



**EUROPEAN
INTERNATIONAL
UNIVERSITY**



COVER PAGE AND DECLARATION

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Introduction:

Project management is the use of techniques, methods, skills, knowledge, and experience to achieve particular project objectives within agreed-upon constraints. Project management contains final deliverables that must be completed within a specific timeframe and budget.

A significant distinction between project management and 'management' is that project management has a final result and a fixed timeframe, whereas management is a continuous activity. As a result, a project manager must possess a diverse set of talents, including frequently technical abilities, as well as people management abilities and commercial acumen.

1- About The Company:

Aspire International, Inc. (CIK No. 1049861) is a forfeited Maryland corporation located in Markham, Ontario, Canada with a class of securities registered with the Commission pursuant to Exchange Act Section 12(g). Aspire International is delinquent in its periodic filings with the Commission, having not filed any periodic reports since it filed a Form 10-K for the period ended December 31, 2010, which reported a net loss of \$2,513,582 for the prior twelve months. As of February 19, 2011 the company's stock (symbol "APIT") was quoted on OTC Link, (previously, "Pink Sheets") operated by OTC Markets Group, Inc. ("OTC Link"), had ten market makers and was eligible for the piggyback" exception of Exchange Act Rule 1502-11.

Aspire Pharmacy and Village Market, a pharmacy and a convenience store

A. Project Budget:

No	Item	Unit	Cost in Dollars	Number of Units	Period (Month)	Coverage Percentage	Total
Project staff salaries and other associated costs							
1	Project manager	Person	5000	1	12	100%	60000
2	Follow-up and evaluation officer	Person	4000	1	12	100%	48000
3	Program Manager	Person	7000	1	12	25%	21000
4	Accountant	Person	4000	1	12	100%	48000
5	Executive Director	Person	8500	1	12	25%	25500
Total							202,500

Activities, materials, goods, supplies							
1	Training of 24 health workers on integrative child health care.	Training	38000	1	1	100%	38000
2	Providing medical devices to the targeted medical facilities.	Total	280000	1	1	100%	280000
3	Designing, printing and distributing awareness brochures and posters.	Total	46000	1	1	100%	46000
4	A 4-day training for 12 male and female community volunteers.	Total	20600	1	1	100%	20600
5	community awareness sessions	session	100	300	1	100%	30000
6	Purchasing and distributing medicines to targeted health facilities	Total	720000	1	1	100%	720000
7	Providing monthly incentives for workers	Month	200	24	12	100%	57600
8	Renovation of 8 facilities	Attachment	8000	8	1	100%	64000
9	Providing a solar energy system for facilities	Attachment	18000	8	1	100%	144000
Total							1.400.200
Devices							
1	Laptops for the project team	laptop	4000	4	1	50%	8000
2	printer	Print	2000	1	1	100%	2000
Total							10000
Travel and commuting							
1	Travel allowance for follow-up and evaluation	Total	300	1	12	100%	3200
2	car rent	car	600	1	12	100%	7200
Total							10400
Transfers and grants to implementing partner organizations							

	Transfer to a partner organization	Total	50000	1	1	100%	50000
Total							50000
Operating expenses							
1	Office rent	Month	3000	1	12	25%	10500
2	Stationery	Month	1000	1	12	25%	3000
3	Telecom	Month	6000	1	12	100%	72000
4	Electricity, water, and internet	Month	1200	1	12	%25	3600
Total:							89100
Total Direct Expenditures:							1673100
Total Indirect Expenditures:							89100
Total administrative expenses (not more than 7% of direct expenses):							117117
Total project budget:							1.879.317

Total project budget =1.879.317

B. risk analysis:

Definition and examples of risks and opportunities:

Risk management is a critical component of project management. It is difficult to carry out any project without taking into account the dangers that may develop throughout the course of the project, as well as the possibilities that may be regarded a bonus to the project.

So, what are the risks?

