

Jabhava

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udbhava TEAM

EDITOR'S DESK TEAM <mark>udbhava</mark>



Tell me and I forget. Teach me and I remember. Involve me and I learn. - Benjamin Franklin

There is no end to education. It is not that you read a book, pass an examination, and finish with education. The whole of life, from the moment you are born to the moment you die, is a process of learning.

The more and more you learn, the more you experience and explore, the less you make mistakes! Learning is infinite. There can be only one man who never makes any mistake. He is the one who does nothing. Mistakes make you perfect and help you learn. Even the expensive and precious diamonds are nothing but the mere coal that underwent immense pressure. Undergoing and experiencing all sorts of difficulties make us shine like diamonds.

With this idea that continuous learning moulds us throughout our life, we present to you, our September issue of Udbhava.

Happy reading!

Regards,

Team प्रवैक्रीकरुक





Abstract:

The construction sector in India, is the second largest employer and contributor to the Indian GDP. But, it's a known fact that most of the construction projects in India overshoot the budget or / and the stipulated time, due to various reasons. This is a loss to all the stakeholders in the business which includes the government and the construction companies. Critical Chain Project Management (CCPM) is a new philosophy in the field of project management that is based on the Theory of Constraints. CCPM is a proven technique that helps in timely completion of projects. Having identified certain parameters prevailing in the Indian construction industry that could be potential barriers for the implementation of CCPM, these parameters measured and tested, showed that the variables selected, were all responsible for CCPM to have not been implemented in the Indian construction industry. Therefore, the research shows the selected parameters were responsible for CCPM to have not been implemented in the Indian construction context.

Keywords: Critical Chain Project Management and Indian Construction Industry

Conclusion: This research is useful to the top management in the construction sector. This sector should realize the importance of concepts like six-sigma, 5S, CCPM etc. All these concepts are proven techniques and have worked wonders, in terms of productivity improvement, safety of personnel at work place i.e. fewer accidents, increase in profits etc., in which ever industry they have been applied. The research scholars can also make use of this research in order to carry out further research in this particular field. Finally, the institutes that impart project management and consultants in the construction industry may find this research useful and may use it to improve the way projects are executed. Therefore, CCPM may be seen as a panacea for all the problems the construction industry of India is facing today. The companies in the Indian sub-continent should take initiative and implement CCPM as early as possible and start drawing benefits out of the advantages that this concept offers. This would also place the Indian companies at par with the global companies, with international standards, and this would soon enable Indian construction companies to take up projects at the international level.

FULL TEXT available at

http://www.theinternationaljournal.org/ojs/index.php?journal=tij&page=article&op=view&path%5B%5D=1831



The International Journal Research Publication's Research Journal of Social Science & Management Barriers to Green Supply Chain Management in Indian Construction Industry: An Interpretive Structural Modelling Approach Adarsha Man Tamrakar, Prof. S. Sudhindra Vol 4, No 4 (2014) 01 August 2014

Abstract:

Purpose – The aim of the paper is to create a hierarchical framework of barriers to Green Supply Chain Management in the Indian Construction Industry.

Design/methodology/approach – A qualitative study using the Delphi Technique, consisting of 10 experts from various backgrounds such as education, industry, entrepreneur, etc was carried out. Two rounds of opinions were taken to achieve a consensus among the experts. Thirteen barriers were recognized from intensive literature review. Interpretive Structural Modelling was used to analyze the barriers. The driving and dependence power were used to classify the barriers into four types, namely, (a) dependant drivers, (b) independent drivers, (c) linkage drivers and (d) autonomous drivers.

Findings – The thesis provides empirical insights about how supply chain barriers in construction industry are related to each other and which of these barriers lead to the other. It also provides insights on the driving and dependence power analysis of the barriers. The Final ISM indicates that awareness, training and development and Government support can be the keys to success of Green Supply Chain Management implementation in the organizations.

Research limitations/implications – The research may suffer from expert bias as much as any Delhpi survey may suffer.

