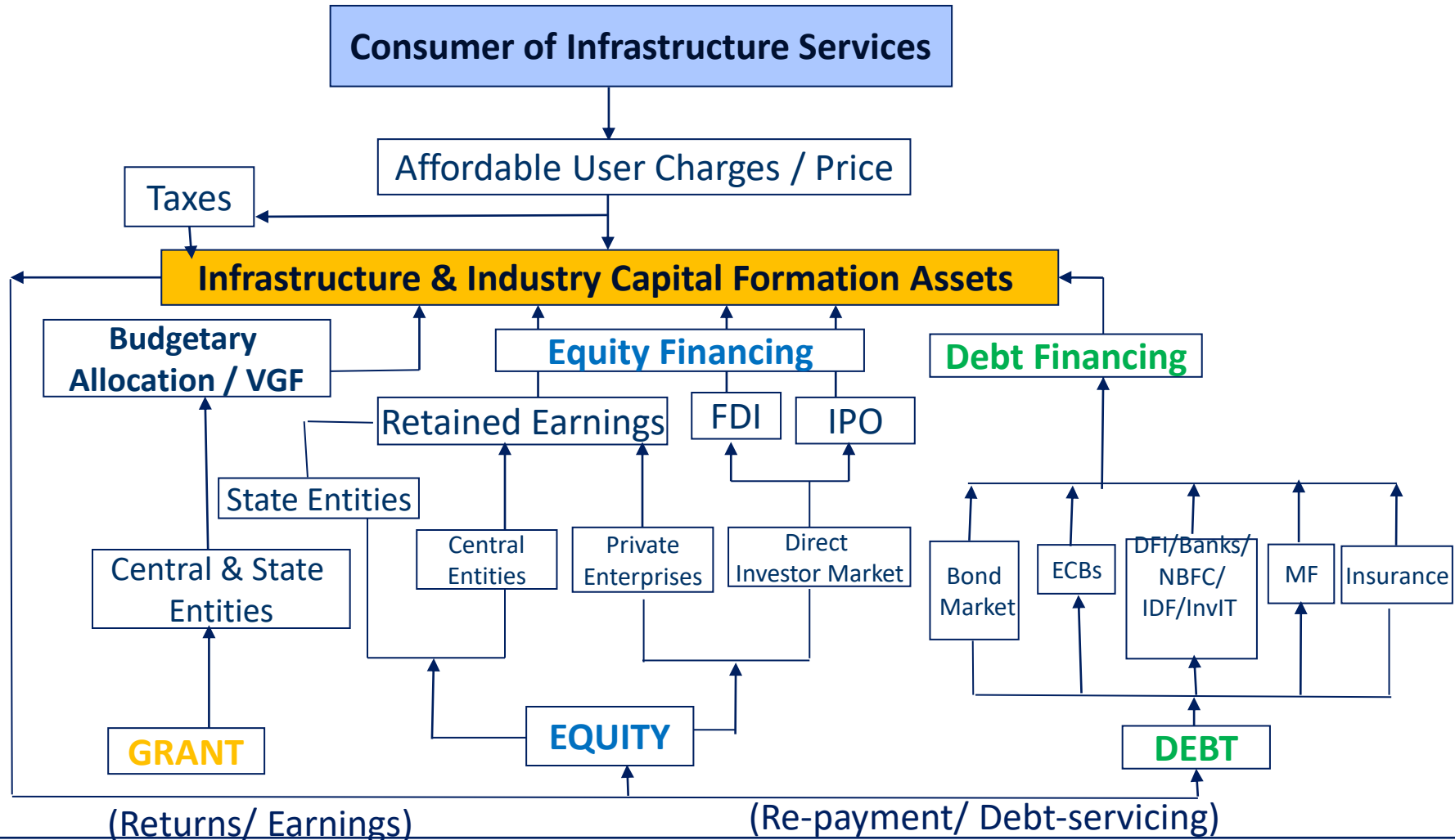


# INDIAN INFRASTRUCTURE & INDUSTRY ECOSYSTEM





# INFRASTRUCTURE & INDUSTRY FINANCING NETWORK = CAPITAL FORMATION



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# VPL GROUP



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# Visakhapatnam : The City of Destiny Features

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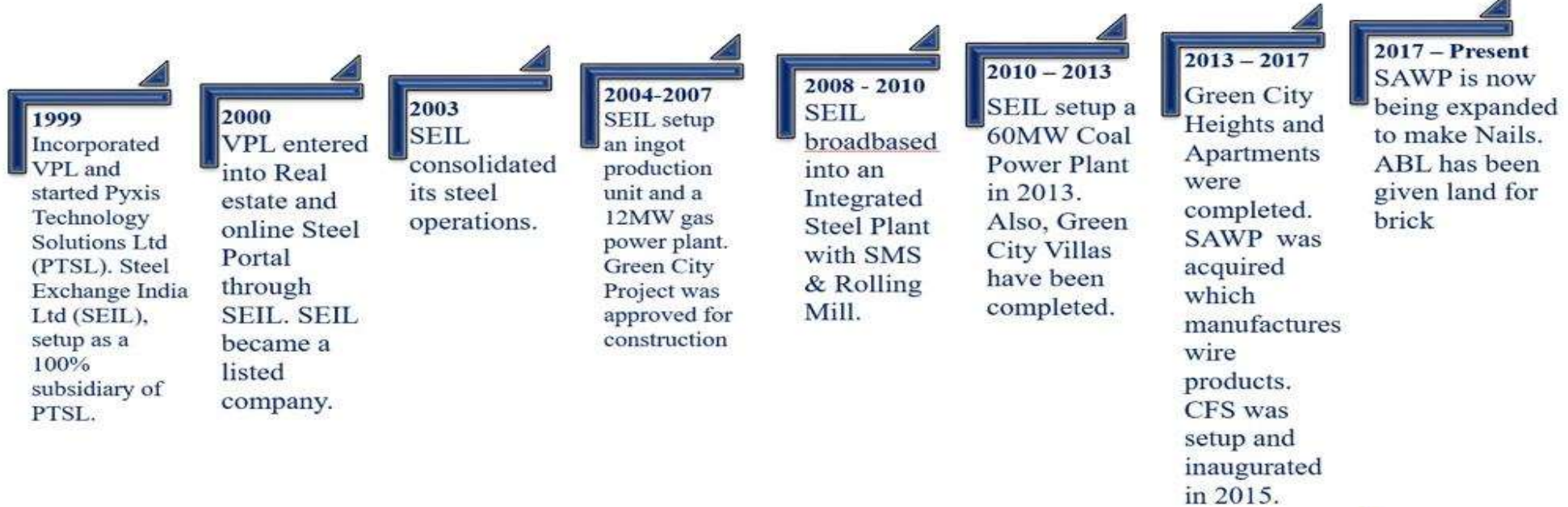
- Visakhapatnam also known as Vizag – A City of Destiny
- Area : 11, 161 Sq Kms. VMRDA is now developing with New Infra in 4873 SqKms
- Sea Coast : 132 Kms
- Roads : NH-17.45 Kms and SH – 335.78 Kms and Vizag-Chennai Industrial Corridor
- Ports : 3 ( 2 Bulk and 1 Container Terminal)
- Airports : 1 and a New International Airport coming up at Bhogapuram
- Industries : Steel, Shipping, Oil&Gas, Fishing, Marine Food Processing, Pharma
- SEZ's/Industrial Zone : APSEZ-Multiproduct, IT-SEZ, Pharma-SEZ, AP Medtech
- SGDP : Rs 2.79 Lakh Crores and 9<sup>th</sup> richest city in India, AP SGDP: Rs 11 Lakh Crores
- Population : 42,88,113
- Literacy : 67.7 %
- Educational Institutions : Universities-4, National Institutions-4, Engg Colleges-14, Polytechnics-11, Medical Colleges-4



# Vizag Profiles Group 25 years Journey



**Simhadri TMT**  
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**Manufacturing & Trading of Steel Billets & TMT Rebars**

**CFS & Logistics Eco System**

**Environment Friendly & Social Building CSR**





## Vizag Profiles Ltd Group Operating Infrastructure Assets



### INFRASTRUCTURE ASSETS

### CAPACITY

➤ INTEGRATED STEEL	<b>0.3 Mn Tons</b> (Expandable to 1 Mn Ton)
➤ TMT BARS & WIRES	<b>2,88,000 Tons</b>
➤ POWER	<b>72 Mw</b> (60 Coal + 12Gas)
➤ RAILWAY SIDING	<b>2 No.</b> (Electrified 13.2 KM Lines)
➤ WAREHOUSES	<b>2</b> (2,00,000 Sq ft)
➤ CFS	<b>10,000 TEU, 40 Acres</b>
➤ TRANSPORT FLEET	<b>100</b> ( Trailers, Tippers & Dumpers)
➤ LAND BANK	<b>493 Acres</b>
➤ WATER	



# SEIL - RAVULAPARALEM - SAWP INTEGRATION





# Brand Value

- SEIL markets its Rebars under the ‘SIMHADRI’ brand name.
- The brand name has a strong presence in Andhra Pradesh, Telangana, Tamil Nadu, Karnataka & Kerala
- The company has a diversified client list and distribution network.
- SEIL’s Fe 550D and HSCRM grade Rebars have a reputation as high quality premium products.
- Launched a mobile app in July 2021 to enable customers to have product information on their fingertips.



**Simhadri TMT**   
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## Marquee Clients







# Indian Steel Sector Outlook

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- ✓ **The National Steel Policy (NSP) 2017 was implemented to encourage the industry to reach global benchmarks**
  - ✓ **Second-largest producer of crude steel**
  - ✓ **India's per capita consumption of steel grew at a CAGR of 4.12% from almost 64 kgs in FY16 to nearly 74 kgs in FY19. The NSP aims to increase per capita steel consumption to 160 kgs by 2030-31.**
  - ✓ **FY 2020, India's cumulative production of crude steel stood at 108.5 MT ( Capacity 142.29 MT) with a CAGR of 4.85% from 2016-20. Likely to raise to 300 MT Capacity by 2030 and need investments of US\$ 156.08 billion**
  - ✓ **In India the Production through BOF – 49.5% EAF – 28.5% IF – 33%**
  - ✓ **April 2020 and March 2021, India's cumulative production of finished steel finished steel at 76.04 MT. and next 5 years 30MT Capacity is being added**
  - ✓ **Consumption of steel is expected to increase to 11% by FY26 by India's infrastructure NIP Rs 111 Lakh Crores Plan.**
  - ✓ **The new Vehicle Scrappage policy will help in reducing steel prices as the policy enables recycling of materials used in old vehicles**
  - ✓ **100% FDI (automatic route) in the steel industry has boosted investments. Metallurgical industries attracted FDI of US\$ 13.4 billion.**
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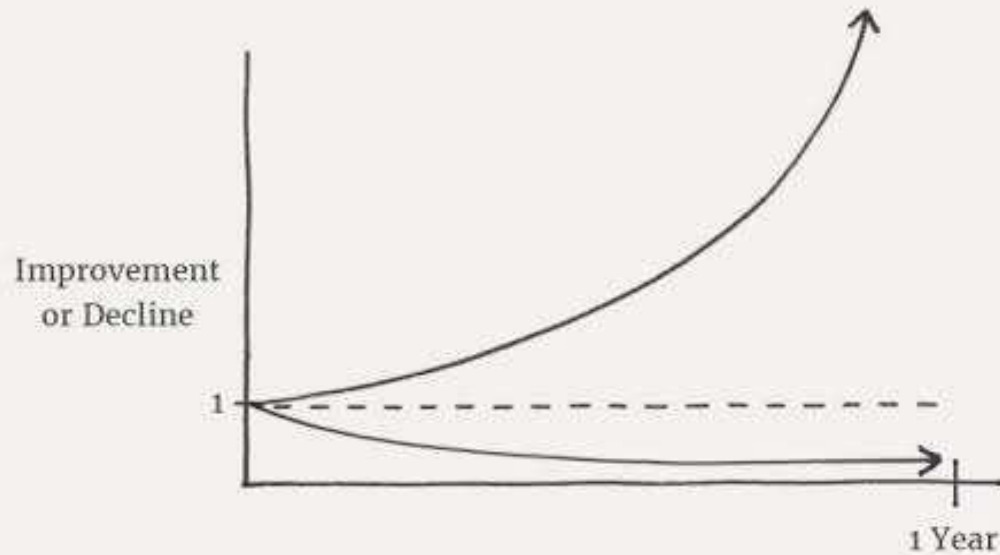
# A NEED FOR SUSTAINABLE OPERATIONS MANAGEMENT

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# The Power of Tiny Gains

1% better every day  $1.01^{365} = 37.78$   
1% worse every day  $0.99^{365} = 0.03$



JamesClear.com

$$(1.00)^{365} = 1.00$$

$$(1.01)^{365} = 37.7$$

Doing nothing at all  
Vs.

Small consistent effort



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# *A CASE STUDY*

# *DC & AC UPS POWER PLANT MANUFACTURING OPERATIONS*



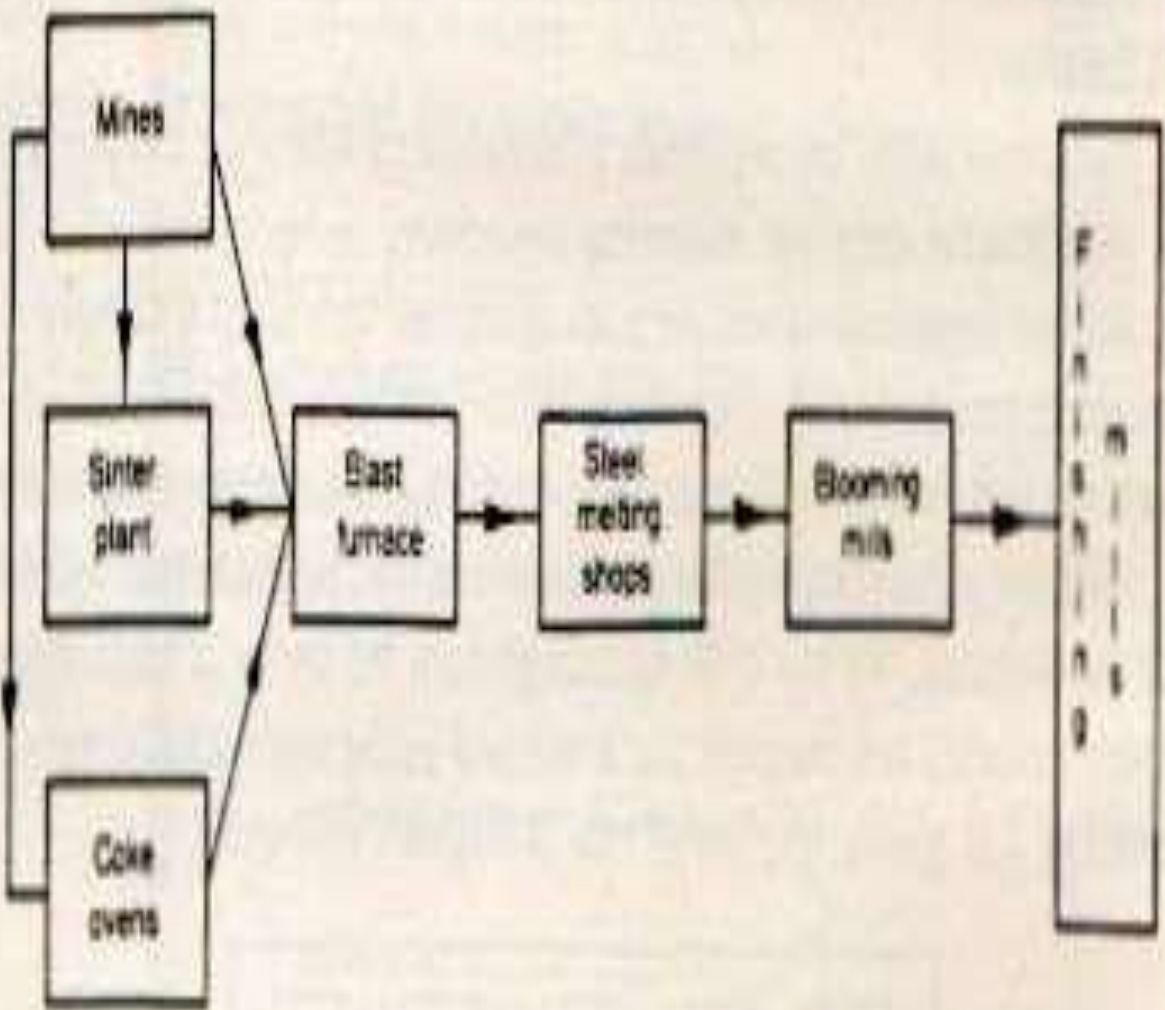


Fig. 2.4 Customer-Supplier relationship

here MTBM = mean of the distribution of the time intervals between maintenance actions (either preventive, corrective, or both)  
 MDT = sum of the mean corrective and preventive maintenance time intervals, including supply downtime and administrative downtime  
 MTBM becomes MTBF when preventive maintenance downtime is zero or is not considered.

