



March 02, 2024

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SUB: NEWSPAPER ADVERTISEMENT - POSTAL BALLOT NOTICE OF NUCLEUS SOFTWARE EXPORTS LIMITED (THE 'COMPANY')

Dear Sir/Madam,

Pursuant to Regulation 30 of Securities and Exchange Board of India (Listing Obligations and Disclosure Requirements) Regulations, 2015, please find enclosed copies of the Newspaper Advertisements published in Financial Express (English Version) and Jansatta (Hindi Version) on March 02, 2024 with regard to Postal Ballot Notice and E-voting intimation to Members

This is for your information and records.

Thanking You

Yours Sincerely

FOR NUCLEUS SOFTWARE EXPORTS LIMITED

**(POONAM BHASIN)
COMPANY SECRETARY**

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MARKET SIZE TO REACH \$80 BN BY 2030

Obesity drugs won't fix a billion-person problem, says WHO

The solution is still the transformation of food systems

NAOMI KRESGE & ANGELA FELICIANO March 1

EFFECTIVE, POPULAR OBESITY medications won't be enough to solve a worldwide problem that now affects more than 1 billion people, World Health Organization officials warned.

Obesity has quadrupled among children and teens and more than doubled among adults since 1990, with about one in every eight people in the world living with the condition, the health agency said on Thursday in the first global public analysis of the condition since 2017.

While rates of obesity have leveled off in some wealthy countries — particularly in Europe — the research team found rapid increases in low- and middle-income countries.

The problem of low weight due to malnourishment has been replaced by obesity as a leading issue in many nations, the team said in a study published in The Lancet.

New obesity drugs such as Novo Nordisk's Wegovy and Eli Lilly's Zepbound could be an \$80 billion market by 2030.

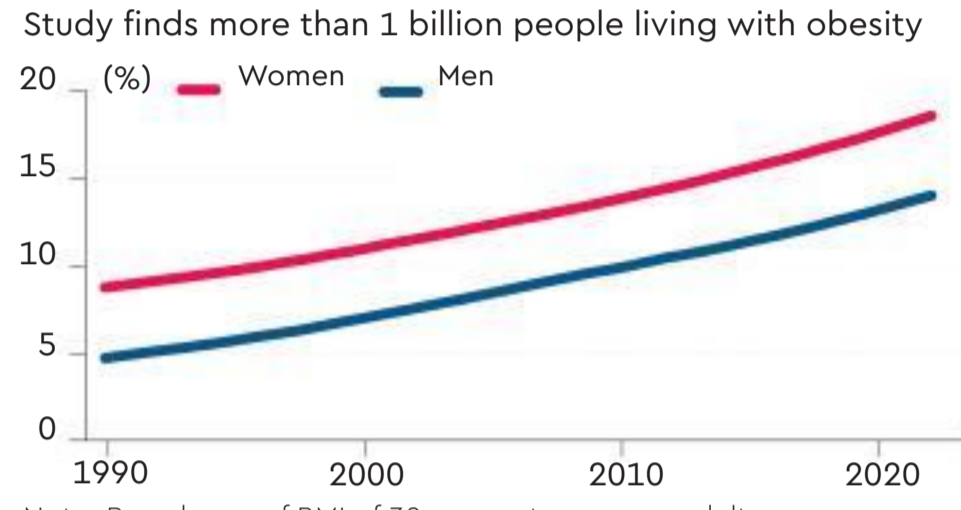
However, they will probably contribute to the growing problem of inequality around weight-loss treatment, said Majid Ezzati, a professor of global environmental health at Imperial College London and the senior author of the study.

"These drugs are definitely an important tool, but they should not be seen as a solution to the problem," said Francesco Branca, director of the department of nutrition and food safety at WHO, who was a co-author of the study. "The solution is still the transformation of food systems and the environment."

WHO member states in 2022 adopted an obesity



OBSESITY RATES AMONG ADULTS HAVE DOUBLED SINCE 1990



Note: Prevalence of BMI of 30 or greater among adults Source: The Lancet, World Health Organization, NCD-RisC/Bloomberg

response plan that includes a broad range of proposed policy changes, including promoting breastfeeding, restrictions on marketing unhealthy food and drinks to children, nutrition labeling and physical activity standards for schools.

Climate change, war and disruptions from the Covid-19 pandemic may drive up the cost of healthy food and lead to even higher rates of both obesity and undernourishment,

WHO member states in 2022 adopted an obesity response plan that includes a broad range of proposed policy changes, including restrictions on marketing unhealthy food and drinks

among US adults has also surged over the past three decades, the study showed, driven in part by a jump in the rate among men — to 41.6% in 2022 from 16.9% in 1990.

The ratio among women rose to 43.8% from 21.2% during that time. —BLOOMBERG

Red Bull's Christian Horner rose quickly through the ranks in F1

NAMIT KUMAR New Delhi, March 1

IN 2005, WHEN an energy drinks manufacturer, keen to have their brand associated with high octane adventure sports, decided to enter motor racing as outsiders in an environment dominated by legacy automobile companies, they hired an outsider to run the ship too.