Practical implications – The thesis provides a framework which can help decision makers, both internal and external to the organization in making good and well informed decisions regarding green initiatives in supply chains.

Originality/value – This thesis fulfils an identified need to study the relationships between the barriers.

Keywords: Green Supply Chain Management, Interpretive Structural Modelling, Driving and Dependence Power Analysis

FULL TEXT available at

http://www.theinternationaljournal.org/ojs/index.php?journal=tij&page=article&op=view&path%5B%5D=3139



The International Journal Research Publication's Research Journal of Social Science & Management and the Social Science & Management in Indian Construction Industry: An Interpretive Structural Modelling Approach Adarsha Man Tamrakar, Prof. S. Sudhindra Vol 4, No 4 (2014) 01 August 2014

Brief Summary of Findings

The findings from the Final ISM Model shown in Figure 3 can be interpreted as follows.

- 1. Unawareness among customers and suppliers lead to less demand among them to implement green concepts in the organization. This will lead to cost implication which acts as a barrier to the implementation of Green Supply Chain Management in the Indian Construction Industry. In an industry that has intense competition, cost is a major factor which prevents organizations from taking up GSCM for the fear of losing market share. Therefore cost implications acts as a major barrier due to competition in the market along with lack of support from the Government which leads to lack of encouragement in the organization and reluctance among suppliers towards GSCM due to unfavorable or absence of policies relating to green operations. This will eventually leads to lack of green initiatives.
- 2. High cost also leads to shortage in resources in the organization which can lead to lack of implementation of Information Technology in the organizations in the form of software such as Enterprise Resource Planning and other optimization software. This eventually acts as a prime barrier to Green Supply Chain Management.
- 3. Lack of Knowledge about GSCM leads to lack of top management commitment as the top management are not updated about the new techniques and technology and are hesitant due to the uncertainty. Lack of knowledge about GSCM also is a cause of lack of quality human resources and poor organization culture which leads to reluctance from suppliers towards GSCM as the organization themselves cannot convince the suppliers towards green operations. This eventually leads to lack of green initiatives and lack of IT implementation in the organization.
- 4. It can also be seen from the model that lack of knowledge, lack of encouragement in organization, lack of top management commitment and lack of quality human resources directly leads to poor organization culture. This is obvious as the organization without motivated, skilled and knowledgeable without full support and encouragement from the top management cannot achieve a healthy work culture to be successful.

FULL TEXT available at

http://www.theinternationaljournal.org/ojs/index.php?journal=tij&page=article&op=view&path%5B%5D=3139



VILK RUN CONCEPT

Nikhil Shashi, 1320022 (LOS1)

Milk-Run logistics is a generic name of a logistics procurement method that uses routing to consolidate goods by the buyer. It is a method of goods collection in which the user (i.e. car assembly manufacturer) dispatches one truck at a specified time period to visit various suppliers (i.e. parts supplier) following a predefined route to collect parts or products, and deliver them to the factory. In general, the reasons why Milk-Run logistics has been widely employed are:

- Reduction in transportation costs due to consolidated transportation offsetting even the use of small lot transport.
- Improvement of the assembly manufacturer's production line and greater accuracy of JIT goods delivery due to synchronization. Milk-Run logistics can provide consolidated collection of goods necessary to improve logistics procurement systems.
- Improvement of the vehicle loading rate, shorten the total distance travelled. It can achieve various suppliers and manufacturers of coordination, improve agility supplies and flexibility, but also improve the ability of the manufacturer's response and system efficiency.
- It reduces the risk of product quality if problems. Manufacturers can quickly discover and inform the corresponding suppliers, to minimize the impact on sales.
- It changes logistics strategies, using third-party logistics significantly reduce in-process inventory, increased capital flows, reduce investment risks.

(Toshinori Nemoto, 2010)

Goals and Objectives

- Inventory Reduction
- Material Just in Time (JIT)
- Reduction in transportation
 Cost
- Reduction in CO2 emission



MI3: CAN XIAOMI MATCH DEMAND WITH ROBUST SUPPLY CHAIN

Even the Chinese mobile maker Xiaomi is trying to match demand of mobiles in India by planning to have a robust supply chain so that the demand and supply can meet and no customer can be dissatisfied.



