



Major Cause of Traffic jam in Dhaka city from Newspapers report

A BSS(Hons) Dissertation by

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*Submitted to the Department of Journalism and Mass Communication
Daffodil International University in partial fulfillment of the requirements for the
degree of Bachelor of Social Science (BSS)*

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DATE OF SUBMISSION : 11th May, 2019

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Sub: Application for submission of my dissertation for approval.

Dear Sir,

I have accomplished my dissertation on ‘Major Cause of Traffic jam in Dhaka City from Newspapers report’ as a course requirement for my under graduation programme.

I have tried my level best to work sincerely to cover all aspects regarding the matter which I have been assigned.

I believe that this dissertation has enriched both my knowledge and experience. I hope you will assess my report considering the limitations of the study. I shall be highly grateful if you kindly accept my project. Your kind approval is solicited.

Sincerely yours,

Ahmad Istiak Ferdaus

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Letter of Approval

This is to certify that Ahmad Istiak Ferdaus ID: 142-24- 396 has done his dissertation entitled, 'Major Cause of Traffic jam in Dhaka city from Newspapers report' under my supervision and guidance.

The study has been undertaken *in partial fulfillment of the requirements for the degree of Bachelor in Social Science (BSS) in Journalism and Mass Communication at Daffodil International University*

The study is expected to contribute in the field of Journalism and Mass Communication as well as in further study about solution of traffic jam in Dhaka.



.....
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Declaration of Authorship

I do hereby declare that the work presented here is, to the best of my knowledge and belief, original and the result of my own investigations, except as acknowledged, and has not been submitted, either in part or whole, for a degree at this or any other University.

Sincerely,

Ahmad Istiak Ferdous

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Abstract

The dissertation, based on content analysis, observation and literature review, details the aspects of the present situation of 'Traffic jam in dhaka city from newspaper report' observed by newspaper traffic coverage in Dhaka. In recent time, we face traffic jam in whole time. Dhaka, capital of Bangladesh, is the most densely populated city in the whole world. More than twelve million people live in Dhaka city. Day by day the number is increasing and most part of Dhaka is badly affected by huge traffic jam. Faulty traffic signaling systems, inadequate manpower, narrow road spaces and overtaking tendency of drivers create pro-longed traffic congestions. Due to traffic jam a substantial portion of working hours have to be left on streets which indirectly put adverse impact on economy. It causes serious air pollution and noise pollution and thus worsens the overall environmental condition. To reduce traffic jam, government can consider construction of roads through east-west connection of Dhaka city, construction of circular embankment-cum-road along the periphery of Dhaka city, grade separated road network system, bus Rapid Transit (BRT) system, and Metro-Rail system. By reducing traffic jam, this city can play a very important role by ensuring better life.

Chapter One

Background of the Study

Introduction

Traffic Jam is a major problem in our Dhaka city. We lost our working time. Traffic jam has turned daily trips into nightmares. According to a World Bank report, in the last 10 years, the average traffic speed in Dhaka has dropped from 21 kilometres per hour (kmph) to 7 kmph, and by 2035, the speed might drop to 4 kmph, which is slower than the walking speed. Another study, commissioned by Brac Institute of Government and Development, says traffic congestion in Dhaka eats up around 5 million working hours every day and costs the country USD 11.4 billion every year. The financial loss is a calculation of the cost of time lost in traffic congestion and the money spent on operating vehicles for the extra hours.

Present situation of traffic in Dhaka

It should be noted that our public transport system is not adequate and properly routed. If we can introduce a dependable public transport system, the pressure of private cars and other vehicles will be less on the road. According to the BRTA, 20,304 new cars were added to Dhaka's traffic in 2016, meaning over 55 new cars hit the streets every day. As the number of car increases, the demand for parking space also increases. But unfortunately, parking space is quite inadequate in our city. Most of the cars are parked on roads. Many intercity buses and trucks are parked on a regular basis on the streets in Mohakhali, Sayedabad, Gabtoli, Tejgaon, Malibagh, Gulistan and other areas. Trucks load and unload commodity items, construction materials and other goods in the middle of a road, causing huge traffic jams.

In our newspaper can make a big role to create solution from traffic jam in Dhaka.

D. Khaled Mahmud, D. Konika gope, D. Sayed Mustafizur Rahman and Sayed Chowdhury made a research paper, titled- "Possible causes and solutions of traffic jam and its Impacts on the economy of Dhaka city." The report said, "The media - both print and electronic - have been constantly highlighting the sufferings of the commuters in Dhaka city because of the nagging traffic problem."

Objectives of the Study

Overall objective of the study to find out cause of traffic jam in Dhaka from those newspaper coverage. I find out some major cause of traffic jam which is most overplay in this newspaper.

1. Finding out the some cause of Traffic jam in Dhaka city

Finding out the major cause of traffic jam in Dhaka city by newspaper coverage. There are lots of cause in traffic jam. I find out some cause which is most coverage in newspaper.

2. Finding out some possible solution of the traffic jam in Dhaka city.

Some possible solution find out from newspaper post editorial and news. In post editorial road and planning expert wrote possible solution how to overcome the traffic jam in Dhaka.

3. Tendency of local pedestrian's behavior.

Some tendency is occurred. Because lots of pedestrians do not use zebra crossing, do not maintain traffic rules.

Some of tendency is

4. Understanding the nature of traffic problems in Dhaka city.

What types of nature cause of traffic jam and find out. Some of nature produce intentionally and some of Lack of awareness. So those are probability cause of traffic jam.

5. Realizing and understanding print media coverage on traffic jam and its solution

Literature Review

Print media can create a big role and solution how to realize from traffic jam. I find out this types of news, post editorial and image are published in several newspaper. Firstly I selected 5 newspapers which are 2 English daily and 3 Bengali daily for 10 days. On this newspaper I find out 19 news, post editorial and image.

Feroz Ahmed is a former official of the Asian Development Bank. He wrote a post editorial in Daily Star on 28 January 2019. He said “Due to the city’s notorious traffic congestion, people suffer economically, physically and also psychologically, on an average, lose almost 25 percent of their working hours spending time stuck in traffic jam. The government would need to procure and operate a large fleet of buses under BRTC. BRTC needs to be revamped and strengthened, and its service should be subsidized. In many countries the city bus or mass transit system is run by the government or by the city government.

Dhaka adds an extra 37,000 cars every year. It’s a huge number. A car transport mostly 5 members of a family but a public bus regularly carry up to 45 to 50 passengers. On the other hand some families use 3 cars.

Professor D. M Shamim Z Bosunia is a chairman of Adobe of Consultants Ltd. He wrote an article in daily star 27th January 2019. He wrote most of our so called flyover do not meet the criteria of an effective standard flyover. Moreover the planning of Dhaka city is very poor. Dhaka city has expanded too quickly and that too in an unplanned manner, resulting in inadequate and narrow road spaces. The streets are shared by differences types of vehicles such as rickshaw, scooters, motorcycle, human haulers, cars and so many other vehicles.

Dhaka’s traffic system is one of the most chaotic in the world. So, according to the knowledge reviews that we have covered here, actually are showing that due to lack of effective planning and proper focusing on the issues of traffic jam in Dhaka city, it has become a mammoth problem now-a-days. Adequate research and some alternative solutions might give us some hope and light to solve the traffic problem in Dhaka city.

Chapter 2

Research Methodology

The Study has been conducted in content analysis method which is quantitative. I selected 5 Daily Newspapers for 10 days (from 26th January 2019 to 04 February 2019).

The study aims to understand the causes of Dhaka traffic jam from the newspaper reports. I studied reports of five dailies which include 2 English dailies and 3 Bangla dailies.

2.1 Content Analysis - It is a specific research approached used traffic jam news in daily newspaper values.

According to Walizer and Wienir (1978), 'content analysis' as 'any systematic procedure devised to examine the content of recorded information'. Lasswell (1948, p. 117), through his famous definition of communication, framed the base of the content analysis by stating: "Who says what, to whom, why, to what extent and with what effect?"

2. Sampling for Content Survey

There are so many national daily newspaper published. But unfortunately most newspapers do not publish traffic jam news. But there are no traffic news of Dhaka city on newspaper their newspaper. Behind the all over news, traffic news percentage is only 0.56%. On this content analysis I selected 5 daily newspaper. I was read some daily newspaper before I selected analyzing newspaper. I selected 5 newspaper to 10 days. (26th January 2019 to 04 february 2019). Those newspaper were 2 English Daily and 3 Bengali Daily.

2.3 Data Gathering Process

For the content analysis, a format was developed for extracting information from the selected newspaper and selected traffic news from all news, post editorial, feature, article, photo, special supplement and all of content. The data extracted from the news in the format were then classified, connected and interrelated for identifying meaning. Similar type of data were summed up and interpreted together for creating explanatory meaning.

Chapter Three

Discussion on Findings

Major causes of traffic jam in Dhaka city

The newspaper reports suggest that there a number of causes of traffic jam in Dhaka city but some causes are very critical.

1. Unplanned Parking

We do not have any planned parking facility over Dhaka city. That is why the vehicle operators stop their vehicles in any place, where they need. And it causes traffic jam. Unplanned parking identified from 4 news and 2 editorials.

2. Occupying footpaths and building of makeshift shops by hawkers

Footpath occupying by hawkers make pedestrians walk by the road, which is blocking the space for vehicles and causing traffic jams. I found 7 news and 2 post editorials related with grabbing of footpaths by hawkers in Dhaka city.

3. Most pedestrians do not use foot-over bridges

Most of people are aware of traffic rules which are very alarming and they do not use footpath. Due to this knowledge gap and unwillingness to follow traffic rules people violate traffic rules and that causes traffic jam. I found 2 news in pedestrian do not use foot over bridges.

4. A huge number of transports plying on Dhaka streets

5. Unplanned transport stoppage

Vehicle operators stop their vehicles in any place, where they need. And it cause traffic jam. In 3 news and 2 editorial related unplanned transport stoppage.

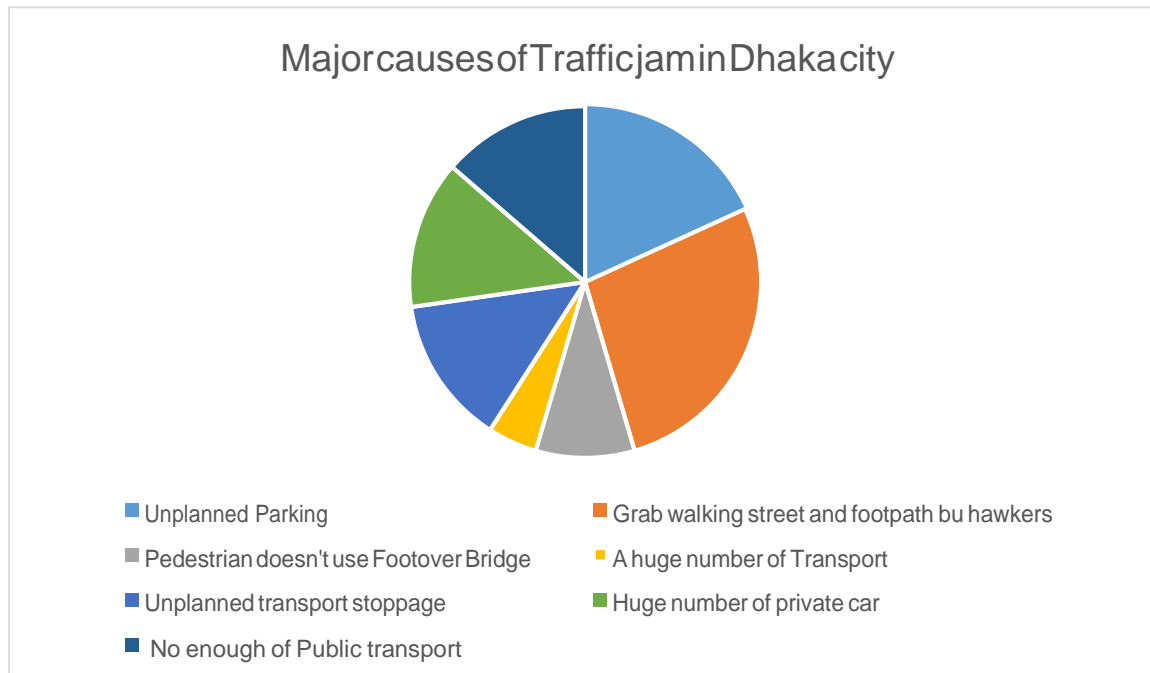
6. Huge number of private cars

Private car in the roads are also causing traffic jam. As in one private car there are only 2/3 people but the car is taking a lots of space.

7. No enough public transport

In Dhaka city there are no enough public transport. 28 million people live in Dhaka but no enough public transport. Dhaka adds an extra 37,000 cars every year. It's a huge number. A car transport mostly 5 members of a family but a public bus regularly carry up to 45 to 50 passengers. On the other hand some families use 3 cars and then result is traffic jam.

Major causes of Traffic jam in Dhaka city



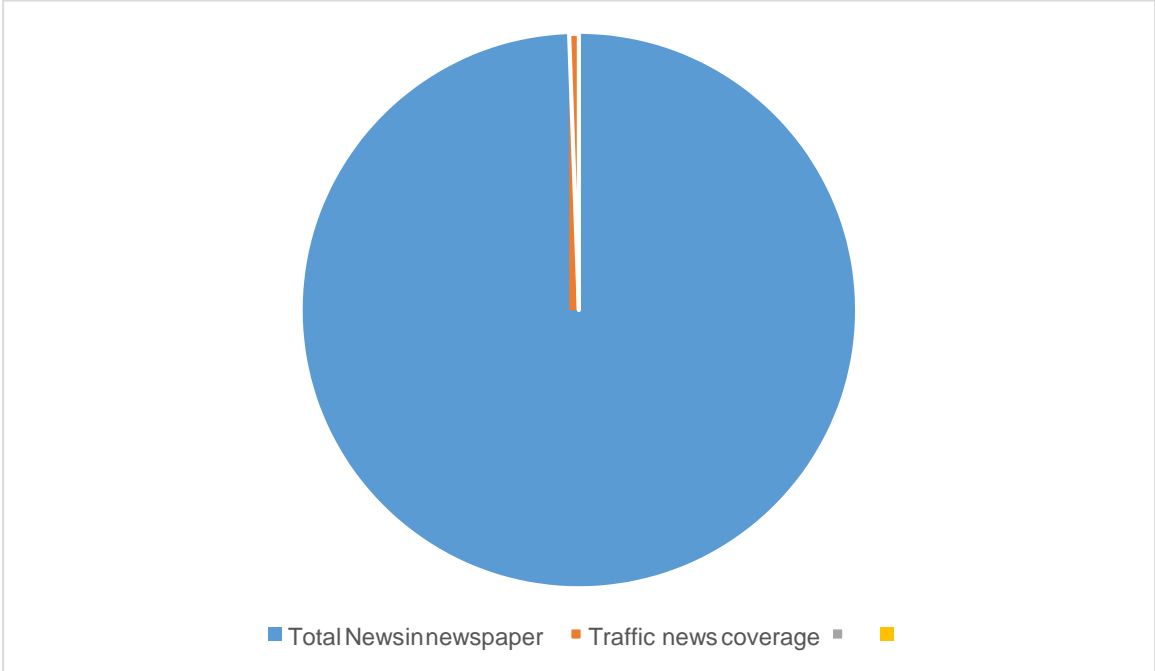
How to solve the problem

Feroz Ahmed is a former official of the Asian Development Bank. He wrote a post editorial in Daily Star on 28 January 2019. He said “Due to the city’s notorious traffic congestion, people suffer economically, physically and also psychologically, on an average, lose almost 25 percent of their working hours spending time stuck in traffic jam. The government would need to procure and operate a large fleet of buses under BRTC. BRTC needs to be revamped and strengthened, and its service should be subsidized.