Operational availability ( $A_o$ ) is a significant measurement of a developed equipment. Its greatest value lies in planning operations in which the equipment will be used. Operational availability ( $A_o$ ) has limited application for designers during the early phases of equipment development when changes to the design are still possible. For this reason, inherent availability ( $A_i$ ) is more important to designers since it can provide an early measurement of the equipment effectiveness.

(b) Inherent Availability

Inherent availability ( $A_i$ ) can be defined as the probability that equipment, when used under stated conditions in an ideal support environment, will operate satisfactorily at any given time. Scheduled or preventive maintenance downtime, ready time, supply downtime, and waiting or administrative downtime are excluded from the computation. Also, an ideal support environment is assumed with all necessary tools, parts, manpower, manuals, and so on. Inherent availability may be expressed as

$$A_i = \frac{MTBF}{MTBF + MTTR} \quad (97)$$

where

MTBF = mean time between failure  
 MTTR = mean time to repair

Inherent availability ( $A_i$ ) can be used to determine the extent to which a designer has achieved his maintainability (and reliability) objectives. As such, equipment specifications may very well include availability statements which are based on equation (97) as a maintainability design requirement. The nomograph of Figure 12-2 (NAVSHIP Figure 1-4-1) provides the designer with a convenient means of solving expression (97) for most practical values of MTTR and MTBF. A straight line drawn through the appropriate values of MTTR and MTBF will intersect the A scale at the desired value. For example, the dashed line of Figure 12-2 shows that the inherent availability is 0.9995 when the MTTR is 1.5 h and MTBF is 3000 h.

In equation (97), inherent availability ( $A_i$ ) will become larger as the MTBF is increased while the MTTR is held constant. Since MTBF is a function of the equipment failure rate, improving equipment in this area should be the responsibility of the reliability engineers. Owing to the complexity of equipment and limitations in the state of the art it is, however, often very difficult to obtain an MTBF of sufficiently high value to produce the desired availability. Therefore, it is necessary to reduce the MTTR to meet a rigorous availability requirement.

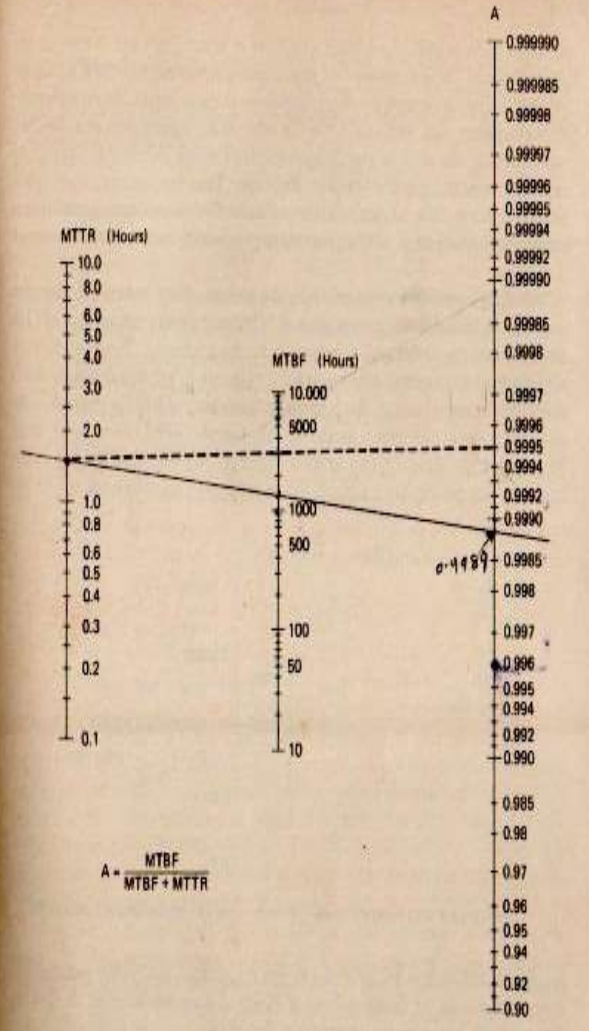
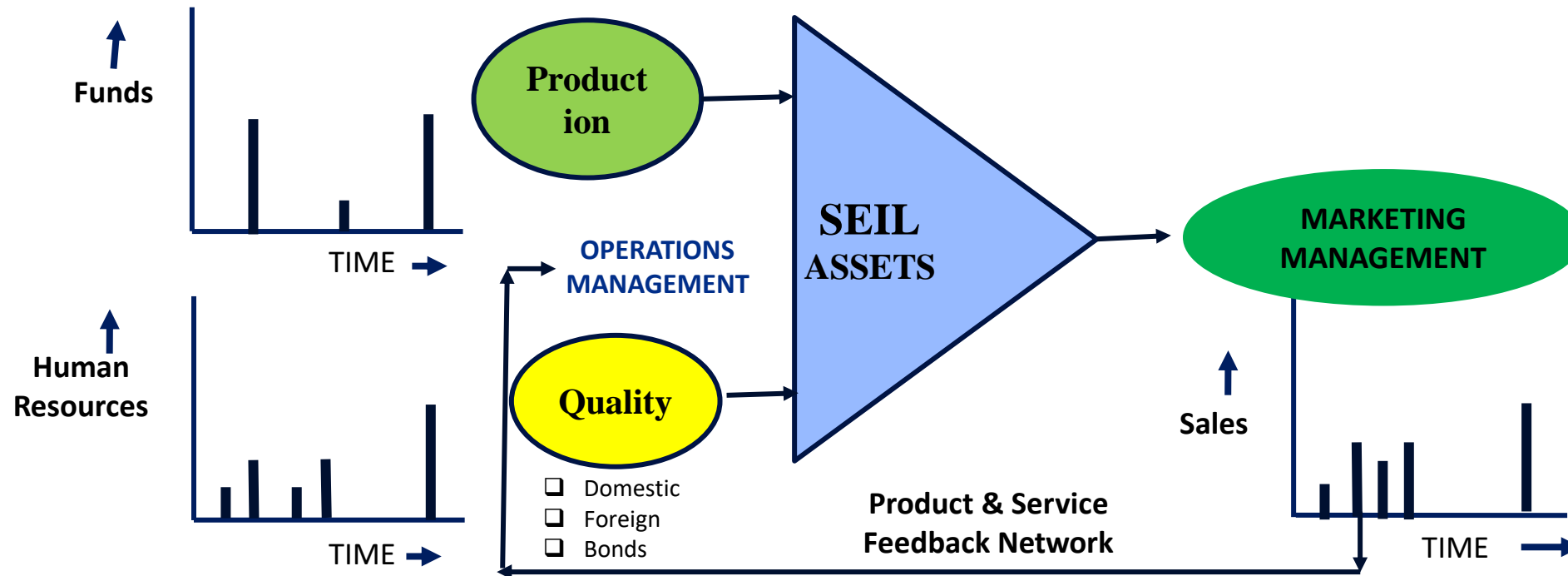


Figure 12-2 Availability nomograph (source: NAVSHIP 0907-312-8010).

12-6 MTBF AND MTTR TRADE-OFF

When equipment is being designed to meet a specified availability figure, and when specific values for MTBF and MTTR have not been given, the designer often has some degree of freedom for a trade-off between reliability and maintainability. Since

# INTEGRATED OPERATIONS MANAGEMENT OF ASSETS NETWORK (A KEY FOR LONG TERM SEIL BRAND SUSTANABILITY)



❑ **BRAND:** Domestic and MNC's and Dealers may be offered Quality Products & Services for better Sales and Credit Ratings



(VALUE IN LAKHS)

SL. NO.	PARAMETER	94-95		95-96		96-97	
		QTY	VALUE	QTY	VALUE	QTY	VALUE
1.	Jobs planned	114	366.3	144	402.9	109	432.3
2.	Jobs despatched	96	300	134	378.48	104	421.55
3.	Orders booked	113	277.1	105	367.4	78	340.1
4.	Pending orders	52	160.2	34	148.31	18	56.19
5.	% Planning success	84%	81.9%	93%	93.1%	95%	97.5%
6.	Finished goods & WIP and WIP	18	66.3	4	4.23	5	10.77
7.	Jobs for which inspection could not be arranged and kept as FG	*	*	10	12.84	5	16
8.	Jobs not cleared in time due to uncleared technical spec.causing inventory block.	*	*	11	21.68	7	30
9.	Jobs reworked from vendor	*	*	1	4.8	2	5.84

Note:- "\*" marks no information.

FE-BAL

FE/PRS/002

SABNIFE POWER SYSTEMS LTD

As on 31/3/98

PE DIVISION OPERATIONS COMPARISON BALANCE SHEET

(VALUE IN LAKHS)

S.NO.	PARAMETER	1993-94	1994-95	1995-96	1996-97	1997-98	REMARKS
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
I	TURNOVER	319.03	299.76	378.48	421.55	486.66	
a.	Production	216.53	217.67	378.48	421.55	495.51	
b.	UPS trading	102.50	82.09				
II	AVERAGE INVENTORY						
a.	Stores (Moving)	*	*	30.00	28.50	28.00	Moving inventory
b.	Stores (Non Moving)	*	*	11.43	9.50	4.00	Non-moving from 94 onwards
c.	Non moving WIP from 1994-95	35.00	35.00	5.00	4.00	0.00	Salvaged the non-moving INVENTORY.
III	TRAINING (MAN HOURS)	*	*	500.00	180.00	200.00	
				In house	In house	In & Out house	In MRP, Reliability, MIS & SW Engg. Design, Quality
IV	QUALITY & PRODUCTIVITY						
a.	In coming	*	*	184.00	187.00	191.00	MRA's cleared/month
b.	DCN/Job	*	*	3.00	2.72	2.65	
c.	SDM Cost (%)	*	75	75	72	67.00	% of sale price
d.	Defect/charger (In-Process)	*	*	2.50	3.10	2.44	
e.	Defect/charger (Final)	*	*	*	3.30	2.40	
f.	Shop Rejections (%)	*	0.15	0.12	0.1	0.13	% of Turnover
g.	Quality costs (%)	*	3.1	2.56	2.13	2.22	% of Turnover
h.	Chargers Produced/month	*	23.00	32.00	36.00	38.00	
i.	Monthly Turnover/Expl.	*	0.34	0.43	0.52	0.65	
j.	% OT/Turnover	*	0.74	0.39	0.54	0.53	% of Turnover
k.	Avg.OT Hrs/Person/Month	*	23.76	14.00	16.78	16.19	W.r.t PE Total Manpower
l.	% Absentism/leave	*	*	9.35	12.91	10.00	% of working days
a.	Total Manpower	75	75	72	69	62	Including Divisional Head.
V	PCB PROCESS	*	20%	100%	100%	100%	
			In-house	In house	In house	In house	
a.	PCB's Production/month	*	*	248.00	274.00	367.00	
b.	% Test yield	*	*	96.6	97.3	97.32	
c.	Defects/Defect Board	*	*	1.20	1.16	1.25	
VI	FIELD ENGINEERING						
a.	Service cost/month	*	0.418	0.417	0.25	0.43	
b.	Failures/Panel	*	4.00	2.60	1.58	1.76	
c.	Calls/month	*	12.20	10.90	9.00	10.00	
d.	% Cost/turnover	*	1.67	1.32	0.71	1.06	
f.	PCB % Failure	*	*	0.41	0.71	*	% of total PCB's produced.
g.	Failure Rate/Reliability	*	*	<5.78	<5.78	<5.78	F/10 hrs as per MIL 2170 Std.

D

SABNIFE POWER SYSTEMS LIMITED  
PE PLANNING PROCESS IN 1995-96

01-04-97

	QTY	VALUE
a. No. of jobs planned in 1995-96	144	402.9
b. No. of jobs despatched in 1995-96	104	370.48
c. Percentage planning success	93%	93.91 %
d. Finished goods and WIP as on 31-1-96	3	4
e. No. of jobs planned but not cleared by marketing during 95-96	7	19.48
f. No. of jobs non moving from 94-95 reasons for non moving are no clear PO and technical specifications.		35.13
g. Salvaged amount from the above jobs in (f)		28.13
h. No. of jobs for which inspection could not be arranged in time & were kept as finished goods for the following periods.	10	12.84
Job.no/period in finished goods value (lacs)		
2 12 months		3.52
3 3 months		3.11
5 2 months		6.21
i. No. of jobs not cleared in time by marketing and caused inventory block/diverted to other jobs due to accepting orders without knowing technical implications in procurement and testing. These are mainly Siemens jobs.	11	21.68
j. Customer inspections success rate - 100% planned vs scheduled except for jobs 55R (SHE1)		

SABNIFE POWER SYSTEMS LIMITED  
PE PLANNING PROCESS IN 1996-97

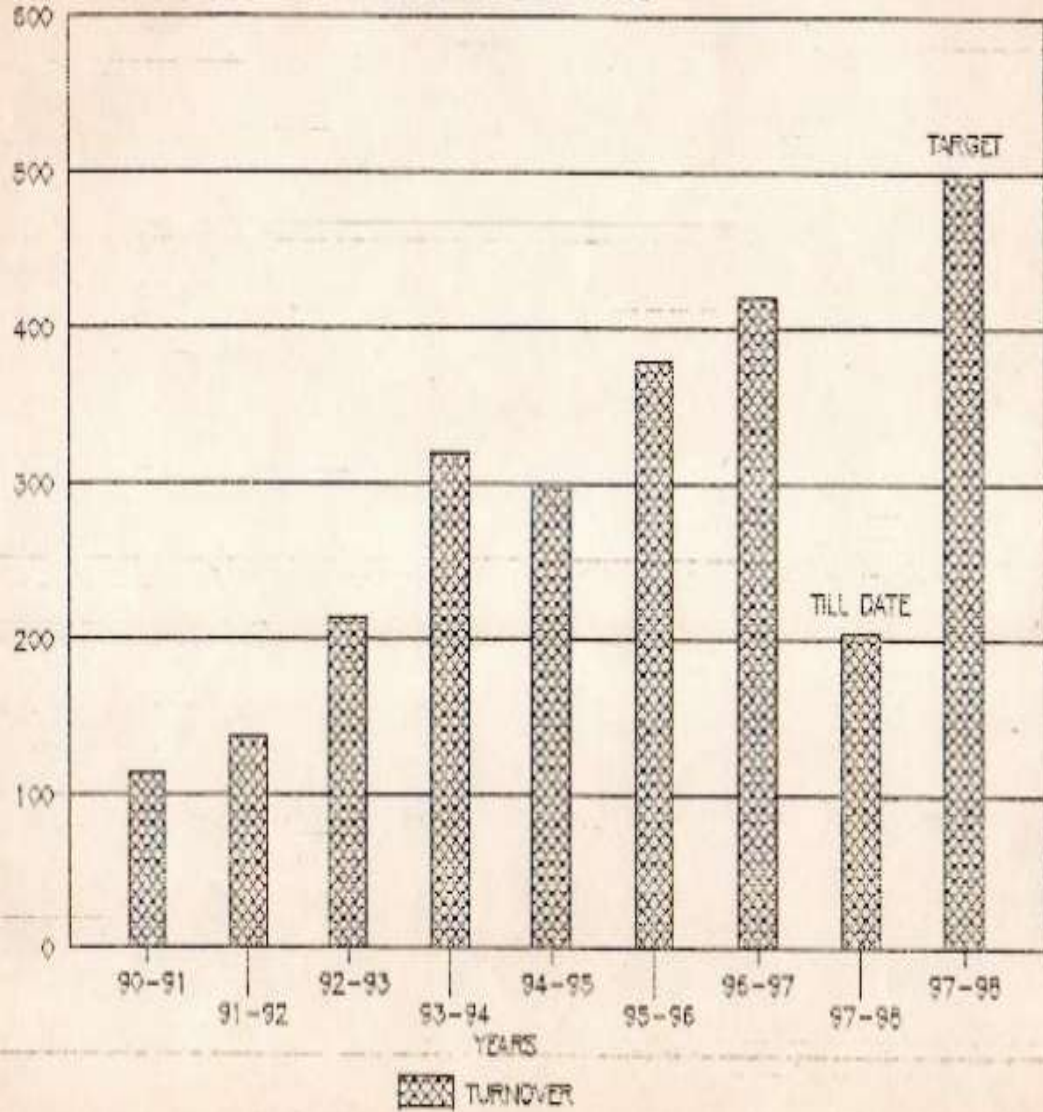
SL. NO.	QTY	VALUE Rs. IN LAKHS
a. No. of jobs planned in 1996-97	109	432.5
b. No. of jobs despatched in 1996-97	104	421.55
c. Percentage planning success	95.4	97.5
d. Finished goods and WIP as on 1-2-97	5	10.77
e. No. of jobs planned yet to be cleared for production	8	30
f. Salvaged left over from 94-95 non-moving WIP (Rs.33 lakhs)	DOT	5
h. No. of jobs for which inspection could not be arranged in time & were kept as finished goods for the following periods.	5	16
Job.no. Period in finished goods value (lacs)		
2 3 months		5
3 2 months		11
5 Total		16
i. No. of jobs not cleared in time by marketing and caused inventory block/diverted to other jobs due to accepting orders without knowing technical implications in procurement and testing (581, 570, 587, 586, 630, 437 & 438).	7	30