KEVERSE LOGISTICS

Krishna Prasad, 1320116 (LOS1)

Most of us would have returned a purchased item at least once during our shopping experience. Did you ever think what will happen to those returned items? Where will it go? What are the processes behind the same? We all are aware of what the forward supply chain activities are. Similar kind of activities take place in managing returned goods also. The experts use the term "Reverse Logistics" for managing the flow of inventory from the consumer to the point of origin for the purpose of refurbishing or disposal. Here I will discuss some of the return specific activities that happen in a warehouse, quoting some of the processes being carried out in the warehouses of HP and Nike India.

Do warehouse processes play a role in reverse logistics? Yes, most of the time. Usually the returns (the items returned from customer site) do come to warehouses and from there they will be routed to respective destinations for refurbishing or disposal. Consider the HP warehouse which stores the Service Parts (parts of servers in data centers). These parts are usually under warranty. So when the service engineer places an order with HP for new part, the same will be sent from the warehouse, and the old part will be brought back to the warehouse. Every order should be mapped to corresponding damaged part. The order cannot be closed, unless the damaged part has reached the warehouse. This damaged part will be stored in different section of the warehouse. Few specific steps are taken in this returns management area also. Once the returned good arrives, it will undergo a visual inspection. In case of any visual damages, the same will be photographed and sent to HP as a physically damaged component might be difficult to reuse. Then the details have to be entered in HP ERP (I-return) and the system generated barcode should be attached to the component. The storage will be done in the special return area and as in normal put away operations, the location and item will be mapped.

T-MOBILE TO SELL PHONES THAT CALL, TEXT ON WI-FI

T-Mobile is planning to sell more than 100 Smartphone models with a built-in feature that taps into Wi-Fi networks to make phone calls and send texts when customers can't connect to the wireless carrier's cellular network.



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From the warehouse, the parts will be sent to Thailand or to domestic service agencies like Flextronics, where they will check if they could refurbish the part. If it's possible, then the part will be refurbished and again reach the warehouse and this part will be then considered as a new part.



Now looking at a retail example; say in Nike India, the returned goods from customer will be available at the stores or online retailer's warehouses (jabong.com, myntra.com

etc.). From here the reverse supply chain operation starts from the Nike's point of view. The goods are returned to the warehouse and once they arrive at the warehouse, they will undergo a thorough inspection. Here they will be separated into either defective or fresh returns. Defective goods are those having manufacturing defects, goods not having any retail tags etc. Fresh goods are those which are returned due to excess inventory in the shops, wrong size being sent to customer etc. Fresh goods are those which are not used and can be sold in market again. High quality checks are done at this stage. Only item that is in good shape like any other new item will be categorized as fresh returns. Also fresh goods can be items that have moved out of the market due to decrease in demand. Both fresh and defective item data will be entered into the ERP of Nike and returned products are stored in the returns area of warehouse. Fresh items are selected from return area by the order processing system at a later point of time. The defective items will be sent to disposal agencies.

Reverse logistics practice vary based on industry. Industries that have not spent much time and energy addressing return issues are now trying to make major improvements in this area.

Encouraged by the rapid growth in the Indian online-shopping industry, logistics firms are set to embark on a series of activities, including capitalraising, to make the most of it. DHL ANNOUNCED IT WOULD INVEST AS MUCH AS RS 800 CRORES IN THE NEXT TWO YEARS TO GEAR UP FOR GROWTH IN THE E-COMMERCE SECTOR. Smaller players have also announced similar measures. Delivery has entered into two rounds of fund -raising while a third-round, worth Rs 175 crores, was being discussed.





OPTIMIZATION OF FILL RATE

Alka Maurya, 1320037 (LOS1)

In India, the Coca-Cola system comprises of a wholly owned subsidiary of The Coca-Cola Company which is the Coca-Cola India Pvt. Ltd. manufacturing and selling the concentrates & bases. The Company-owned bottling entity, namely, Hindustan Coca-Cola Beverages Pvt. Ltd. (HCCBPL) is licensed bottling partner of TCCC, who is authorized to prepare, package, sell and distribute beverages.