In many countries the city bus or mass transit system is run by the government or by the city government.

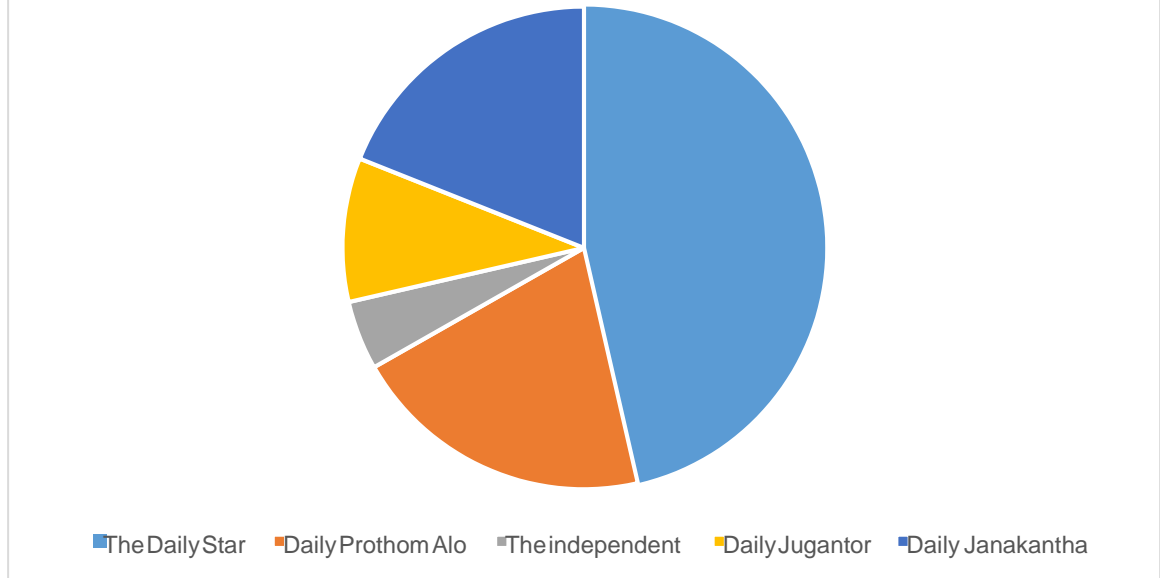
Total traffic content and Coverage percentage of Traffic content in Newspapers

Total newspaper inch – 143752 (with news and add) In 10 days 50 newspaper total news is 114490 column inch and 29262 advertisement inch. Total traffic news news coverage 648.5 column inch

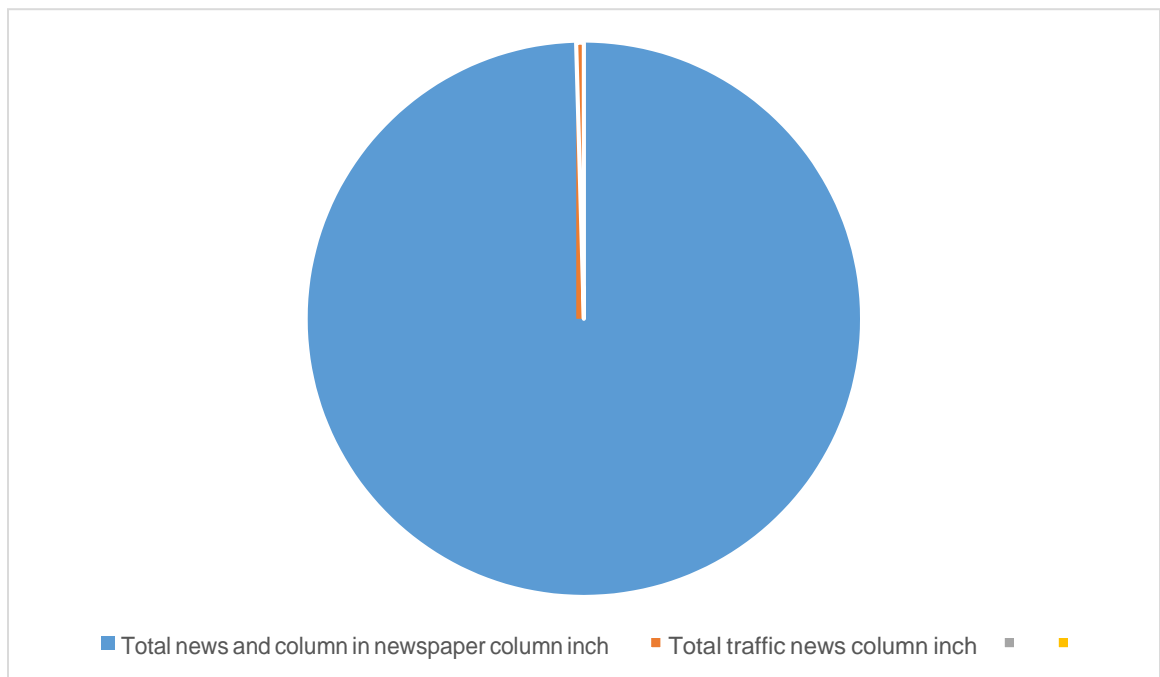


Total traffic news coverage in all over news in daily newspaper 0.56% (without add)

Daily Newspaper coverage traffic news in 10 Days

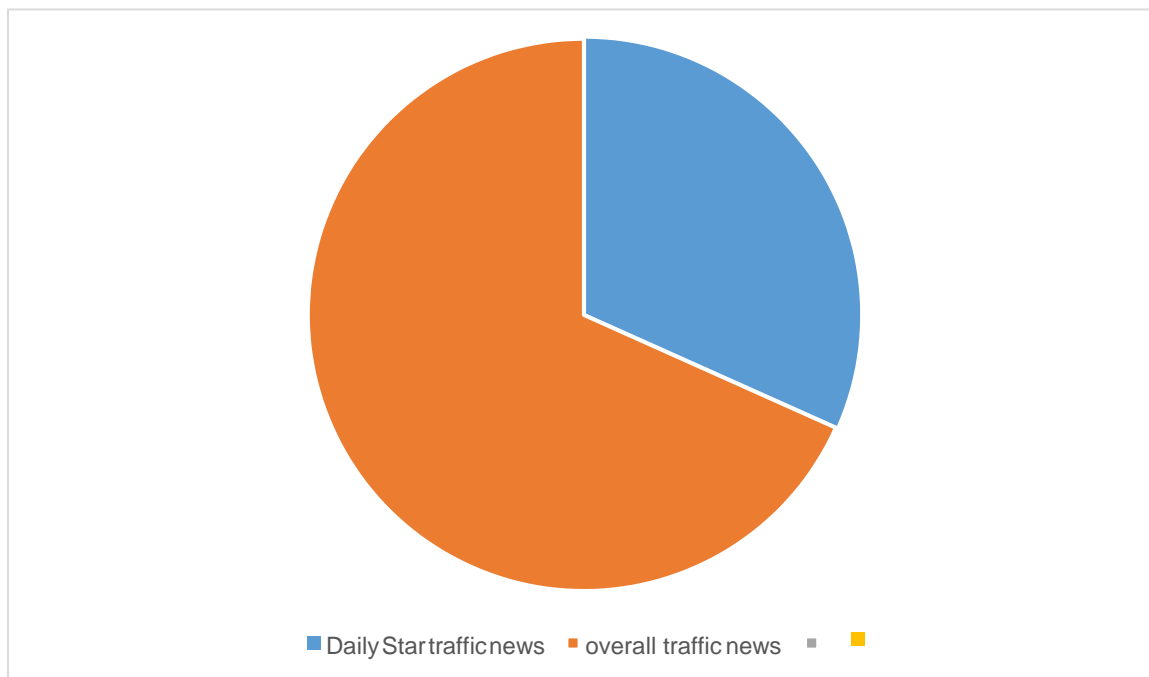


Dhaka Traffic news coverage only 0.56% in total news.

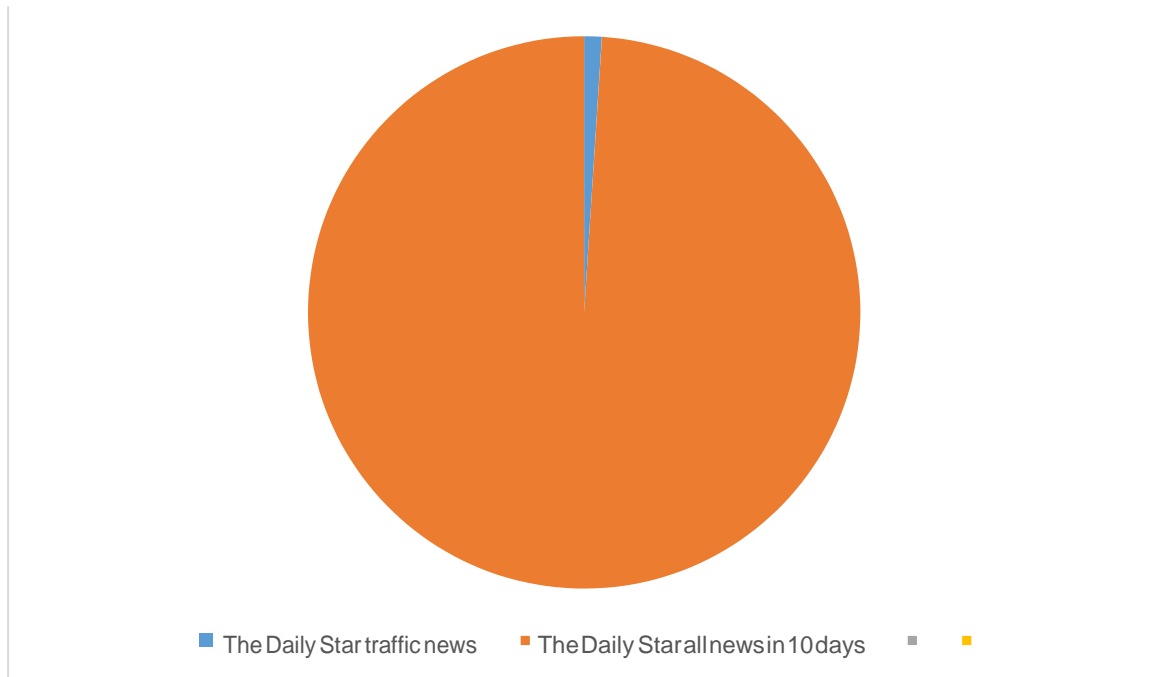


Total traffic news coverage in all over - 0.45% (with news and add) Dhaka traffic news coverage in 0.45% in total newspaper and adjust with advertisement and news.

Daily star news and content

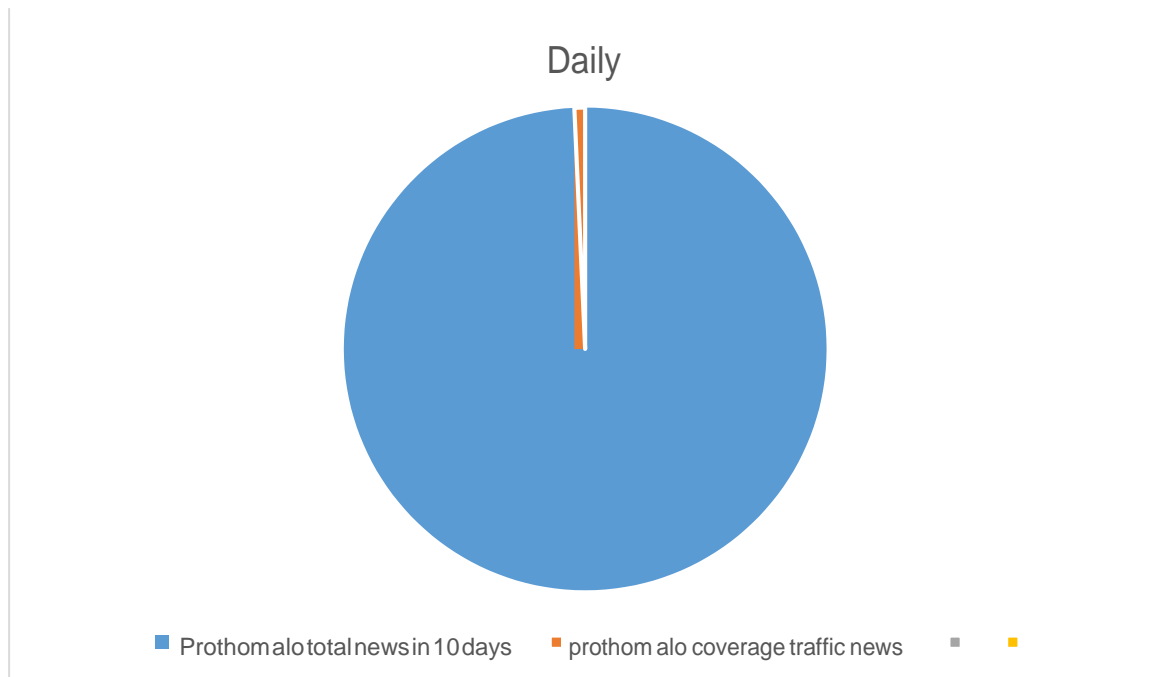


The Daily Star traffic news in overall traffic news. 46.45% in daily newspaper traffic news. The Daily star traffic news is most percentage in total traffic news. 46.45% news coverage behind 53.55 traffic news coverage by other 4 newspaper.



