

Transport Selection and Reservation System

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This Report Presented in Partial Fulfillment of the Requirements for the Degree of
Bachelor of Science in Computer Science and Engineering.

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APPROVAL

The project titled “ Transport Selection and Reservation System”, submitted by **Israt Jahan Peu ID: 142-15-148** to the Department of Computer Science and Engineering, Daffodil International University, has been accepted as satisfactory for the partial fulfillment of the requirements for the degree of Bachelor of Science in Computer Science and Engineering and approved as to its style and contents. The presentation has been held in 29th September 2018.

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We hereby declare that, this project has been done by us under the supervision of **Md. Reduanul Haque, Lecturer, Department of CSE**, Daffodil International University. We also declare that neither this project nor any part of this project has been submitted elsewhere for award of any degree or diploma.

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ABSTRACT

In this modern age, most of the manual systems are replaced with computerized system. Keeping this in mind, we have developed an transport selection and reservation system that will play an important role in the field of Transport System. This is a web-based application which is highly capable of managing ticket booking in the least time and remove unnecessary efficiently. Our services is mainly created for three categories of services which are bus service, train service and launch service. With this application any user can visit the site, see schedule of transports in different routes, their departure time and boarding of these routes. They also can book ticket and cancel the booked tickets within few minutes by paying in pre-paid card without any hassles. By the system both the business process and all kinds of general will be benefited. Transport request in most Bangladesh urban areas has expanded fundamentally because of increment in populace because of both regular increment and movement from rustic territories and littler towns quick development of Bangladesh populace like other creating nations has trigger a more noteworthy requirement for utilized composed open transport framework. Computerization of transport has been increasing more significance since they give precise data of transports like reservation, air charges, course data and transport data and so on anyplace and whenever.

There is an administrative part in the system including manage routes, transports, boarding, boarding of different routes. It is also facilitating to create, edit delete schedule as per need as well as book or cancel of any ticket of any user.

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CHAPTER 1

Introduction

A computer based online ticket system has been developed for information management of transport industry. The information is inputted into a computer through interactive terminals using various specially designed computer screen forms. The information can be accessed from anywhere of the world over internet. The advantage of the system is-user can see different transport schedule, reserve and cancel booked ticket from anywhere.

Transport is a system in which passengers & goods are carried from one place to another.

1.1 TYPES OF TRANSPORT

Transportation is generally divided into three modes-Land and Water and Airways. In our project we are discussing about two types of modes in transport system-Land and Water.

The Land Transport consists of roads and railways.

Water Transport is also divided into two types:

- River or inland transport.
- Sea or oceanic transport.

The latest and the fastest mode of transport is Air Transport.

IMPORTANCE OF TRANSPORT

- Transport is over whelming mechanical now days. Transport routes or channels are the basic arteries of our economy.
- They provide important links between producers and consumers of goods.
- The well unit transport system brings people very close to one-another.
- They promote independence among people, in a greatly diversified economic, social and cultural life.
- Transport network includes various means of transport.

In our system three means of transport services are going to serve for the customers in our country. The intention behind this project is to give the customers fully comfort to gather all the information about all the services we provide at a time.

1.2 PROJECT AIMS AND OBJECTIVES

The project points and targets that will be accomplished after fulfillment of this project are talked about in this sub chapter. The points and destinations are as per the following:

- People can easily make sure their own schedule.
- A user can know transport time schedule.
- A user can know which company is better for transport.
- A user can select their own transport system according to their budget.
- A user can know how to booking bus, train and launch ticket.
- A software maintainer can update the database and modify the User Interface of the software.
- A software maintainer can get feedbacks from his or her users.
- A user can easily access their comfortable routes.

1.3 OPERATION ENVIRONMENT

PROCESSOR	INTEL CORE i3 PROCESSOR OR BETTER PERFORMANCE
OPERATING SYSTEM	WINDOWS7, WINDOS 8, WINDOWS 8.1, WINDOWS 10, UBUNTU, LINUX MINT, KALILINUX, UBERMIX, OPENSUSE.
MEMORY	1GB RAM OR MORE
HARD DISK SPACE	MINIMUM 3 GB FOR DATABASE USAGE FOR FUTURE
DATABASE	MySQL SERVER 8.0.11.

1.4 USER LIST

1.4.1 User: Customer

In our system customers play the most vital part. We have mainly created this system according to their comfort life. In here customers can purchase the ticket or reserve their seats. With every purchasing or reservation, the system will generate a reservation id or purchased id for both guest and members at a time. Once the payment is done customers won't be able to send the request through the system to refund the payment if they want to cancel their purchase. Customers can update their account details as for example: contact number, email address, mail address etc. The information as for example name, address, contact, and email they will provide while reservation need to make sure they do not change for any reasons. Registered customers are able to cancel their booking although there will be no refund. Customer can search their transports system according to their time and budget. For example, if anyone wants to go to Dhaka-Chittagong within 6 hours and his/her budget limitation is 500 taka then they can search for their budget and time friendly transport system.

1.4.2 User: Staff

Employee is another user of this system. They are basically moderate the whole system. They will access the system for reservation and booking purposes. Every employee can login to the system by entering their individual username and password. Depending on customers preferences they will purchase the ticket on behalf of them or reserve the seats and send them an email as a confirmation or notification.

1.4.3 User: Manager

Manager is also an important part for our system. Manager will be able to access the system to check the reports of booking or purchasing details of individual customers. He can cancel the booking on request. He will also check the employees working hours completed. Manager will also be able to generate the sales report depending on months or years. He can also update the bus, train and launch schedule.

1.4.4 User: Admin

Admin is the key users of this entire web system. Admin can do or modify the system in terms of conditions. Admin have the power to do everything. He can add or remove something from the system anytime for the betterment of the web. He will register new staff, new manager and even new admin (if necessary) by entering their details into the system. He will also be able to manage the booking of the registered customers. Again, changing the user's credentials like username and password is another important function that only an admin will be allowed to do that. Besides admin can also delete users account.

1.5 BENEFITS OF OUR SYSTEM

- A simple to utilize asset the board and booking framework for individuals, hardware, areas or transport. Completely flexible, manage from just one resource to hundreds.
- Let's you monitor who has your resources.
- Let's your individuals see your asset accessibility and reserve a spot for them.
- Don't know which asset you need? - Let the booking framework locate an accessible one for you.
- Simple simple interface for snappy and simple access.
- No flag or spring up advertisements.
- Resources can be put into gatherings for simpler ventures.
- Repeat appointments, confine when assets are accessible, email updates, add your very own additional fields to records - it's everything here!
- Registration takes under 2 minutes, at that point you're allowed to utilize our site
- Completely FREE.
- And in light of the fact that it is on the web, you can book your assets from home or the workplace, whenever! (Subject to part and secret key confirmation).

CHAPTER 2

Feasibility Study

SERVICES

In our system, we provide 3 types of transport services

- Bus service,
- Train service and
- Launch service.

2.1 BUS SERVICE

Traveling by bus is a great way to reduce our carbon footprint in this world. There are the clear and verifiable environmental benefits to higher bus ridership. There are also social benefits. Riding on a bus means one less car on the road. If more people took buses, even just once per week, there would be fewer cars on the road, consequently less traffic and a reduction in stress for all drivers. The reduced stress might lead to lower rates of road rage and potentially fewer accidents. By riding the bus, we avoid the annoyance and cost of parking. With the ever-increasing cost of fuel, not to mention insurance, service, parking, it just makes financial sense to use a bus.

2.2 TRAIN SERVICE

Railway mishap midpoints and related wounds and passings are much lower than those of different methods for transportation, for example, engine vehicles. The Average time expected to transport individuals or materials starting with one point then onto the next by railway has turned out to be very focused with different methods for transportation, and is as a rule consistently enhanced by expanding train speeds, decreasing the length of their courses, Trains offer travelers more solace and opportunity of development inside the Train's autos. Trains are viewed as a standout amongst the most vitality effective methods for transportation. Using trains to pass on such huge quantities of traveler sand high volumes of merchandise implies less vehicles and trucks on the streets, i.e., less mishaps, less contamination and less time squandered.

2.3 LAUNCH SERVICE

As we know our country, Bangladesh is known as one of the most number of rivers in it area. The landscape of Bangladesh is dominated by about 250 rivers providing over 5,000 miles [8,000 km] of navigable waterways. Country-made boats are the most widely used carrier one can see in the rivers and rivulets. They carry passengers and merchandise on a large-scale Mechanized Water transport is mainly operated by the Bangladesh Inland Water Transport Corporation (BIWTC), which run ferry and launch services on the main routes. There are also water transport services run by private companies.

2.4 TRANSPORT SELECTION

Importance of choosing the correct mode of transport:

There are numerous modes of transport available at disposal of humans to meet their ever-growing need for specialized and most economic mode. It becomes important to choose the most suitable mode of transport especially while working in a logistic company or transporting goods, for other purposes like travelling, which perhaps have largest share in trips, also it becomes essential to decide between various modes available.

Factors to be considered when choosing a transport system:

- Accessibility – This primarily deals with the ease of getting. Boarding a vehicle. If a mode is not easily accessible then it loses its usefulness because of its unavailability in a certain condition.
- Cost/fare of ticket or cost of service – Considering large number of trips taking place for different purposes and a modern capitalist economy, cost becomes one of the single most important determining factors. It can also be linked to affordability of the user. This factor is one of the most dynamic as the willingness to pay changes on the basis of urgency and need to travel/transport.
- Speed – This factor is another most important and deterministic factor depending upon the situation. Fastest mode may seem to be best option but cost associated with it makes it less lucrative, a cheap mode might result in delay and the purpose

of whole trip may be defeated. In cases of emergency speed gains much more significance as compared to day to day trips.