A risk, according to the Project Management Institute, is "an unpredictable occurrence or scenario that, if it occurs, would have a positive or negative influence on the project's objectives." These occurrences include unanticipated conditions, scenarios, and threats that will have a detrimental influence on the project's development. (Muhammad Al-Amri, 2012)

We also stated that the risks are not restricted to having a negative influence on the project's objectives, but can have a beneficial impact as well. Negative risks include the project's completion and delay after the stipulated deadline, as well as a shortage of certain resources required to finish the project.

Positive risk examples include completing the project before the deadline or failing to use all of the resources allotted to the project.

Management of project risks

- What has to be done before the risks in the projects arise once we know what they are?

- What are the risks in projects, and how can they be avoided?
- What happens if the project takes longer than anticipated?
- What if the project's requirements surpass the money budgeted?
- What if the project fails to provide the desired results?
- What if I run into operational problems when putting the project together?

All of these and other questions should be asked while writing the project proposal, and then work on analysing and determining how to deal with them if they arise, because risk management is a planned and organised process that assists the project team in making the right decision at the right time by identifying and analysing risks. Then manage it in a way that avoids it from happening or reduces the effects, because projects are inherently hazardous since they are governed by project planning and assumptions, as well as external forces. It allows for the understanding and management of unforeseen occurrences in advance, minimising the chance of dangers while raising the possibility of opportunities.

What are the stages of risk management in projects?

Define the risk register:

Risks are recognized by collecting data on the risks that are likely to arise throughout the course of the project, which is done based on prior experience and research into similar projects. Some data collecting technologies and procedures can also be employed, like:

- Collaboration among project planners and corporate leaders • Consultation with subject matter experts
- Conduct a SWOT analysis to determine your organization's strengths, weaknesses, opportunities, and present issues.
- Questionnaires for those with project experience or an interest.
- The technique for calculating risks varies according to the nature of the project, the tasks involved, the size of the labour, the availability and cost of resources, and the scope of the project.
- The complexity of the project, the criticality of the project's schedule, and the risks are identified during the planning stage, but this does not imply that further hazards do not emerge during implementation and are added to the project's risk register..

life cycle	risk	The type of risk	responsible for the risk	probability		degree of risks								response method	response scenario	Responsibility for processing	Monitor and control
				The ratio	Classes	time		cost									
Execution	Changes in project scope	Technical	project management	%70	very high	%80	48	100 %	50000	33.6	high	4000	very high	avoid	Define the scope clearly and in detail by meeting with all stakeholders and involving them in formulating the scope	project manager	Continuous follow-up on a weekly basis
Execution	Late payments	Financial	financial management	%50	very high	%60	36	%60	30000	18	low	18000	Average	mitigation	Finalize procedures, provide requirements, coordinate, and closely follow up with those concerned with the ministry	Project Finance Officer	Follow up on every bill
Execution	Change in building legislation and regulations	Regulatory	Government Relations Department	%40	Average	%40	24	%80	40000	9.6	low	16000	Average	mitigation	Follow up closely with the municipalities	Government Relations Officer	Follow-up every two months for the legislative bodies of the relationship
planning	Unavailability of engineering software for design	Technical	purchase management	%30	Average	%40	24	%40	20000	7.2	low	80000	low	Acceptance	Accept risk and use the project manager's powers	Project Procurement Department	Since the beginning of the project
start	Unavailability of specialized personnel	Administrative	HR	%20	low	%20	12	%20	100000	2.4	very low	20000	very low	Acceptance	Raise the request to the Director-General and take advantage of his powers	project manager	Since the beginning of the project
Execution	Unavailability of technical specifications	Technical	Quality Management	%60	very high	%40	24	%20	100000	14.4	low	40000	very low	Acceptance	Coordination with a larger number of medical device factories	Specifications section	On a monthly basis, it is necessary
Execution	The abundance of sub-contracts	Financial	Contract Management	%10	Very low	%40	24	%20	100000	2.4	very low	40000	very low	Acceptance	Reducing dependence on external contracts	project manager	Accomplishment before starting the activity
Execution	Delay in making important decisions Change in the requirements of the Survey Authority	Administrative	Higher Management	%25	low	%60	36	%60	300000	9	low	18000	Average	Average	Distribution of powers and responsibilities, coordinating periodic meetings; and documenting decisions	project manager	Periodically
Execution	Change in the requirements of the Survey Authority	Regulatory	government relations	%35	Average	%80	48	100 %	50000	16.8	low	40000	very high	very high	Raise the matter to senior management to take the appropriate decision	the manager of the program	Periodically
planning	Soil testing prices are high	Financial	financial management	%40	Average	%20	12	%80	40000	4.8	very low	80000	low	low	Contracting in an early period and searching for alternatives	Project Procurement Department	Higher Management
Execution	Weather conditions in the project land	external	project management	%30	Sometimes	%40	24	%60	30000	7.2	low	12000	Average	Average	Providing special equipment	Purchasing Officer	Periodically