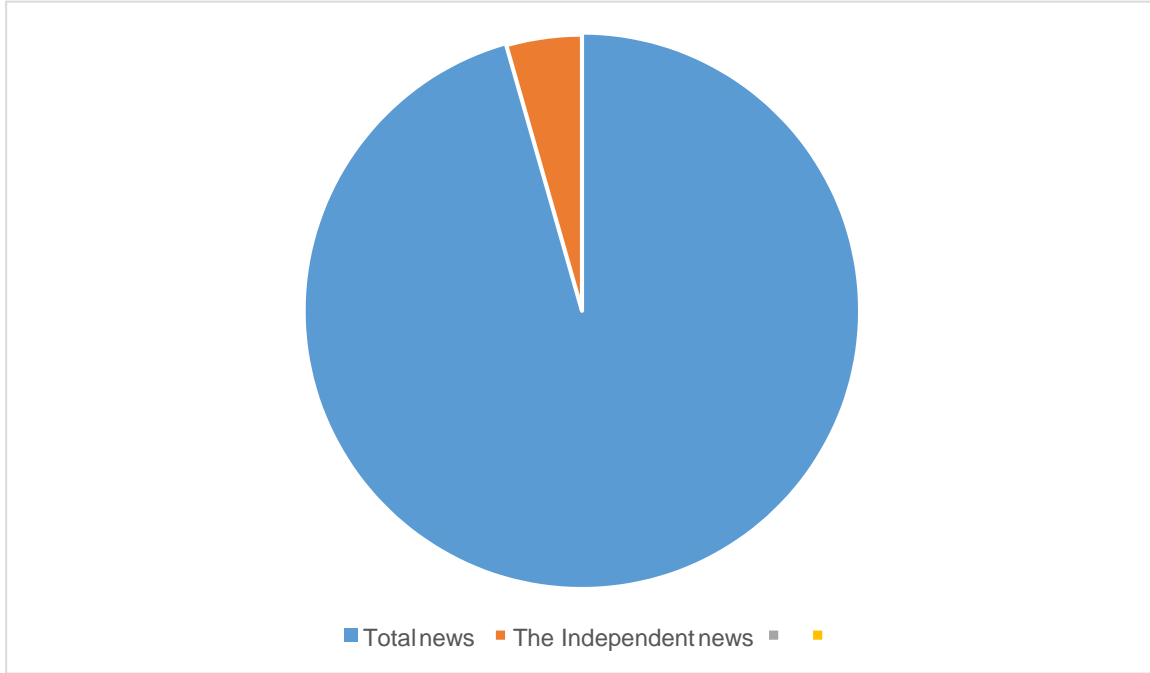
The Daily Star traffic news percentage in 10 days news 1.03% (news) (The Daily Star news) 1.03% traffic news in total news of The Daily Star 26th January to 4th February. The Daily Star Total news - 29081 The Daily Star traffic news coverage 301 inch The Daily Star traffic news percentage in 10 days 0.86% (all news and add in newspaper) The Daily Star traffic news percentage in all over news in 0.26% (only news) The Daily Star News in all over newspaper – 0.20% (news +add)

Daily prothom alo

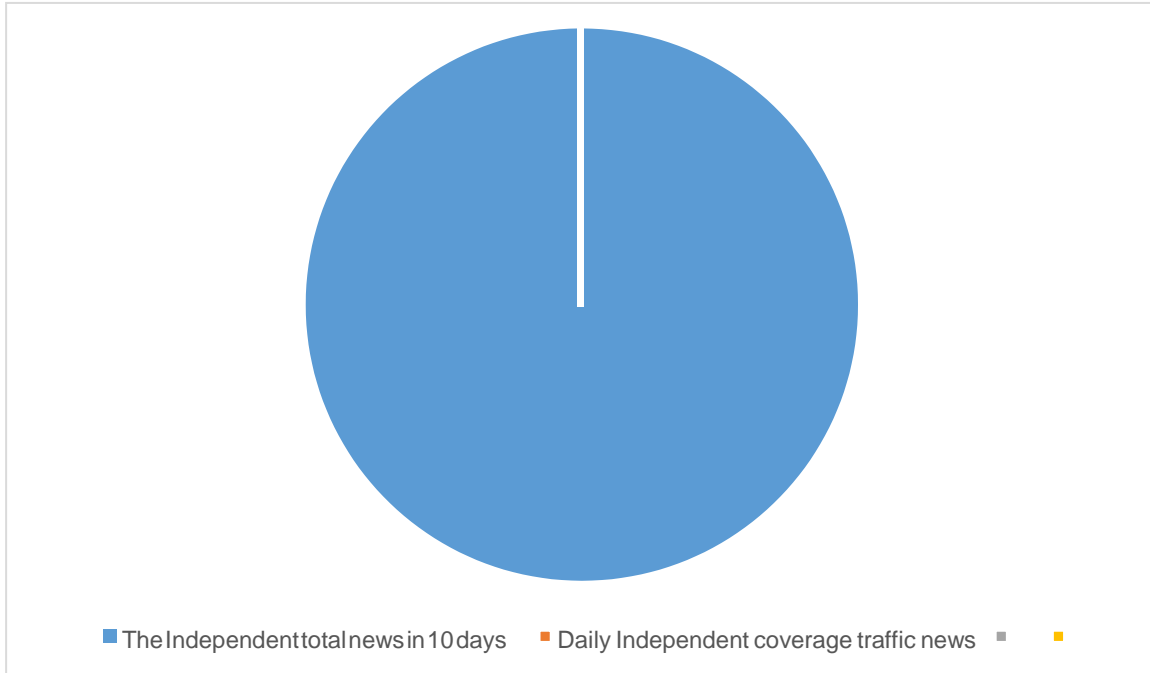


Daily Prothom Alo traffic news coverage- 132 column inch Daily Prothom Alo traffic news coverage in 10 days 0.72% (news on Daily Prothom Alo) Daily Prothom alo traffic news percentage in all over news in –0.51% (all news and in newspaper) Daily Prothom alo traffic news percentage in All over news in 0.11% (only news) Daily Prothom Alo traffic News in all over newspaper- 0.09% (news and add)

The Independent

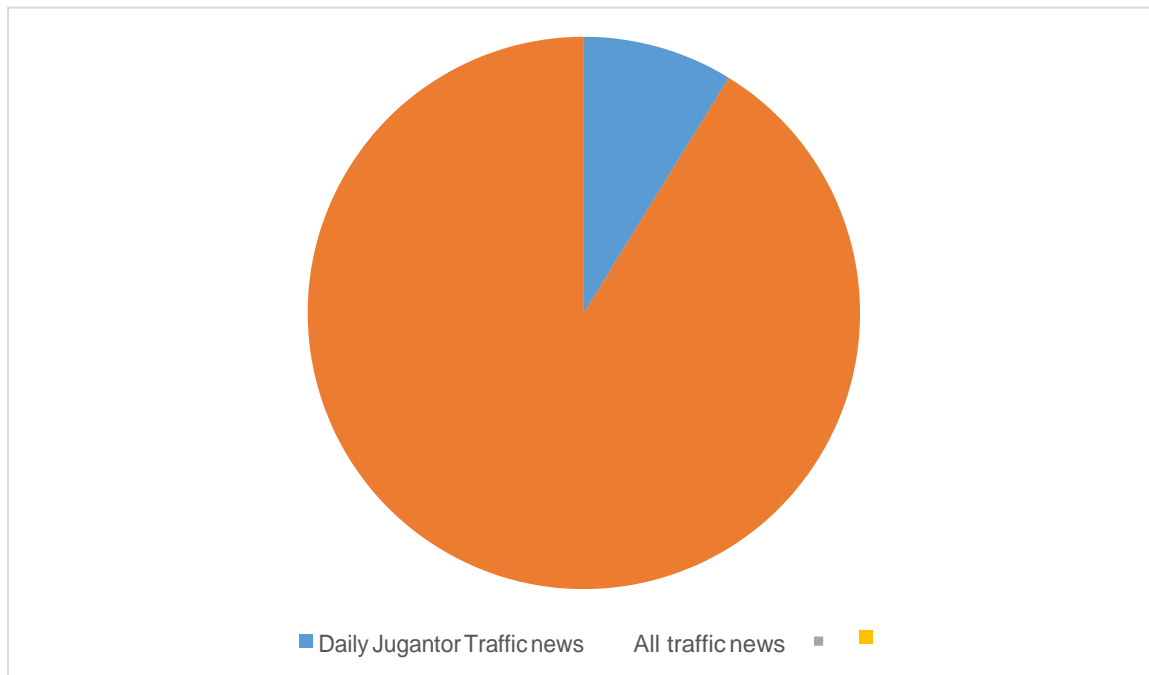


Daily Independent Total news 19650 inch Daily Independent traffic news coverage 30 inch

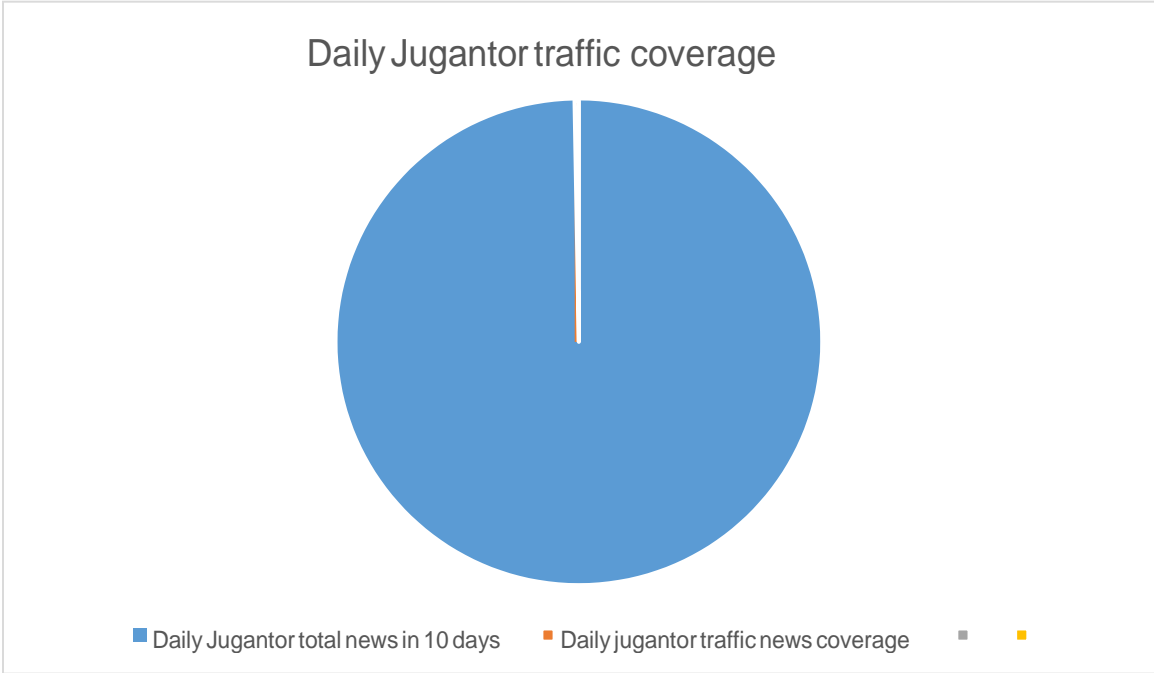


The Independent traffic news coverage in 10 days 0.15% (only independent news) The Independent traffic news percentage in all over news in 0.026% (only news) The Independent traffic news in all over newspaper- 0.020% (news and add)

Daily Jugantor

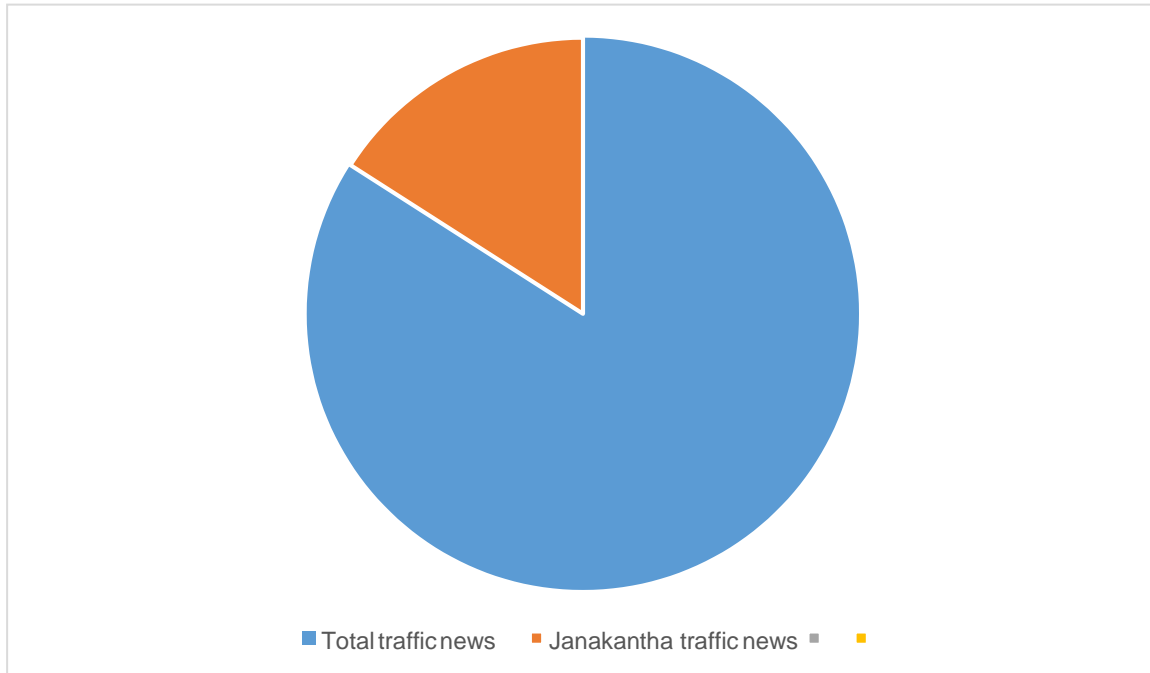


Daily Jugantor Total news 21919 Daily Jugantor Traffic news coverage – 62.5 inch

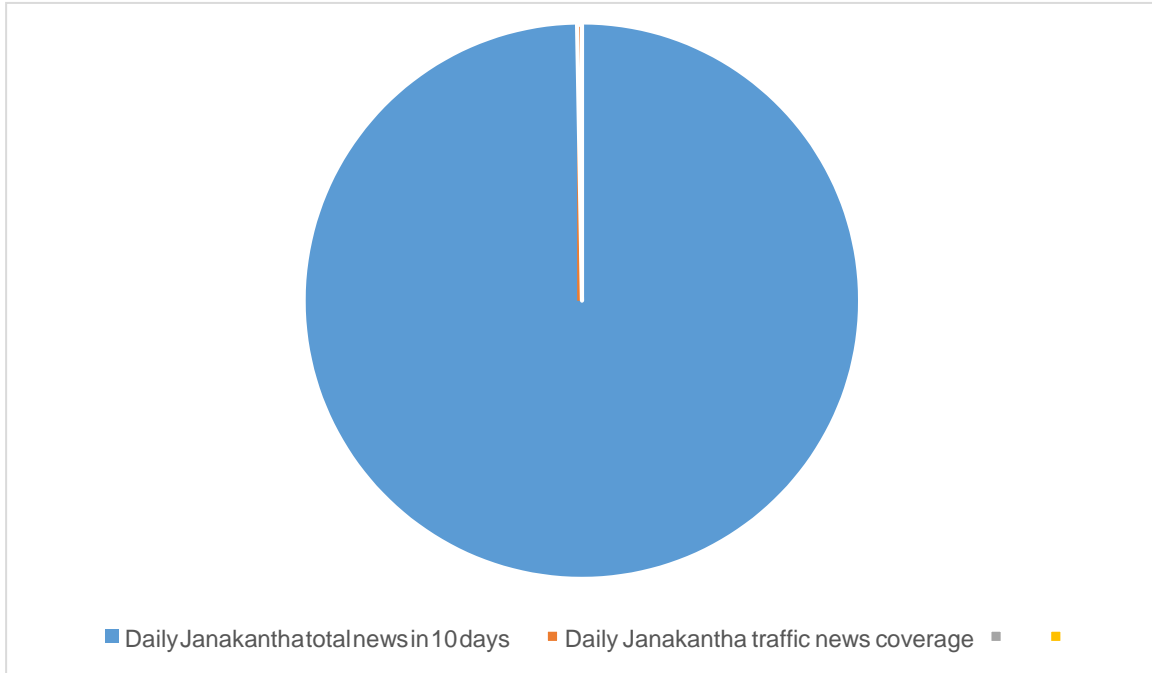


Daily Jugantor traffic news coverage average in 10 days 0.28% (only Daily Jugantor news) Daily Jugantor traffic news percentage in all over news in 0.054% (only news) Daily Jugantor traffic news in all over newspaper 0.043% (news and add)

