Analysis of modal split for long distance travel behavior

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A Project and Thesis Submitted to Department of Civil Engineering Daffodil International University, The purpose of this study is to investigate Modal split for long distance travel in context of Bangladesh. Bangladesh in Partial Fulfillment of the Requirements for the Degree of Bachelor of Science (B.Sc.) in Civil Engineering.

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APPROVAL

The Thesis and Project titled **"**Analysis of modal split for long distance travel behaviour" Submitted to the Department of Civil Engineering has been examined thoroughly and satisfactorily accepted in partial fulfillment of the requirement for the Degree of Bachelor of Science (B.Sc.) in Civil Engineering on October 2020.

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CANDIDATE'S DECLARATION

This is hereby declared that this thesis or any part of it has not been submitted elsewhere and any degree.

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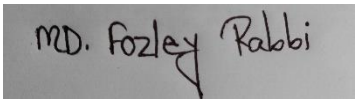
DEDICATION

This thesis dedicated to our honorable thesis supervisor Sourav Borua. His continuous inspirations made this effort possible.



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Abstract

Mode choice or modal split is the fourth step of transportation planning. The step discuss with the mode choice behavior of road user for a particular set of origin and destination node specified to particular route. Modal split depends on travel cost, travel time, convenience and comfort. There are some other factors which may influence mode choice behavior of road users. Mode choice for long distance travel is different than daily short distance trip. Long distance trips are conducted by the road users for once or twice a week or month and it is not frequent. On contrary, short distance trips are regular and road user do the trips once or more than twice sometimes in a day. Few previous studies have been performed on long distance modal split behavior of trips. No prior studies have been conducted in context of Bangladesh. Our study is unique in this point of view. We have considered four routes around Dhaka city. We have done questionnaire survey for Dhaka to Chittagong route, Dhaka to Sylhet route, Dhaka to Khulna route and Dhaka to Rajshahi route. We have done stated preference survey on 302 respondents. The respondents are of several age group, income level, occupation and gender group. The independent variables of our study are, Travel time, Travel cost, Comfort, Safety, Reliable Journey time, Stop/station closer from origin, Stop/station closer to destination, Availability of tickets and Flexibility of schedule. The dependent variable is mode choice preference. In this study our alternative modes are intercity bus and intercity train. We developed artificial neural network (ANN) model to rank the importance of the variables. The variables ranking and its importance will be used by the city transportation planner for policy making.

Chapter-1

INTRODUCTION

1.1 Background of the Study

As environmental impacts of auto and air long-distance travel have received more attention over the last couple of years, a new interest in long-distance mode choice analysis has arisen. Analysis tools, however, have not caught up with this new demand in transportation modeling. The vast majority of mode choice models developed over the last few decades have been implemented for urban models with a focus on short-distance travel, where modal availability is different from long-distance travel. The travel behavior in long-distance travel is quite different, too, as people tend to be more familiar with modal options for short-distance travel than for long-distance travel. In addition, the trip purposes differ. While short-distance transit ridership is dominated by commute trips, long distance transit modes (particularly rail and air) are heavily used for pleasure trips as well as by business travelers. Because long-distance travelers tend to stay longer at their destination, travel time tends to be a less dominating factor in long-distance mode choice than in short-distance travel.

Trip which has distance more than 50 miles is considered as long distance travel (NHTS, 2001). Trip is movement of people or goods from one place (origin) to another (destination). Short

distance travels are daily trips and long distance travel are occasional trips. Both short and long distance travel can be made by personal cars, bus, train, airplane, ships.

The purposes of long distance trip can be work, business, personal, pleasure and etc. In this study, we considered intercity bus and intercity train as alternative mode choice preference survey. Selected different routes in Bangladesh are considered for survey data collection.

Usually, investments for improving long-distance travel are highly cost-intensive. Adding a lane to an existing highway, not to mention building a new highway, may cost millions of dollars, just as adding a new rail line or improving the speed on an existing rail line tends to be very expensive. Environmental impacts may be serious, as growing auto traffic or air travel may increase gaseous emissions and noise levels substantially. Finally, the economic impact may be significant as well. As more accessible regions tend to be economically more successful (Button, 2010: 419–460, Banister and Berechman, 2001; Krugman, 1991), long-distance infrastructure may facilitate economic growth. Given the impacts on travel demand, congestion, the environment, and the economy, changes to long-distance infrastructure ought to be analyzed carefully before investment decisions are made.

