

# Future builds

## 1. Link level deprioritization

For a specific lane, ops would want a feature where then can deprioritize/remove a possible link as a route option. This could be done by changing the TAT or price for the specific link as well, but that would affect other lane routes also, hence having a separate layer which allows to control link level deprioritization from an optional route will be required.

## 2. Dynamic route selection

It may so happen that the route plotted at the time of manifestation may not suffice during ground ops. Hence a layer of flexibility will be provided where certain nodes in the route will be kept as variables with subject to change as per ground ops/actual inputs. The same variabilization will have to be done at ops tech level also.

## 3. Seller onboarding to Laap

A dynamic formula will have to be built which will take into consideration certain seller level parameters like size, pincode etc. which will let the engine define if that particular seller has to be onboarded onto LaaP. Currently this is being done by a manual file upload, but at scale, we'll have to move towards a more automated approach.

## 4. Parameters for route selection

Shipment level, seller level, new node properties etc. are all new feature sets which will be taken into consideration will selecting a given route for a shipment. These will be incrementally developed in future versions of auto-DML>

## 5. DS Model

The network map will eventually involve into a DS model where it is able to predict the most efficient supply chain based on the historical data and just in time input parameters like capacity, truck load etc.