Daily Janakantha



Daily Janakantha Total news 25537 column inch Daily Janakantha Traffic news coverage - 123 column inch



Daily Janakantha Traffic news coverage average in 10 Days 0.48% Daily Janakantha traffic news percentage in all over news in 0.10% (only news) Daily Janakantha traffic news in all over newspaper 0.08% (news and add)

Analysis the findings-

There are so many national daily newspaper published. But unfortunately maximum newspaper cannot published traffic jam news . But therer are no traffic news of Dhaka city on newspapertheir newspaper. Behind the all over news, traffic news percentage is only 0.56%. On this content analysis I selected 5 daily newspaper. I was read some daily newspaper before I selected analyzing newspaper. . Only Daily Star focused everyday .

The problem lies in our behavior pattern. Many of us break the law in full knowledge of its existence and many don't even realize that they are doing something terribly wrong. This is a social problem and needs to be addressed accordingly. The government, with the help of social organisations, can undertake a project to create necessary awareness by teaching ethical driving, road crossing, traffic management with audio-visual display, images, etc. All this should be part of a long-term project and not just an eye-wash during the Traffic Week. Experts say the congestion may be reduced by 40 percent just by improving the management of traffic and public consciousness.

If we selected and identified the problem which are cause of traffic jam and we can gets the solution.

Awareness Building To reduce traffic congestion in Dhaka City, the most vital prerequisite, is the development of public awareness. Unless and until people change their perception and develop a mind to abide traffic rules, whatever strategy Government takes, that will not work properly. Law-abiding consciousness, good-intention and sincere co-operation can remarkably reduce traffic jam in Dhaka city. **Flyovers** Many people, think that flyovers can be a possible solution to the current traffic condition of Dhaka city. If flyovers can be construction in the main roads then the vehicles can move on the roads as well as on the flyovers at the same time. That will surely reduce the load on the busy roads. **Public Transportation** More people, people will be willing to travel through public transports rather than private cars if proper public transportation service can be offered. People think that public transport, like bus, can carry many passengers at the same time which will reduce the cost and time expense for them. **Strict Traffic law Implementation** people think that traffic jam in Dhaka City can be reduced by implementing traffic law strictly. If all types of vehicle drivers follow the traffic rules properly then it can surely decrease the load on the road and improve the current scenario. flyovers can be a possible solution to the current traffic condition of Dhaka city. If flyovers can be construction in the main roads then the vehicles can move on the roads as well as on the flyovers at the same time. That will surely reduce the load on the busy roads.

BRT can be introduced to provide alternative transport facility for the citizen of Dhaka city. There should be a separate lane for the public busses only. It will be very helpful to reduce load on the road. A study states that a bus can provide space for 30 people more than a car but occupy only thrice the area than a car. Many buses with many stations should be introduced. It will lessen people's dependence on small and private vehicles. Private vehicles kill much of the limited space of the city. If big and luxurious buses can be introduced, the intensity of traffic jam must be thinner and the people will lose interest in rickshaws because of comfort and cheapness.

There are some underpasses and over bridges in Dhaka city which were built to provide alternate walkways for people to cross the roads. Effective use of this can improve the current road condition by reducing number of people walking through the busy roads. A study states that a bus can provide space for 30 person more than a car but occupy only thrice the area than a car. It will be very helpful to reduce load on the road by discouraging private cars. Many buses with many stations should be introduced. It will lessen people's dependence on small and private vehicles. Private vehicles kill much of the limited space of the city. If big and luxurious buses can be introduced, the intensity of traffic jam must be thinner and the people will lose interest in rickshaws because of comfort and

cheapness. In all the busy points there must be foot over bridges and no pedestrians will be allowed to cross the roads where foot over bridges are constructed. All the news media, police, schools, market, garment workers all will get the message and briefing from their attached and concerned authorities to use foot over bridge. Many busy points of the city don't have foot over bridges. Pedestrians are to cross the road every minute making the processions of vehicles stopped and stranded. Its effect spreads several miles. Again, there are many over bridges which are not used by the pedestrians because of habit, lack of awareness and law enforcement. From now on it must be made compulsory to use foot over bridges and the remaining crowd and busy point must see the immediate construction of foot over bridges.

Chapter Four

Conclusion and Recommendation

It is visible from this analysis Traffic jam is a major problem in our Dhaka city. Dhaka is the key city for our country. But now due to traffic jam every day we lost 5 million working hour in Dhaka city. Every citizen of Dhaka don't know when he reach on his destination. Not only loss of traffic jam, Due to the city's notorious traffic congestion, people suffer economically, physically and also psychologically. This is the time when reducing traffic jam, Dhaka city can play a more big role for the country. On this major cause if we maintain our traffic rule within our limit can be create rule of law practice and make aware then we will realize for this problem.

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Lasswell, H.D. (1948). The Structure and Function of Communication in Society. The Communication of Ideas. New York: Institute for Religious and Social Studies.

D. Khaled Mahmud. D. Konika Gope. D.Sayed Mustafizur Rahman. Sayed Chowdhury (2012). Possible causes and solutions of Traffic jam and their impact on the economy of Dhaka city.

Appendix

January 28th 2019

THE DAILY STAR MONDAY, JANUARY 28, 2019

Young Star DEEPLY SORRY

YARA TRADE IN COX'S BAZAR
Situation changes, so does strategy



Carry out duties properly or quit
PMT turns doctors, nurses



Discontent over Ducusu charter
Student bodies seek amendment curbing union president's power, changing candidacy requirements



Stop earth-filling by 24 companies
HC orders authorities

Dhaka's traffic madness

Bringing order to our roads won't be an easy task, but it's not impossible either

ERIC ARMO

DHAKA'S traffic system is one of the most chaotic in the world. Due to the city's notorious traffic congestion, people suffer economically, physically and even psychologically. People, on an average, lose almost 75 percent of their working hours spending time stuck in traffic. The speed of vehicles in Dhaka has come down to five kilometres per hour, while the average walking speed is also the same.

According to a BRTC report, traffic congestion costs up to four million working hours and costs the economy Tk 37,000 crore a year. But this includes only the cost of delays and air pollution, not the less tangible losses. Roadside road accidents in Dhaka run an average kill 23 people each month and 73 percent of people in the city suffer from extensive physical or mental discomfort due to increased honking and air pollution.

Dhaka city's traffic nightmare is well-known among foreign travellers and media. As Eddy Rome, on September 23, 2018, so articulately wrote in *The New York Times*: "I was in Dhaka, which is to say I was stuck in traffic. The proposition might more accurately be phrased the other way around: I was stuck in traffic, therefore I was in Dhaka. ... Dhaka's traffic is traffic in extremis, a state of chaos so pervasive and permanent that it has become the city's organizing principle. Traffic in Dhaka is not just a nuisance. It is poverty. It's injustice. It's suffering."

Dhaka city has expanded too quickly, and that too in an unplanned manner, resulting in inadequate and narrow road spaces. For any city, 25 percent of its total area should be made up of roads, while Dhaka has only 7.3 percent roads, compared to 23 percent in Paris and Vienna, and 18 percent in Washington and Chicago. The streets are shared by different types of vehicles, such as rickshaws, scooters, motorcycles, CNVs, human loads, gas buses, pick-ups and trucks, and sometimes by push carts—all moving at different speeds. Dhaka adds an extra 37,000 cars every year to its already congested roads. And more than 200,000 rickshaws ply the city roads. Slow-moving rickshaws do not allow motorised vehicles to move faster and this is another reason for Dhaka's traffic jam.

Moreover, Dhaka lacks a mass transit system. Mass transit is a system of public transportation that includes buses, trains and subways. The Bangladesh Road Transport Corporation (BRTC) has only 1,000 buses, which is just 0.1 percent of total vehicles of the country. At least one-third of BRTC buses remain out of order, some are run by private drivers under daily contracts and some are leased out to the government secretariat and public universities. About 60 private bus companies

vehicles carrying "VIP passengers" run on the wrong side of the road.

The parliament passed the Road Transport Act in 2018 to improve traffic regulations, but its enforcement is not yet visible. Almost all private buses do not have back lights or indicators and the run-down condition of the buses speaks volumes about the "fitness" of these vehicles—not to mention they are a visual eyesore.

Pedestrians cross roads at will even when there are foot over-bridges nearby. Traffic policemen overlook the violation of traffic rules as well. There are hardly any zebra crossings and sometimes foot over-bridges constructed for this purpose are hardly of any use as they are located at some distance.

Traffic policemen are deployed in the traffic police department for a year or two, which means they don't hold the post permanently, resulting in their lack of specialisation and ownership. Although Dhaka has 830 major intersections, only 60 of them have electronic traffic signals. Traffic policemen are reluctant to operate automated signals and corruption at the automated system is ineffective during rush hours.

and cars—so that they use specific lanes; a plan for designated bus stops throughout the city must be immediately drawn up and enforced; parking rules must be strictly implemented, and pedestrians must be made to follow traffic rules (e.g. when they cross the road). We have to phase out the use of traffic policemen and automated traffic signals should be put to use throughout the city. This will not only reduce delays at intersections but movement will also become more organised—all this provided that commuters follow traffic rules and when the culture of violating traffic laws. Immediate action is needed for marking proper zebra crossings and installation of automated signals at busy crossings. The traffic department of Dhaka Metropolitan Police needs to be reorganised and strengthened as a specialised unit with a trained, permanent traffic police force.

The government would need to procure and operate a large fleet of buses under BRTC. BRTC needs to be reorganised and strengthened, and its services should be subsidised, subsidy for city buses is justified and will be beneficial as traffic congestion in Dhaka costs the



GALE PHOTO

The government has updated its strategic transport plan for Dhaka for the next 20 years, which includes, among others, five metro or sky rail lines. Construction work on the first metro is progressing, but work on others is not yet visible. The government has

economy enormously. In the '60s and '70s, BRTC was the major transport service provider for city dwellers. In many countries, the city bus or mass transit system is run by the government or by the city government. The

Daily Janakantha 30th January 2019



কর্মসিদ্ধান্ত অনুযায়ী-১ নগরের সড়কপথে সরকারী শাক্তি ও মোটরসাইকেলের যত্নের শাক্তি- কে দেবে

30th January 2019



4th February 2019 The Independent





Vendors set up illegal makeshift shops on pavements at Gulistan in the capital hindering free movement of pedestrians. The photo was taken yesterday.

PHOTO: NAZMUL ISLAM

Table of data and content

Daily Newspaper column inch and advertisement

Date	The Daily Star	Prothom Alo		The Independent	Daily Jugantor	Daily Janakantha
26 th January	3189 news column add	inch 628 inch	1689 column inch news, 847 column inch add	2180 column inch news, 518 column inch add	2174 column inch news, 591 column inch add	2558 column inch news, 434 column inch add
27 th January	2314 inch news, 834 inch add		1170 column inch news 726 column inch add	1976 column inch news 524 column inch add	2628 column inch news 563 column inch add	2784 column inch news 421 column inch add
28 th January	2829 news		1562 column inch news	1562 column inch news,	2398 column inch news	2605 column inch news,
	305 column inch add		597 column inch add	597 column inch add	544 column inch add	604 column inch add
29 th January	2548 column inch news, 453 column inch add		1937 column inch news 614 inch add	2032 column inch news 471 inch add	2272 column inch news 762 column inch add	2366 column inch news 471 column inch add
30 th January	2585 column inch news, 329 column inch add		2481 column inch news 648	2356 column inch news 493 column inch add	1976 column inch news 392 column inch add	2406 column inch news, 617 column inch add

31 January	2832 column inch news, 580.5 column inch add	1318 column inch news 892 column inch add	1654 column inch news 428 inch add	1846 column inch news 538 column inch add	2681 column inch news 472 column inch add
1 st February	3726 column inch news, 602.5 column inch add	2226 column inch news 649 column inch add	1986 column inch news 368 column inch add	2222 column inch news 672 column inch add	2314 column inch news 594 column inch add
2 nd February	2997 column inch news and 748 column inch add	1640 column inch news 871 column inch add	2030 column inch news 387 column inch add	1982 column inch news 589 column inch add	2519 column inch news 450 column inch add
3 rd February	2633 column inch news 296 column inch add	2014 column inch news 796 column inch add	2094 column inch news 465 column inch add	2164 column inch news, 612 column inch add	2729 column inch news, 610 column inch add
4 th February	3428 column inch news 1141 column inch add	2266 column inch news 878	1780 column inch news 434 column inch add	2257 column inch news, 627 column inch add	2575 column inch news, 579 column inch add
Total column inch and add	29081 column inch news and 5917 column inch add	18303 column inch news 7518 column inch add	19650 column inch news 4685 column inch add	21919 column inch news 5890 column inch add	25537 column inch news 5252 column inch add
Total column	34998 inch	25821 inch	24335 inch	27809 inch	30789 inch