A key element of transportation planning is the evaluation of alternative operating and capital investment strategies. This process requires estimates of current and forecasts of future travel on the surface transportation system, including highway, transit, non-motorized, and freight modes. These travel forecasts are generally accomplished through computerized network simulations of

the transportation system, known as travel demand forecasting models. Travel forecasting models are used to study proposed investments in the transportation system and to determine which of those investments will best serve the public's needs for future travel and economic development. The models are also used to evaluate the travel impacts of alternative land use scenarios (TRB, 2007). In this way, travel modeling or forecasting is an important task to identify needs for the improvement of the city's infrastructure (Chen, 2007). Mode choice analysis is one of the most important and challenging components of the conventional four step travel demand modeling process.

Many practical transportation policy issues are concerned with mode choice. For example, the gain or loss in transit revenues caused by a fare increase depends on how travelers' mode choices are affected by the increase. Similarly, the effects of changes in transit routes and schedules on ridership, revenues, and traffic congestion all depend on how the changes affect individual travelers' mode choices. An understanding of the separate and combined effects of these decisions on travel mode choice is essential to selection of the best plan to meet specific transportation objectives (Horowitz et al., 1986).

The issue of mode choice, therefore, is probably the single most important element in transport planning and policy making. It affects the general efficiency with which we can travel in urban areas, the amount of urban space devoted to transport functions, and whether a range of choices is available to travelers. It is important then to develop and use models which are sensitive to those attributes of travel that influence individual choices of mode (Ortúzar & Williumsen, 2001).

1.2 Problem Statement

Dhaka is one of the rapidly growing mega cities in the world but it experiences a serious lack of transport facilities for its dwellers. Dhaka's transport system is predominately road based. Traffic system in Dhaka is known as heterogeneous traffic system due to wide variation in the operating and performance characteristics of motorized, nonmotorized, slow-moving or fast-moving etc. vehicles sharing the same road space (Karim et al., 1998).

Although several transport related studies have been conducted for Dhaka city, none has achieved the desired success. The single common reason behind this may be due to the misrepresentation or failure to embody the behavior of the city's traffic pattern as well as its users. Dhaka Master Plan (1959) by the erstwhile Dhaka Improvement Trust (DIT) is the first study concerning transport development followed by Dhaka Metropolitan Area Integrated Urban Development Plan (DMAIUDP) in 1979, Greater Dhaka Metropolitan Area Integrated Transport Study (DITS) in 1994; Dhaka Urban Transport Project (DUTP) in 1997; Dhaka Metropolitan Development Plan (DMDP) in 1995 by RAJUK. As a part of DUTP, a Strategic Transport Plan was prepared for the Dhaka Metropolitan Area (DMA) that establishes a multi-modal transport plan based upon an assessment of the inter-relationship between land use and transportation (STP, 2005). At present, a project titled, "Dhaka Urban Transport Network Development Study" (DHUTS) undertaken by Dhaka Transport Coordination Board (DTCB) with technical cooperation from Japan International Cooperation Agency (JICA) has been going on with the

major objective of formulating the basic concept of urban development plan in DMA (JICA, 2009).

In STP, an urban transport planning model (UTP model) has been developed and used to forecast future travel demand resulting from different future land use scenarios and transport improvement strategies and to predict the performance of the existing, committed and alternative development strategies for Dhaka's urban transport network infrastructure, services and policies. In the UTP model, only two modes - transit and motorized (non-transit) - have been taken into consideration ignoring the significant portion of trips made by non-motorized mode. Also, presence of wide difference in the socio-economic level of the people in the model produces absurd results, for example, probability of choosing auto by Lower Income Group (LIG) is 90%.

Several other individual researches have been done on different aspects of Dhaka's transport. Among those, Ahsan (1990) investigated the status of public transport systems in Metropolitan Dhaka. Alam (1992) developed a traffic assignment model for simulation and optimization of road network for Dhaka city. Habib (2002) developed a transportplanning model through which he evaluated the planning options to alleviate traffic congestion and resulting air pollution in Dhaka city. Hasan (2007) developed a travel demand model for Dhaka city segregating pre-distribution walk and intra zonal trips and personal motorized trips with post-distribution transit, rickshaw and auto-rickshaw trips. Both Habib and Hasan used only the mulinomial logit (MNL) model for mode chocie; neither hierarchical logit model had been examined to analyze choice

behavior nor was the influence of exogenous variables on mode choice behavior demonstrated in the model.

