UNYDE®



Consignment tracking

# Loading in 5 minutes instead of 20

A courier network tested box-level tracking against its barcode process in the first mile. Each box carried a BLE tag mapped to its consignment note, and gateways counted it at every hand-off.

**A national logistics and courier company**
India

| 20 → 5 | 6–7 → 1 | 50% → 100% |
|---|---|---|
| minutes to load a truck | manual scans per box | of the journey with the box visible |

The problem

## Scans at every hand-off, and gaps in between.

Each box was scanned six or seven times between pickup and delivery. Between scans, nobody could see where it was, and a box left on a dock or loaded onto the wrong truck was found late, often only when the customer called.

What we delivered

## Tags, gateways and one dashboard.

- A BLE tag on each box, mapped once to the consignment note with a single scan.
- Gateways in trucks, at docks and in storage zones, each counting the tags it can see.
- Geofences that confirm the count leaving each hub.
- Alerts for a box left behind, put in the wrong zone, or missing at exit, with its last known location.

The process

## Designed from first mile to last.

- First mile: tag, map to the consignment note, load; the truck's geofence counts the boxes.
- Middle mile: hub dock, storage zone, loading dock and linehaul truck, each counted.
- Last mile: delivery hub and last-mile truck, closed against the consignment note at delivery.

Results

## Measured in the first-mile proof of concept.

| | |
|---|---|
| Truck loading time | 20 minutes → 5 minutes |
| Manual scans per box | 6–7 → 1, at tag mapping |
| Box visibility along the journey | About 50% → 100%, at every hand-off |

Extending the same counts from the first mile across the middle and last mile of the network.

Next step

## Talk to us about your network.

Tell us about your operation. A first call takes thirty minutes. info@unyde.in · +91 99719 17137 · unyde.in

Schedule a call

Clients are not named in Unyde case studies.