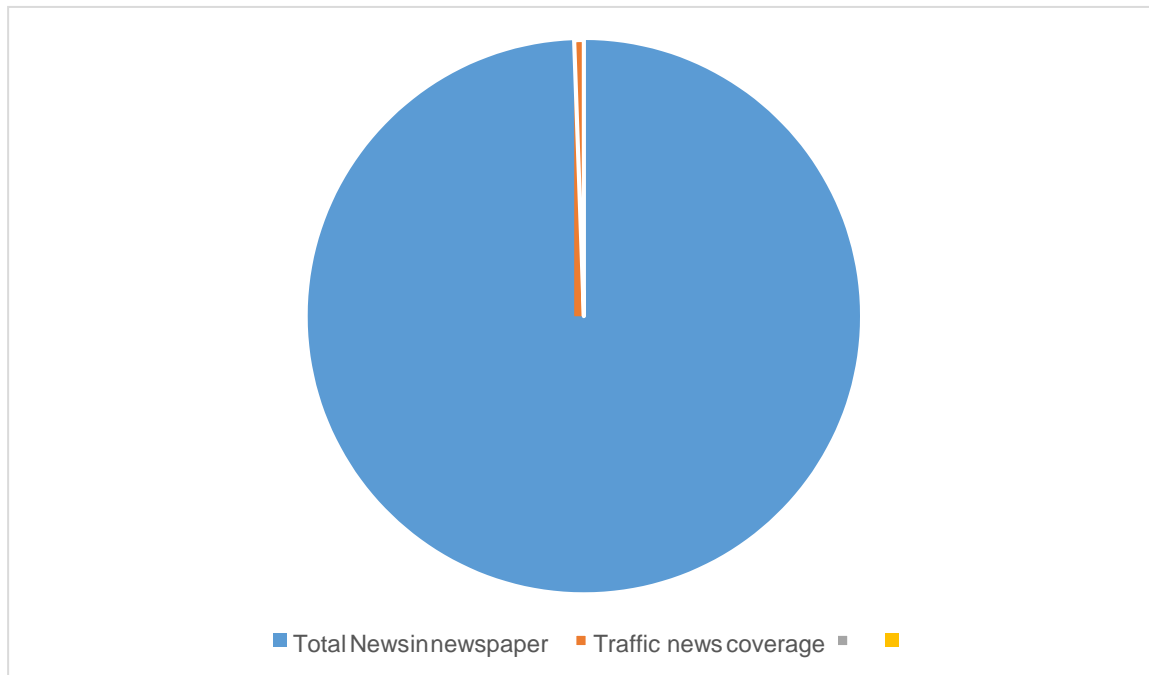
Total column inch news– 114490 column inch

Total column inch add - 29262

Total newspaper inch – 143752 (with news and add)

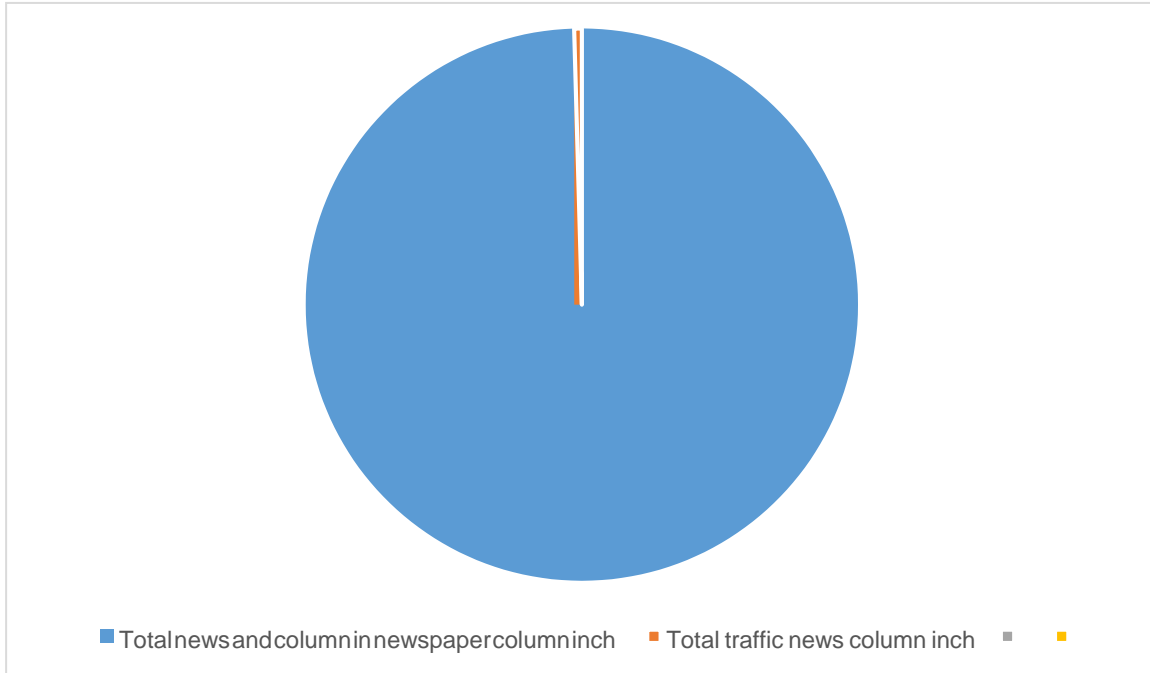
In 10 days 50 newspaper total news is 114490 column inch and 29262 advertisement inch.

Total traffic news news coverage 648.5 column inch



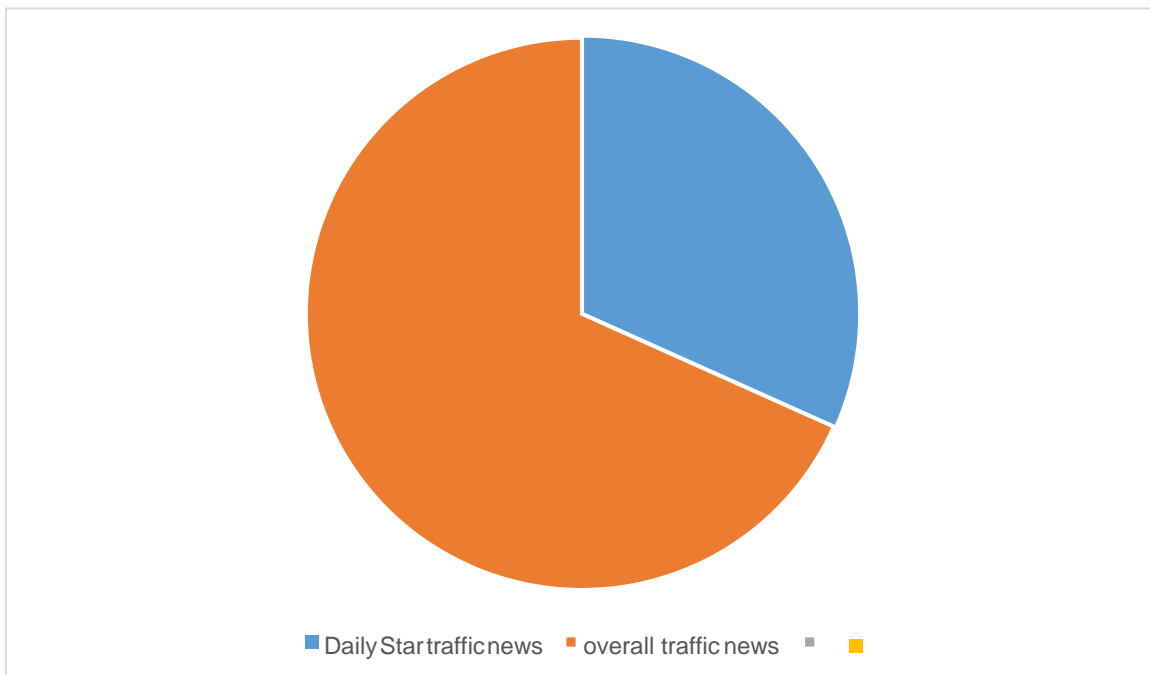
Total traffic news coverage in all over news in daily newspaper 0.56% (without add)

Dhaka Traffic news coverage only 0.56% in total news.

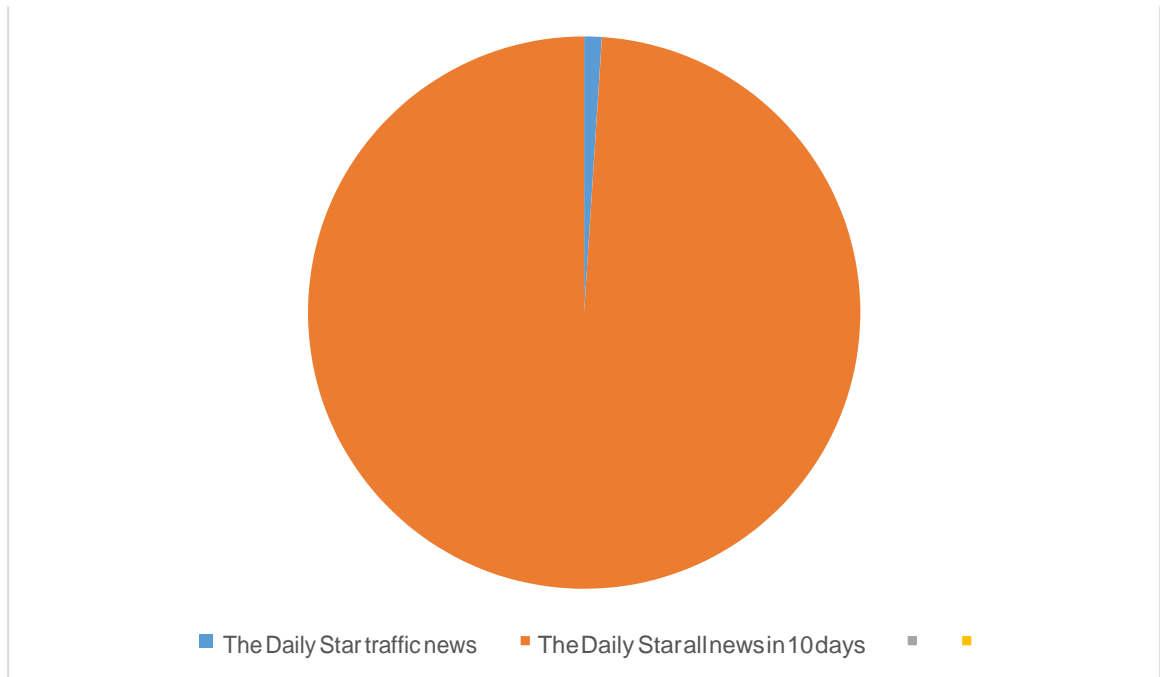


Total traffic news coverage in all over - 0.45% (with news and add)

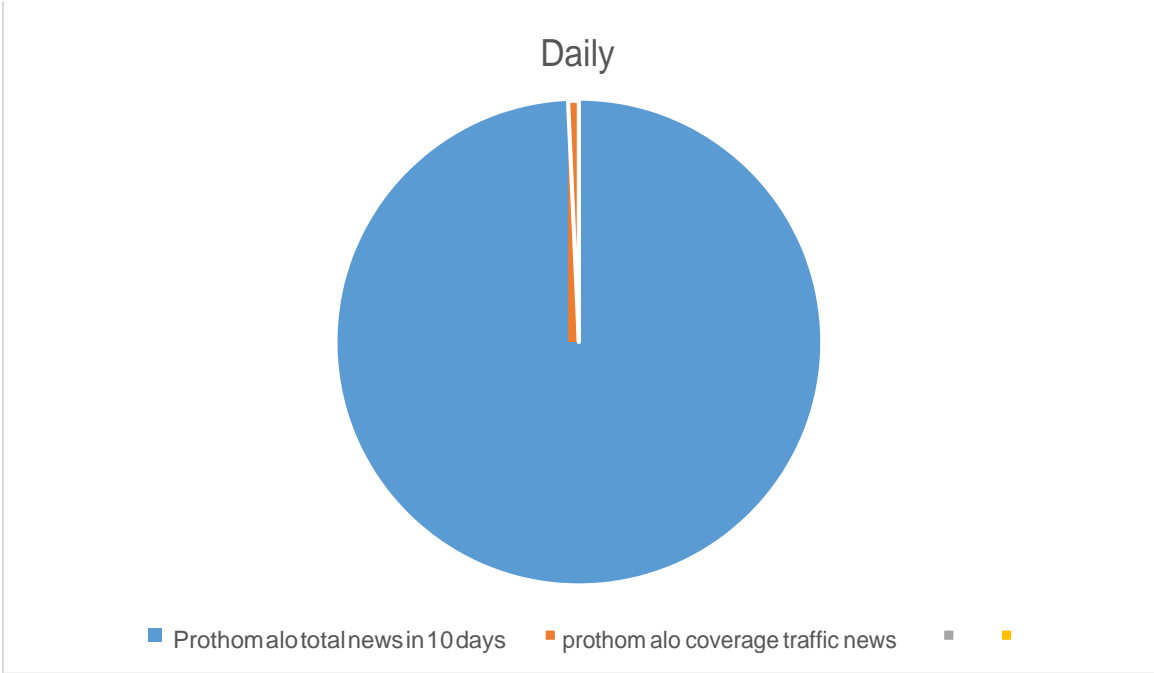
Dhaka traffic news coverage in 0.45% intotal newspaper it adjust with advertisement and news.



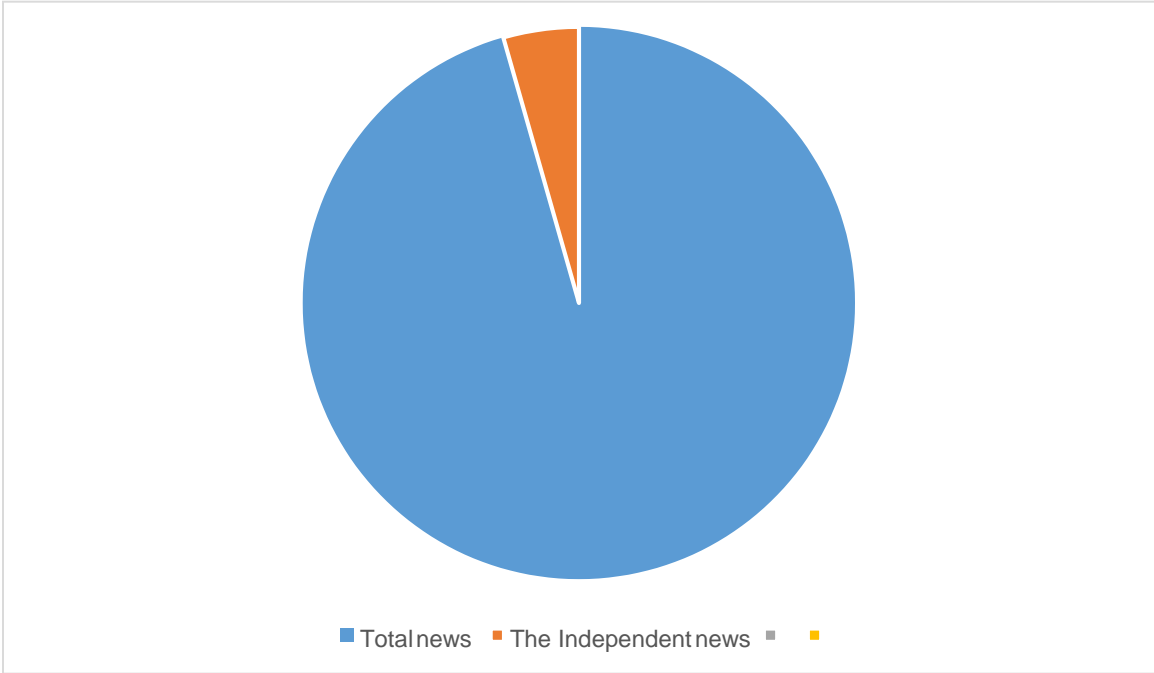
The Daily Star traffic news in overall traffic news. 46.45% in daily newspaper traffic news. The Daily star traffic news is most percentage in total traffic news. 46.45% news coverage behind 53.55 traffic news coverage by other 4 newspaper.