Qualitative risk analysis:

The main difference between quantitative and qualitative risk analysis is that qualitative risk analysis uses a descriptive scale to determine the possibility of a risk happening, whereas quantitative risk analysis uses a numerical scale.

When performing qualitative risk analysis, risk prioritization is required for additional action or analysis; qualitative risk analysis is used to assess the likelihood of their occurrence and potential impact), This allows project managers to priorities risks and their owners, so the procedure is implemented at the beginning of the project and at the beginning of each unexpected sudden turn.

The fundamental benefit of qualitative risk analysis is that by assessing hazards, project managers may concentrate on high-priority concerns, establishing the framework for more quantitative risk analysis. The scale of scoring is low-medium-high.

Plan risk-response strategies:

- Several techniques exist for coping with diverse project risks, including:
- • Removing and avoiding project risks, such as checking the manufacturing quality of multiple vendors before deciding to supply and therefore eliminating
- • Reduce the possibility of coming into touch with hazardous items.
- • Reducing hazards, for example, by renting generators to be utilized during power outages.
- • Transferring these risks by acquiring suitable insurance from insurance firms to cope with the risks' effects.
- • For example, subcontractors might be utilized to share risks.

Stakeholder

Stakeholder engagement and engagement assessment matrix:

One of the most difficult, yet crucial, jobs of a project manager is managing stakeholder involvement. However, there are tools and strategies available, such as the stakeholder engagement matrix, that may considerably simplify and improve project stakeholder management.

The Stakeholder Engagement Assessment Matrix is a straightforward yet effective project management approach for capturing and tracking real stakeholder participation levels. Aids in the identification of possible gaps in stakeholder participation. There are stakeholders in every project. However, the number of projects and stakeholder engagement varies substantially depending on the type of project.

A small apartment restoration project, for example, could just include a few partners. A major project, on the other hand, such as creating infrastructure for a residential metropolis, might include a huge number of individual stakeholders and stakeholder groups. Managing the project's interaction with stakeholders is crucial to achieving project success, regardless of project size. This is especially true for powerful and enthusiastic stakeholders. (Sameh Muhammad, 2008)

As a result, it was necessary to create a matrix that assesses the level of participation of project stakeholders.

The Stakeholder Participation Assessment Matrix is comprised of numerous rows, each representing a distinct stakeholder (or group of homogeneous stakeholders, if applicable).

The columns represent the degree of participation. The level of correlation for each is determined by the following classification:

- Unaware
- Resistance
- Neutral
- Supports
- Leadership.

The current level of participation is then documented and denoted with a "C," while the required level is represented and denoted with a letter.

How do you determine the required level of stakeholder engagement?

Those levels of participation are determined by a classification that classifies them as follows:

The degree to which each of them is required

All of us are optimistic about them.

All of the theme's interests

Each of them has the power to make a difference..

This assessment serves as the foundation for the project's stakeholder engagement strategy. The plan specifies the extent and mode of productive stakeholder participation in the project.