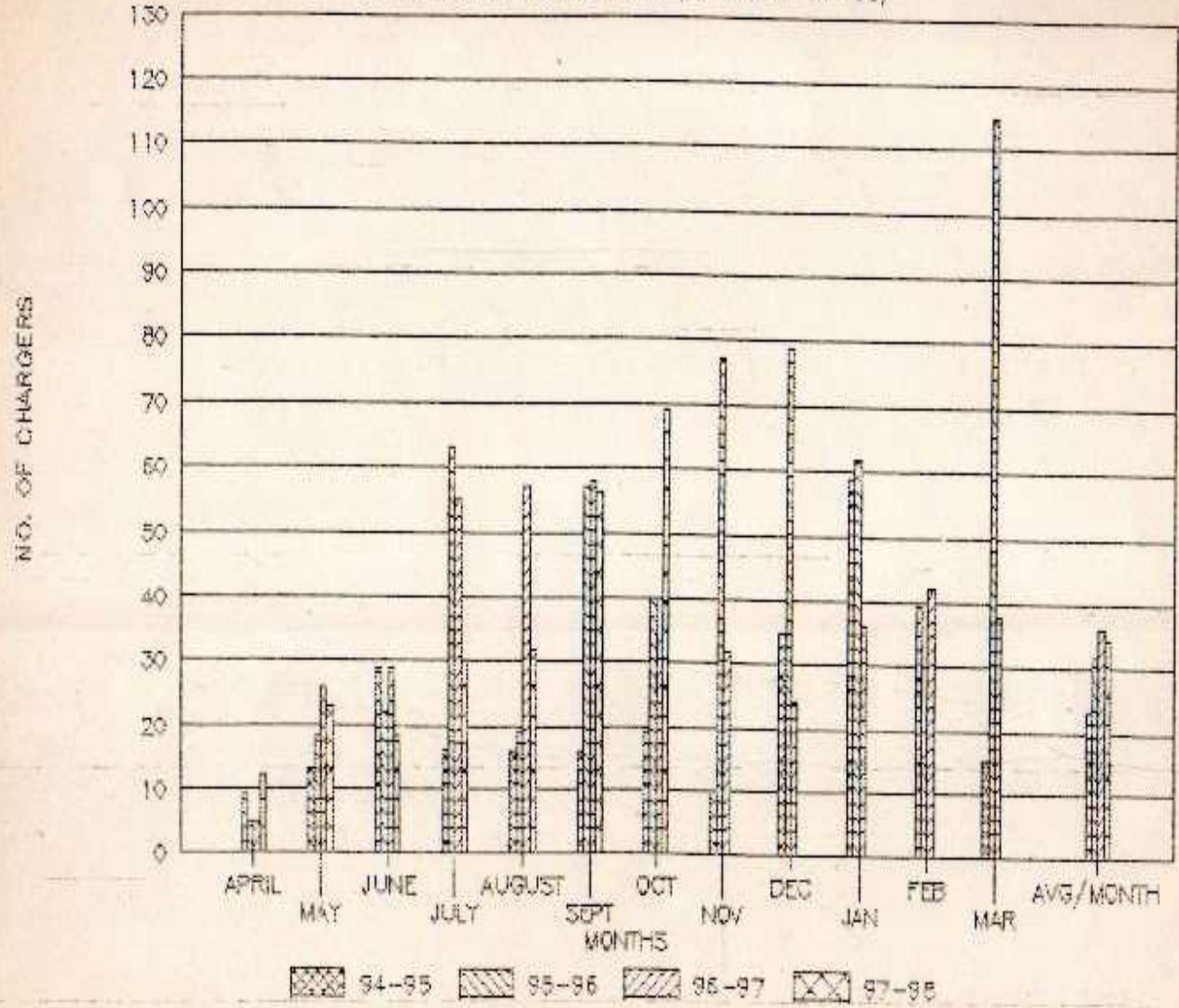
# SABNIFE POWER SYSTEMS LIMITED

## PE DIVISION PERFORMANCE



# SABNIFE POWER SYSTEMS LIMITED

## YEARWISE CHARGERS PROD (94-95 TO 97-98)



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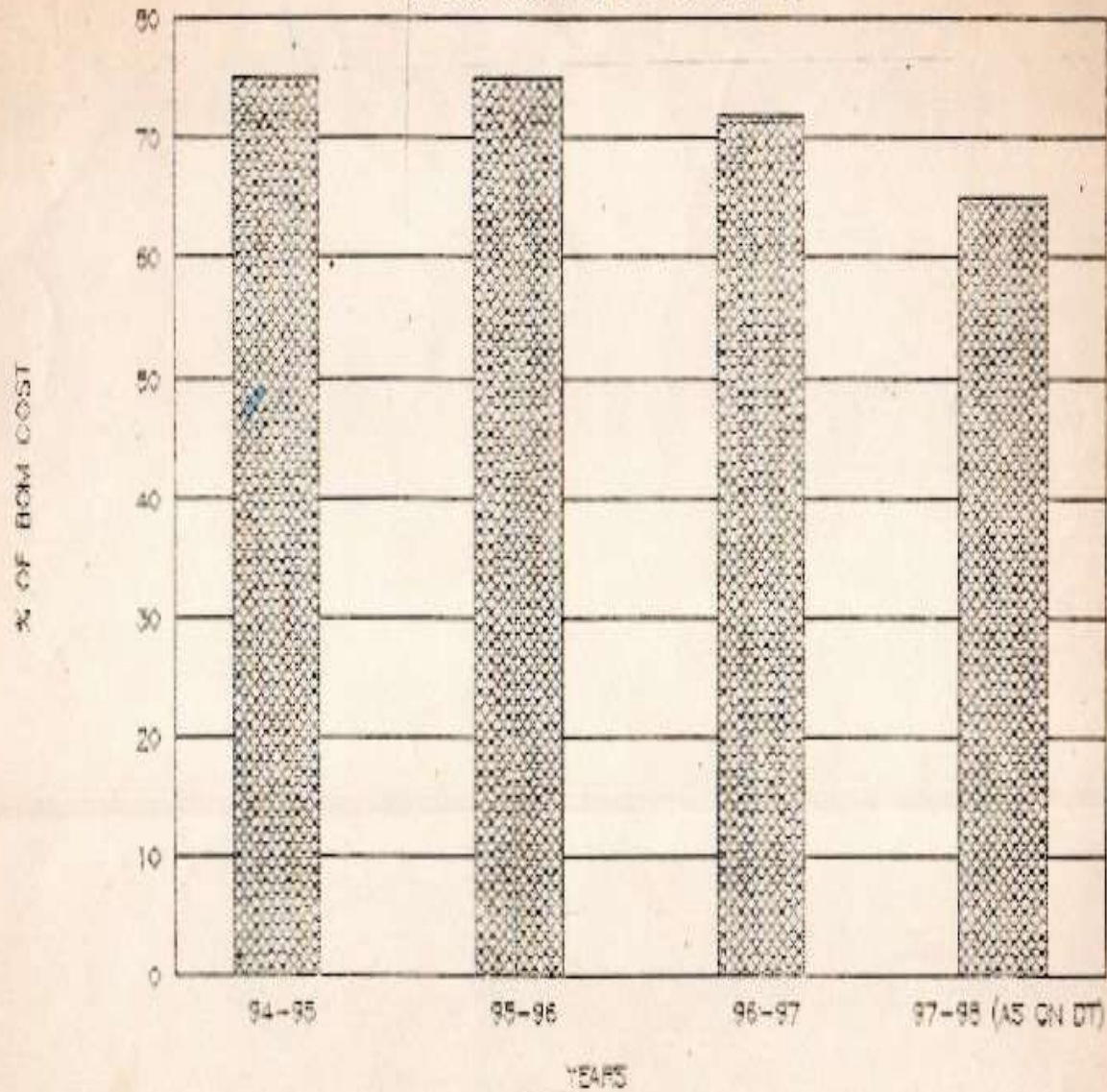


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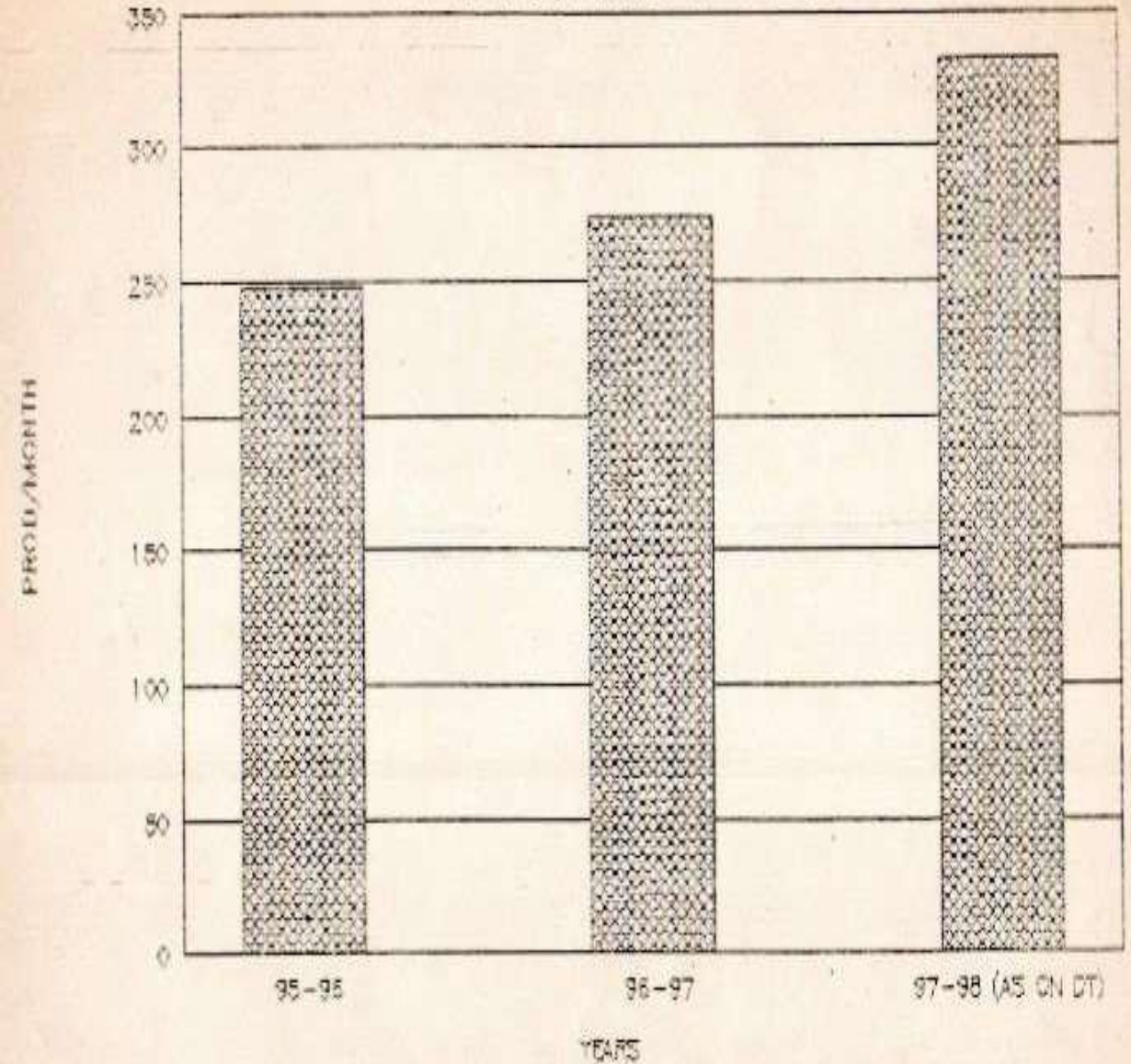
# SABNIFE POWER SYSTEMS LIMITED

% OF BOM COST FROM 94-95 TO 97-98



# SABNIFE POWER SYSTEMS LTD

POB PRODUCTION/MONTH 95-96 TO 97-98



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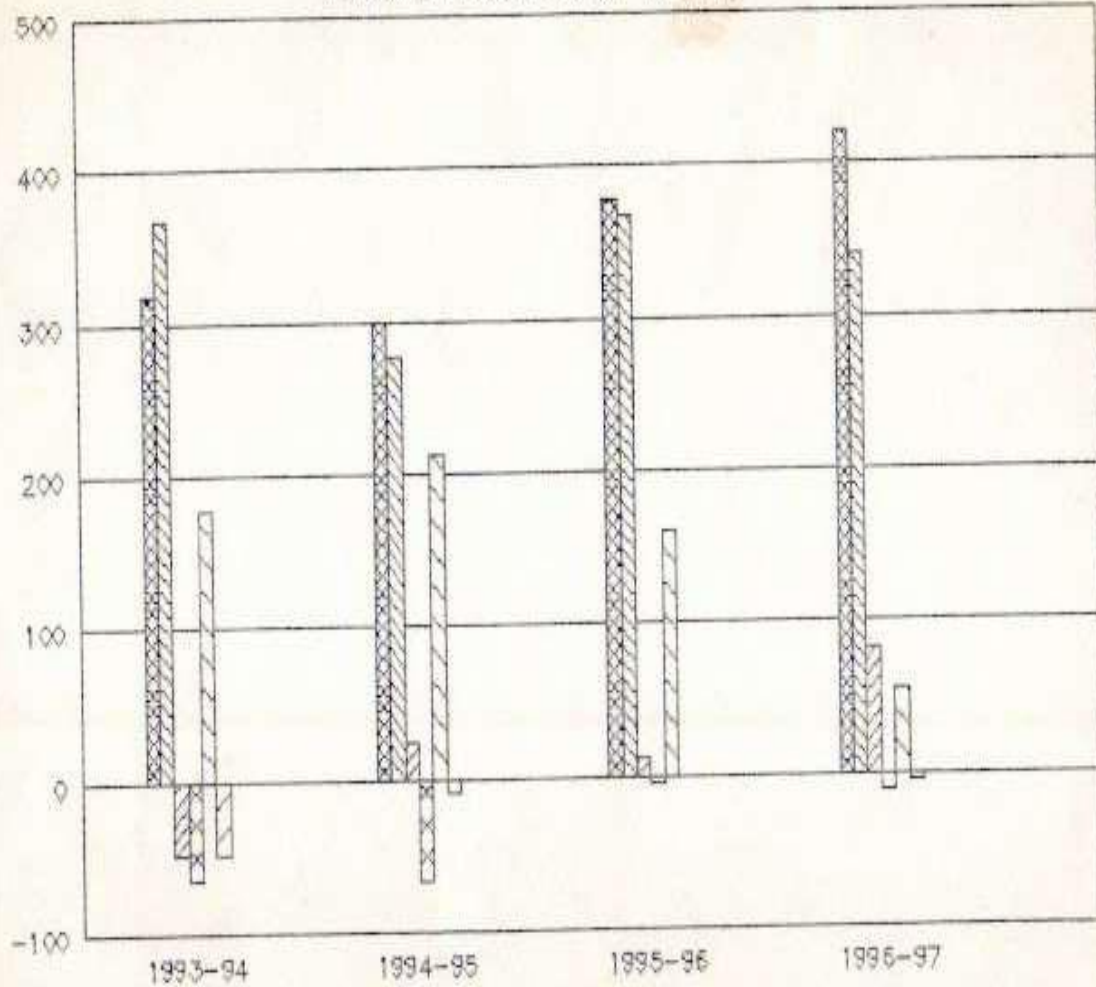