The Daily Star traffic news percentage in 10 days news 1.03% (news) (The Daily Star news) 1.03% traffic news in total news of The Daily Star 26th January to 4th February. The Daily Star Total news - 29081 The Daily Star traffic news coverage 301 inch The Daily Star traffic news percentage in 10 days 0.86% (all news and add in newspaper) The Daily Star traffic news percentage in all over news in 0.26% (only news) The Daily Star News in all over newspaper – 0.20% (news +add)

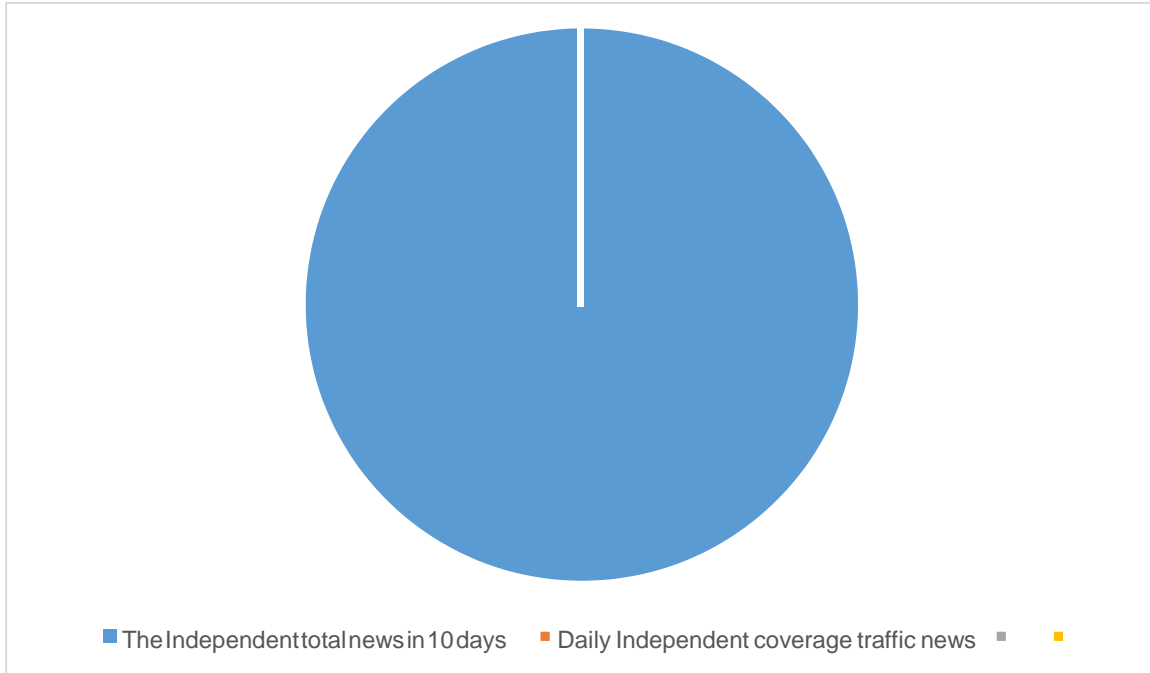


Daily Prothom Alo traffic news coverage in 10 days 0.72 % (news on Daily Prothom Alo) traffic news percentage in all over news in – 0.51% (all news and in newspaper) Daily Prothom alo traffic news percentage in All over news in 0.11% (only news) Daily Prothom Alo traffic News in all over newspaper- 0.09% (news and add)



Daily Independent Total news 19650 inch

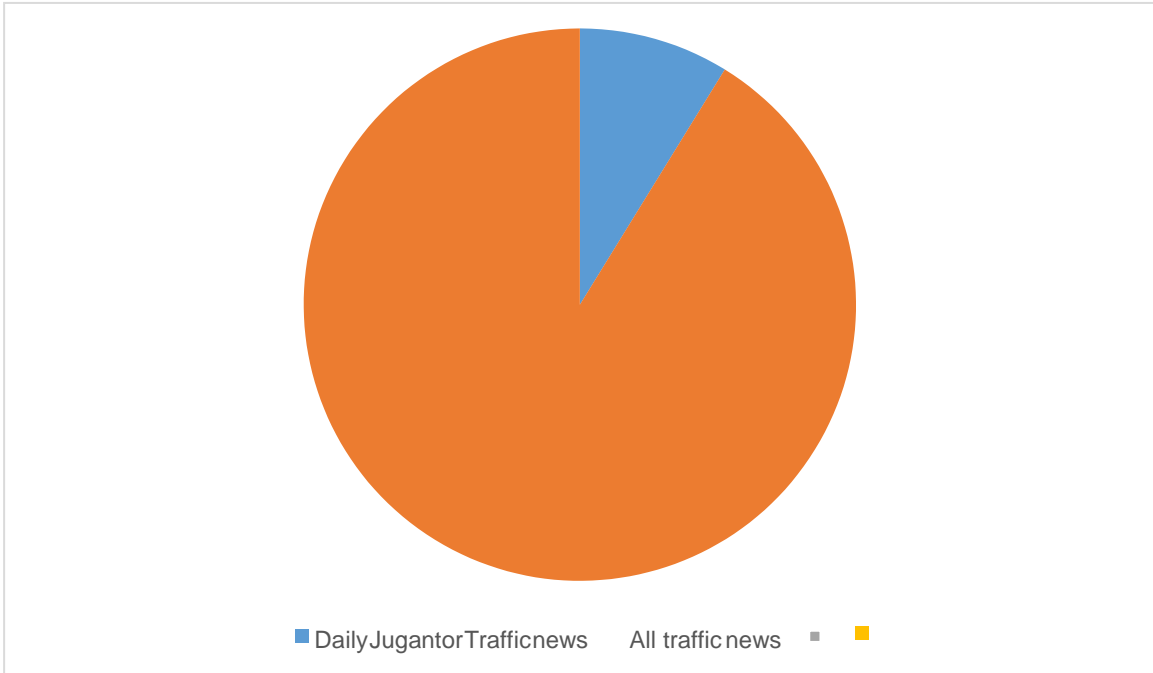
Daily Independent traffic news coverage 30 inch



The Independent traffic news coverage in 10 days 0.15% (only independent news)

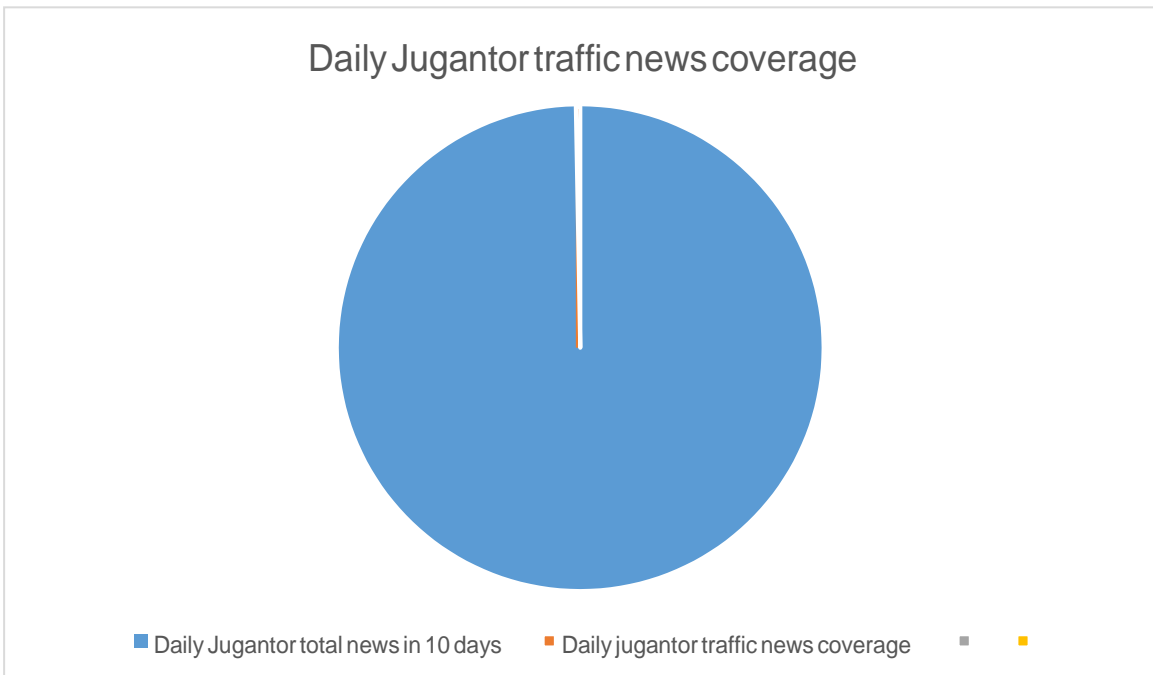
The Independent traffic news percentage in all over news in 0.026% (only news)

The Independent traffic news in all over newspaper- 0.020% (news and add)



Daily Jugantor Total news 21919

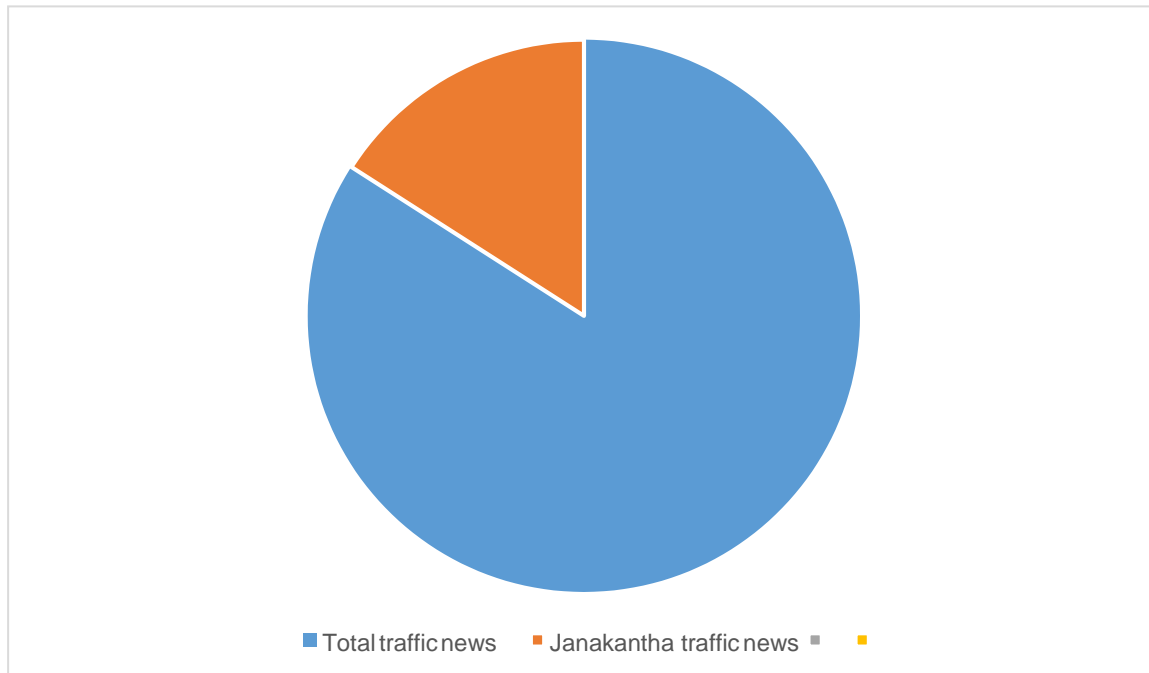
Daily Jugantor Traffic news coverage – 62.5 inch



Daily Jugantor traffic news coverage average in 10 days 0.28% (only Daily Jugantor news)

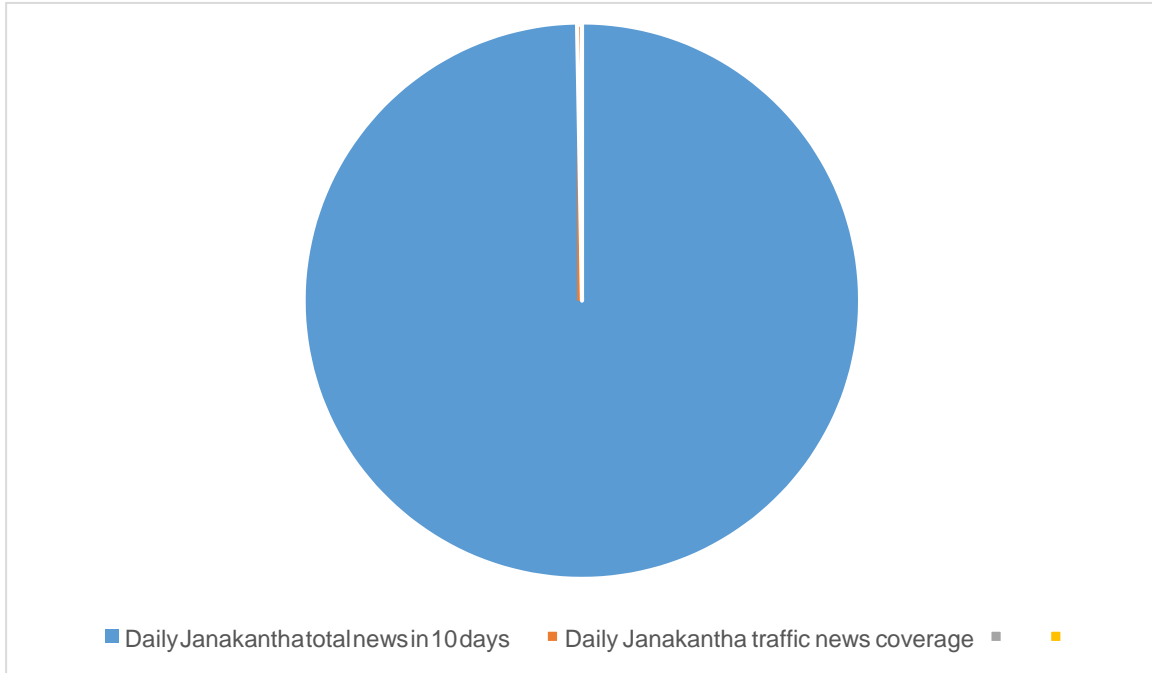
Daily Jugantor traffic news percentage in all over news in 0.054% (only news)