Other tools, techniques, and documents that can help with stakeholder participation include, but are not limited to:

Analysis of stakeholders (identifying relevant stakeholders and their interests)

Stakeholder registration (list and classification of stakeholders)

The above-mentioned stakeholders' network of influence (9.4) and similar

The degree of actual shareholder engagement is then compared to the level of participation necessary at the start of monitoring and evaluation activities. As a result, any gaps can be identified and addressed by the project manager.

- Department Head of Quality

- Patients and their loved ones
- Engineers and workers on the project
- Consultants
- Officials from the Ministry of Health, for example.

C: Projected Competition Times:

Quick to market and quick to produce Firms competing on time to market place a premium on shorter design lead times. In other words, the company can reduce the time it takes to produce new goods or make fast design adjustments. Ones that are 50% above budget but on time have been demonstrated to create better profit levels than products that are 50% under budget but six months late. Furthermore, this type enables enterprises to obtain a market advantage by continually introducing more new items or a large number of product improvements/variations faster than competitors, allowing them to dominate the market. (Amjad Hawamdeh,2020)

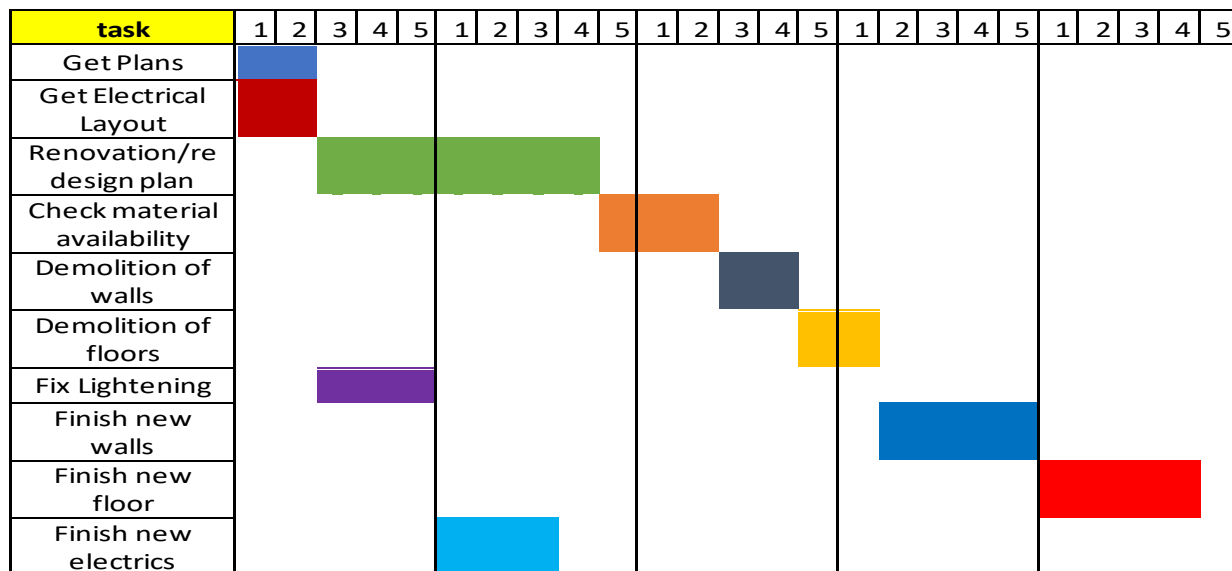
Time-Based Competitions are now moving further along the learning curve than the competition. Both of these variables, in the end, raise the barriers to entrance for competitors.

Fast-to-product companies place a premium on responding quickly to client needs for current items. By refilling its shops twice as rapidly as its competitors, Wal-Mart has been able to dominate its sector. Firms operating in this space focus on reducing lead times across the system, from the moment a client puts an order to the time the consumer receives the goods. This encompasses the ability to minimize the time it takes to make things (throughput time) as well as the time it takes to receive a customer's order and actually deliver the product (delivery speed). In addition to increased quality and on-time delivery performance, these lead-time reductions are usually accompanied by significant inventory reductions with JIT, less rework, fewer supervisors, lower carrying costs, lower overhead, and so on. Some consumers are known as impatient customers, place a high value on shorter lead times. These clients are prepared to pay a premium in order to receive their goods and services as soon as possible. This combination of decreased expenses and more revenues greatly leads to enhanced business performance.