- Capacity/ Carrying Capacity – This is another important factor especially for logistic companies, it becomes important in case of travelling in a group. While going on a trip with your complete class you cannot expect to take multiple vehicles because of safety and security concerns, a vehicle with more carrying capacity will be preferred. In case of transporting goods, the concept of scale of economies is best exploited for economic profit while dealing with bulk orders.
- Safety – Considering the increased cases of accidents safety becomes another important factor. Anyone will wish to ensure maximum available safety for their loved ones. In case of logistics also safety matters a lot especially while dealing with fragile material.
- Privacy – This factor is usually ignored and comes into mind in some cases especially when the purpose of trip is confidential like in case of business trips. All conversation taking place during the journey are required to be kept confidential. It can also be required when a person wishes to spend quality time with someone. Public transport does not provide option of privacy or if in some cases they do provide than it's negligible. Private vehicles can provide high level of privacy.

2.5 RESERVATION

- Booking Management
- Track all bookings through from enquiry to completion
- Automated emails configurable to customers, suppliers and staff at different stages of the process.
- Quickly raise invoices, mark payments and assign drivers.
- Time, distance and pricing calculations
- Customers can confirm the booking and pay online and also payment by cash.
- Pricing Management
- Flexible pricing rules to suit all styles of operations.

- Instant prices to customers if desired.
- Price by distance, time, passengers or cargo.
- Fixed route point to point pricing.
- Time and date-based pricing adjustments.

2.6 TYPES OF OPERATES TRANSPORT SYSTEM

Transport for works two classes of administrations:

Business Class: A non-cooled yet agreeable rich transport benefit at a moderate cost with in some cases included with bites and water.

Official Class: This class of administration is for travelers who need to go in solace. The cost is additionally moderate however marginally higher than that of the business class. It offers a relentless cooled benefit and exceedingly prescribe travelers security.

Operational Standards: Standards are arrangements or conventions which an organization add here to in the entirety of its official dealings. In Transport determination and reservation framework there are a significant number of them.

Wellbeing: Drivers don't move more than 60km/hr. must move in crowds (if important) and stop in the middle of terminals to rest the motor and for travelers to rest their legs. Our project has a street security division which guarantees consistence.

Receipt: All installments must be went with a receipt.

Ticketing: Tickets for treks must be gotten from the terminals and can't be exchanged. Closeout of tickets are on the principal come, first serve premise.

Reservation: Reservation can be made ahead of time if three days gave it is went with full installments. Traveler must attempt and affirm their reservation before takeoff time.

Crossing out: Customer can drop their tickets. Be that as it may, according to rules paid cash can't be come back to them.

2.7 ORGANIZATIONAL STRUCTURE:

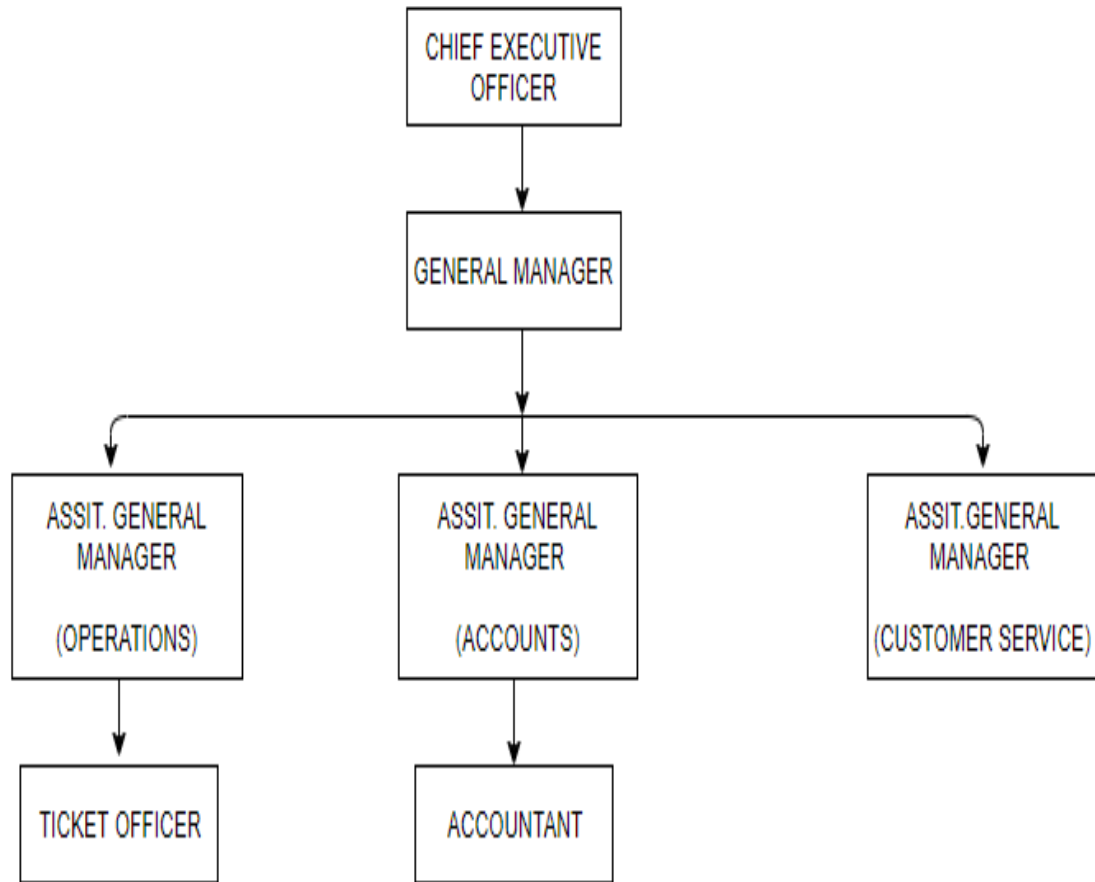


Figure: 2.1: Organizational Structure of TSRS

2.8 SOCIO-ECONOMICAL ISSUE

Traveling is very important in every people's life. In our busy life it is difficult for everyone to find out transport schedule in term of their preferences, in our project People can easily make their own schedule based through our website. We are supposed to create a website in which people can find out all the transport system locates in anywhere in Bangladesh through our website.

2.9 BENEFITS

For Coach Operators/Terminals:

- New level of customer service;
- Reduced ticketing and administrative cost;
- New distribution channels;
- New income source;
- Real time data availability;
- Statistical analysis readiness;

For passengers:

New level of service;

Ability to get actual information and purchase tickets 24/7/365

2.10 EXPECTED OUTCOME

- Reduce people's time and energy.
- Make sure to place all the transport facilities under one website.
- People can easily make their own schedule based from our website
- We will help them to find out their service which can make sure about their budget, time and so on.

CHAPTER 3

SYSTEM ANALYSIS

In this chapter, we will discuss and analyze about the developing process offer “Transport Selection and Reservation System”, including software requirement specification (SRS) and comparison between existing and proposed system. The functional and nonfunctional requirements are included in SRS part to provide complete description and overview of system requirement before the developing process is carried out. Besides that, existing vs. proposed provides a view of how the proposed system will be more efficient than the existing one.

3.1 SOFTWARE REQUIREMENT SPECIFICATION

Product Description:

An intelligence transport selection and scheduling systems a computerized system which helps people to manage the daily Transport information. It reduces time consuming. It can help user to manage the data record more effectively and time-saving.

Problem Statement:

The problem occurred before having computerized system includes:

- Sometimes due to some human error there may be a loss of records.
- Hack the website and damage the files.
- In this system people get his/her current transport condition also advice. It saves our valuable time and consume cost at a time.

3.2 USER REQUIREMENTS

Enumerated Functional Requirements:

- System should retrieve data from database

- System should store data into database
- System should display distribution via graphs and charts
- System should display Google map
- System should let the user to contact with the developer

Enumerated Nonfunctional Requirement:

- The system shall have high security. For example, only administrator could get
- Access into Web Manage Page. And Users information will not be divulged.
- The system shall respond rapidly to the users' operation. For example, users don't need to wait for too much time after clicking or selecting a button.
- The system shall allow many people to use at the same time. It will not be Crashed by the system.
- The system should require minimum maintenance, at most once per week.
- The software shall present the graph and words in a neat and tidy website.

3.3 SOFTWARE AND HARDWARE REQUIREMENTS

This section describes the software and hardware requirements of the system

Software Requirements:

- Operating system- Windows 7 is used as the operating system as it is stable and supports more Features and is more users friendly.
- Database MySQL-MySQL is used as database as it easy to maintain and retrieve records by simple queries which are in English language which are easy to understand and easy to write.
- Development tools and Programming language- HTML is used to write the whole Code and develop webpages with CSS, java script for styling work and PHP for Server-side scripting.

Hardware Requirements:

- Intel core i5 2nd generation is used as a processor because it is fast than other processors and provide reliable and stable and we can run our pc for longtime. By using this processor, we can keep on developing our project without any worries.
- Ram 1 GB is used as it will provide fast reading and writing capabilities and will in turn support in processing.

3.4 EXISTING VS PROPOSED SYSTEM

Now a day it's the time of science and technology. Thousands of websites are available on Transport Schedule. Those are an informatics website. There are no websites are available from that we could get the current state of our transport also it will give us an advice.

3.5 LACKING OF EXISTING

Because of the way that most reservation frameworks are human-driven, it gives space for the accompanying recognized shortcoming:

- Existing framework is absolutely on book and hence a lot of manual work must be finished. The measure of manual work increments exponentially with increment in transport administrations, train administrations and dispatch administrations.
- Needs a great deal of working staff and additional consideration on every one of the records.
- There are different issues like tracking things, seats accessible, costs of per/seat and settling charge age on each bill.
- Finding out insights about any data is extremely troublesome, as the client needs to experience every one of the books physically.
- Some existing frameworks don't guarantee about their security.

3.6 OVERVIEW AND EXPECTATIONS FROM OUR SYSTEM

In the wake of doing the examination on the present framework and in this way featuring its weaknesses, the scientist considered the choice of presenting an inventive, proficient and successful framework to execute the development booking and reservation arrangement. The framework is exceptionally straightforward in plan and to actualize. The framework requires low framework assets and the framework will work in all arrangements. It has got following highlights:

- Ensure data accuracy.
- Any person across the world, having internet can access this service.
- Seat numbers are auto generated
- Reservations can be cancelled.
- Minimum time needed for the various processing.
- Better Service.
- We ensure customers preferences first.
- Minimum time required.
- This would help the corporation prepare and organize its schedules more efficiently on the basis of traffic demand.
- Personalized services.
- Optimization of manpower available.