The distribution system is extensive comprising of their customers, distributors and retailers. The authorized bottlers independently develop local markets and distribute beverages to the small retailers, grocers, supermarkets, restaurants and numerous other businesses which in turn make it available to the consumers across India.

One of the key metrics that affect the bottom line is the Fill rate, the one that deals with the size of the order from any customer- larger the volume of the item, the higher the basket fill rate. By selling a higher volume of your product in a shorter amount of time helps in maximizing profits.

By using modern automation tools in addition to creating a direct line of communication between market reps in the store and the warehouse. These tools can keep track of distribution across multiple SKUs and in multiple stores, giving an overall idea of what's selling, as it sells. Many of these tools will then work out the ideal SKU to supply in a particular store, based on an analysis of fill rates. The information can be channeled back to the warehouse and production line so it can be used quickly and effectively. Our reps at HCCBPL can track how quickly the distribution gaps are being filled and can compare the different sales rates, optimizing as they go.

The objectives of improving the fill rates by identifying the gaps and challenges in the current workings, to equip the Distributors with knowledge that would be helpful in creating customer delight and assist in effective operations at all levels of management. These concepts are important in Food & Beverages industries for empowering the mobile sales reps and warehouse.

Key Result: Fishbone Diagram





OPTIMIZATION OF FILL RATE

Alka Maurya, 1320037 (LOS1)

What is Fill rate in Supply Chain?

A fill rate is the measure of the depth of demand satisfied by the inventory on hand. Fill Rate calculates the service level between two parties. It is usually a measure of shipping performance expressed as a percentage of the total order.

The Fill rates can be evaluated by lines on an order, by SKUs, and by cases shipped. These fill rates can then be aggregated across different time periods and across different facilities within different geographic regions. Owing to the tremendous variety of measures, there is no standardized fashion for using and reporting fill rates. Businesses, of course, should measure fill rates in an effort to manage inventory availability, but different companies adopt different models to fit their specific operating context.

Even in out-of-stock situation the demand can be partially filled, but this a scenario that potentially translates into lost sales.

Fill Rate Calculations: (for the day in first week April, 2014)

S.No.	Total Order	Tot. Loadout Qty.	Tot. Loadin Qty.	Total Sales (Qty.)	Fill Rate
1.	163.80	163.80	6.00	157.80	96%
2.	103.80	101.80	6.00	95.80	94%

Where, Total Sales Quantity = Total Loadout Qty. – Total Loadin Qty. Also, the Stock out (in row 2) = 2 cs

Thus, Fill Rate is obtained by the ratio of Total Sales Qty. to Tot. Order Qty. with due consideration to company's stock outs and customer's stock cancellations. Hence, it is crucial to maintain enough stock to meet customers' requirements and avoid rejection of unwanted stocks.

This also helps in optimizing the fill rate and improving the sales.

The INDIAN GOVERNMENT IS DRAWING UP AN AMBITIOUS PLAN TO BUILD 12 DRY SATELLITE PORTS TO SPRUCE UP THE DOZEN MAJOR PORTS, so that they can dock super-sized ships and set up a new entity to speed up long-stalled port connectivity projects. Exporters would be able to conduct all their customs and export paperwork at the dry inland ports from where their consignments would be forwarded and loaded onto a ship at the nearest sea port. All the major ports have also been asked to consider shelling out Rs 100 crore to Rs 200 crore from their profits to pool in equity for a new corporation that will focus on executing port connectivity projects worth Rs 20,000 crore that had been announced years ago but have seen little work on the ground.





Industrial Visit Raymond

Guru Raj .V, 1320411 (LOS2)

Silver Spark Apparel Ltd. (SSAL) is a wholly owned subsidiary of Raymond Ltd.; marking the group's foray into the Global Apparel Outsourcing market. The unit manufactures suits and formal trousers catering largely to export markets.