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# SABNIFE POWER SYSTEMS LTD

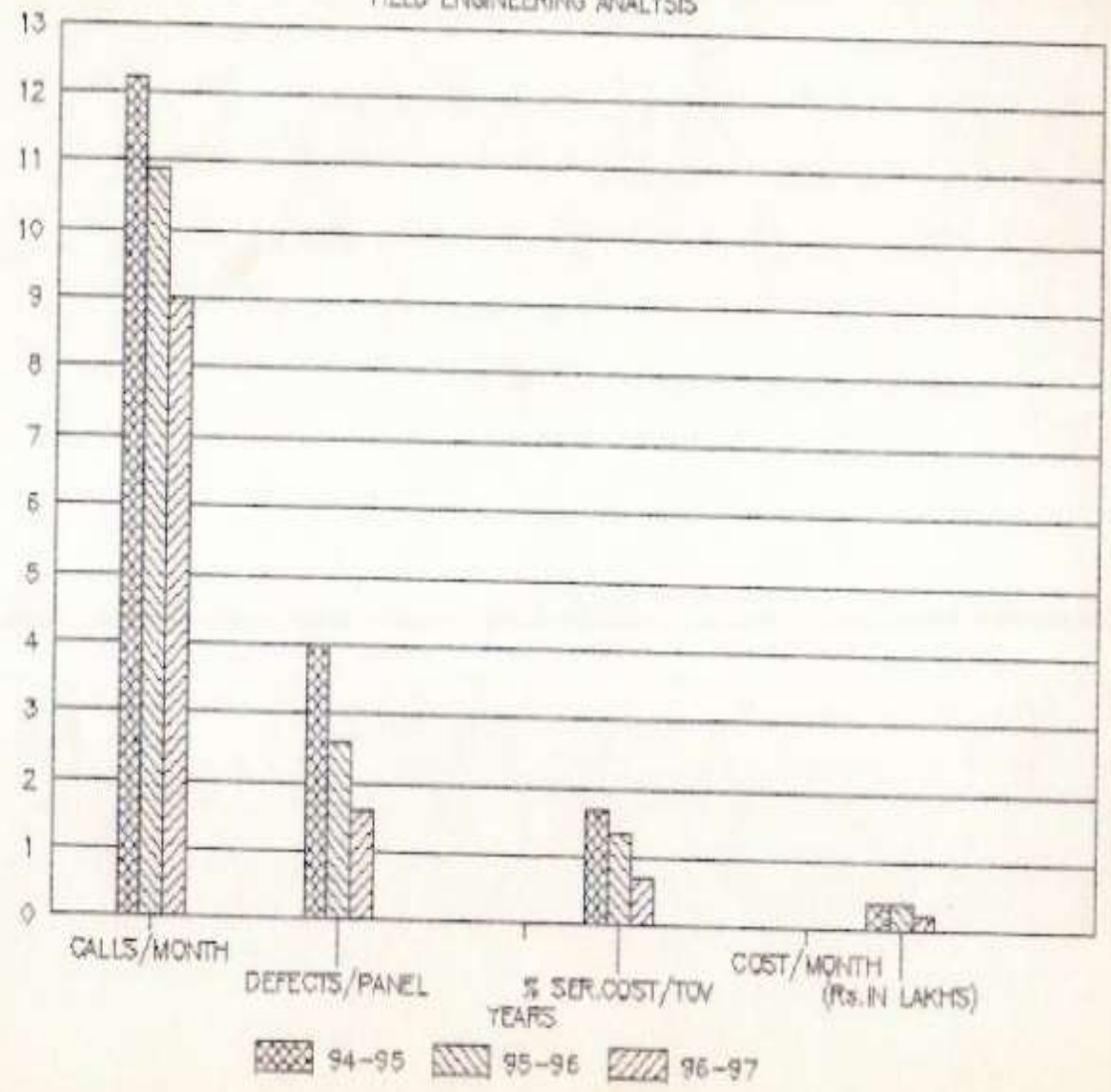
PE DIV. OPERATIONS AS ON 1st APRIL



DESPATCH (A)    ORDERS BOOKED (B)    DESP. MISMATCH (A-B)  
 FG. & WIP IMBAL (C)    BACKLOG ORDERS (D)    FINISHED GOODS (E)

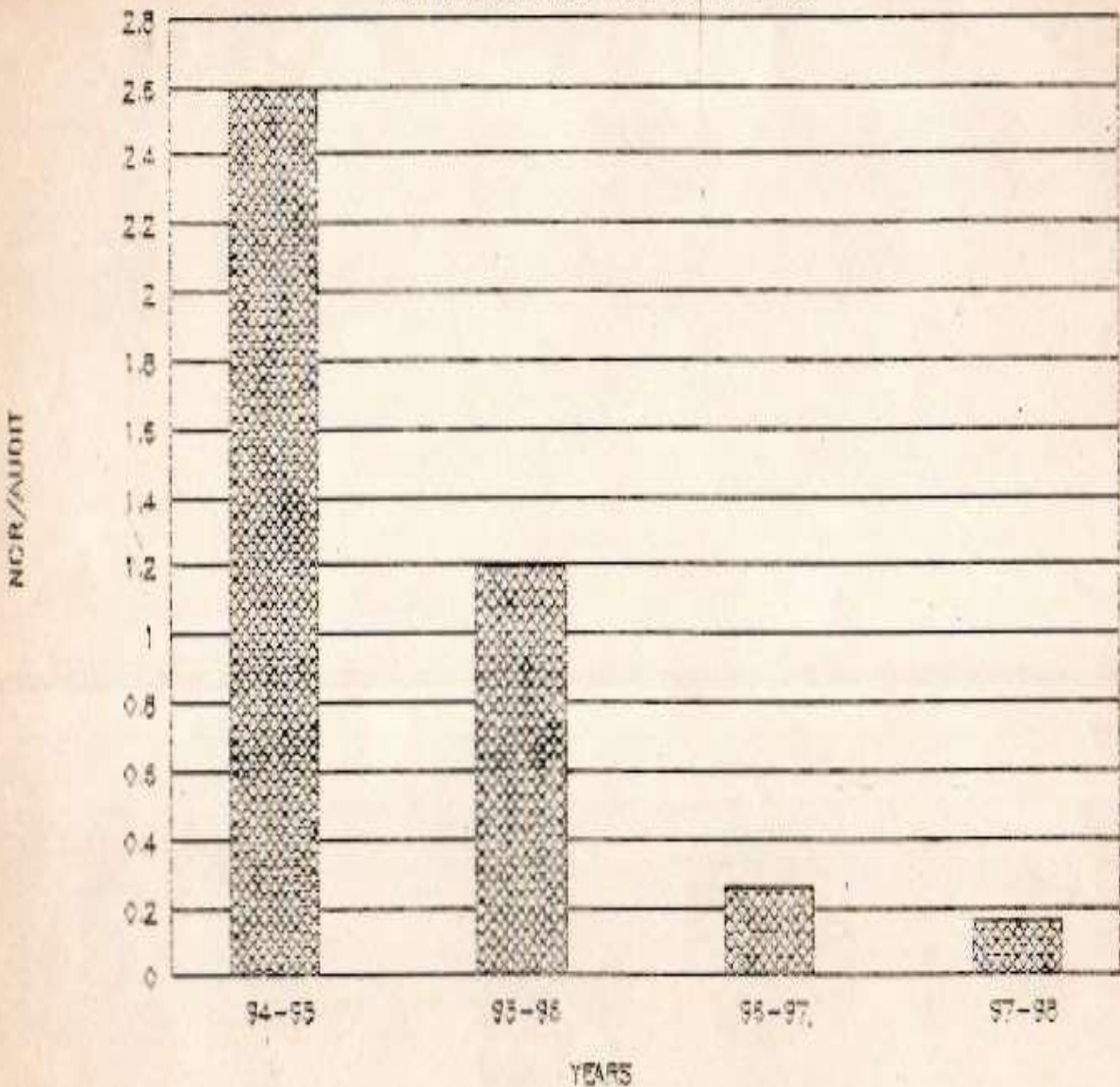
# SABNIFE POWER SYSTEMS LTD

FIELD ENGINEERING ANALYSIS



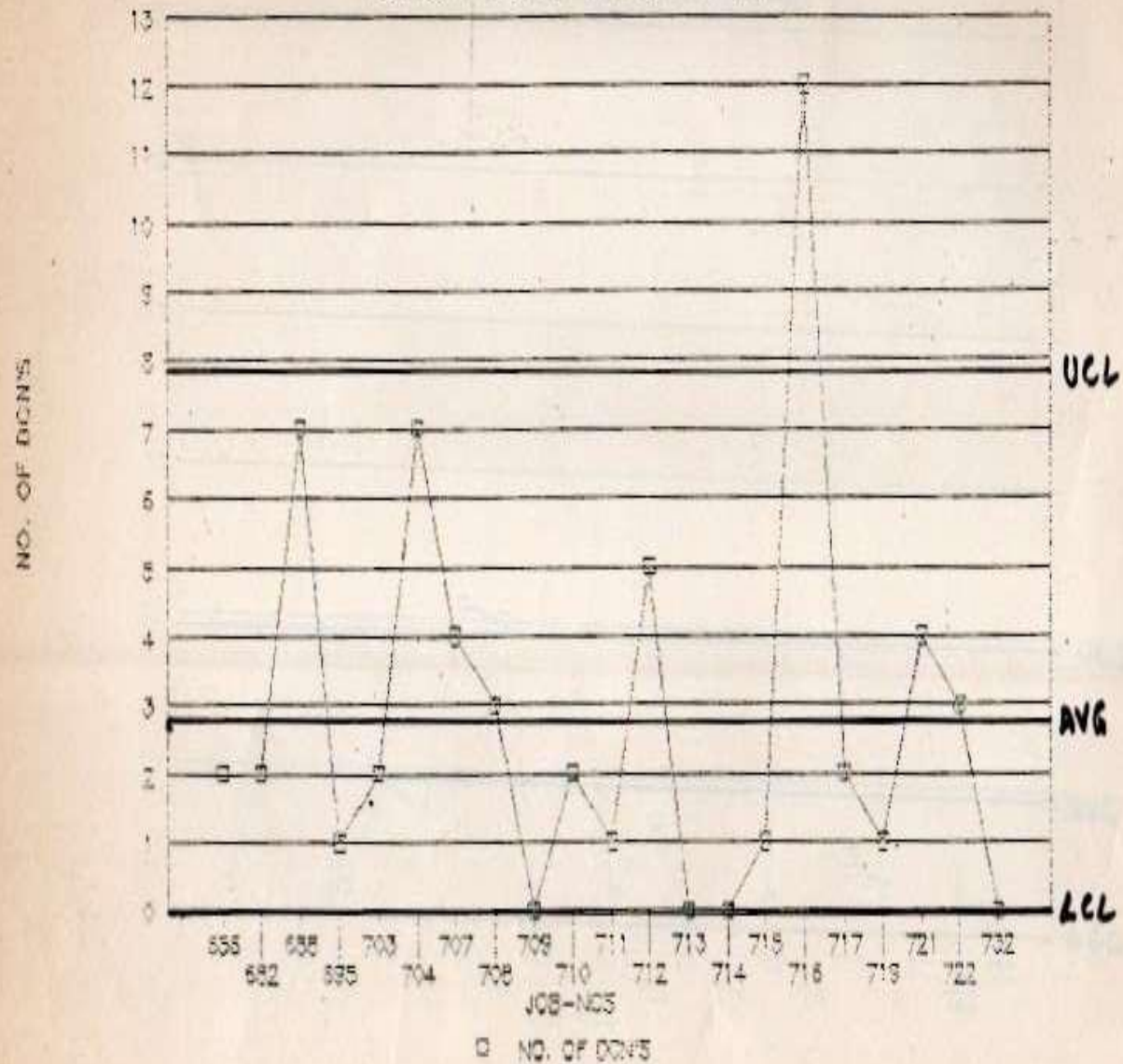
# SABNIFE POWER SYSTEMS LTD

NCR ANALYSIS FROM 1994-95 TO 97-98



# SABNIFE POWER SYSTEMS LTD

DOV CONTROL CHART (INC STR-97-98)



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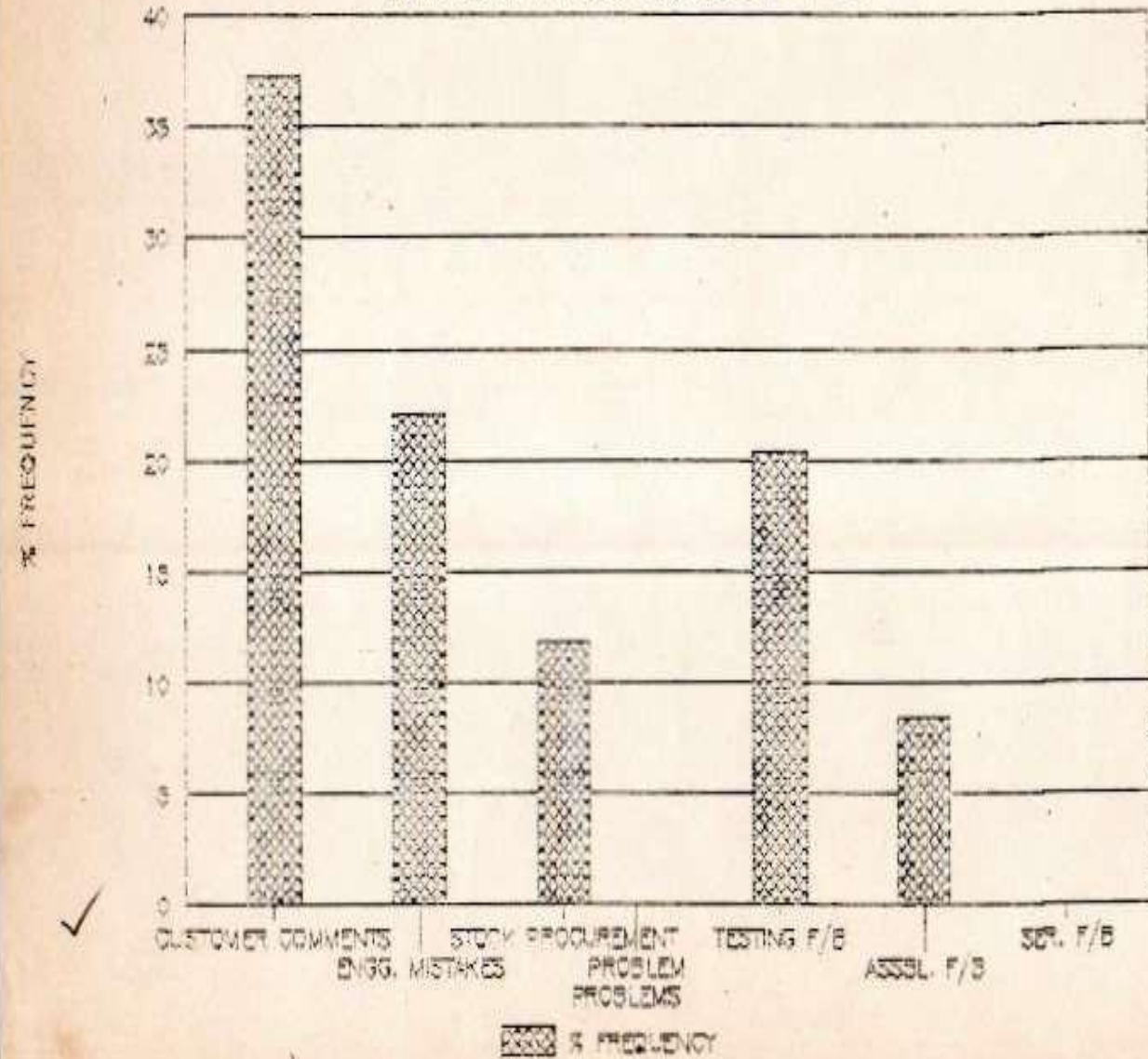