D. Quality Control Measures:

Quality control (QC) is a process by which a company strives to maintain or enhance product quality. Quality assurance necessitates that the organization foster an atmosphere in which both management and employees strive for perfection. This is accomplished through educating workers, developing product quality norms, and testing products for statistically significant deviations

The development of well-defined controls is an essential component of quality control. These controls aid in the standardisation of both production and responses to quality concerns. Limiting the amount of space for mistake by identifying which production activities are to be done by which persons decreases the likelihood of employees becoming involved in jobs for which they do not have proper training.



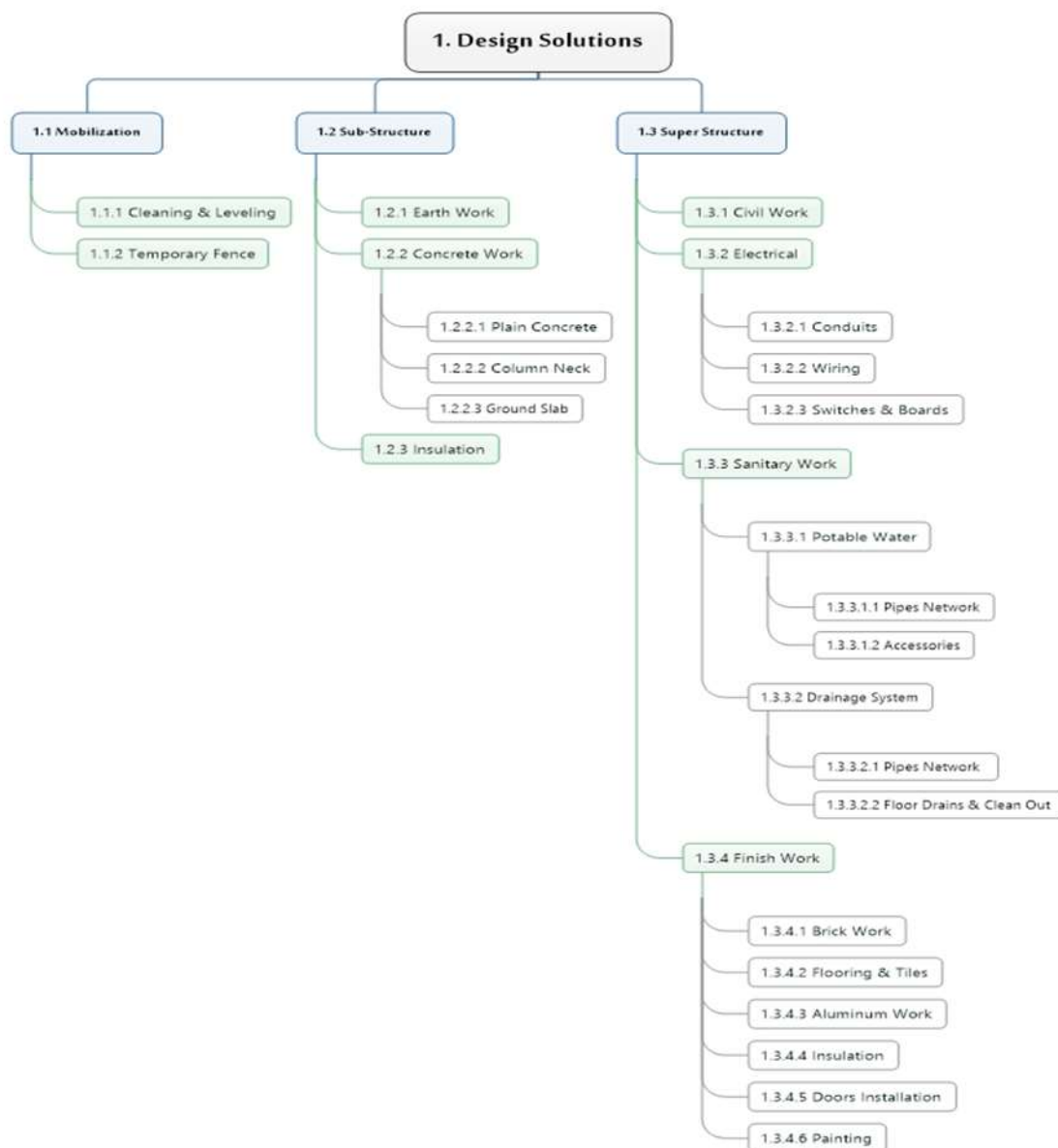
The PDSA Cycle (Plan-Do-Study-Act) is a systematic technique of gathering useful information and expertise for the continual development of a product, process, or service. This integrated learning and improvement methodology, often known as the Deming Wheel or Deming Cycle, was initially introduced to Dr. Deming by his mentor, Walter Shewhart of New York's illustrious Bell Laboratories..