3.7 SOFTWARE TOOLS USED

The whole Project is divided in two parts the front end and the back end.

Front End:

The front end is designed using of html, PHP, CSS, Java script

HTML:HTML or Hyper Text Markup Languages the main markup language for creating web pages and other information that can be displayed in a web browser.HTML is written in the form of HTML elements consisting of *tags* enclosed in angle brackets (like <html>), within the web page content. HTML tags most commonly come in pairs like <h1> and </h1>, although some tags represent and so are unpaired, for example .

CSS: Cascading Style Sheets (CSS) is a style sheet dialect utilized for portraying the look and organizing of an archive written in a markup dialect. While regularly used to style site

pages and interfaces written in HTML and XHTML, the dialect can be connected to any sort of XML record, including plain XML, SVG and XUL. CSS is a foundation determination of the web and all website pages use CSS style sheets to depict their presentation. CSS is structured principally to empower the partition of record content from report introduction, including components, for example, the format, hues, and text styles.

JAVA SCRIPT: JavaScript (JS) is a dynamic PC programming dialect. It is most normally utilized as a major aspect of internet browsers, whose usage permit customer side contents to cooperate with the client, control the program, convey no concurrently, and modify the archive content that is shown. It is likewise being utilized in server-side programming, amusement improvement and the production of work area and versatile applications. JavaScript is a model based scripting dialect with dynamic composing and has five star capacities. Its grammar was impacted by C. JavaScript duplicates numerous names and naming traditions from Java, however the two dialects are generally inconsequential and have an altogether different semantics. The key structure standards inside JavaScript are taken from oneself and Scheme programming dialects. It is a multi-worldview dialect.

BACK END:

The back end is designed using MySQL which is used to design the databases

MySQL: MySQL is the world's second most widely used open-source relational database management system (RDBMS). It is named after co-founder Michael Wideners daughter; The SQL phrase stands for Structured Query Language. The MySQL development project has made its source code available under the terms of the GNU General Public License, as well as under a variety of proprietary agreements. MySQL was owned and sponsored by a single for-profit firm, the Swedish company MySQL AB, now owned by Oracle Corporation.

PHP: PHP is a server-side scripting dialect intended for web improvement yet additionally utilized as a universally useful programming dialect. PHP is currently introduced on in

excess of 244 million sites and 2.1 million web servers. Initially made by Ramus Leadoff, the reference of PHP is presently created by The PHP Group. While PHP initially represented it presently represents PHP: hypertext Preprocessor a recursive foundation PHP code is deciphered by a web server with a PHP processor module, which produces the subsequent

Web page: PHP directions can be inserted specifically into a HTML source archive instead of calling an outer document to process information.

CHAPTER 4

SYSTEM DESIGN

System design is the design of different program modules, their attributes and capacities and how they will associate with one another. The system design will comprise of designing the front-end that is where every one of the information will be put away and capacities and subroutines that will connect the front-end and the back-end and give information controls.

In this part, it is briefly describe about the designing section of our system. How our systems design in here it is going to discussed.

The objectives of the new system will be used to develop some program modules to communicate; they will need a way to interact with each other.

The Admin user, apart from management of users, bus availability, prices, and route management can also generate reports of signed up users, reservation made and manifest. These developments were all generally achieved using the development tool Dreamweaver to code the layout in HTML and CSS, while the function that is performed by different users were generally achieved using PHP scripting language and JavaScript whenever it is necessary. Finally, the session tracking of the system users, were also implemented to track users' accessibility and authorization to various functions for example a regular user can't perform the functions of the admin of the system.

There are three types of diagram are used to described the project.

- Data Flow Diagram (DFD)
- Entity Relationship Diagram (ER)

- Use Case Diagram
- Class Diagram
- Sequence Diagram

4.1 DATA FLOW DIAGRAM

In our system data flow diagram is the most essential part. Our system has no algorithm to use for. But through these diagrams our system mainly controlled by us. Our “Transport system and reservation system” is controlled by four actors. They are: Visitor, Client, Manager and Repository.

How this actor connected with our system?

Visitor: Visitors can register an account to log in our system. But it is not mandatory for all the visitors to register their name. They can view our services without registration. They can search for all the services provided in our system. All the transport services in our system can be showed according to their necessities. Our system can give the proper feedback to the visitors.

Client: In our system everybody can view our services but to reserve their ticket or to confirm anything visitors need to be our client through the registration process. To get registered in our system they must give their name, mobile number, email address to confirm their registration process. After this they can log into our website. Client can view our types of transport facilities. They can reserve their ticket and also can cancel their bookings. They can payment through online and also cash on money. According to their budget and preference time they can choose their transport service. After anyone’s reservation ticket our system will send a confirmation SMS and booking code to their given phone numbers or email address.

Manager: Manager plays an important role in our system. Manager should register in our website. Manager can verify all the services. If there any need of inquiries managers can help it out. Managers can issue the tickets. Our system can verify the customers.

Repository: Repository will send the data to store in the system. The system can acknowledgement all the data stored. System can also check all the information's related to our websites.

OVERVIEW OF DATA FLOW DIAGRAM:

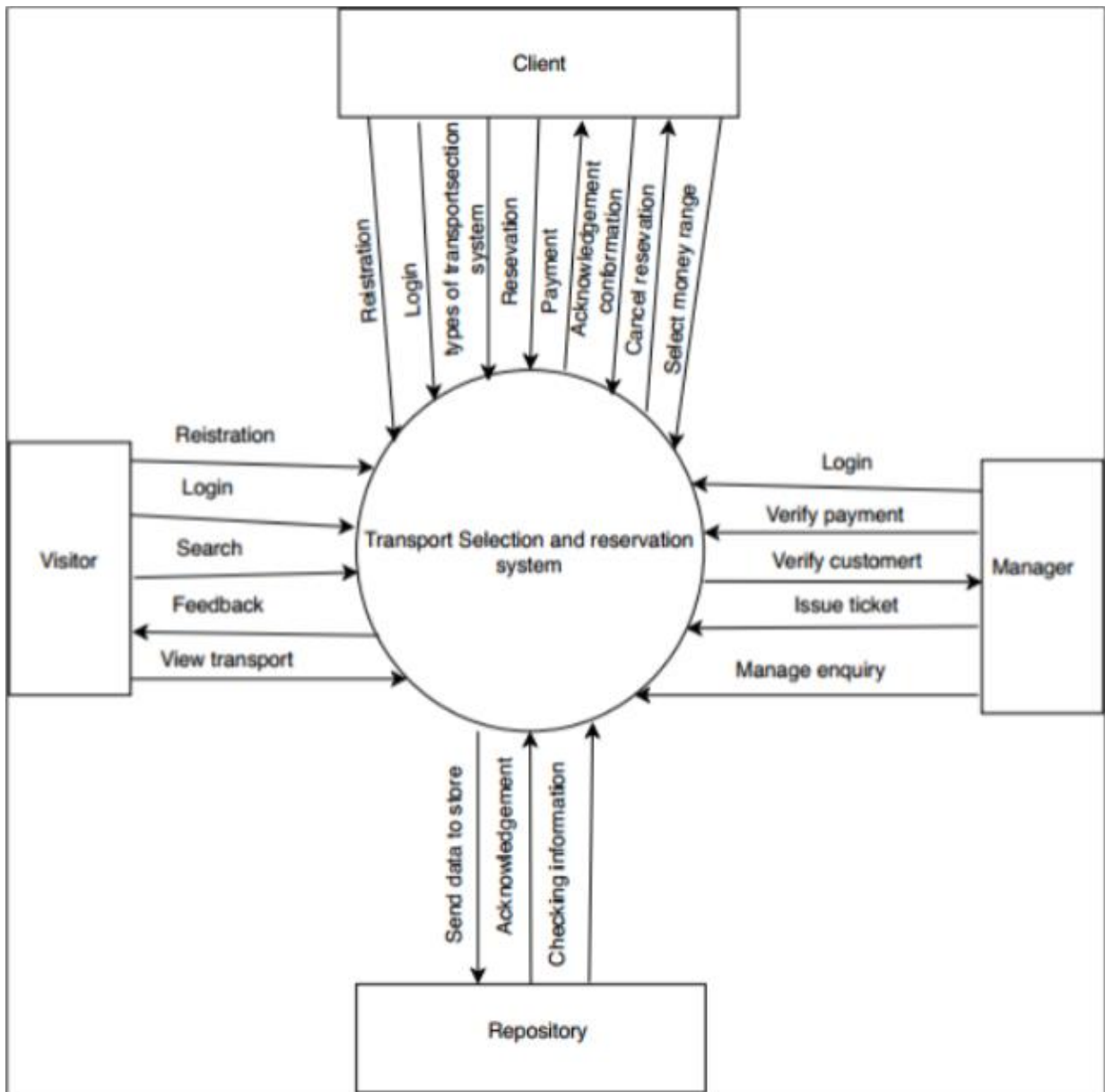


Figure 4.1: Context Diagram of TSRS

4.2 DATA FLOW DIAGRAM

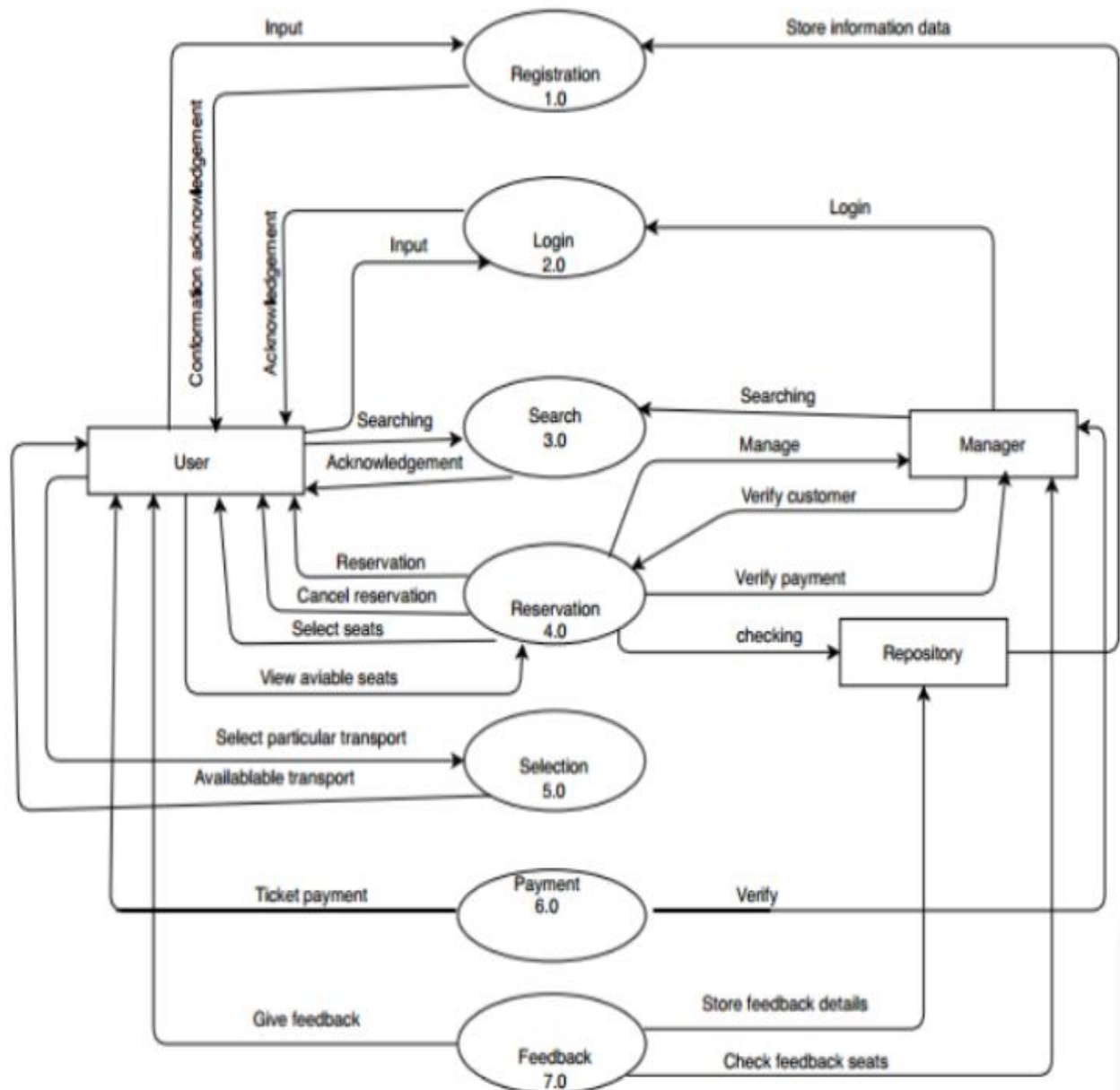
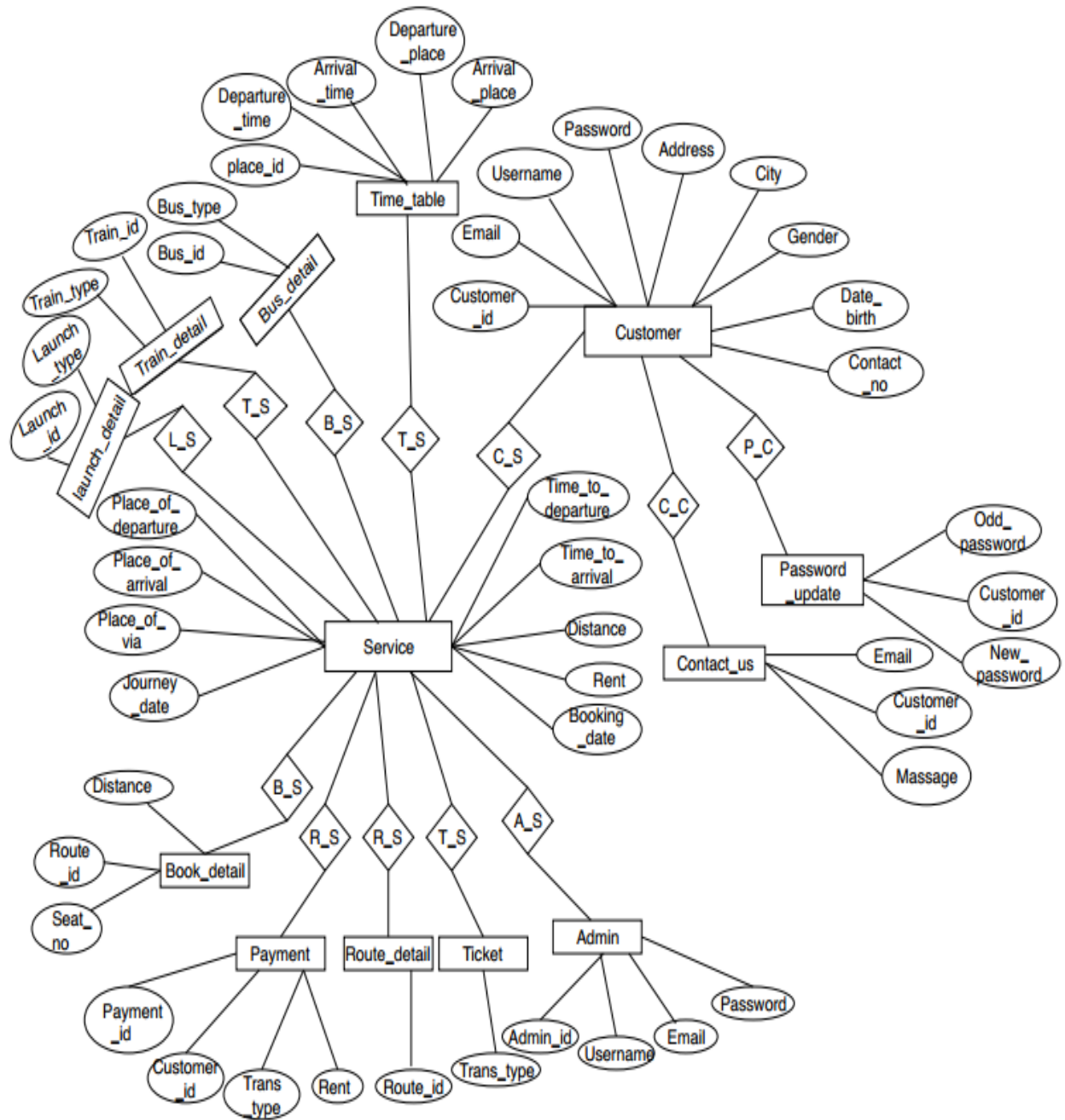


Figure 4.2: DFD of TSRS

4.3 ENTITY RELATIONSHIP DIAGRAM (ER DIAGRAM)



4.4.1 VISITOR:

- At first visitor registration in our system, provide their details.
- Then visitor login.
- System verify users.
- Visitor can search, view place, Enquiry.
- Visitor give feedback in our system

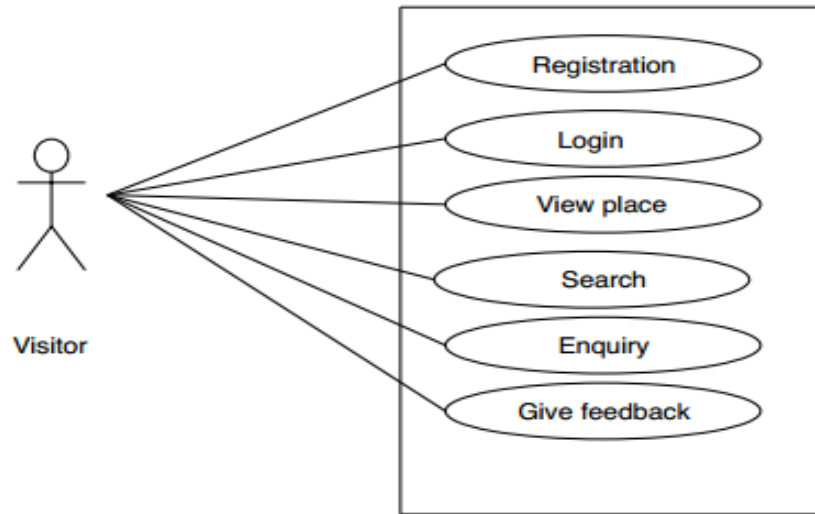


Figure 4.4.1: Use Case Diagram (visitor) of TSRS

4.4.2 CLIENT:

- At first visitor registration in our system, provide their details.
- Then visitor login.

- System verify users.
- Client can view transport, choice transport, view seat, reserve ticket, cancel ticket in our system.
- Select date and time for the transport schedule.
- All is ok, then client payment.
- At last client give feedback.

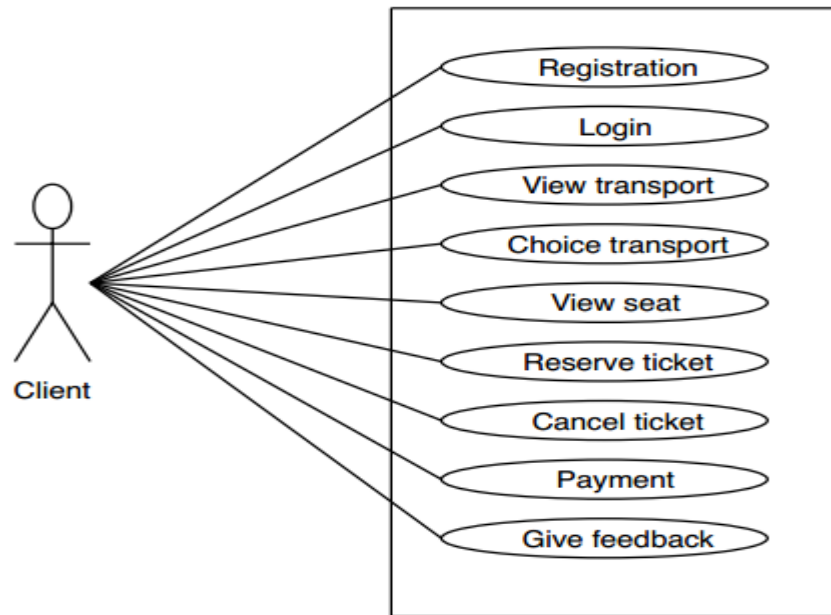


Figure 4.4.2: Use Case Diagram (Client) of TSRS

4.4.3 MANAGER

- Manager login to the system.
- Manager access manage booking section into the system.
- Manager can manage place, travel, and route.