The 2013-15 LOS students along with Prof. Sudheendra visited Silver Spark on 13-Aug-2014. It was a 1.5 hour journey from Christ University Institute of management, Kengeri Campus

We got a chance to witness SSAL's state-of-the-art manufacturing facilities at the company's Doddaballapur plant, which produces 0.4 million suits, jackets and 2.0 million trousers annually. With a total builtup area of 2,00,000 square feet, the facility houses state-of-the-art manufacturing equipment. Set-up at a total project cost of USD 10 million, the plant's



forte lies in the manufacture of jackets, which are at par with highly rated jackets from Italy or Japan. Fully compliant with international quality norms, the facility was audited and approved for commercial production by major American and Japanese menswear buyers.

SSAL also has an MTM (Made to Measure) unit, where, the custom designed suits and trousers are manufactured. Using Lean Techniques suggested by Admaa Consulting group (headed by Mr. **Anand Deshpande) the manufacturing time for a jacket has been reduced to 4 days, from 13 days.** The Raymond Made-to-Measure collection is crafted to reflect personal sense of style. Its new range of business, casual and ceremonial collections feature versatile pieces of impeccable craftsmanship and superior fabrics. Each of which will be custom-fit for customers and personalised with their choice of trims, accessories and special finishing touches like their initials. It all comes together to create a look that is very unique.

VOLVO TRUCKS REVEALS AMBITIONS FOR ASIA OPERATIONS AT THE SINGAPORE PRODUCTIVITY FORUM

2014; stays true to the company's principle of innovation by people for people. Volvo Trucks approaches productivity from the perspective of its customers and offers total transport solutions to the construction, mining, logistics and urban-use sectors. The company also recently opened a new representative office in Mongolia, and by the end of the year additional offices in Pakistan and Myanmar will follow.





SSAL manufactured jackets and trousers for the below mentioned brands:

- Raymonds
- Park Avenue
- Ralph Lauren
- Parx
- Notting Hill
- ColorPlus

The process of making a product involved 5 major processes:

- CAD
- Cutting
- Sewing
- Assembly
- Finishing

We got to interact with the staff and workers in the plant. All the processes involving the making of a jacket and trouser were clearly explained. The materials were utilized and the processes were designed in such a way that wastages were low and utilization was high. The inventory level was also maintained just enough to produce products for a month. We saw how layouts were optimized and 5S implementation kept the place neat and efficient. The plant manager gave a talk about the company and answered our queries and cleared our doubts regarding the processes.

Overall, it was a great learning experience.

HAIER ELECTRONICS PLANS NEW ACQUISITIONS TO BOLSTER ITS FAST-GROWING LOGISTICS SERVICE BUSINESS,

after the company posted a 19 per cent year-on-year increase in first-half net profit. The company, a subsidiary of home appliances giant Qingdao Haier, said the strategy would help meet demand on the mainland, where more enterprises are expected to outsource the storage, transport and distribution of their goods to professional third-party logistics companies. Total capital expenditure of 367.53m yuan (HK\$462.05m) in the first six months of the year was mainly used for developing its "integrated channel services" business, including the construction of logistics warehouse projects.



Industrial Visit

Pankesh 1320411 (LOS2)



On 12th July 2014 we had an opportunity to visit one of the most renowned manufacturing company under the guidance of Prof. Sirish Venkatagiri. Rail Wheel Factory (earlier known as Wheel and Axle Plant) is situated in Bangalore, India. It is a state-of-the-art plant, meeting major chunk of the demand of of wheels, axles and wheel sets for the Indian Railways. The spare capacity available is profitably utilized to meet the domestic demand of non-railway customers and exports.

Purpose of the visit

- To observe and understand the manufacturing process.
- Also to get familiar with the work culture in the manufacturing industry.
- To understand the changes and improvement in the processes.