The Plan phase kicks off the cycle. Identifying a goal or purpose, developing a theory, establishing success metrics, and putting a plan into action are all part of this process. Following these phases is the Do stage, which is when the plan's components, such as product production, are put into action. Following that is the Study phase, in which outcomes are examined to establish the validity of the plan

for indicators of progress and success, as well as impediments and areas for improvement. The Act stage completes the cycle by combining the knowledge gained throughout the process. This knowledge can then be used to update the goal, change the methodology, completely reformulate a theory, or broaden the learning – improvement cycle from a small-scale experiment to a larger execution Plan. As part of a continual cycle of learning and improvement, these four steps can be repeated indefinitely.



E. Team Member Breakdown:



A work breakdown structure (WBS) is a graphical, hierarchical, deliverable-oriented breakdown of a project. It is a valuable diagram for project managers because it allows them to break down the scope of their project and visualise all of the tasks that must be performed.

The work breakdown structure chart summarises all project work processes, making it an essential tool for project planning. The ultimate project deliverable, as well as the tasks and work packages associated with it, are placed on top of the WBS diagram, and the WBS levels beneath it partition the project scope to represent the activities, deliverables, and work packages required to complete the project from start to finish. (Bayhas Al-Sawadi, 2016)

RACI Chart	Person				
	Executive Director	Project Manager	Quality Manager	Risk Manager	IT Manager
Create charter	C	R	I	I	I
Collect requirement	I	R	A	C	R
Submit change request	I	A	R	R	I
Develop test plan	I	R	A	I	R
R = Responsible A = Accountable C = Consult I = Inform					

2-high-speed railway:

Introduction:

Historically, at least for the final half of the twentieth century, rail investment choices were typically determined by the Ministry in charge of railroads – especially where projects were of significant importance – or by the national rail corporation with a dominant position in the supply of train services. Quite frequently, the responsible Ministry was solely concerned with railway or other forms of public transportation, leaving roads, ports, and airports to other ministries. Even if responsibility for transportation infrastructure investment was centralized, different rail directorates prevented a good multimodal vision and standardization of evaluation methodologies in the transfer of financial resources to the transportation sector. Intimate connections between the public corporation and the regulatory body have prevented adequate examination of investment plans, resulting in resource misallocation all too frequently. This is without a doubt one of the causes of the sector's poor performance and losing market share, despite investment levels much in excess of its proportional traffic numbers.