With rapidly expanding urban growth and hence increasing travel demand of Dhaka city, extensive investments are expected for the development of urban transport infrastructures in future years. This can be manifested from STP study which recommended the introduction of Metro, Bus Rapid Transit (BRT), Elevated Express Way etc. which requires huge investment and infrastructure development. Therefore, a proper understanding of choice of travel mode of individuals whether and by how much they shift to the new modes is imperative for the decision-makers.

In the pursuit of developing a comprehensive mode choice model with appropriate approach based on locally dominating factors that were mostly deficient in the above studies by the foreign consultants, this study intends to show the effects of the exogenous variables, e.g. age, sex, income on choice of travel mode with the data available through the Household Interview Survey (HIS) conducted in the STP study (2005). The proposed model will be a disaggregate model, that is, the model works on individual level to replicate its choice behavior in trip making and mode selection. The disaggregate approach is better able to reflect changes in choice behavior due to changes in individual characteristics and attributes of alternatives. Additionally, the approach is more suited for proactive policy analysis since it is causal, less tied to the estimation data and more likely to include a range of relevant policy variables (Koppelman and Bhat, 2006).

The mode choice model for different trip purposes will be estimated using JICA STRADA (System for TRAffic Demand Analysis) 3.0 software. The STRADA is developed by Intel-Tech Institute Inc., Japan as a tool for transport planning and to build up common database thereof, for the technical assistance program of JICA in the transport sector for developing countries. It consists of 17 programs among which 'Disaggregate Model' module will be used to perform model building by the multinomial logit (MNL) and the two-level nested logit (NL) structure. The model will be able to provide useful information for evaluation of alternative transport strategies in terms of future investment, travel and economic development.

1.3 Objectives of the Study

The purpose of this study is to investigate Modal split for long distance travel in context of Bangladesh.

1.4 Scope of the Study

The possible outcome of this research will be the development of an analytical tool which will be able to simulate the complex travel behavior. The model will be helpful to be applied to support the planner in the process of planning and decision making about which of the investments or policy measures in the transportation system will best serve the public's need for future travel and economic development.

1.5 Organization of the Thesis

The thesis consists of six chapters including the present one. The first chapter deals with the introduction, research motivation, objectives and scope. Chapter 2 presents a brief overview on travel behavior and theoretical purview of mode choice model. It also reviews the related literatures about mode choice behavior and model in developing countries and similar transport studies in Dhaka. Chapter 3 gives insight into the relevant background information of the study area, transportation network and data set. Chapter 4 is devoted to the analysis of mode choice behavior in respect of different socio-economic characteristics. It also presents the results of multinomial logistic regression models developed. Chapter 5 deals with development of the mode choice model. The chapter starts with the discussion of modeling principles and methodology; then it describes the modeling development and calibration procedures with the specification of the preferred model. Summary, conclusions and future research scope are presented in Chapter 6.

1.6 Summary

The review of the literature revealed important benefits of a nested logit model compared to a traditional multinomial logit model to overcome the IIA problem. The relevance of selecting the most likely transit station, which may not be the closest station, became apparent. Most existing models, however, do not take into account special attributes of long-distance travel, such as specific long-distance travel purposes, severe travel time extensions by check-in or security procedures for some transit modes, or travel times from the trip origin to a transit stop as well as from another transit stop to the final destination. The review also showed the limited transferability of existing models to other study areas without recalibrating the model. Finally, the vast majority of studies deal with very specific corridors or regions as big as states or

countries, providing a model for only very specific problem sets. The model developed in this paper aims at surpassing most of these limitations.

Chapter-2

Literature Review

2.1 General

Human activities are spatially separate, and travel is needed because of that separation. Travel consumes time, money, and resources, but it is necessary because of the need to reach activities that are not close by (Stopher and Meyburg, 1975). Demand for travel is, thus, "derived." Except for certain recreational purposes, people do not demand travel for its own sake. Rather, they demand such daily activities as work, shopping, recreation, and education, and travel allows them to reach these activities (Meyer and Miller, 2001).

Therefore, travel behavior is the study of what people do over space, and how people use transport. But this is a complex phenomenon which largely depends on a number of factors such as travelers personal/household attributes, socioeconomic characteristics, purposes of trips, the places of origin-destination and the medium of transport under the constraints of time, cost, comfort, availability and so on. (Takyi, 1990).