About the Factory

- The Planning Commission sanctioned the Rail Wheel Factory Plant project in 1978 with a capital of Rs.146 Crores. Trial production commenced during 1983. Late Smt.Indira Gandhi, the then Prime Minister of India formally commissioned the plant on 15 September 1984.
- RWF is certified with ISO:9001-2008 for Quality Management System, ISO:14001-2004 for Environmental Management System, OHSAS:18001-2007 for Occupational Health and Safety System standards by IRQS and Association of American Rail Road's (AAR) accreditation for manufacture of wheel and axles.

3D PRINTING CAN HELP YOU PRINT LOCALLY USING A DE-SIGN SENT TO YOU FROM A FAR-OFF LOCATION IS NO LONGER NEWS. Scientists have developed prototypes of printers that could change the way people produced things. The \$10-trillion supply chain management industry has begun to wonder how this new IT revolution could change its fortunes.



- Started with the manufacturing of one type of wheel and six type of Axles RWF has made a journey of development and now being able to produce 11 type of Wheels, 29 types of Axles and 5 types of Wheel sets.
- All products are subjected to stage and final inspection which includes micro/macro properties of the material, Magnetic Particle Testing, Ultrasonic Testing, Hardness, dimensional parameters, Surface finish etc.
- All products are accompanied with a quality assurance certificate.
- **About the Visit :** Started with the video presentation about the company showing their journey of success and developments. The students were divided into two groups of 20 each guided by officials of the RWF in to their wheel division as well as to their axle factory.
- **Wheel factory** there has the capacity of producing 600 wheels per day which includes the following processes: Melting the iron and steel raw material in the Arc furnaces, Pressurized air blow pouring, Heat treatment, Normalizing process, Stamping or punching a unique number on the wheel, Gas cutting and Machining
- **Axle factory** has the capacity of producing 280 axles per day and the manufacturing process is divided in to three steps Cutting the blooms in to billets, Forging of billets and Air cooling and then finishing and centering.
- The whole experience was helpful in understanding the manufacturing process of a rail wheel factory and how the development in the company and processes is helping them to be focused in achieving their targets and sustaining in this competitive environment. It helped in understanding the technology and the processes used in the manufacturing of the wheels and axles and thus was a learning exercise for the students.





ndustrial Visit Rail Wheel Factory Yelahanka, Bangalore

Siddartha, 1320120 (LOS1)

Rail Wheel Factory in Yelahanka, Bangalore was incorporated in the year 1984. It is engaged in production of wheels, axels, wheel sets of railroad wagons, coaches and locomotives for the use of Indian railways & other overseas customers. This plant is one of the best Rail wheel plant in the country with latest technology and manufacturing systems & innovative designs.

LOS students were taken to Rail wheel Factory Bangalore, for an industry visit. Initially students were given briefing about Indian Railways. Later we were made familiar with the equipment's with the help of a video.

After briefing about the Rail wheel factory, students were split into two groups &each group was taken into the plant where wheels & axels are manufactured. Senior Production executive of the factory explained about the different steps in axels & wheel manufacturing, which includes heating of raw materials at 900 Celsius. , normalising of furnace, quenching&moulding process.

The testing processes like ultrasonic testing, magnetic particle testing, hardness, surface finish and dimensional parameters of the materials were also explained during the plant visit.

Apart from the routine operations, the following were some of the observations:

- The workforce of this unit is more than 2000.
- Every year, around 70000 various types of wheels, 23000 axles and wheel sets are manufactured in this unit.
- The products which are manufactured in this plant are attached with a one year warranty before they are sent out for delivery.
- This unit is one of the best in the country for manufacturing wheels, axles and wheel sets because this unit adopts fool proof (mistake proofing/ Poka yoke)methodologies for their processes.
- Average weight of each wheel is around 500 kgs.

Learnings:

- History of Indian Railways & equipments used in rail manufacturing
- Lean concepts used in manufacturing plants.
- Quality management system in manufacturing of heavy metal products.
- Environmental health security.
- Working of different heavy machineries



While waiting for the internship to begin, I joined Tata Motors for a short period of 15 days for my live project.