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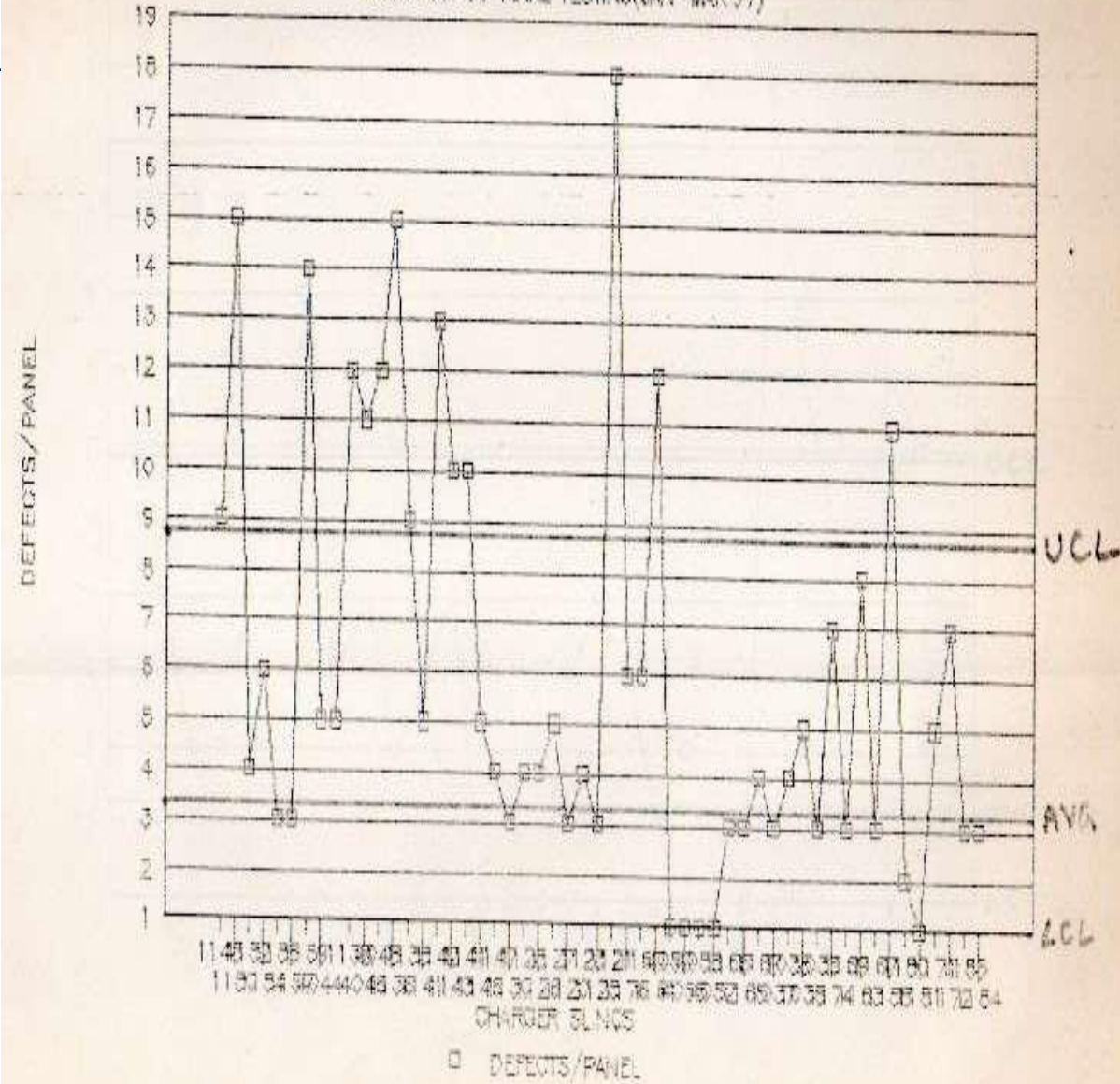
# SABNIFE POWER SYSTEMS LTD

DOY'S DISTB. ANALYSIS FOR 2ND QTR 97-98



# SABNIFE POWER SYSTEMS LIMITED

IV QTR 96-97 FINAL TESTING (JAN-MAR 97)



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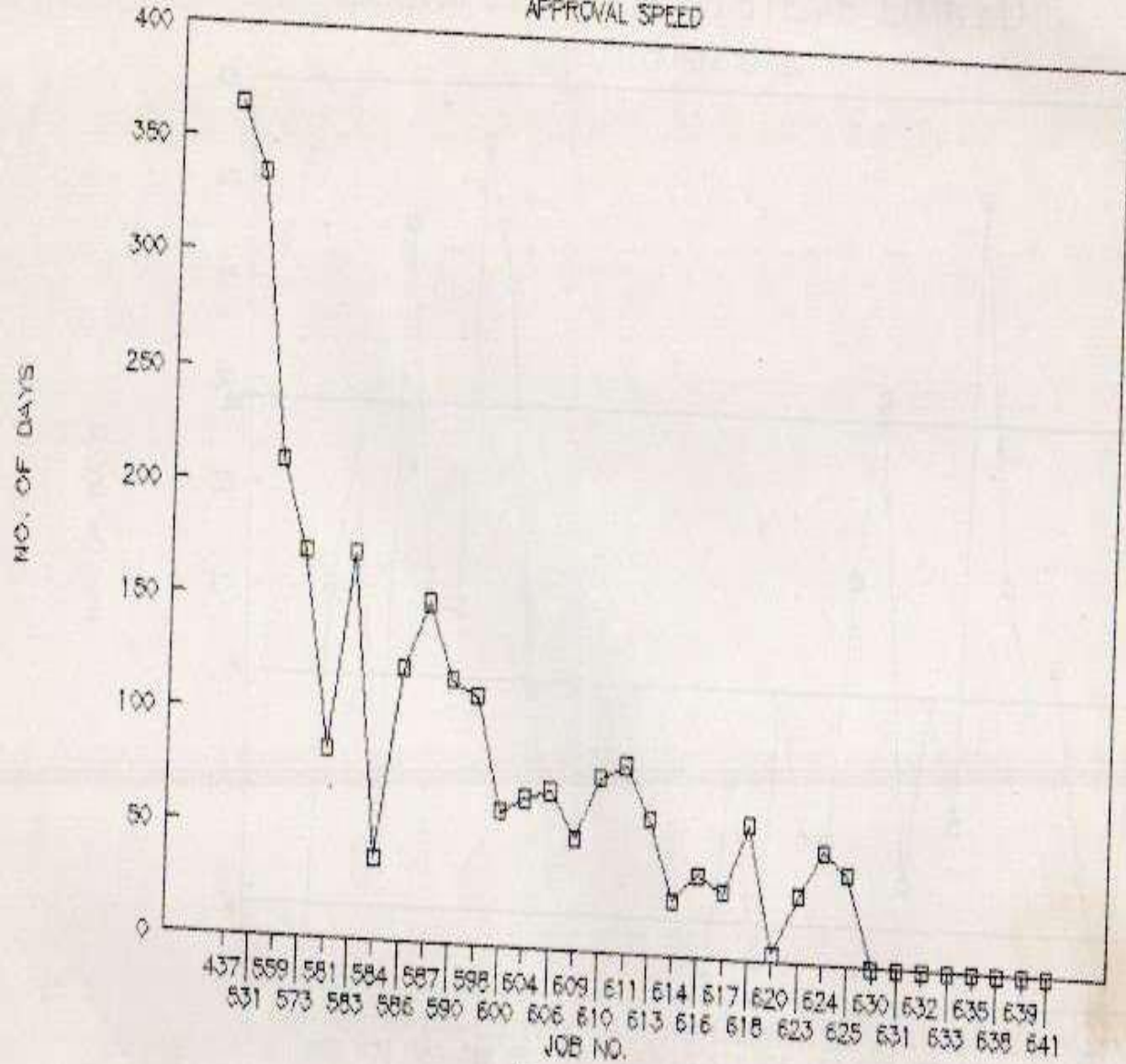


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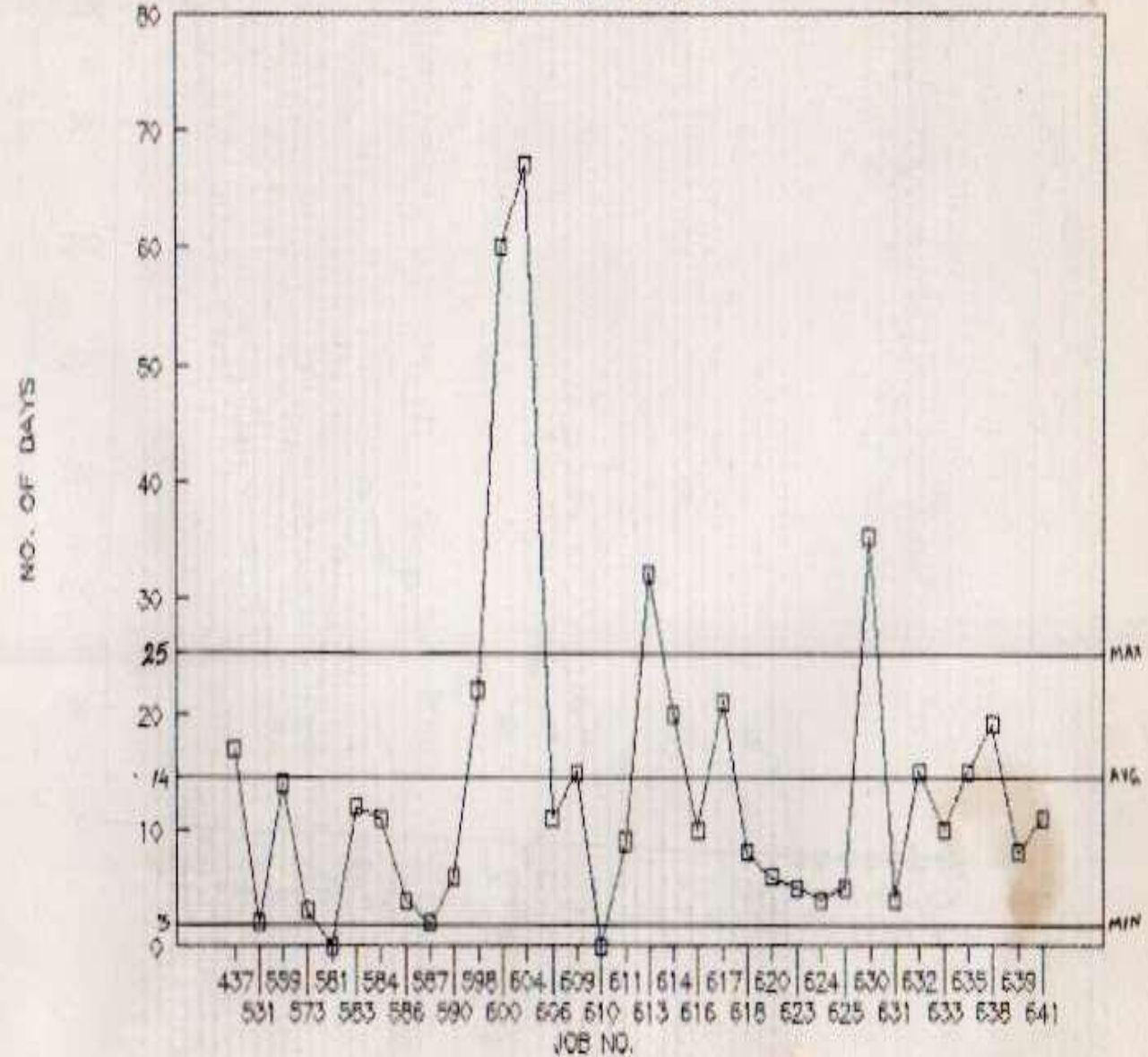
# SABNIFE POWER SYSTEMS LIMITED

## APPROVAL SPEED



# SABNIFE POWER SYSTEMS LIMITED

## MKTG TO ENGG. FILE SPEED

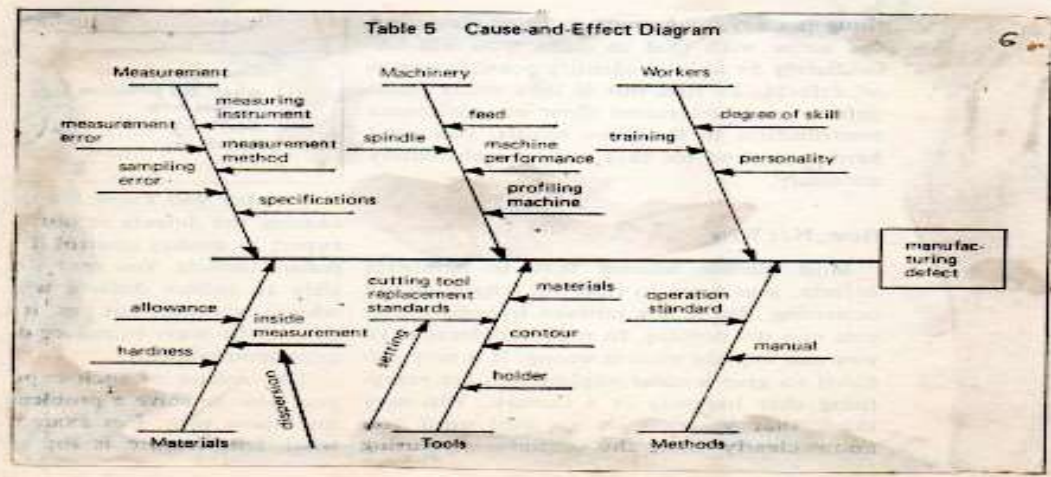
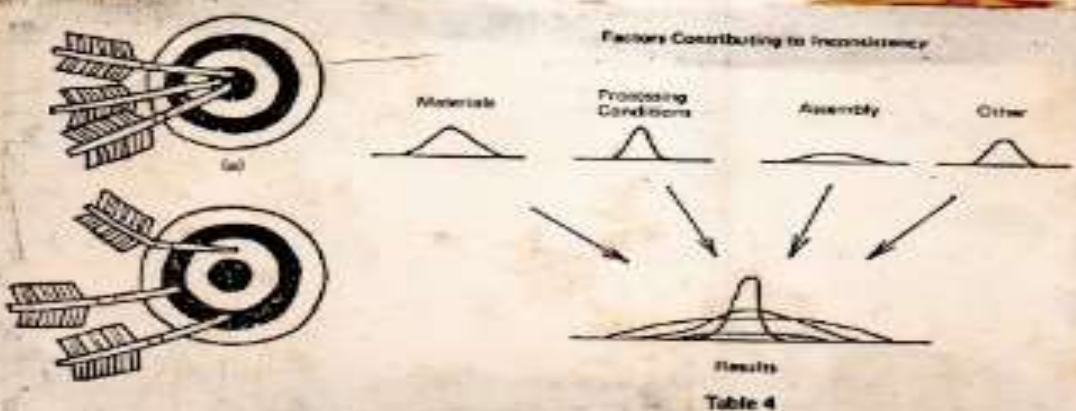


**STEEL EXCHANGE INDIA LTD**  
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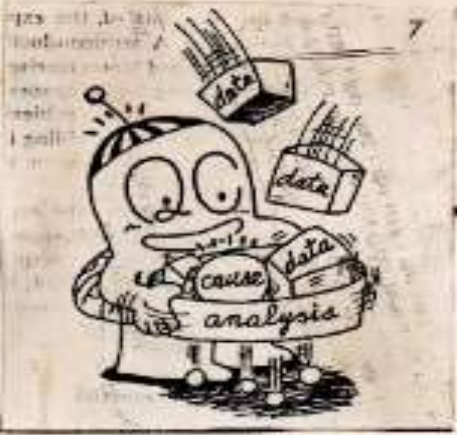


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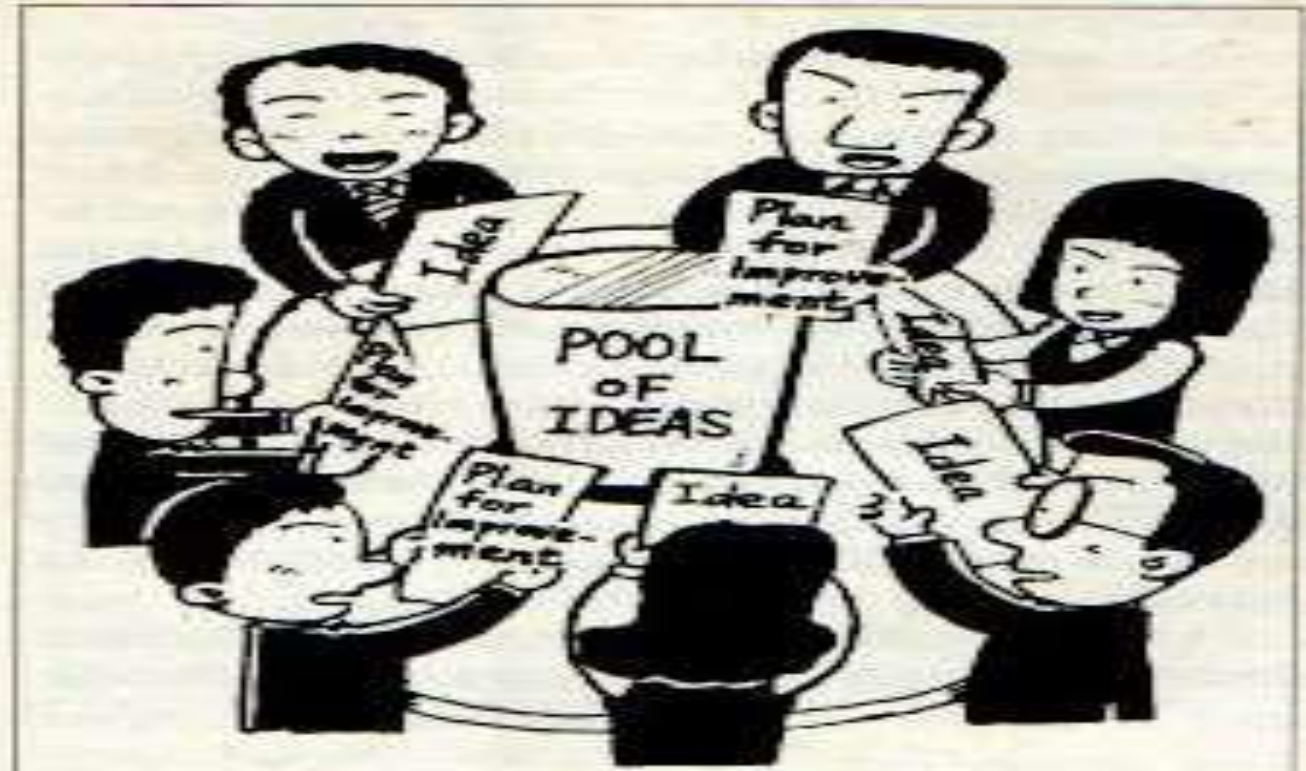


If you examine the data by various criteria, the cause of defect often becomes clear.