At 31, untested and relatively unknown, Christian Horner joined the high table of Formula One as team boss at Red Bull Racing. Motorsport legends like Ron Dennis at McLaren and Jean Todt at Ferrari became overnight contemporaries. A highly politicised sporting environment became his home. Fierce competition, cut-throat margins, intense public scrutiny became an everyday reality.

19 years, seven drivers championships, and six constructors' titles later, Horner stands as the longest serving team principal in the paddock. Beneficial high-power partnerships, an aptitude for racing strategy, and a ruthless management style have allowed him to excel in an unusual sport.

He has shaped the careers of some of the most successful drivers of this century, and built a team that is currently enjoying one of the most dominant runs in F1 history. His personal charisma, seen in detail in Netflix's reality-show style docuseries 'Drive to Survive' and his regular appearances at social events alongside his pop-star wife, former Spice Girl Geri Halliwell, has given him a public profile equivalent to some of his drivers.

Yet, over the past month, all of that has threatened to come crashing down. Accused of "inappropriate" and "controlling" behaviour, the team's parent company, Austria-based Red Bull GmbH, announced an internal inquiry into what they deemed to be serious allegations last month.

A lack of transparency allowed the rumour mill to take over, and what had begun as reports of complaints with



Red Bull team principal Christian Horner has been cleared by an internal inquiry after a female employee alleged inappropriate behavior but his future hangs in balance

his aggressive management style were later reported, by Dutch newspaper De Telegraaf, as accusations of sexual misconduct.

On Wednesday, the company announced the conclusion of its inquiry, and gave Horner a clean chit as he joined the team for the first race weekend of the year in Bahrain.

Less than 24 hours later, though, as attention finally seemed to have shifted to action on the track, screenshots and images that were allegedly used as evidence during Horner's inquiry were leaked in emails to journalists, team bosses, and the sport's executives from an anonymous email id. The leaks eventually began doing the rounds on social media.

The leaks have proven to be a damning setback for Horner — who has maintained his innocence throughout the process — especially given the magnitude of the allegations, that have put into question how Horner has been allowed to continue to function in his

role as team boss, as well as CEO of each of Red Bull's three racing units, during the process.

Horner has always benefited from personal relationships with important figures. Foremost of these was with Bernie Ecclestone, long-time chief executive of F1.

Horner grew up well, in the town of Leamington Spa in the UK. Racing had never been in his DNA, but car-manufacturing was. His father sold car components to manufacturers in England in a business that was inherited from his grandfather. After a short stint in lower leagues of motor racing, Horner quickly gave up on a career as a driver and began one as a team manager.

Ecclestone connection

He was first noticed when he was running a team in the lower-rung F3000 series, then owned by Ecclestone. When Red Bull was looking into taking over the erstwhile Jaguar team to enter F1, it was Ecclestone who effectively lobbied for Horner to take the reins and

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floated his name to the Austrian company's founder and co-owner, Dietrich Mateschitz.

Mateschitz entrusted him alongside Helmut Marko, the Austrian's motorsports adviser with whom Horner had a pre-established relationship during his F3000 days. According to a 2011 interview with Motorsport magazine, Horner said the job had been offered to him through Marko. The latest email leak has further expanded rumours — again not helped by the lack of transparency in the process — of an apparent rift between Horner and Red Bull's senior management after Mateschitz's death last year. Horner is said to have also fallen out with Marko.

Despite reaching the seat of power with Marko heading the team's young drivers programme, Horner would not have been able to steer Red Bull to the summit of the sport without courting car designer Adrian Newey from McLaren to become the upstart team's chief technical officer. Newey had attended the same school as Horner, and the two got

along instantly and having already established himself, his work with Red Bull has made him the most successful car designer in F1 history.

It was Newey's innovative design that made Red Bull the formidable car it was when it won four straight drivers and constructors titles between 2010 and 2013 with Sebastian Vettel in the cockpit. The team's current dominance is also down to Newey aceing the latest technical regulations, handing Max Verstappen the perfect car, suited to his strengths, utilizing his generational driving talent to steer him to three consecutive drivers titles. Last year, when Red Bull won 21 out of 22 races and Verstappen alone won 19, is perhaps the most dominant single season for one constructor.

This year, Horner and Newey have attempted to rectify what is their one weakness — slow-speed corners on narrow circuits of the kind in Singapore, the only venue they did not win at last year — with another bold design of this year's vehicle, the RB20. They topped the charts in pre-season testing, despite the entire off-season being dominated by the investigation.

While it is too early to judge whether the controversy will have any bearing on race pace, at best, it's an unwelcome distraction. Even when Horner was cleared internally, he remained on shaky ground with no information about his defence, the allegations, or the process. The leak has now crushed the ground under him.

Red Bull's team structure is such that replacing Horner will require an entirely new leadership team, and there remains no clarity on whether Newey will stay if Horner leaves. Yet, it's a decision that the team may have to resort to as scrutiny intensifies in the coming weeks.

Horner rose to prominence thanks to his strategic and important relationships, and understanding of the finer details of F1. But now, his position in the team that he built, and the sustained run of dominance he has cultivated, remain under threat.

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