Though I was pretty excited to get an opportunity to enter into the manufacturing plant, the first day didn't go as per my expectations. After driving for around 20 km from the city when I reached the plant, I was pretty disappointed when the security person didn't even let me enter inside the plant as I was not wearing shoes. That was the first lesson I learnt about the seriousness of the company towards people's safety.

So my training started from second day. After a brief introductory welcome session by HR, I was taken directly to the Quality Control department to meet my manager. I was assigned to understand the VSM (Value Stream Mapping) of the assembly line 2 and 3. Apart from this, I was privileged to take part in KAIZEN activities being undertaken by the In house team on a continual basis.

As a part of the project, I was given the overview of 14 shop floors in the plant. Tata Motors Lucknow has two plants one Eastern plant and one Western plant. This Lucknow plant was established in 1992 for the production of Commercial Vehicles. It's a state of the art plant and is also having an Engineering Research centre and Service set up for support. This plant rolls out commercial vehicles and is specialized in the designing and manufacturing of a range of modern buses.

Though the duration of the project was extremely short, I was privileged to work with wonderful people who contributed to my learning. Being from non mechanical background I had difficulty in understanding the intrinsic functionalities but the team members were extremely supportive and cleared my doubts at every stage. Overall this experience helped me to get the real feel of working in a manufacturing plant and helped me to add a new dimension to my knowledge.

Online grocer BIGBASKET HAS RECEIVED FUNDING OF RS 200 CRORE IN A ROUND LED BY VENTURE CAPITAL FIRMS HELION AND ZODIUS FUND II WITH AVENDUS.

Existing investors Ascent Capital and LionRock Capital also participated in the round which saw the valuation of the two-yearold startup cross \$100 million (Rs 600 crore).





Across		Down			
2. match or agree almost exactly		1. including or dealing with all or nearly all elements or as-			
4. the difference in value betwee	n a country's imports and	pects of something 2. expressing adverse			
exports					
5. the sequence of processes invo	olved in the production and	3. an insistent and peremptory request			
distribution of a commodity.		5. a plan of action designed to achieve a long-term or over-			
7. a list of goods sent or services	provided	all aim			
		6. the quality of being logical and consistent			
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DNA of OPERATIONS



Lets get to the DNA of operations.....

ΓΕΑΜ

FACULTY COORDINATOR SIRISH VENKATAGIRI

Krishna Prasad

Keerthi Rallapalli







Dhana Sekaran CREATIVE & DESIGNING Pranav Kapil

REVIEWING

Kartheek Sunku

Jinto C V



Abhinav Ramachandaran





Preethi Philip

DNA of OPERATIONS

udohava | Volume 4 | Issue 3



udbhava is the official newsletter of Kenosys - the Lean Operations and Systems club of Kengeri Campus.

It's objective is to keep everyone up-to-date on the latest happening in the worlds of

The word KENOSYS is derived from the Greek word Kenosis which means self-emptying of one's own will and becoming entirely receptive to God's divine will, to eulogise the benefit of the group than to self and to contribute to common good than to individual goal. In our context it means to spread knowledge among our fellow LOS students. The word was slightly modified from Kenosis to Kenosys so that it goes with Kengeri Operations System.

The Kenosys club is an initiative by the students of LOS (Lean Operations & Systems) of Christ University Institute of Management, Kengeri. Kenosys stands for Kengeri Operations and Systems. Kenosys represents the Lean Operations and Systems (LOS) club of MBA students at Kengeri campus of Christ University. The club is the brain child of 2010-12 batch of MBA-LOS student.

Kenosys is a LOS student's initiative which organises LOS related student activities so that value addition happens to LOS students in addition to course curriculum. This is also a platform for LOS students to showcase their talents in organising events. The regular activities under Kenosys are Udbhava news letter, corporate interface, Workshops, panel discussions etc. Under Kenosys platform, students are encouraged and supported for their innovative and creative value addition exercises in the arena of Lean Operations and Systems.

KENOSYS—The Lean Operation & Systems Club,

CHRIST UNIVERSITY INSTITUTE OF MANAGEMENT

KENGERI CAMPUS, BANGALORE

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