There is a lot to learn from observing your own work on the basis of what has been done before and what is done later.

INVITATION TO QC: Its Challenges and Rewards



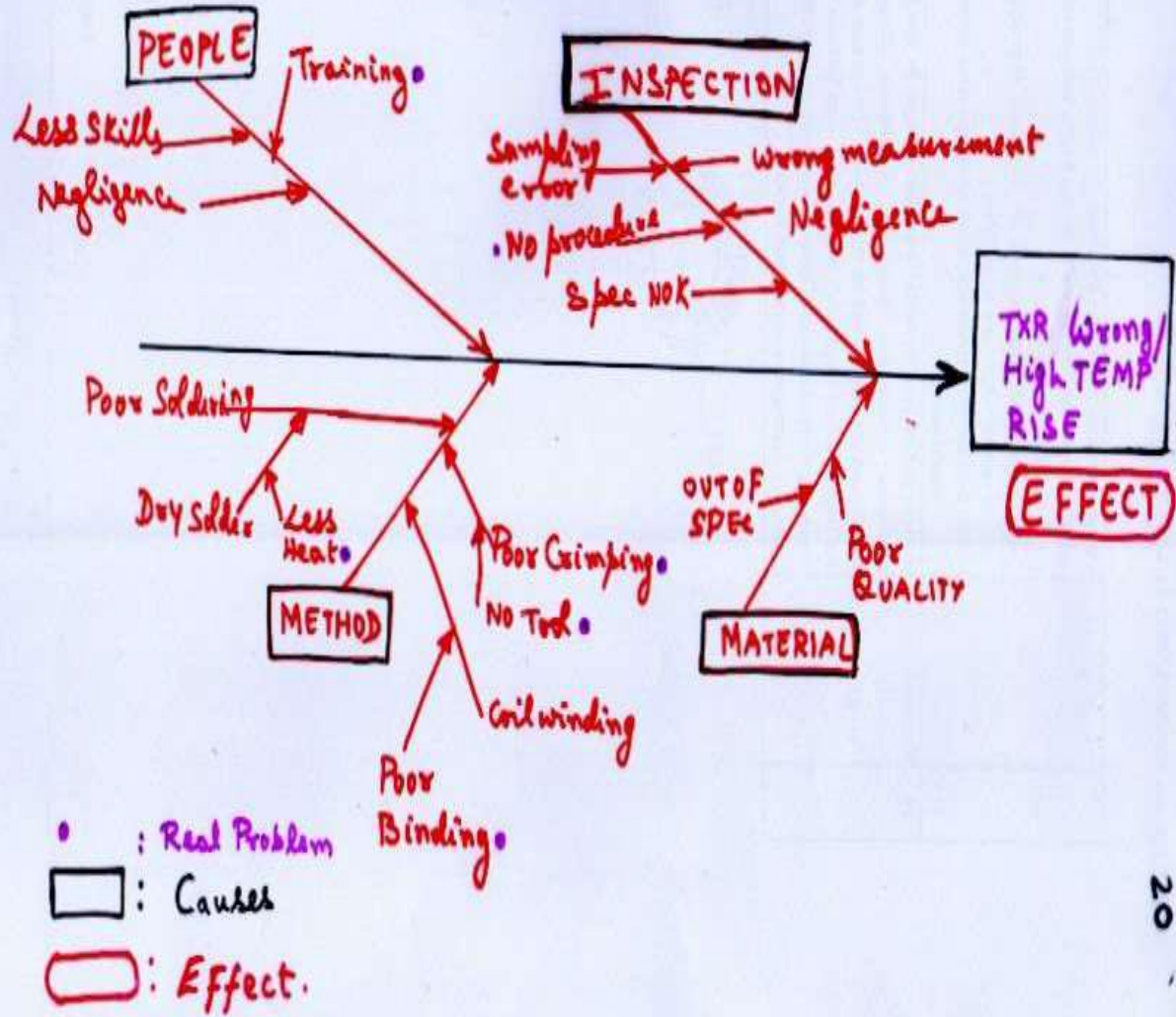
To come up with a feasible plan for improvement, it's important to draw out ideas from everyone and pool the results.





# CAUSE AND EFFECT DIAGRAM OR ISIKAWA DIAGRAM

E.S. RAO  
SR. MANAGER (PE)





DT: 13-11-97

Doc No: 8247

P.P.C PLAN		S&B NIFE POWER SYSTEMS LIMITED RECIPIER DIVISION HYDERABAD - 500 014		MANUFACTURING &											
S. NO.	JOB NO / CUSTOMER	TENTATIVE MANUFACTURING										DELIVERY DATE	REMARKS		
		DEC 97	JAN 97											VALUE	STATUS
1	724/HPSEL	✓	✓	✓									30-11-97	61.3	+2.15 BTY VALUE INCLUDED
2	725/HPCL	✓											31-12-97	5.2	Code 1 Available
3	734/SIEMENS		✓										01-01-98	15.4	Code 2 approvals awaited
4	716/HPL		✓										25-12-97	12.9	PO required
5	737/MRKT		✓										15-11-97	1.0	
6	738/MRKT		✓										17-11-97	0.7	
7	726/SUNBEIT		✓										30-10-97	0.07	SPARES
8	740/MCTG		✓										25-01-98	0.37	"
9	742/RIW		✓										13-11-97	0.47	"
10	745/MUL	✓	1										30-11-97	0.07	"
															105.48 Lacs (HPSEL BTY VALUE 12.35 included)
													15-1-98	4.72	awaiting approval
	741/SUNBEIT		✓										10-01-98	1.73	awaiting approval
	739/SIEMENS		✓										15-03-98	12.45	awaiting approval
	735/SALOM		✓	✓									07-02-98	2.36	"
	743/BIRLA		✓												51.24
															GRAND TOTAL 156.72 LACS

NOTE: a) All depts to plan accordingly  
 b) CSD/Engg. to get approvals by Dec.15th.  
 c) PPC & Purchase to do NRP based on BOMs released for critical items.

PREPARED BY: [Signature] DATE: 13/11/97  
 CHECKED BY: [Signature] DATE: [Signature] 13/11/97  
 APPROVED BY: [Signature] DATE: 13/11/97

✓ mark indicates completion items.

MEMO/REPORT

89541

DT.14/11/97

To : Mr B Dhannajaya/Mr G C Sasthy THRU MR UM RAO with a request to all to do the needful  
 From : E. Sankara Rao

SUB: PE DIVISION ORDER BOOKING REQUIREMENTS

This has reference to the presentation and discussions had in the sales commado meeting held in Sept'97 in which we have requested for the healthy and executable order booking for meeting the PE turnover of Rs.500 lakhs in 1997-98.

The following is the status of the PE division as on date: (Value in Lakhs)

	ORDERS	PROD/DESPATCH
a) Opening balance (from 96-97)	55.33	---
b) Orders booked in 97-98	375.00	---
c) Production/Despatch as on Oct'97	---	216.00
d) New orders to be booked by Dec'97	140.00	---
e) November'97 production/Despatch	---	65.00
f) December'97 production/Despatch	---	97.00
g) January'98 production/Despatch	---	52.77
h) February'98 production/Despatch	---	70.00
<b>Total orders &amp; production</b>	<b>570.33</b>	<b>500.77</b>

In order to meet the targets monthwise and overall for 97-98 the following are to be done.

- a) The CSD and Engg. to get correct PO's and Approvals of Drawings & QAP by Dec'97 for jobs upto Jan'98 and for jobs of Feb'98 and Mar'98 the approvals are required by Jan'98.
- b) Dalium job is critical in Material and Testing functions so the job Approval should be completed by Nov'97 and MRP to start by Dec'97 and Manufacturing in Jan'97 and Testing/Despatch by Feb'97. A detailed project plan will be released shortly for all the concerned.
- c) Finance to make an appropriate cash flows for the production and despatches for Dec'97 and Jan'98 as enclosed in the production schedule.

Regards  
 [Signature]  
 (E SANKARA RAO)

CC: Sri SS Rao for Information only.  
 M/s AK/ASR/BSN



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“BUSINESS STRATEGY”

“INNOVATION” AND

“DATA ENGINES”

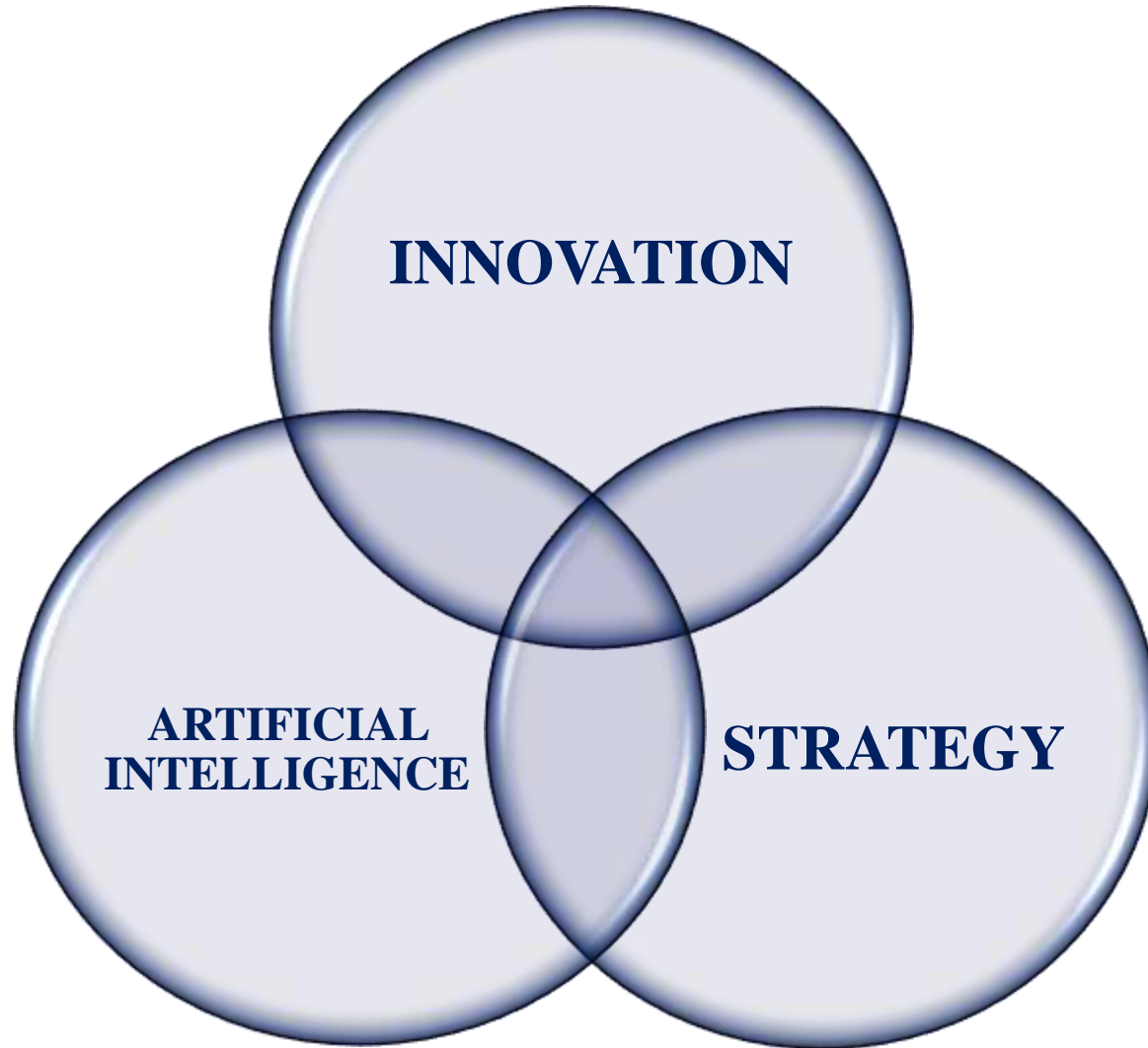


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# BUSINESS ECOSYSTEM & STRATEGY



# Political Innovation & Strategy

- **Skillset:** Advance Detailed Planning & Execution for repeal of *J&K Article 370 & Sec 35A* with minute Demographic Data Base Analysis
- **Team:** A Passionate & Experienced multi-disciplinary team work of *Legal + Defense + Intelligence + Parliamentary Affairs*
- **Innovation:** Re-organization of J&K state to 2 UT's to gain the confidence of the 3 regions citizens
- **Strategy:** *First introduced the bill in RS* with the discretionary powers of RS Chairman where Opposition is divided and unaware. **Then introduced in LS** where **there is super majority** and passed the bill easily





# Cinema Innovation & Strategy



*Cinema Innovation – Independent Biopic Movies are more Successful than and Non-Independent movies*