Daily Jugantor traffic news in all over newspaper 0.043% (news and add)



Daily Janakantha Total news 25537 column inch

Daily Janakantha Traffic news coverage - 123 column inch



Daily Janakantha Traffic news coverage average in 10 Days 0.48%

Daily Janakantha traffic news percentage in all over news in 0.10% (only news)

Daily Janakantha traffic news in all over newspaper 0.08% (news and add)

NEWS PAPER COVERAGE

The Daily Star Total news coverage

Date	Column inch	Page	Head line
27 th January 2019	6 column 6 inch	20 th	How to overcome the infrastructure deficit in Bangladesh .
28 th January 2019	4 column 5 inch	3 rd	Head line- A motorbiker gets on a busy footpath at Banglamotor intersection in the capital.
28 th January	6 column 10 inch	6 th page	Dhaka's Traffic madness
29 th January 2019	5 column 6 inch	20 th page	Pedestrians jaywalk across a bus street though a footbridge is just a few yards away in the capital Banglamotor area.
30 th January 2019	5 column 6 inch	20 th page	A pedestrian squeezes through a narrow space between buses, stuck in a tailback, to cross topkhana road in front of the jatiya press club as an iron footbridge has been dismantled to make way for the construction of the metro rail tracks.
31 th January 2019	5 column 6 inch	4 th page	Gathering dust... A queue of impounded vehicles left to rot in the open, blocking a side of the road in front of Mohammadpur police station.
31 th January 2019	5 column 8 inch	20 th page	A pedestrians looks at an overturned rickshaw kept under a signboard placed by the Dhaka metropolitan police. Police said the overturned three wheeler
			would deter others from plying the road.

1 st February 2019	5 column 6 inch	20 th page	Lurking danger iron road sticking out from a moving truck. Such a practice can turn fatal for motorists pedestrians anytime
3 rd February 2019	5 column 5 inch	3 rd page	Pedestrians rickshaws and motor-bikers continue to break rules, despite DMP efforts to bring the capital's traffic situation under control during a traffic discipline fortnight.

Daily Prothom Alo traffic news coverage

Date	Column inch	Page	Headline
27 th January 2019	4 column 9 inch	5 th	৪২% ভল্ল ই মর্ট য স ই মর্মে য বক্রম
28 th January 2019	4 column 7 inch	5 th	ট বপ পে ছা বি তো ম যযে য হ ম নে না ।
28 th January	4 column 10 inch	20 th page	পু ট □ ম নি না গ বযে দ ব ব যা গ ।

31 st January 2019	4 column n 7 inch	20 th page	বিনি ভাসমামে যাম রও ফা দ্ব ফলকম ন ই । Photo caption – (এরা োজ ময়ম মেয় টি তবিকমো □মোষ খান।। □চা ষী- স্তু মনই। দবি ষ্টমমন ফনথলময়সি ংমোযে রমাহয়ম□□প্তভে দেয। গি়ো রভষ ষ মৌরীম ষড ।)

Daily Jugantor traffic news coverage

Date	Column inch	Page	Head line
29 th January 2019	5 column 12.5 inch	5 th	সি কে য়া়ে ও বি ষ্ট রা ম ষ মযে আ ও ি য় ষ ষ হা িে

The Independent

Date	Column inch	Page	Head line
4 th February 2019	5 column 6 inch	3 rd page	Hawkers occupy Dhaka Footpath again

Daily Janakantha Traffic news coverage

Date	Column inch	page	Headline
26 th January 2019	3 column 9 inch	14 th	শ্রী ক্রম ন য ব... কে...বি
30 th January 2019	3 column 4 inch	20 th	ভে... গুরা... ন-১ ন... য... পু ট্যা... সয... যা গবি... ও... য অ... ফ... য...-স... ম... ফ ফ... ?
2 February 2019	7 column 10.5 inch	20 th page	ন... প... র... ম... ি... মানটি

Content Analysis basis on Newspaper values in Daily Newspaper (Traffic news published day)

27th January The Daily Star

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
8.5 inch 4 column, 18.5 inch 1 column 14.5 inch 3 column ----- 10 inch 4 column, 4 inch 3 column	20 inch 8 column.	12 inch 4 column, 20.5 inch 1 column, 11.5 inch 3 column ----- 8.5 inch 4 column, 9 inch 3 column add	5.5 inch 2 column, 13 inch 2 column, 5.5 inch 3 column, 20.5 inch 1 column ----- 15 inch 2 column, 7 inch 2 column,	16.5 inch 3 column, 19.5 inch 5 column, ----- 3 inch 3 column	Editorial 8 column 20.5 inch	Editorial 15.5 inch, 6 column ----- 3.5 inch add 6 column 19 inch 2 column add	20 inch 6 column ----- 20 inch 2 column	18.5 inch 6 column ----- 1 inch add 6 column , 19.5 inch 1 add 2 column	20.5 inch 6 column ----- 20.5 inch add 2 column
			15 inch 3 column						

11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
19.5 inch add 8 column	14 inch 6 column ----- 20.5 inch 2 column add, 6.5 inch 6 column add	20 inch 6 column ----- 20.5 inch 2 column add, 6.5 inch 6 column add	18.5 inch 6 column ----- 20.5 inch 2 column add, 2 inch 2 column add	18.5 inch 6 column ----- 20.5 inch 2 column add, 2 inch 2 column add	19.5 inch 8 column	Suppliment Business 18 inch 4 column, 16.5 inch 2 column, 16 inch 2 column ----- 2.5 inch 2 column, 3 inch 2 column, 4.5 inch 2 column	19.5 inch 8 column	19.5 inch 8 column	11.5 inch 8 column ----- 4 inch 8 column

The Daily Star 27th january

2314 inch news, 834 inch add

Content analysis Basis on Dhaka Traffic jam daily newspaper values
28th January 2019

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
17 inch 4 column,	20.5 inch 8 column	20.5 inch 8 column	11.5 inch 3 column, 12 inch 2	19.5 inch 5 column,	20 inch 6 column,	20.5 inch 6 column,	20.5 inch 8 column	20.5 inch 8 column	Education 20.5 inch full page
14 inch 4 column --- 1.5 inch 4 column, 4.5 inch 4 column			11.5 inch 3 column ----- - 7 inch 3 column add, 6.5 inch 2 column add, 7 inch 3 column add	11.5 inch 3 column ----- 8 inch 3 column add	18.5 inch 2 column ----- 1.5 inch 2 column add	8 inch 2 column ----- 12.5 inch 2 column add			without news
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
20.5 inch 8 column	18.5 inch 8 column ----- - 1.5 inch 8 column	20.5 inch 5 column ----- 20 inch 3 column	18.5 inch 8 column ----- 1.5 inch 8 column	18.5 inch 8 column	18 inch 8 column	Supplement Business 18 inch 5 column, 12 inch 3 column ----- - 6 inch 3 column	10 inch 8 column ----- 9 inch add 8 column	19.5 inch 8 column	18.5 inch 8 column

total column inch 2829

305 column inch add

29th January The Daily Star

Front page					2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
16.5 inch 7 column, 15.5 inch 1 column ----- 1 inch 7 column add, 2	2 inch 8 column ----- 17.5 inch 2 column add	20 inch 8 column	7.5 inch 3 column, 9 inch 3 column, 14 inch 2 column	19.5 inch 4 column, 9.5 inch 4 column ----- -	20 inch 8 column	15.5 inch 8 column ----- 4.5 inch 8 column add		20 inch 8 column		18.5 inch 8 column		20 inch 8 column	

inch 1 column add			12.5 inch 3 column, 10.5 inch 3 column, 5.5 inch 2 column	10 inch 4 column									
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11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
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----- 20.5 inch 8 column full add	20 inch 8 column	20 inch 8 column	Supplemen										
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17 inch 7^t
 (business) column,
 4 column
 15.5 inch 10 inch, 8
 18.5 inch 8 18.5inch 8 1 column inch 4 20 inch 8 20 inch 8 19.5 inch 8
 column column 2 inch 7 column column column column
 column, 8 inch 4
 3.5 inch 1 column,
 column 10 inch 4
 column

January 29 daily star 2548 column inch

453 column inch add

----- 30th

January The Daily Star

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
11.5 inch 3 column, 12 inch 4 column, 16.5 inch 1 column	20 inch 8 column,	20 inch 8 column	6.5 inch 3 column, 8.5 inch 3 column, 13.5 inch 2 column	19 inch 8 column	Editorial 20 inch 8 column	15.5 inch 8 column (editorial) ----- 3 inch 8 column add	20 inch 8 column	Arts (20 inch 8 column)	20 inch 8 column
6.5 inch 3 column,			13.5 inch 3 column						

6 inch 4 column, 1.5 inch 1 column add			, 11.5 inch 3 column add, 6.5 inch 2 column add						
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
----- 20.5 inch 8 column full add	20 inch 8 column	20 inch 8 column	18.5 inch 8 column	18.5 inch 8 column	18 inch 8 column <hr/> 1 inch 8 column news	18.5 inch 1 column, 12 inch 3 column, 10 inch 4 column <hr/> 6.5 inch 3 column, 8.5 inch 4 column add	19.5 inch 8 column	19.5 inch 8 column	19.5 inch 8 column

2585 column inch 30 january

329 inch add

Jan 31th The Daily Star

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page	11 th page
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18 inch 2 column, 12 inch 3 column, 10.5 inch 3 column <hr/> 6 inch 3 column, 7.5 inch	20 inch 8 column	15 inch 2 column, 19.5 inch 1 column, 13 inch 2 column, 12 inch 3 column <hr/> 4.5 inch 2	14 inch 2 column, 9 inch 2 column, 10 inch 4 column <hr/> 5.5 inch 2 column, 10.5 inch 2 column,	20 inch 8 column	Editorial 20 inch 6 column, 18.5 inch 2 column <hr/> 1.5 inch 2 column	Opinion 13 inch 3 column, 16 inch 5 column <hr/> 7 inch 3 column, 4 inch 5 column	Arts and literature 20 inch 8 column	20 inch 8 column	20 inch 8 column	20 inch 8 column
3 column,		column, 6.5 inch 2 column, 7.5 inch 2 column	9.5 inch 4 column							
12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page	21 th page	22 th page
----- 20 inch 8 column add	20 inch 8 column	20 inch 8 column	20 inch 8 column	----- 20 inch 8 column add	18.5 inch 8 column	17.5 inch 5 column, 15.5 inch 3 column <hr/> 2 inch 3 column add	Supplement 13 inch 4 column, 11.5 inch 2 column, 11 inch 2 column <hr/> 4 inch 4 column add, 5.5 inch 2 column add, 6 inch 2 column	20 inch 8 column	20 inch 6 column <hr/> 20 inch 2 column add	19.5 inch 8 column

2832 inch January 31th daily star

580.5 column inch add

February 1st The Daily Star

744 column

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page	11 th page	12 th page
14 inch 3 column <hr/> 3 inch 3 column add, 17 inch 5 column add	20 inch 8 column	20 inch 3 column, 15 inch 5 column <hr/> 5 inch 5 column add	10.5 inch 6 column <hr/> 9.5 inch 6 column, 20 inch 2 column	19.5 inch 5 column <hr/> 19.5 inch 3 column	15 inch 5 column <hr/> 4.5 inch 5 column, 19.5 inch 3 column	20 inch 8 column	20 inch 8 column	International 20 inch 8 column	Arts and literature 18 inch 8 column <hr/> 1 inch 8 column	18 inch 8 column <hr/> 1 inch 8 column	19 inch 5 column, 16 inch 3 column <hr/> 3 inch 3 column
13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page	21 th page	22 th page	23 th page	24 th page

----- 20.5 inch 8 column add	(Editorial) 20 inch 6 column, 18 inch 2 column <hr/>	15.5 inch 8 colu mn ----- 3.5 inch 8 colu mn	20 inch 8 colu mn	20 inch 8 colu mn	Sport s 18.5 inch 8 colu mn	18.5 inch 8 colu mn	18 inch 8 colu mn	Suppleme nt 17 inch 5 column, 10 inch 3 column <hr/> 7 inch 3 column	19.5 inch 8 colum n	19.5 inch 8 column	18.5 inch 8 colu mn
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column inch 3726 inch 1st February

602.5 column inch add

February 3rd The Daily Star

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page
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2633 inch February 3rd

296 column inch add

10.5 inch 7 column, 9.5 inch 1 column <u>6.5 inch 7 column, 7.5 inch 1 column</u>	20 inch 8 column	20 inch 8 column	17 inch 5 column, 20 inch 3 column <u>3 inch 5 column add</u>	19 inch 8 column	Editorial 20 inch 6 column, 18.5 inch 2 column	16 inch 8 column <u>3 inch 8 column add</u>	14 inch 8 column <u>6 inch 8 column add</u>	Arts and literature 19 inch 4 column, 10 inch 4 column <u>9 inch 4 column add</u>	
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
12 inch 4 column, 15 inch 1 column, 11.5 inch 3 column <u>7 inch 4 column, 4 inch 1 column, 7.5 inch 3 column</u>	International 20 inch 8 column	20 inch 8 column	18.5 inch 8 column (sports)	18.5 inch 5 column, 15 inch 3 column ----- 3.5 inch 3 column add	17.5 inch 7 column, 16.5 inch 1 column ----- 2 inch 7 column, 3 inch 1 column	Supplement 13 inch 4 column, 11.5 inch 4 column <u>4 inch 4 column, 5.5 inch 4 column</u>	20 inch 8 column	20 inch 8 column	20 inch 8 column

Daily Prothom alo 27th January

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
10 inch 4 column, 4.5 inch 2 column <u>7 inch 4 column</u>	13.5 inch 6 column <u>5.5 inch 6 column add</u>	3.5 inch 3 column, 8.5 inch 3 column <u>16 inch 3 column, 11.5 inch 3 column add</u>	13.5 inch 6 column <u>6.5 inch 6 column add</u>	12.5 inch 3 column, 7.5 inch 3 column <u>7.5 inch 3 column</u>	6.5 inch 4 column, 11.5 inch 2 column <u>13.5 inch 4 column</u>	9.5 inch 6 column <u>11 inch 6 column add</u>	13.5 inch 4 column <u>19.5 inch 2 column add, 6 inch 4 column</u>	<u>19.5 inch 6 column add</u>	12.5 inch 2 column, 10 inch 4 column <u>7 inch 2 column</u>
column, 12.5 inch 2 column				, 12.5 inch 3 column add	, 8.5 inch 2 column add		column add		column add, 9.5 inch 4 column add