- Receive cash in hand.
- Sometime return payment.

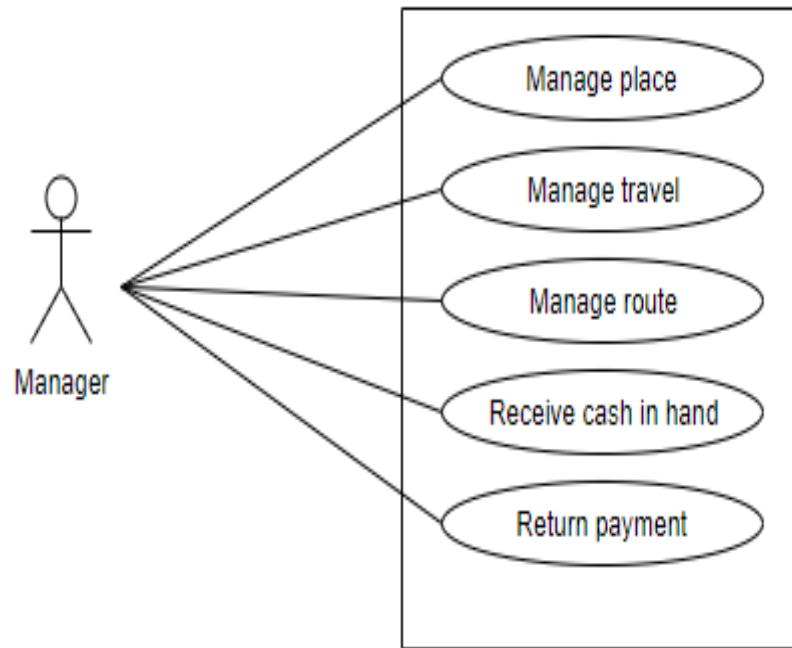


Figure 4.4.3: Use Case Diagram (Manager) of TSRS

4.4.4 ADMIN

- Admin login to the system.
- Verify the customer, payment.