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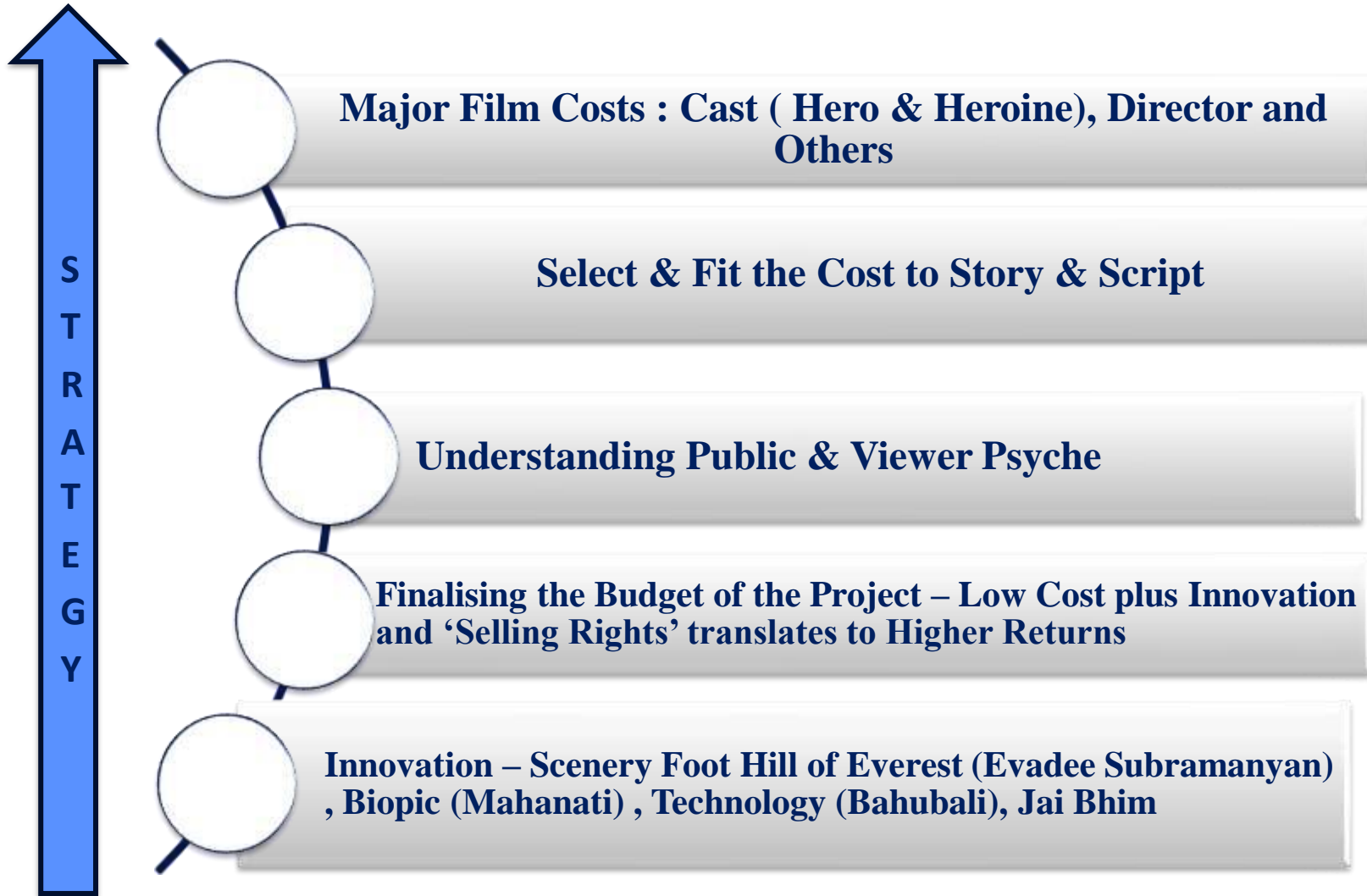


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# Strategy & Innovative Cinema

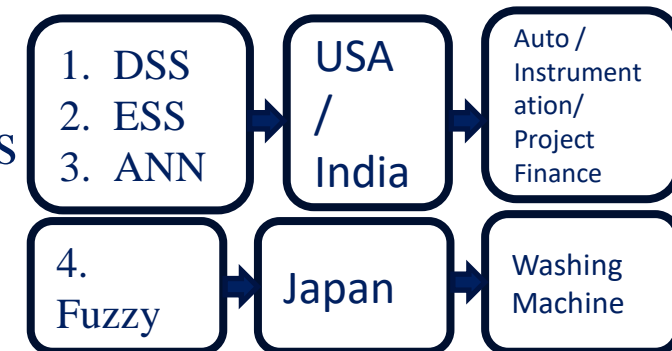


## **BACKGROUND**

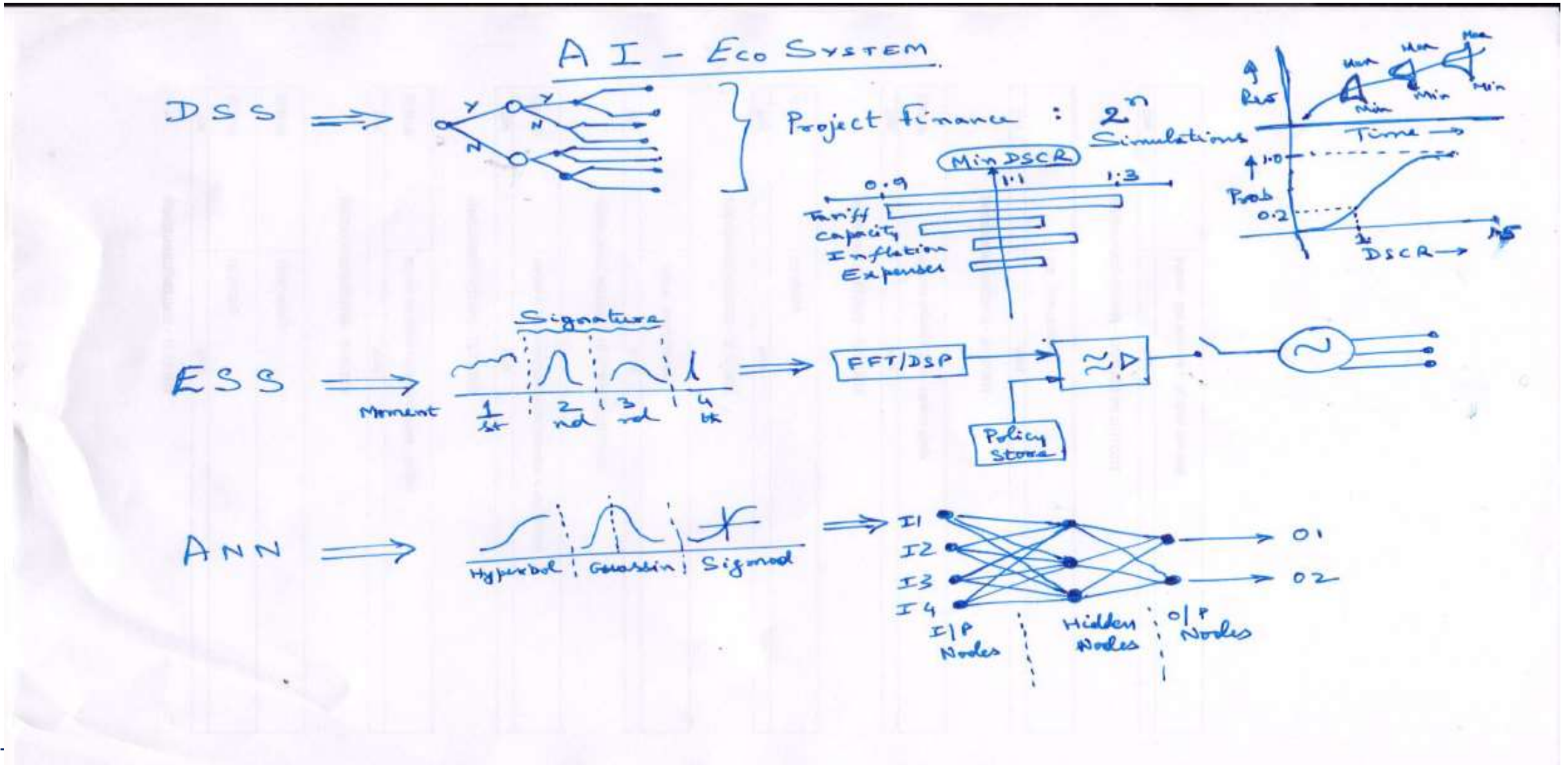
- Strong Telugu Media Market
- High Competition

# ARTIFICIAL INTELLIGENCE

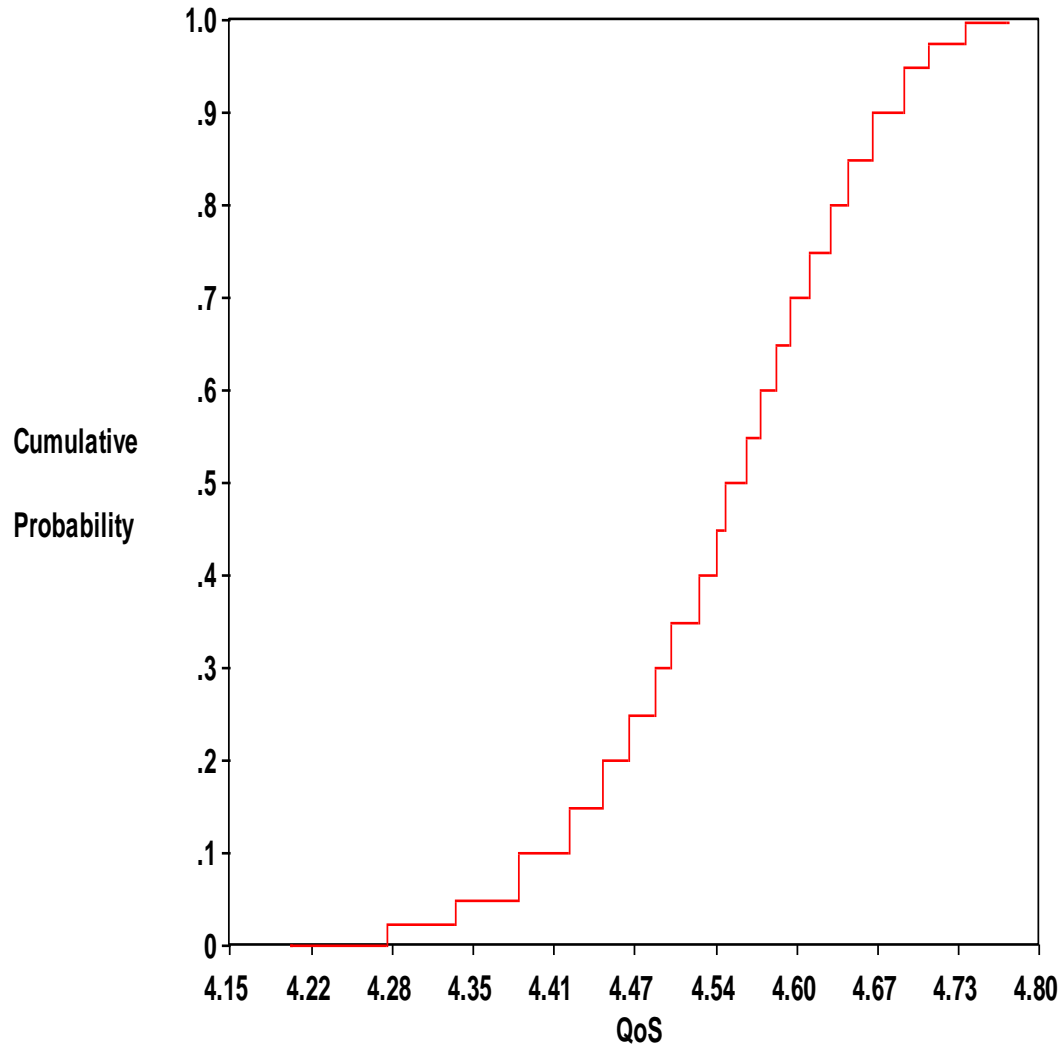
- Science & Medicine: Prediction, Diagnosis
- Manufacturing: Process modeling, FME & C analysis
- Marketing & Sales: Market analysis, customer classification
- Finance: Portfolio & Investments analysis
- Banking & Insurance: Credit, Risk and Treasury
- Elections: Predictions & Game Theory Simulations
- Power Sector Grid: LDC Computing Algorithm



# DATA ANALYSIS LEADS TO PRODUCTIVITY & BUSINESS GROWTH



# Stochastic Verses Deterministic for Accuracy of Decision Making

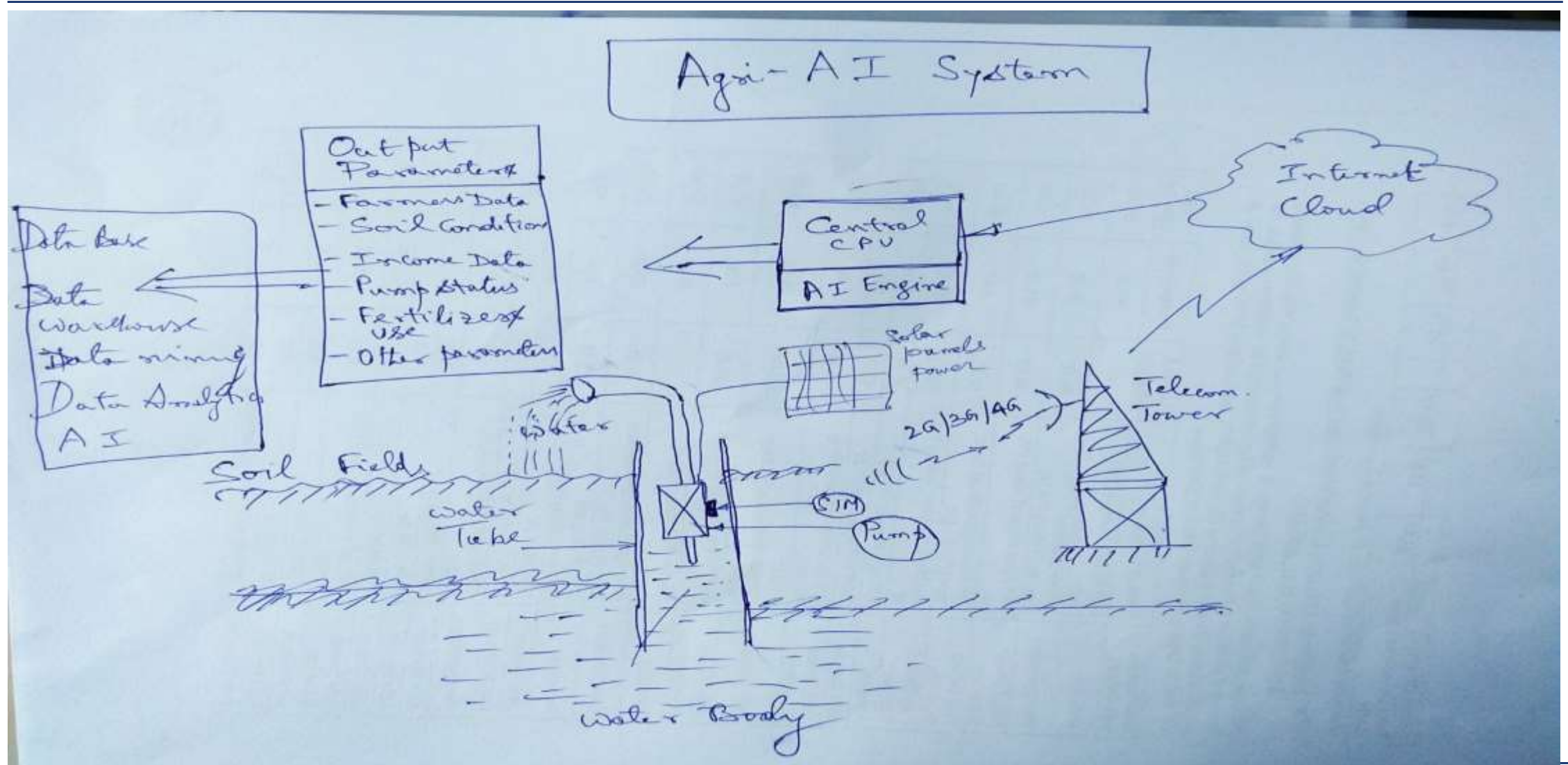


S.No.	Output Parameter	Units	Deterministic Method	Probabilistic Method
1	Traffic	Mn Minutes	835	840
2	Revenue	Rs. Crores	1461	1400
3	EBITDA	Rs. Crores	184	181
4	LCC	Rs. Crores	260	215
5	Capex	Rs. Crores	128	127
6	Opex	Rs.Crores	1276	1503
7	QoS	No.	4.55	4.55
8	NEI	No.	3.87	3.8
9	Availability	No.	.99950	.99945
10	Bandwidth E1s	No.	323	329





# ARTIFICIAL INTELLIGENCE IN AGRICULTURE







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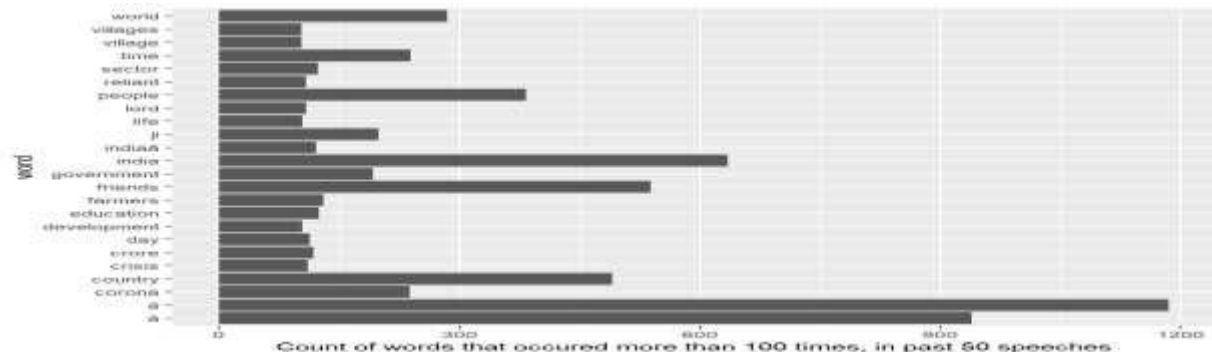