2.2 Factors that Influence Choice of Travel Mode

The choice of travel mode is affected by a great many factors, everything from transportspecific factors (describing the various components of the transport system) to individualrelated factors such as a person's attitudes and habits. These factors are classified in many different ways by Olsson (2003). Some of these are described below:

2.3 Hard and soft factors

Hard factors are normally found in the traditional travel mode choice models that are based on maximization of utility. Examples of hard factors are traveling time, waiting time and ticket price (fare). Soft factors are things like comfort, service and information. Soft factors may also be psychological, for example flexibility, ease of orientation etc.

2.4 Internal and external factors

Factors that control choice of travel mode can also be divided into internal and external factors. Internal factors include attitudes, socio-economic and demographic factors, habits and perceived level of control. External factors include such things as traveling time and the cost of the journey.

2.5 Subjective and objective factors

The objective factors are normally based on objective measures and are easy to measure and quantify. The alternative's so-called hard standard factors such as traveling time, fare etc. as well as soft standard factors such as comfort, information etc. are grouped as objective factors. The objective factors also include socio-economic factors such as gender and age, and also trip-related factors such as purpose. Examples of other objective factors are weather, topography, security and environment. Subjective factors include valuations of the alternative's

characteristics, attitudes and lifestyle. These factors are based on the individual's perception and are often more difficult to quantify. Olsson (2003) further grouped the factors that affect mode choice into the following specific categories:

2.6 Transport-specific factors

Transport specific factors are related to the various parts of the transport system, for example timetables, proximity to stops and stations, congestion charges, service level, proximity to the cycle-way network and accessibility. In addition to traveling time, fare, comfort and information, transport-related factors also include station-related factors such as the general appearance of stations and stops. These factors are mainly affected by the local authority, companies, operators, and the individual's home and work locations, and choice of travel mode.

2.7 Environment-specific factors

Environment-specific factors describe the environment of the route traveled, i.e. the things that are not part of the transport system; the topography, the weather access to shops and schools etc. Some of the factors have been predetermined for a long time and are thus difficult to influence. Others can be influenced in the long term, e.g. through physical planning.

2.8 Individual-specific factors

Individual-specific factors consist of factors that describe not only the individual and the individual's characteristics, but also to a certain degree the whole household. Such factors include socio-economic factors such as age and gender, and also attitudes, status and habits. A

person's lifestyle is also an individual-related factor. Gender and age are predetermined, while attitudes and lifestyle can be influenced more easily.

2.9 Trip-specific factors

This category includes the factors that have to do with the trip itself. These can be the reason for the trip and the type of luggage the traveler is carrying on the trip. The individual can also affect these factors.

2.10 Quality factors

Quality factors are factors that have to do with the individual's perception of the journey and the standard of the transport system. The safety and security factor is an example of a quality factor. Both the individual and central government can affect these factors.

2.11 What is SPSS?

SPSS is short for Statistical Package for the Social Sciences, and it's used by various kinds of researchers for complex statistical data analysis.

The SPSS software package was created for the management and statistical analysis of social science data. It was originally launched in 1968 by SPSS Inc., and was later acquired by IBM in 2009. Officially dubbed IBM SPSS Statistics, most users still refer to it as SPSS. As the world

standard for social science data analysis, SPSS is widely coveted due it's straightforward and English-like command language and impressively thorough user manual.

2.12 Activation function in Neural Network

Activation function is a mechanism which use to obtain the results of output node. It is often called as transfer function as well.

The activation function works a key mechanism in classification problem solution of Neural Network. For example, it is adopted to estimate the output result of the ANN like yes (1) or no (0) for binary classification type problem. Activation function works to map the output values within the range of -1 to 1 or 0 to 1, based upon the function type involved in the neural network. Broadly, activation function of neural network can be of two types—Linear activation function and Non-linear activation function.

Linear activation function is line or linear share. The output of the linear activation function is not bond to any set of range. It changes over the input x value varies. The equation for linear or identity function is $y = f(x) = x$. The boundary of linear aactivation function is $-\alpha$ (negative infinity) to $+\alpha$ (positive infinity). Linear activation function is less likely adopted in neural network classification problem. Because of complexity of several parameters and unusual pattern dataset higher dimensionality of regression problem also produce complex shape rather than linear one. Therefore, even in regression problem linear activation function is not applicable in artificial neural network.

Widely used activation functions in neural network is Non-linear activation functions. It fits with both classification type and regression type problem solution. It is adaptable for variety of data and applicable for analysis of models with higher dimensionality. It can capture shape of dataset

under various scenarios. Most importantly, nonlinear activation function are generalized and easily differentiable between the ranges of output values.