- Issue ticket.
- Manage enquiry, feedback.
- Update all information

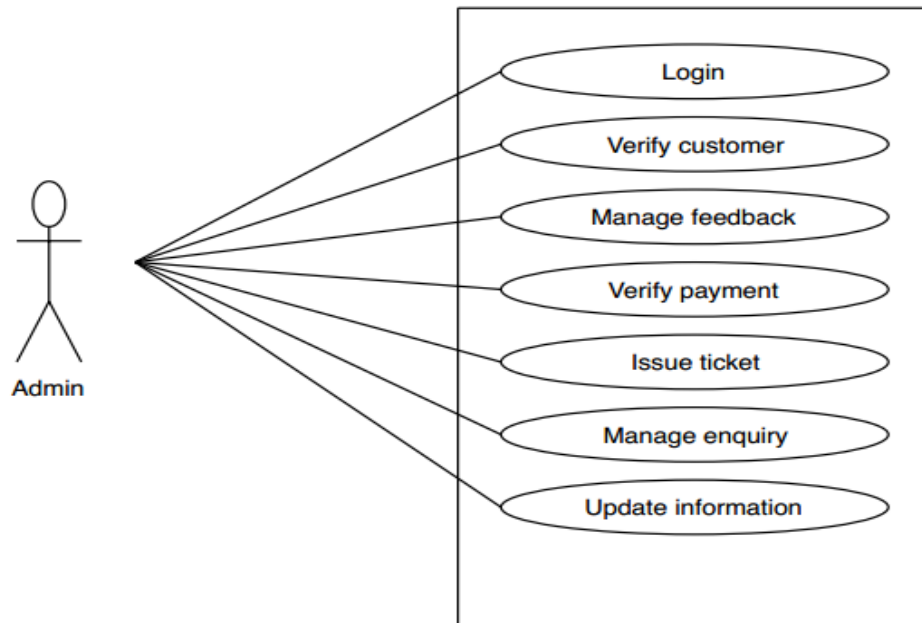


Figure 4.4.4: Use Case Diagram (Admin)of TSRS

4.5 CLASS DIAGRAM

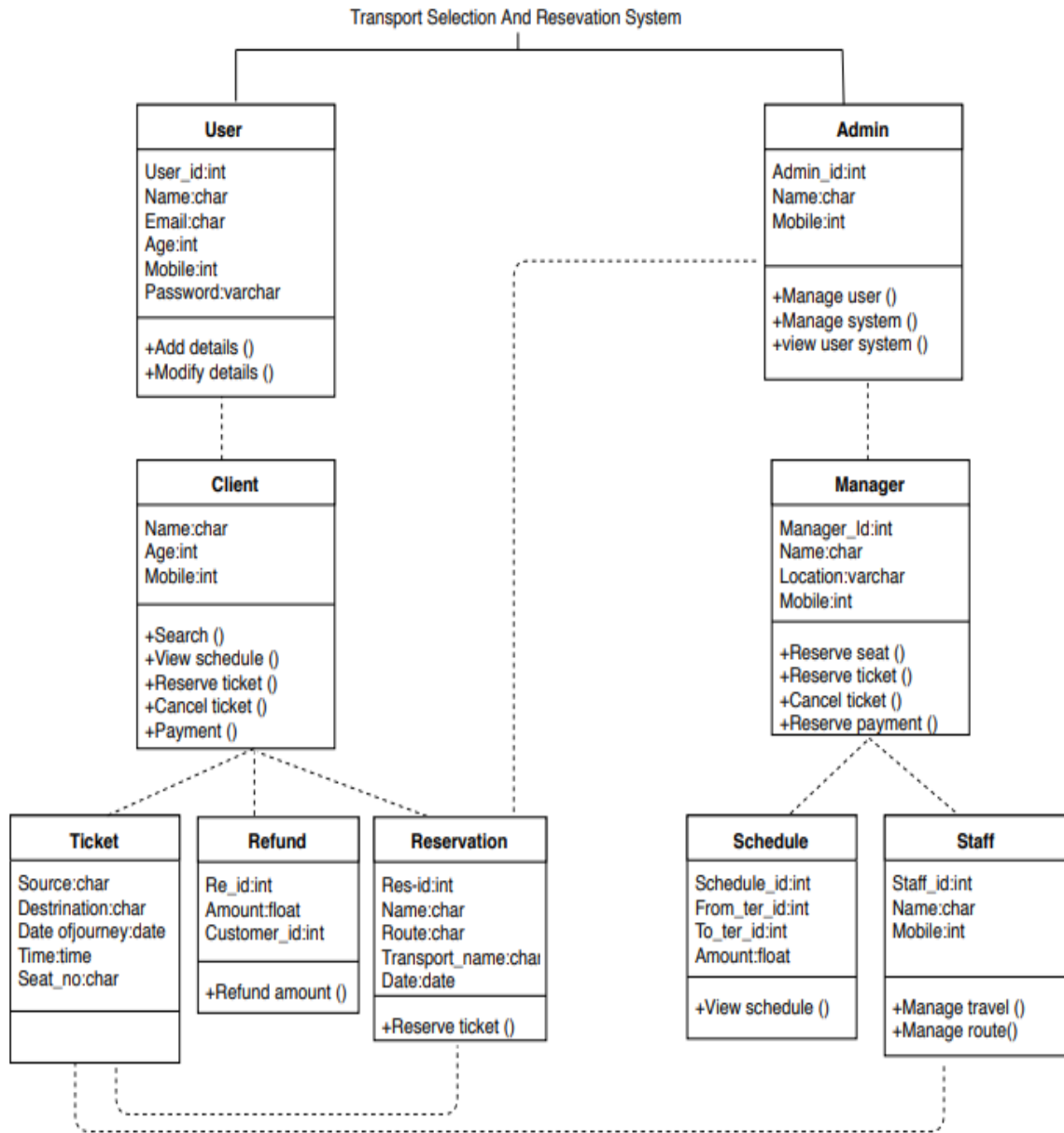


Figure 4.5: Class Diagram of TSRS

4.6 SEQUENCE DIAGRAM

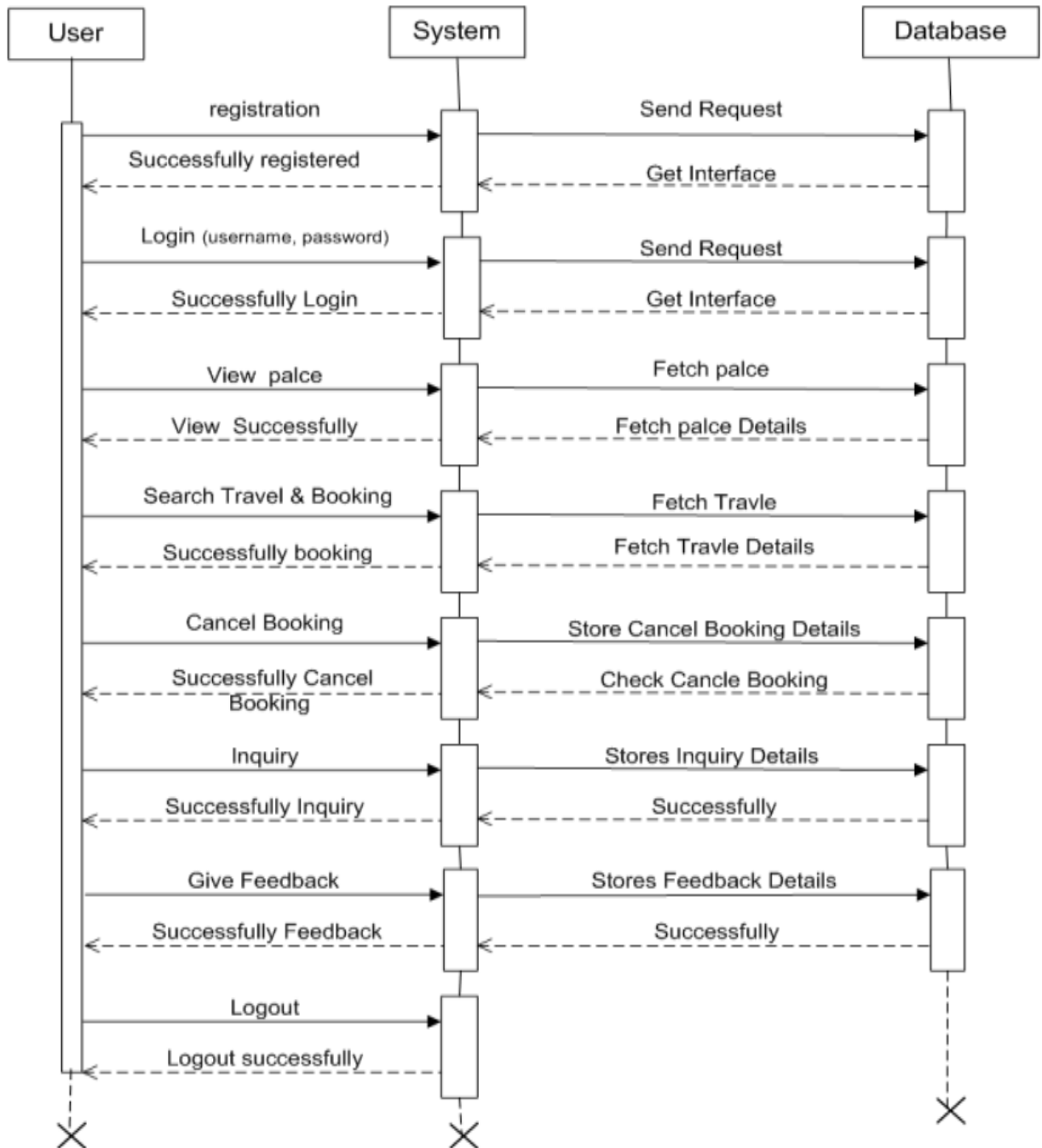


Figure 4.6: Sequence Diagram (User) of TSRS

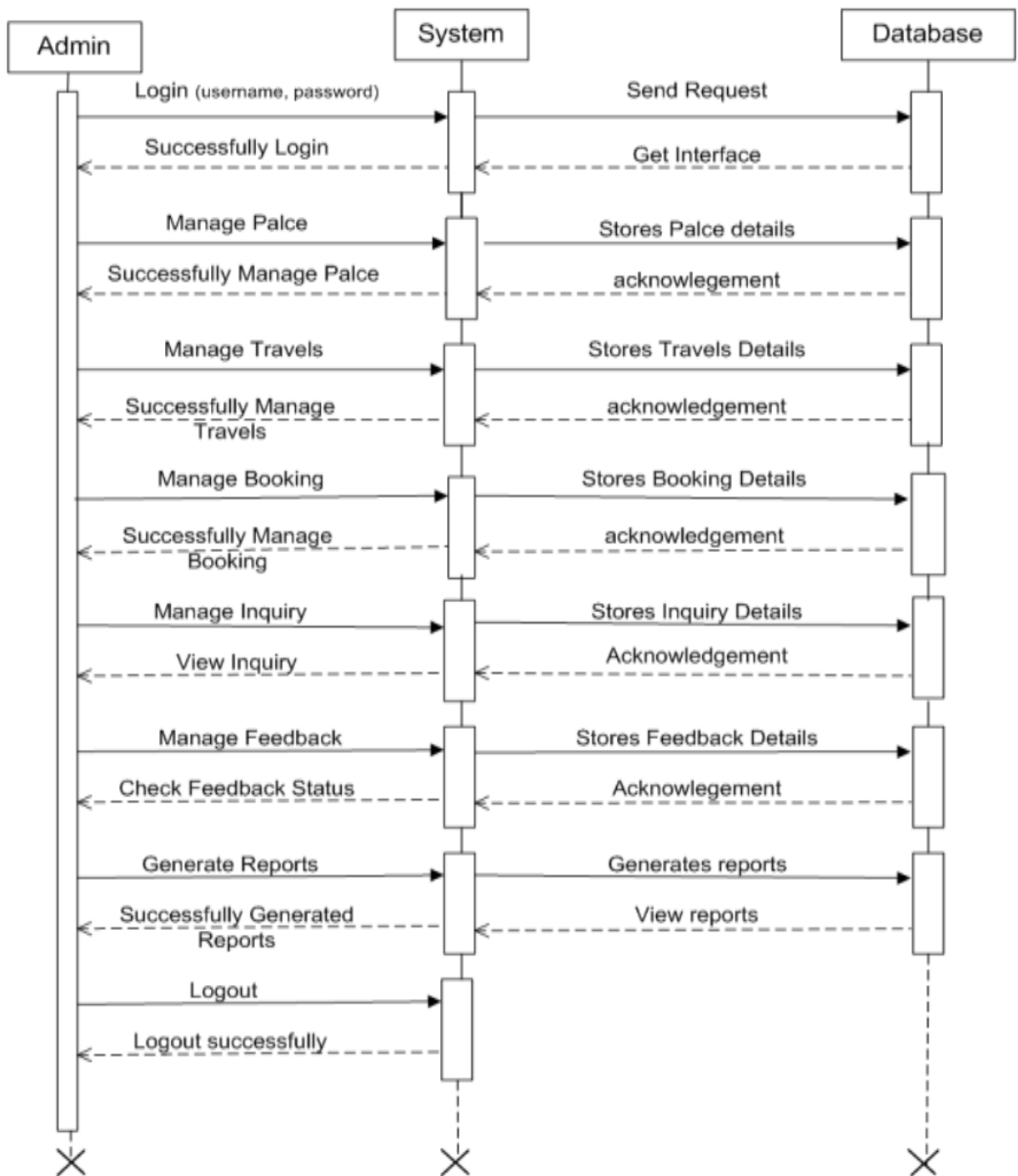


Figure 4.7: Sequence Diagram (Admin) of TSRS

CHAPTER 5

IMPLEMENTATION

Implementation of new system can take place to determine the success of the system. Implementation stages of a system provide user confidence. This procedure has been designed so that most problems can be managed. The tasks involved in implementation process are given below.

1. Premises are to be allocated to establishment of new system.
2. Necessary hardware and software components are to be arranged.
3. Production of a complete set of documentation is needed.
4. Every part of development web site is to be tested.
5. Method of changed over is to be planed.
6. Overall system is also to be tested.

5.1 HOME PAGE

Automatic Transport Selection And Reservation System



[Home](#)[Bus](#)[Train](#)[Launch](#)[About Us](#)

0123456789

[Verify bKash / Print](#)[Cancel Ticket](#)[Reservation](#)[Contact Us](#)[Login \(optional\)](#)

From

Select City

To

Select City

Date of Journey

mm / dd / yyyy

Date of Return (Optional)

mm / dd / yyyy

Duration (Hours)

Enter Duration

Amount (BDT)

Enter Amount

search



Buy bus tickets in 3 easy steps



Search

Choose your origin, destination, journey dates and search for buses,Train,Launnnch



Select

Select your desired trip and choose your seats



Pay

Pay for the tickets via Debit / Credit Cards, bKash or cash



Safe and Secure online payments



Cash on Delivery available

Why you buy Ticket from us

- Buy bus tickets anytime from anywhere
- Pay by credit card, mobile banking or cash
- Dependable customer service (9 AM to 11 PM)

Testimonial



Customer Testimonials Wonderful ticketing system, completely hassle free. Enjoyed buying tickets from Transport! BCB should give them long term ticketing rights if they want the proper distribution of tickets.

Copyright © Transport Project - All Rights Reserved.

Figure 5.1: Home page of TSRS

This is home page where the visitors can visit about web, FAQ, contact us and site map and visitors also can show booking ticket, registration system, cancel ticket, update profile and change password.

©Daffodil International University

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5.2 REGISTRATION PAGE

Automatic Transport Selection And Reservation System



[Home](#)[Bus](#)[Train](#)[Launch](#)[About Us](#)

0123456789

[Verify bKash / Print](#)[Cancel Ticket](#)[Bus Reservation](#)[Contact Us](#)[Login \(optional\)](#)