In this context, project appraisal has frequently been conducted solely from a rail perspective, without taking proper scenarios into account – implying that the evolution of competing modes has been ignored and forecasts have frequently been overly optimistic, with a "integrated" view that facilitated the transfer of project benefits between different components of the system³ and including constraints that were not always economically

justified⁴. In a number of countries, appraisal methods and practises have evolved rapidly. However, "conventional" prejudices exist far too frequently as a result of the administration's lack of control over rail enterprises, the source of many investment requests. This might result in cost projections that are far lower than actual figures, as well as an inflating of benefits to justify them. It might also go the other way, as train firms have a propensity to be technologically motivated and "over-design" projects or include components that aren't actually needed. These biases have continued in the context of more complex financing structures, in which national businesses, for example, have been pushed to invest directly in infrastructure to conceal state debt, reducing the sector's capacity to make sensible decisions. (Tavasszy, Lorant A, 2001)

a. State if you believe that the railway should be built.

Despite the fact that some large rail projects have gotten a lot of attention⁵, the consequences of inefficiency due to insufficient appraisal and decision-making have not been proven. Despite the fact that the concerns have been acknowledged, nothing has been done to modernize old evaluation systems. The need to update them derives from the sector's changing structure, which has been pushed by reform "packages" authorized at the Community level in an effort to stabilize the rail mode's market share, which has been declining for decades. One of the European Commission's top aims is to balance the weight of various modes of transportation, with a special emphasis on encouraging the growth of environmentally friendly means of transportation such as train travel.

b. What are the additional ways for the proposed railway to earn income?

1) Give-away policy-Like LPG cylinders, the government can implement a ticket fare give-away programmer. It was in the works, but it has yet to be deployed. As a result, people with the means may choose to offer non-subsidized transportation (subsidy is 47 percent). The difficulty with such a scheme is that everyone wants to be recognized if he is providing a subsidy. This government may post his or her identity on the IRCTC website. They can even give him a non-subsidized card (in a various formats with a star) or post his name on the railway station's information screen. They can also make incentives such as if you contribute a subsidy of Rs 10,000 in a year, you will receive a certificate signed by the train minister/prime minister.

For those who are unfamiliar with subsidy, it is the extra burden that the government bears. It is similar to a discount. For example, for Rs 100 of fare, the railway charges us Rs 53–57 and the rest money is a subsidy (discount). So, the government can appeal to the public or give an option in ticketing that you can take a ticket without subsidy. Similar events occurred with LPG Cylinders. The government appealed to give away subsidies, but around 1 crore individuals did not take the discounted cylinder and paid full price. I personally have received LPG subsidies and have paid the entire price of the cylinder.

2) Advertisement-It is no fact that relying just on rail revenue and vendors railway would never be successful. It must enlist the participation of private partners. The scope is All of these metro stations are sponsored, such as the Bank of Baroda's sponsorship of Sikandarpur and Honda's sponsorship of Visvavidyalay. These are a source of profit. It is also possible to sponsor railway stations, such as CSK sponsoring Chennai, Ambani supporting CST, Infosys sponsoring Bengaluru, and so on. The biggest concern now is that by sponsoring, these stations' value would be diminished. But I don't believe so. In reality, it will create additional income that can be utilized to improve these stations.

B) Other private players, like KFC and Domino's, should be given more room within the railway station. Most culinary products are now offered by vendors. Only at Howrah station have I seen pvt players in the little areas I've been. There are no MNC food stores in New Delhi station. They can even work in a small place with few resources. (Tavasszy, Lorant A, 2001)

C) In a similar vein, KFC, Domino's, and other fast-food restaurants should be allowed inside moving trains. At the moment, only train catering does this task. Enabling them to do so will increase competition and generate revenue.

D) Similarly, advertisement display screens should be installed within railway stations so that PVT enterprises may promote.

E) Advertisements should be allowed on trains and inside businesses. It occurs and is successful in the metro.

F) Companies such as "Coca Cola Sleeper Coach" or "Voltas AC Coach" can sponsor coaches.

G) In fact, the entire train, like the "TATA Rajdhani Express," might be sponsored.

H) Firms may be allocated a small spot at the top or bottom of tickets where they can place their logo.

I) A long-distance train with mini eateries, a mini library, stores selling products, and a little theatre can operate. Everyone in the theatre will be provided headphones so that turbulence does not interfere with the movie's sound.

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