11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page		
11.5 inch 4 column <hr/> 8.5 inch 4 column add, 20 inch 2 column add	9.5 inch 3 column , 17 inch 3 column <hr/> 10.5 inch 3 column , 3 inch 3 column add	20.5 inch 6 column (education)	13 inch 2 column , 19 inch 3 column , 14.5 inch 1 column <hr/> 7 inch 2 column add, 1 inch 3 column add, 5.5 inch 1 column add	13.5 inch 4 column , 19.5 inch 2 column <hr/> 6 inch 4 column add,	sports 15.5 inch 5 column , 19.5 inch 1 column <hr/> 4.5 inch 5 column add	Sports 15.5 inch 4 column , 16.5 inch 2 column <hr/> 4 inch 4 column add, 3 inch 2 column add	18.5 inch 5 column , 11 inch 1 column <hr/> 7 inch 1 column add		

1170 column inch 27thprothom alo

726 column inch add

28 january

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
8.5 inch 3 column , 10	13.5 inch 2 column , 14	14.5 inch 2 column , 19.5	11.5 inch 2 column , 14.5	19 inch 5 Column , 16	5.5 inch 2 Column , 8	11.5 inch 4 Column	19.5 inch 6 Column	9.5 inch 6	International 11.5 inch 6 Column

inch 3 column	inch 2 column	inch 4 column	inch 3 column	inch 1 Column	inch,2 Column , 7.5 inch 1 Column , 4.5 inch 1 Column	, 12.5 inch 2 Column 7.5 inch 4 column , 6.5 inch 2 column add		Column 10 inch 6 column add	8 inch 6 column add
9 inch 3 column add,7.5 inch 3 column add	6 inch 2 column add, 5 inch 2 column add	5 inch 2 column add	7.5 inch 2 column add, 19inch 1 column add, 4.5 inch 3 column add	3 inch 1 column add	14.5 inch 2 column add, 12 inch 2 column , 12.5 inch 1 column , 15.5 inch 1 column				
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
13 inch 2 Column , 19.5 inch 2 Column	11.5 inch 5 Column , 8 inch 1 Column	----- 20 inch Fulladd 8 column	15.5 inch 2 Column 19.5 inch 4 Column	13.5 inch 4 column , 19.5 inch 2 column	15.5 inch 5 column ----- 4 inch 5 column , 19.5 inch 1 column	16 inch 4 column , 4 inch 2 column	19.5 inch 6 column (sports)	19.5 inch 6 column (sports)	13 inch 3 column, 16.5 inch 3 column 4 inch 3 column
19.5 inch 2 column add,6.5 inch 2 column add	8 inch 5 column , 11.5 inch 1 column		4 inch 2 column ,	6 inch 4 column		3.5 inch 4 column , 15.5 inch 2 column			

1562columninch28thJanuary prothomab

597 column inchadd

Prothom alo 31 january

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
9.5 inch 3 column , 7 inch 1 column , 8.5 inch 2 column	11 inch 2 column , 19.5 inch 3 column , 6.5 inch 1 column 8.5 inch 2 column , 13 inch 1 column	19.5 inch 3 column , 11.5 inch 3 column 8 inch 3 column	13 inch 2 column , 12.5 inch 2 column , 19.5 inch 1 column , 16.5 inch 1 column 6.5 inch 2 column , 7 inch 2 column , 3 inch 1 column	9.5 inch 2 column , 19.5 inch 1 column 10 inch 2 column , 19.5 inch 3 column	15 inch 3 column , 14 inch 1 column 5.5 inch 1 column , 4.5 inch 3 column , 19.5 inch 2 column	----- 19.5 inch 6 column Full add	7 inch 4 column , 5 inch 2 column 13 inch 4 column , 15 inch 2 column	11.5 inch 5 column , 18.5 inch 1 column 7 inch 5 column	16.5 inch 3 column , 14.5 inch 2 column 3 inch 3 column , 19.5 inch 1 column , 5 inch 2 column
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page		
19.5 inch 4 column ----- 19.5 inch 2 column	9 inch 6 column 10.5 inch 6 column	19.5 inch 6 column Full add	15 inch 3 column , 11.5 inch 1 column , 16 inch 2 column 4.5 inch 3 column , 8 inch 1 column , 3.5 inch 2 column	13.5 inch 3 column , 19.5 inch 3 column 6 inch 3 column add	16 inch 3 column , 15 inch 3 column 3.5 inch 3 column add, 4.5 inch 3 column	11 inch 4 column , 13 inch 2 column 8.5 inch 4 column add, 6 inch 2 column add	19.5 inch 5 column , 11 inch 1 column 8 inch 1 column		

1318 column inch (January 31th)

892 column inch add

Daily Independent 4th february

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
9 inch 2 column, 16 inch 5 column, 11.5 inch 1 column <u>7 inch 2 column,</u> 4.5 inch 1 column	19.5 inch 6 column, 10.5 inch 2 column <u>9 inch 2 column</u>	17.5 inch 2 column, 19.5 inch 3 column, 10.5 inch 3 column <u>2 inch 2 column,</u> 9 inch 3 column add	19.5 inch 5 column , 6.5 inch 3 column <u>13 inch 3 column</u>	17.5 inch 8 column <u>2 inch 8 column</u>	Editorial 19 inch 8 column	19 inch 3 column, 13 inch 2 column, 8.5 inch 3 column <u>6 inch 2 column,</u> 10.5 inch 3 column	19 inch 8 column	13 inch 1 column, 15 inch 2 column, 18 inch 1 column <u>6 inch 1 column,</u> 4 inch 2 column, 1 inch 1 column, 19 inch 4 column	19.5 inch 8 column full add
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page				
19 inch 5 column, 6.5 inch 3 column <u>18.5 inch 7 column,</u> 14.5 inch 1 column	16 inch 8 column <u>3 inch 8 column</u>	18.5 inch 8 column	3.5 inch 1 column, 7.5 inch 3 column, 18.5	19 inch 4 column	18.5 inch 7 column, 14.5 inch 1 column				

12.5 inch 3 column,			inch 4 <u>column</u> 16 inch 1 column, 12 inch 3 column, 1 inch 4 column		4 inch 1 column
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1780 column inch 4th February daily independent
434 column inch add

Daily Jugantor 29 January 2019

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
9.5 inch 4 column 17.5 inch 3 column, 11 inch 1 column <hr/> 8 inch 4 column, 6.5 inch 1 column	17.5 inch 6 column, 14.5 inch 2 column <hr/> 2.5 inch 6 column, 5.5 inch 2 column add	17.5 inch 4 column, 9 inch 4 column <hr/> 2 inch 4 column add, 10.5 inch 4 column add	Editorial 19.5 inch 8 column	19.5 inch 8 column	20 inch 8 column Full add	4.5 inch 3 column, 20.5 inch 3 column <hr/> 16 inch 3 column add, 20.5 inch 2 column add	19.5 inch 8 column	9.5 inch 8 column <hr/> 10 inch 8 column add	19.5 inch 7 column, 13 inch 1 column <hr/> 6.5 inch 1 column add
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page

13.5 inch 2 column, 19.5 inch 5 column	19.5 inch 8 column Full add	19.5 inch 8 column	19.5 inch 8 column	19.5 inch 8 column	19.5 inch 4 column, 4.5 inch 4 column	19.5 inch 2 column, 1.5 inch 6 column	19.5 inch 4 column, 6 inch 4 column <hr/> 13.5 inch 4	19.5 inch 4 column, 12.5 inch 4 column <hr/>	14.5 inch 3 column, 17.5 inch 2 column, 13 inch
6 inch 2 column add					column add	column add	column add	7 inch 4 column add	3 column <hr/> 3 inch 3 column add, 4.5 inch 3 column add

(daily jugantor column inch 2272 inch) 762 column inch add

Daily janakantha

January 26th

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
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17 inch 8 column	20.5 inch 8 column	20.5 inch 8 column	20.5 inch 8 column	20.5 inch 8 column	19.5 inch 8 column	19.5 inch 8 column	20.5 inch 4 column, 9 inch 1 column, 3.5 inch 2 column	17 inch 8 column 3 inch 8 column add	19.5 inch 8 column Full add
							11.5 inch 1 column, 16.5 inch 2 column add		
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
Kids page 19.5 inch 8 column	20 inch 8 column add	18.5 inch 8 column 1 inch 8 column	20.5 inch 4 column, 19 inch 4 column 1.5 inch 4 column	20.5 inch 4 column, 19 inch 4 column 1.5 inch 8 column	19 inch 8 column 1.5 inch 8 column add	Education 19 inch 8 column	19 inch 8 column	20.5 inch 8 column	18.5 inch 5 column, 14.5 inch 3 column 4 inch 3 column add,

column inch 2558 daily janakantha January 26 434 column inch add

Daily janakantha 28 january

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
13 inch 7 column , 10 inch 1 column <hr/> 5 inch 7 column add, 8 inch 1 column add	20 inch 8 column	12 inch 2 column , 10.5 inch 1 column , 19 inch 2 column , 6 inch 2 column , 4 inch 1 column <hr/> 7 inch 2 column add, 8.5 inch 1 column , 13 inch 2	20.5 inch 7 column , 18.5 inch 1 column <hr/> 2 inch 1 column add	13.5 inch 2 column , 5 inch 2 column , 3 inch 1 column , 18.5 inch 2 <hr/> 6 inch 2 column , 14.5 inch 2 column , 16.5 inch 1 column , 1 inch 2 column	20 inch 8 column	20 inch 8 column	<hr/> 20 inch 8 column full page add	18.5 inch 2 column , 17 inch 6 column <hr/> 1.5 inch 6 column	Life style 19.5 inch 8 column
		column , 15 inch 1 column							
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page

Life style 19.5 inch 8 column	19 inch 8 column	19 inch 8 column	20 inch 4 column , 18.5 inch 4 column <hr/> 1.5 inch 4 column	20 inch 2 column , 18.5 inch 2 column , 10 inch 2 column , 11.5 inch 2 column <hr/> 1.5 inch 2 column , 10 inch 2 column , 8.5 inch 2 column	Educatio n 20 inch 8 column	11 inch 3 column , 1.5 inch 2 column <hr/> 9 inch 3 column add, 18.5 inch 2 column add, 20 inch 3 column	19 inch 8 column	20.5 inch 6 column , 16 inch 2 column <hr/> 4.5 inch 2 column	11 inch 4 column , 7 inch 4 column <hr/> 9 inch 4 column , 13 inch 4 column
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2605 column inch (January 28) 604 column inch add

Daily janakantha 30 january

Front page	2nd page	3rd page	4th page	5th page	6th page	7th page	8th page	9th page	10th page
17.5 inch Full page add 8 column	20.5 inch 8 column	18 inch 3 column , 15 inch 1 column , 9.5 inch 4 column	20 inch 3 column , 15.5 inch 2 column , 6.5 inch 1 column	Internationa l 20.5 inch 4 column, 18.5 inch 4 column <hr/> 2 inch 4 column	20 inch 8 column	20 inch 8 column	16 inch 1 column <hr/> 2 inch 7 column ,	20 inch 8 column Full add	Sports 19.5 inch 3 column, 17 inch 5 column <hr/> 2.5 inch 5 column

		2 inch 3 column , 5 inch 1 column , 10.5 inch 4 column	, 16.5 inch 1 column , 14.5 column 1 column _____ 4.5 inch 2 column , 13.5 inch 1 column , 3.5 inch 1 column , 5.5 inch 1 column				4 inch 1 column		
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page

20.5 inch 3 column , 17 inch 5 column	19 inch 8 column	19 inch column, 14 inch 1 column	7	20.5 inch 8 column	14.5 inch 4 column, 19 inch 2 column, 13 inch 2 column	Educatio n 19.5 inch 8 column	12 inch 1 column , 14 inch 2 column , 1 inch 2 column	19 inch 5 column, 14 inch 3 column	20.5 inch 6 column, 16 inch 2 column	19 inch 8 column
3.5 inch 5 column		5 inch 1 column			4.5 inch 4 column, 6 inch 2 column		8 inch 1 column , 6 inch 2 column , 19 inch 2 column , 20 inch 3 column	5 inch 3 column	4.5 inch 2 column	

2406 column inch daily janakantha 617 column inch add Daily Janakantha February 2

Front page	2 nd page	3 rd page	4 th page	5 th page	6 th page	7 th page	8 th page	9 th page	10 th page
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9.5 inch 4 column, 12 inch 1 column, 9.5 inch 2 column, 6.5 inch 1 column <hr/> 7.5 inch 4 column, 5 inch 1 column, 7.5 inch 2 column	20.5 inch 8 column	20.5 inch 4 column, 19 inch 4 column <hr/> 1.5 inch 4 column	20.5 inch 6 column, 2.5 inch 1 column, 18.5 inch 1 column <hr/> 18 inch 1 column, 2 inch 1 column	20.5 inch 4 column, 18.5 inch 4 column <hr/> 2 inch 4 column	Editorial 19.5 inch 8 column	Editorial 19.5 inch 8 column	12.5 inch 2 column, 10.5 inch 2 column <hr/> 7 inch 2 column, 9 inch 2 column, 19.5 inch 4 column	Entertainment 16 inch 4 column, 15 inch 4 column <hr/> 4 inch 4 column, 5 inch 4 column	Arts and literature 19.5 inch 8 column
11 th page	12 th page	13 th page	14 th page	15 th page	16 th page	17 th page	18 th page	19 th page	20 th page
20 inch 8 column Full add	Sports 19 inch 8 column <hr/> 1 inch 8 column	19 inch 7 column, 12.5 inch 1 column	20.5 inch 4 column, 18.5 inch 4 column <hr/> 2 inch 4 column add	20.5 inch 4 column, 18.5 inch 4 column <hr/> 2 inch 4 column add	19 inch 8 column	Education 19.5 inch 8 column	19 inch 8 column	20.5 inch 6 column, 16 inch 2 column <hr/> 4.5 inch 2 column	14.5 inch 3 column, 13.5 inch 3 column, 18.5 inch 2 <hr/> 4 inch 3 column, 5 inch 3 column.

Total- 2519 column inch , 450 inch add

Total column inch news– 114490 column inch

Total column inch add - 29262

Total newspaper inch – 143752 (with news and add)

Total traffic news news coverage 648.5 column inch

Total traffic news coverage in all over news in daily newspaper 0.56% (without add)

Total traffic news coverage in all over - 0.45% (with news and add)