Create Account

Your Name

Mobile

Email

Password

Re-typePassword

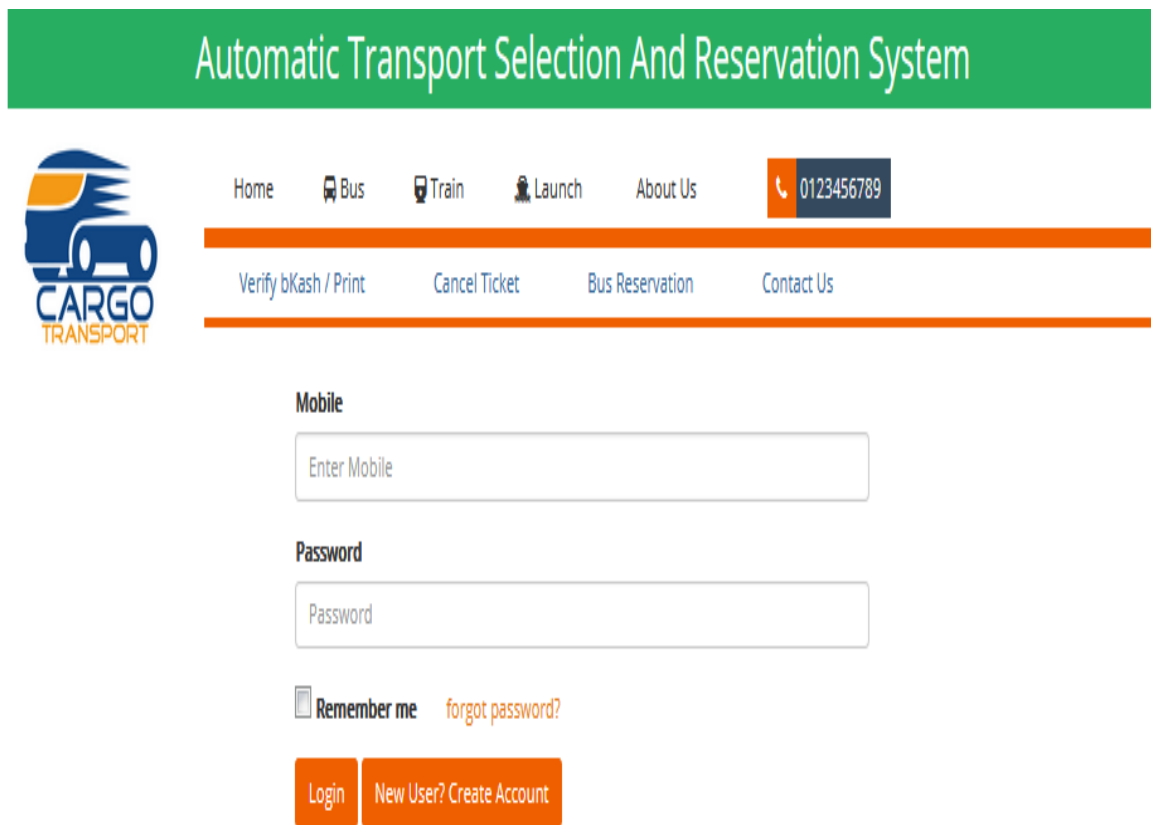
☐ I agree with the [Terms of Use](#)

Create Account

Figure 5.2: Registration of TSRS

This is a registration view page where the visitor put the personal details for registration and will press register key and it is the way to be client of this site.

5.3 LOGIN PAGE



The screenshot displays the login interface of the Automatic Transport Selection And Reservation System (TSRS). At the top, a green banner contains the system's name. Below this is a navigation bar with links for Home, Bus, Train, Launch, and About Us, alongside a contact number. A secondary orange bar provides links for Verify bKash / Print, Cancel Ticket, Bus Reservation, and Contact Us. The main login section includes a 'Mobile' field with a placeholder 'Enter Mobile', a 'Password' field with a placeholder 'Password', and a 'Remember me' checkbox. A 'forgot password?' link is positioned to the right of the checkbox. At the bottom of the login section are two orange buttons: 'Login' and 'New User? Create Account'.

Automatic Transport Selection And Reservation System

Home Bus Train Launch About Us 0123456789

Verify bKash / Print Cancel Ticket Bus Reservation Contact Us

Mobile

Enter Mobile

Password

Password

☐ Remember me forgot password?

Login New User? Create Account

Figure5.3: Login page of TSRS

This is the page where user can login after registration and they can reserve the ticket.

5.4 SELECTION PAGE

Automatic Transport Selection And Reservation System



[Home](#)[Bus](#)[Train](#)[Launch](#)[About Us](#)

0123456789

[Verify bKash / Print](#)[Cancel Ticket](#)[Bus Reservation](#)[Contact Us](#)[Login \(optional\)](#)

> Dhaka - Mymensingh On 2018-06-10

Operator (Bus Type) ▾	Dep. Time ▾	Arr. Time ▾	Duration ▾	Total Seats ▾	Seats Available ▾	Fare ▾
Hanif AC Route: Dhaka - Gazipur - Mymensingh	5:30 (AM)	10:00 (AM)	5 Hours	40	30	250.00
						View Seats
Hanif Non AC Route: Dhaka - Gazipur - Mymensingh	5:30 (AM)	10:30 (AM)	5 Hours	45	30	200.00
						View Seats

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Figure 5.4: Selection Page of TSRS

5.5 RESERVATION PAGE

Automatic Transport Selection And Reservation System



[Home](#)[Bus](#)[Train](#)[Launch](#)[About Us](#)

0123456789

[Verify bKash / Print](#)[Cancel Ticket](#)[Bus Reservation](#)[Contact Us](#)[Login \(optional\)](#)

Journey Details

NB: All (★) marks are required field.

Date of Journey pick a date	Date of Return pick a date	Bus Type ★ Select
Origin City (with Boarding Point) 	Destination City (with Dropping Point) 	Preferred bus operator (if any)
No. of seats in bus Select	No. of buses required 	

Contact Details

Contact Person Name ★ 	Mobile No. ★ 	Email
Company Name 	Address 	

Submit Reservation Request

Figure 5.5: Reserve page of TSRS

This is the page where the client select transport, put his personal details and reserve the ticket in Bus or Train or Launch.

5.6 CANCEL TICKET PAGE

Automatic Transport Selection And Reservation System



[Home](#) [Bus](#) [Train](#) [Launch](#) [About Us](#) [0123456789](#)

[Verify bKash / Print](#) [Cancel Ticket](#) [Bus Reservation](#) [Contact Us](#) [Login \(optional\)](#)

Cancel Ticket

Ticket PNR*

Mobile*

Get Ticket Details

1. In case you are unable to cancel your ticket online, please call 16274

2. Cancellation policies differ from operator to operator and is not set by Shohos.com

3. Please read our Cancellation and Refund policies before canceling your ticket.

[Available Bus Operators](#)

[Available Train Operators](#)

[Available Launch Operators](#)

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Figure 5.6: Cancel ticket of TSRS

This is the page where the client cancel ticket.

5.7 TABLE: ADMIN

Server: 127.0.0.1 » Database: transport » Table: admin

Options						
	admin_id	user_name	email	mobile_number	password	
☐ Edit ☐ Copy ☐ Delete	1	Jillur Rahman	jillurrahmandiu@gmail.com	1611482848	14215132	
☐ Edit ☐ Copy ☐ Delete	2	Naeem Shikder	naeem15-146@diu.edu.bd@gmail.com	1942868538	14215146	
☐ Edit ☐ Copy ☐ Delete	3	Totol Chandra Das	totol15-152@diu.edu.bd@gmail.com	1674300062	14215152	
☐ Edit ☐ Copy ☐ Delete	4	Israt Jahan Peu	peu15-148@diu.edu.bd@gmail.com	167493727	14215148	

↑ ☐ Check all With selected: ☐ Edit ☐ Copy ☐ Delete ☐ Export

Figure 5.7: Table: Admin of TSRS

5.8 TABLE: STAFF

Server: 127.0.0.1 » Database: transport » Table: staff

Options							
	staff_id	first_name	last_name	user_name	mobile_number	email	adress
☐ Edit ☐ Copy ☐ Delete	1	Jihadur	Rahman	Noyon	1619756262	noyon@gmail.com	Mymensingh
☐ Edit ☐ Copy ☐ Delete	2	Farhad	Uddin	Farhad	1751873456	farhad@gmail.com	Dhaka
☐ Edit ☐ Copy ☐ Delete	3	Nadim	Hasan	Nadim	1611670357	nadim@gmail.com	Shylhet
☐ Edit ☐ Copy ☐ Delete	4	Haider	Hasan	Haider	1709405869	haider@gmail.com	Chittagong
☐ Edit ☐ Copy ☐ Delete	5	Jui	Akter	Jui	1767234878	jui@gmail.com	Rajshahi
☐ Edit ☐ Copy ☐ Delete	6	Imran	Hossen	Imran	1676129695	imran@gmail.com	Khulna
☐ Edit ☐ Copy ☐ Delete	7	Shameem	Jaman	Shameem	155845122	jaman@gmail.com	Dhaka
☐ Edit ☐ Copy ☐ Delete	8	Fakhrul	Hossain	Fakhrul	1845764340	fakhrul@gmail.com	Rangpur
☐ Edit ☐ Copy ☐ Delete	9	Mohona	Hossain	Mohona	1915668520	mohona@gmail.com	Barishal

↑ ☐ Check all With selected: ☐ Edit ☐ Copy ☐ Delete ☐ Export

Figure 5.8: Table: Staff of TSRS

5.9 TABLE: PASSENGERS

Server: 127.0.0.1 » Database: transport » Table: passenger

[Browse](#)
[Structure](#)
[SQL](#)
[Search](#)
[Insert](#)
[Export](#)
[Import](#)
[Privileges](#)
[Operations](#)
[Tracking](#)
[Triggers](#)

+ Options

		pass_id	first_name	last_name	mobile_number	email	user_name	password	reg_date
☐	Edit Copy Delete	1	Jillur	Rahman	1611482848	jillurrahmandiu@gmail.com	Jibon	123456	2018-04-24
☐	Edit Copy Delete	2	Totol	Das	167430062	totol@gmail.com	Totol	123456	2018-04-24
☐	Edit Copy Delete	3	Naeem	Shikder	1942868538	sisir@gmail.com	Shisir	123456	2018-04-25
☐	Edit Copy Delete	4	Abeer	Ahmed	1785534340	abeerahmed@gmail.com	Abeer	123456	2018-04-28
☐	Edit Copy Delete	5	Adnan	Ahmed	1785534340	adnanahmed@gmail.com	Abeer	123456	2018-04-26
☐	Edit Copy Delete	6	Imtiaz	Ahmed	175683904	imtispy@gmail.com	Imtiaz	123456	2018-04-27
☐	Edit Copy Delete	7	Tufayel	Ahmed	171568390	tufa@gmail.com	Tufayel	1241324	2018-04-29
☐	Edit Copy Delete	8	Farhad	Uddin	1748392140	farhad@gmail.com	Farhad	asedf	2018-04-26
☐	Edit Copy Delete	9	Salauddun	Kader	1748392140	saka012@gmail.com	Saka	qwerty	2018-04-24
☐	Edit Copy Delete	10	Israt	Jahan	167493727	isratpeu@gmail.com	Peu	qwerty	2018-05-01
☐	Edit Copy Delete	11	Pallab	Sarkar	167235523	pallabovi@gmail.com	Pallab	135790	2018-05-02
☐	Edit Copy Delete	12	Mamun	Rahman	1756948576	mamun001@gmail.com	Mamun	asdfgh	2018-05-02