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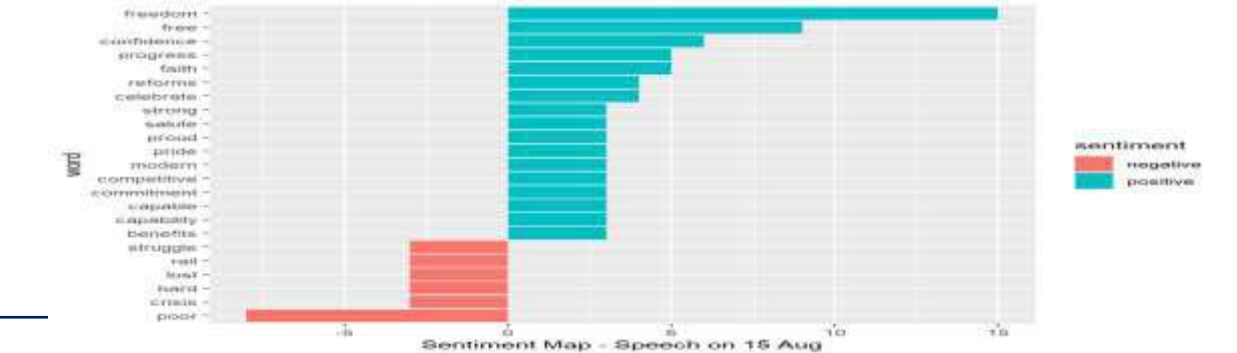
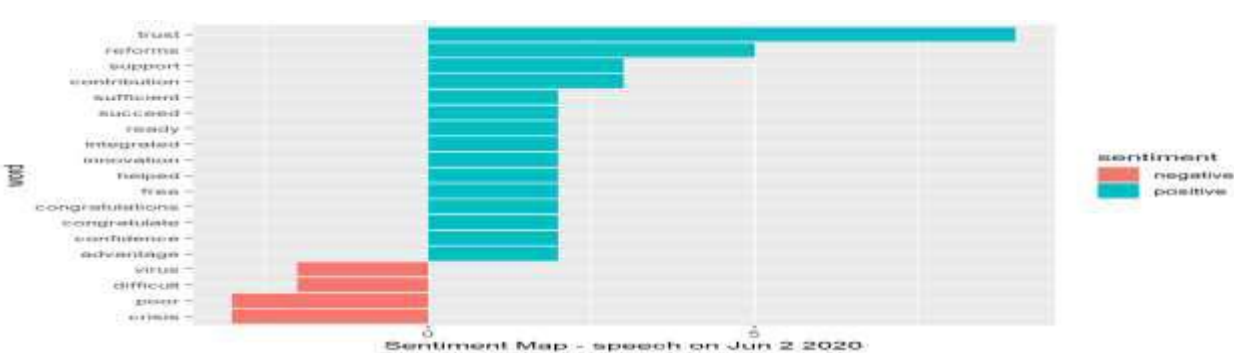
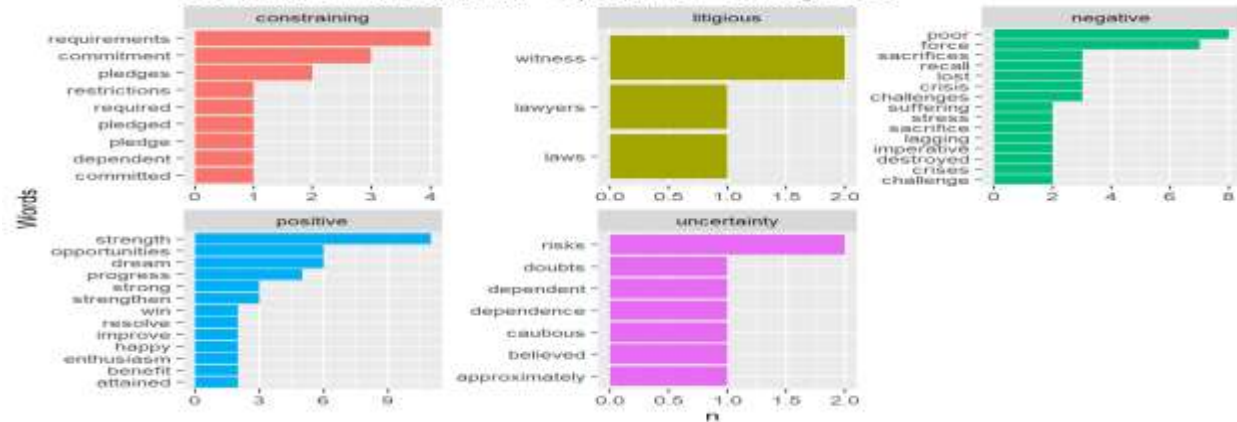
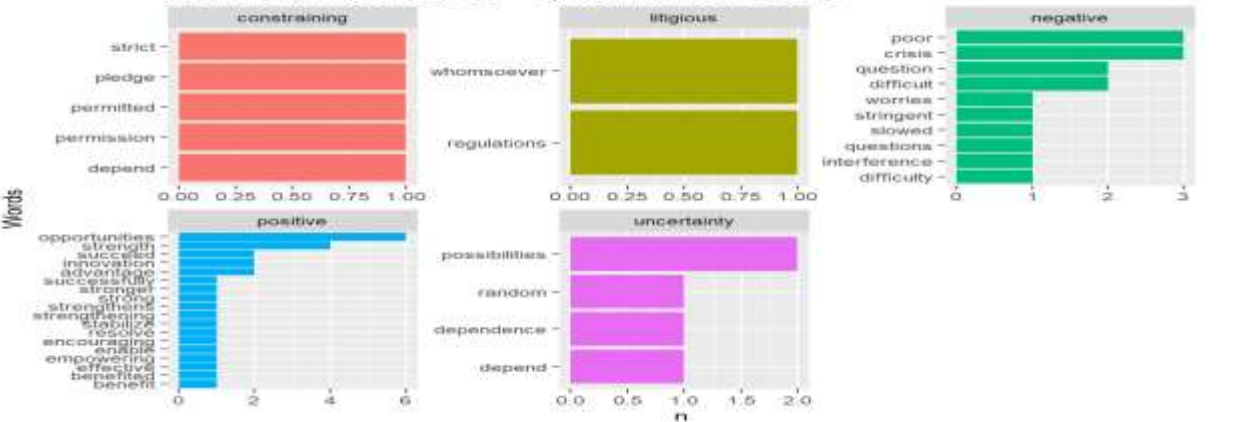


# Hon'ble PM 50 Speeches Analysis Using AI



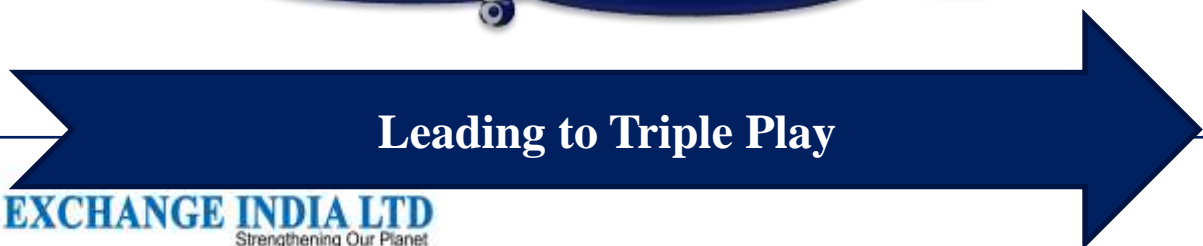
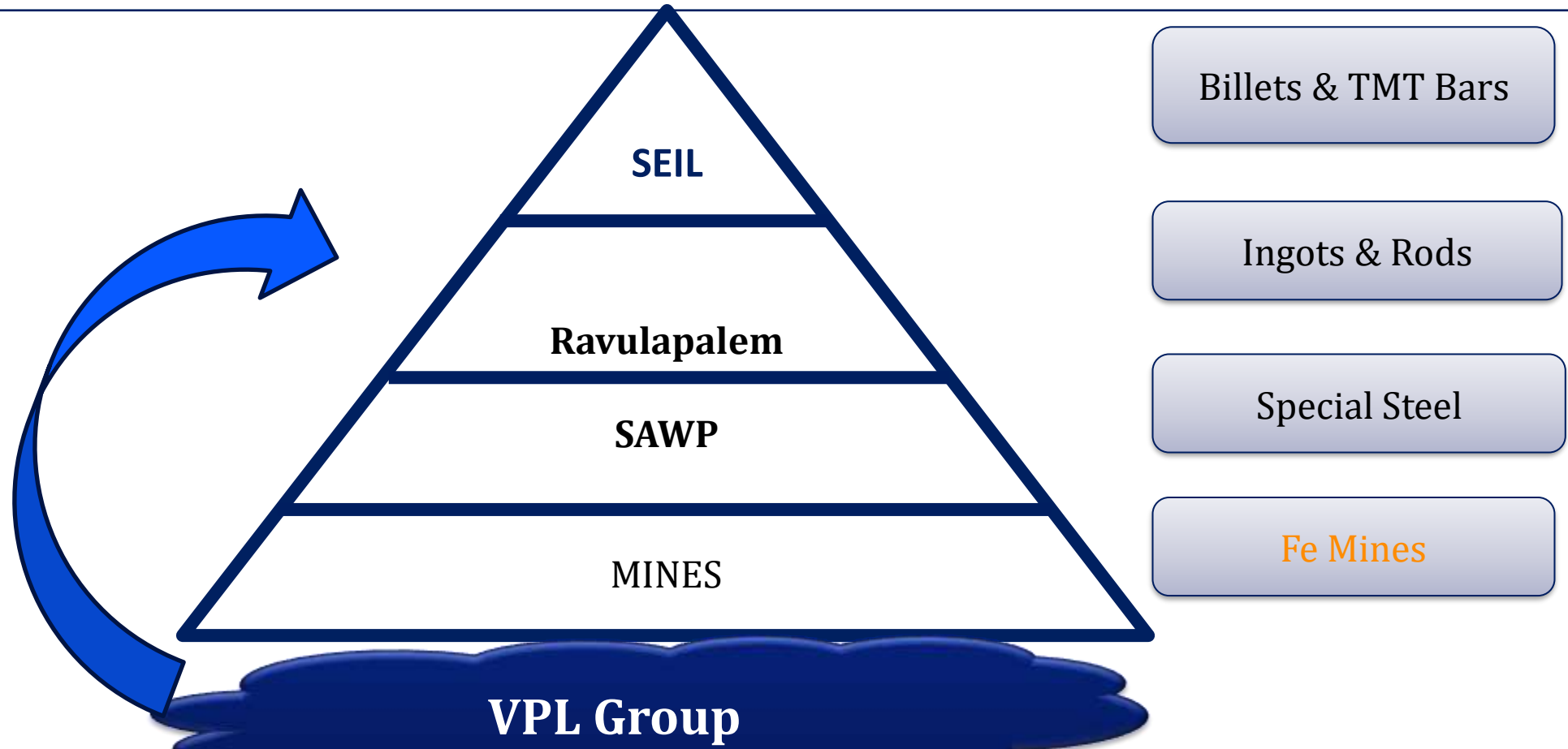
Sentiment Word Counts - Speech on Jun 2 2020

Sentiment Word Counts - Speech on 15 Aug 2020





# VPL STEEL BUSINESSES UP & DOWN STREAM INTEGRATION



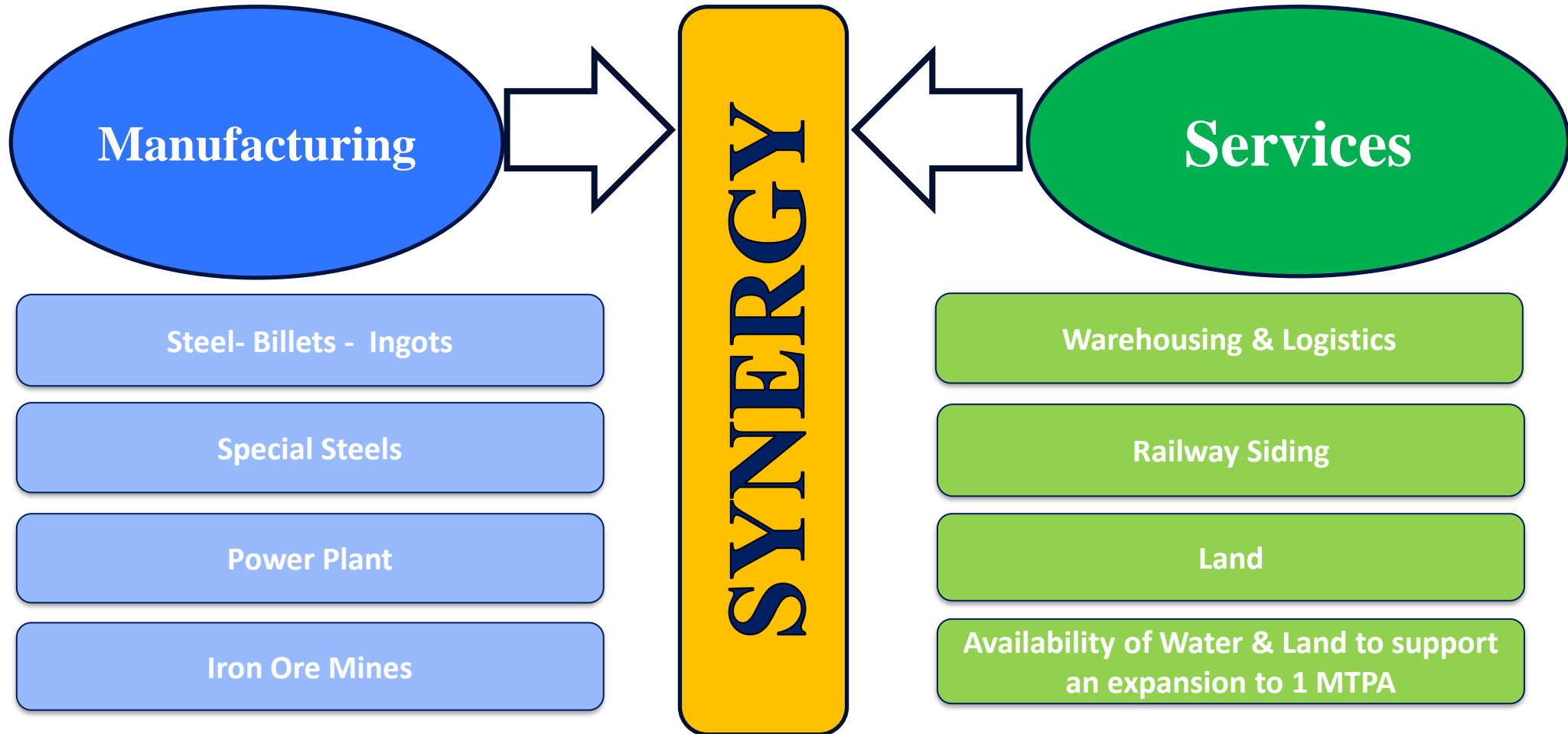
- Steel
- Warehousing & Logistics
- Real Estate

# NEED OF THE HOUR POST COVID-19

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- VPL GROUP SHOULD HAVE INTEGRATED TECHNO-ECONOMIC APPROACH
- MAINTAIN OPERATING PLANTS AVAILABILITY HIGH WITH PROPER PPC AND PLANT OPERATIONS PLANING
- PRODUCT QUALITY & PROCESSES TO BE RE-ENGINEERED FOR CUSTOMER VALUE & DELIGHT
- EVERY ASSET SHOULD HAVE A SCIENTIFIC BUSINESS PLAN
- STRIVE TO GET A GOOD CREDIT RATING OF EVERY ASSET
- OPTIMISE THE HUMAN RESOURCES TO KEEP MORALE HIGH
- REDUCE THE COST OF DEBT FOR LONG TERM SUSTAINABILITY
- REVAMP THE ORGANISATION STRUCTURE AND ROLES WITH RESPONSIBILITY

# Vizag Profiles Synergy : To Build Value & Wealth



**Environment & Social Friendly CSR**







**THANK YOU**

*(Always Committed for the Inclusive Development)*



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