Figure 5.9: Table: Passengers of TSRS

5.10 TABLE: SCHEDULE

Server: 127.0.0.1 » Database: transport » Table: schedule

[Browse](#)
[Structure](#)
[SQL](#)
[Search](#)
[Insert](#)
[Export](#)
[Import](#)
[Privileges](#)
[Open](#)

+ Options

		schedule_id	from_terminal_id	to_terminal_id	bus_type_id	time
☐	Edit Copy Delete	1	2	1	1	2018-04-26 19:00:00.000000
☐	Edit Copy Delete	2	2	1	2	2018-04-27 10:10:13.062481
☐	Edit Copy Delete	3	2	3	3	2018-04-26 19:00:00.000000
☐	Edit Copy Delete	4	2	4	4	2018-04-26 19:00:00.000000
☐	Edit Copy Delete	5	2	5	4	2018-04-26 20:00:00.000000
☐	Edit Copy Delete	6	2	6	6	2018-04-26 20:15:00.000000
☐	Edit Copy Delete	7	2	7	7	2018-04-26 20:15:00.000000
☐	Edit Copy Delete	8	2	8	8	2018-04-26 19:15:00.000000
☐	Edit Copy Delete	10	2	10	10	2018-04-27 10:17:13.505548
☐	Edit Copy Delete	11	2	11	11	2018-04-26 19:30:13.505548
☐	Edit Copy Delete	12	2	12	11	2018-04-26 22:30:13.505548
☐	Edit Copy Delete	13	2	13	13	2018-04-26 21:30:13.505548
☐	Edit Copy Delete	14	2	14	14	2018-04-26 20:30:13.505548
☐	Edit Copy Delete	15	2	155	1	2018-04-26 21:00:00.000000

☐ Check all
 With selected: [Edit](#) [Copy](#) [Delete](#) [Export](#)

Figure 5.10: Table: Schedule of TSRS

5.11 TABLE: STATE

Server: 127.0.0.1 » Database: transport » Table: state

Browse

Structure

SQL

Search

Insert

↔

T

▼

state_id

state_name

☐



Edit



Copy



Delete

1

Dhaka

☐



Edit



Copy



Delete

2

Mohakhali(Dhaka)

☐



Edit



Copy



Delete

3

Uttara(Dhaka)

☐



Edit



Copy



Delete

4

Gabtolli(Dhaka)

☐



Edit



Copy



Delete

5

Mymensingh

☐



Edit



Copy



Delete

6

Dinajpur

☐



Edit



Copy



Delete

7

Rajshahi

☐



Edit



Copy



Delete

8

Mymensingh

☐



Edit



Copy



Delete

9

Rangpur

☐



Edit



Copy



Delete

10

Khulna

☐



Edit



Copy



Delete

11

Shylhet

☐



Edit



Copy



Delete

12

Comilla

☐



Edit



Copy



Delete

13

Chittagong

☐



Edit



Copy



Delete

14

Cox-bazar

☐



Edit



Copy



Delete

15

Pabna

☐



Edit



Copy



Delete

16

Bagerhat

Figure 5.11.: Table: State of TSRS

5.12 TABLE: TERMINAL

Server: 127.0.0.1 » Database: transport » Table: terminal						
Browse Structure SQL Search Insert Export						
+ Options						
		terminal_id	phone	city	state_id	
☐	Edit Copy Delete	1	28912700	Mymensingh	1	
☐	Edit Copy Delete	2	28912701	Dhaka	2	
☐	Edit Copy Delete	3	28912702	Rangpur	3	
☐	Edit Copy Delete	4	28912704	Dinajpur	4	
☐	Edit Copy Delete	5	28912703	Comilla	5	
☐	Edit Copy Delete	6	28912706	Jessore	6	
☐	Edit Copy Delete	7	28912707	Shylet	7	
☐	Edit Copy Delete	8	28912708	Chittagong	8	
☐	Edit Copy Delete	9	28912709	Cox-Bazar	9	
☐	Edit Copy Delete	10	28912710	Rajshahi	10	
☐	Edit Copy Delete	11	28912711	Khulna	11	
☐	Edit Copy Delete	12	28912712	Kustia	12	
☐	Edit Copy Delete	13	28912713	Rangamati	13	
☐	Edit Copy Delete	14	28912714	Natore	14	
☐	Edit Copy Delete	15	28912715	Satkhira	15	
☐	Edit Copy Delete	16	28912716	Panchaghar	16	

Figure 5.12: Table: Terminal of TSRS

5.13 TABLE: TRIP

Server: 127.0.0.1 » Database: transport » Table: trip						
Browse	Structure	SQL	Search	Insert	Export	Import
+ Options						
← T →	▼	trip_id	total_amount	created_date	schedule_id	bus_id
☐ Edit Copy Delete		1	10000.00	2018-04-24	1	1
☐ Edit Copy Delete		2	9000.00	2018-04-24	2	2
☐ Edit Copy Delete		3	9900.00	2018-04-25	3	3
☐ Edit Copy Delete		4	23500.00	2018-04-25	4	4
☐ Edit Copy Delete		5	32000.00	2018-04-26	5	5
☐ Edit Copy Delete		6	24000.00	2018-04-26	6	6
☐ Edit Copy Delete		7	18000.00	2018-05-03	7	7
☐ Edit Copy Delete		8	24000.00	2018-05-03	8	8
☐ Edit Copy Delete		9	48000.00	2018-05-03	9	9
☐ Edit Copy Delete		10	36000.00	2018-05-04	10	10
☐ Edit Copy Delete		11	36000.00	2018-05-05	11	11
☐ Edit Copy Delete		12	48000.00	2018-05-05	12	12
☐ Edit Copy Delete		13	20000.00	2018-05-05	13	13
☐ Edit Copy Delete		14	18000.00	2018-05-04	14	14
☐ Edit Copy Delete		15	22500.00	2018-05-04	15	15

Figure 5.13: Table: Trip of TSRS

5.14 TABLE: RESERVATION

Server: 127.0.0.1 » Database: transport » Table: reservation												
Browse Structure SQL Search Insert Export Import Privileges Operations Tracking Triggers												
+ Options												
	reservation_id	first_name	last_name	mobile_number	route	bus_number	bus_name	category	user_name	fare	date	
☐ Edit Copy Delete	1	Jillur	Rahman	1611482848	Dhaka-Mymensingh	1	Hanif	AC	Jibon	250	2018-04-25	
☐ Edit Copy Delete	2	Tufayel	Ahmed	1679560509	Dhaka-Mymensingh	2	Hanif	Non AC	Tufayel	200	2018-04-25	
☐ Edit Copy Delete	3	Naeem	Shikder	1942868538	Dhaka-Chittagong	5	Ena	Non AC	Shishir	500	2018-04-26	
☐ Edit Copy Delete	4	Israt	Jahan	167493727	Dhaka-Shylhet	6	Ena	AC	Peu	600	2018-04-26	
☐ Edit Copy Delete	5	Totol	Das	1674300062	Dhaka-Shylhet	6	Ena	AC	Totol	600	2018-04-26	
☐ Edit Copy Delete	6	Salauddin	Kader	1715688390	Dhaka-Comilla	6	Shyamoli	Non AC	Saka	400	2018-04-28	
☐ Edit Copy Delete	7	Mehedi	Hasan	1740480891	Dhaka-Cox-Bazar	12	Shyamoli	Non AC	Hasan	800	2018-04-30	
☐ Edit Copy Delete	8	Jihadur	Rahman	1619756262	Dhaka-Cox-Bazar	12	Shyamoli	Non AC	Noyon	800	2018-04-29	
☐ Edit Copy Delete	9	Abeer	Ahmed	1751873456	Dhaka-Dinajpur	12	Dipjol	AC	Abeer	1100	2018-04-28	
☐ Edit Copy Delete	10	Imtiaz	Ahmed	155845122	Dhaka-Rajshahi	15	Dipjol	Non AC	Imtiaz	500	2018-04-26	
☐ Edit Copy Delete	11	Sifat	Salimur	1748392140	Dhaka-Rangpur	17	SP Golden Line	AC	Sifat	1200	2018-04-27	
☐ Edit Copy Delete	12	Pallab	Sarkar	1778392563	Dhaka-Shylhet	6	Ena	AC	Ovi	600	2018-04-27	
☐ Edit Copy Delete	13	Ripon	Khan	1728560786	Dhaka-Chittagong	5	Ena	AC	Ripon	800	2018-05-01	

Figure 5.14: Table: Reservation of TSRS

CHAPTER 6

CONCLUSION

Although the overall system will bring some advantages for our country, some of the facts needed to be considered. As we said earlier the system is not going to be available for 24*7 and there will be limited operation hours, our system may lose some customers in future due to the booking time restriction. If the internet connection becomes down then the system will halt and no offline data can be accessed through it. Changing customers' mind won't affect the system as there will be no refund after booking. The pros of the system we can consider here is like can run the business smoothly as there will be no hustle regarding managing customer's details, booking details, payments and so on. For the future enhancement, there will be a scope for international customers also to book from home and abroad which will boost up their business profit and also make them renowned worldwide. Besides, they also need to provide hands on training to the staffs so that they will become more familiar to the system and also make it easy for them to book seats on behalf of customers. Restriction in PayPal money transfer is also an issue. So customers from abroad will face some difficulties on payment. Auto backup will be implemented in future as currently we designed the backup system manually. If the system crashes then all the data will be erased so staff should take care for keeping the data safe by saving it every day after office hours. From the above discussion we can say that although the system will have some cons, somehow it will have some positive impact on business process. Comparing to current system which is just a manual book keeping, this online web system will automate their day to day business process.

CHAPTER 7

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