Differential or derivative of activation functions are vital feature to get the output results in a neural network. Derivative means the change of dependent variable (y) or f(x) with respect to change of independent variable (x). It is also the slope of dataset. There is another term associated with the activation function. Activation function can be monotonic. It means the function is entirely either have not any increasing or any decreasing shape in the graphical plot. There are several types of non-linear activation functions, such as, sigmoidal, hyperbolic tangent, RELU etc.

Hyperbolic tangent function is another type activation function which is similar to logistic sigmoidal function. The output of hyperbolic tangent ranges from -1 to 1. It is also s- shaped and look alike to sigmoidal function. The benefits of tanh i.e. hyperbolic tangent is—it can map negative input to negative output value strongly. Similarly, it maps zero input value to near to zero output value strongly. The tanh function is differentiable which makes it popular for using in neural network. Also the tanh function is monotonic however its derivative will not produce monotonic, it is non-monotonic in nature. For binary classification problem of two classes hyperbolic tangent function is very effective. Tanh and sigmoidal activation functions both are widely adopted in the feed forward type neural network.

Rectified linear unit also known as RELU type activation function is most popular in neural network now-a-days. Especially for convoluted neural network and deep learning RELU is most common type activation function. It is half rectified from bottom. The value of output f(x) is zero when value of input x is less than 0 and it is equal to x when the value of x is greater than 0. The range of RELU is 0 to 1. The advantage of RELU is both the function and the derivative of the

function are monotonic. There is no increasing or decreasing shape. The expression of RELU can be define as: f(x) = 0, when x<=0

And f(x) = x, when x>0

The problem of RELU is, it will map all input negative value to 0 rather than mapping it properly. Therefore, RELU is not suitable activation function which have negative values and do not able to fit those type of dataset in the neural network properly. Graphically, we can see that the negative value of input variables value zero output value. It does not map or interpret the dataset output adequately. It will provide same output values as in input data for the positive values.

In order to solve the problems of RELU, leaky RELU function was introduced. It has wider range than RELU function. The range of Leaky RELU is negative infinity to positive infinity. When the value input is close to zero i.e. 0.01 it produces randomized RELU function data. both the function and derivative of the function in RELU are monotonic.

2.13 Sigmoidal function

Sigmoidal function is an S-pattern curve in the graphical plot. It is popularly used for the classification problem of neural network. The output values of sigmoidal function ranges in between 0 to 1 that is y = f(x) = (0, 1). The values have open boundary set between 0 and 1. It means that the value of y can be 0 and 1 also. The function is a continuous function and there are value of f(x) for every independent x value. The sigmoidal function can estimate the probability of output values and provide powerful solution to the model. We know that the probability lies between 0 and 1. Therefore if there is a mathematical problem which comes to get the chance or opportunity to find the solution for output, sigmoidal function can do the solution in terms of

showing the probability of occurrence. Another advantages of sigmoidal function is—it is easily differentiable that is, it can find slope between two points or find the rate of change.

One of the properties of sigmoidal function is that the function is monotonic, there is continuous increasing or decreasing pattern. However, the derivative of sigmoidal function is non-monotonic. It does not either have continuous increasing or decreasing shape at all.

2.14 Hyperbolic Tangent

An alternative of sigmoidal function is hyperbolic tangent function, which is used as activation function in Artificial Neural Network (ANN). When user adopt back propagation in ANN, the derivate of hyperbolic tangent activation function get involved to estimate the errors based on weights. The derivative of hyperbolic tangent is a simple form similar to sigmoidal function. This is one of the reason that hyperbolic tangent activation functions are widely used in ANN. Hyperbolic tangent function is also known as tanh function.

Hyperbolic tangent activation function is expressed as

$y = f(x) = \tanh(x) = (e^{x} – e^{-x}) / (e^{x} + e^{-x})$

The range of the output (y) of hyperbolic tangent is -1 to +1, y = [-1, +1]. It is a continuous function and the output result of the function generates values for every independent x values.

The derivative of hyperbolic tangent function can be expressed as:

$d/dx [f(x)] = 1 – [f(x)]^2$

2.15 Softmax

Logistic type sigmoidal function often stuck in the training time of a neural network, due to its monotonous shape. To solve this problem, softmax activation functions are introduced. It is more

generalized logistic activation function for problem solving. Multi-classification problem can be easily solved through using softmax activation function.

2.16 SPSS interface

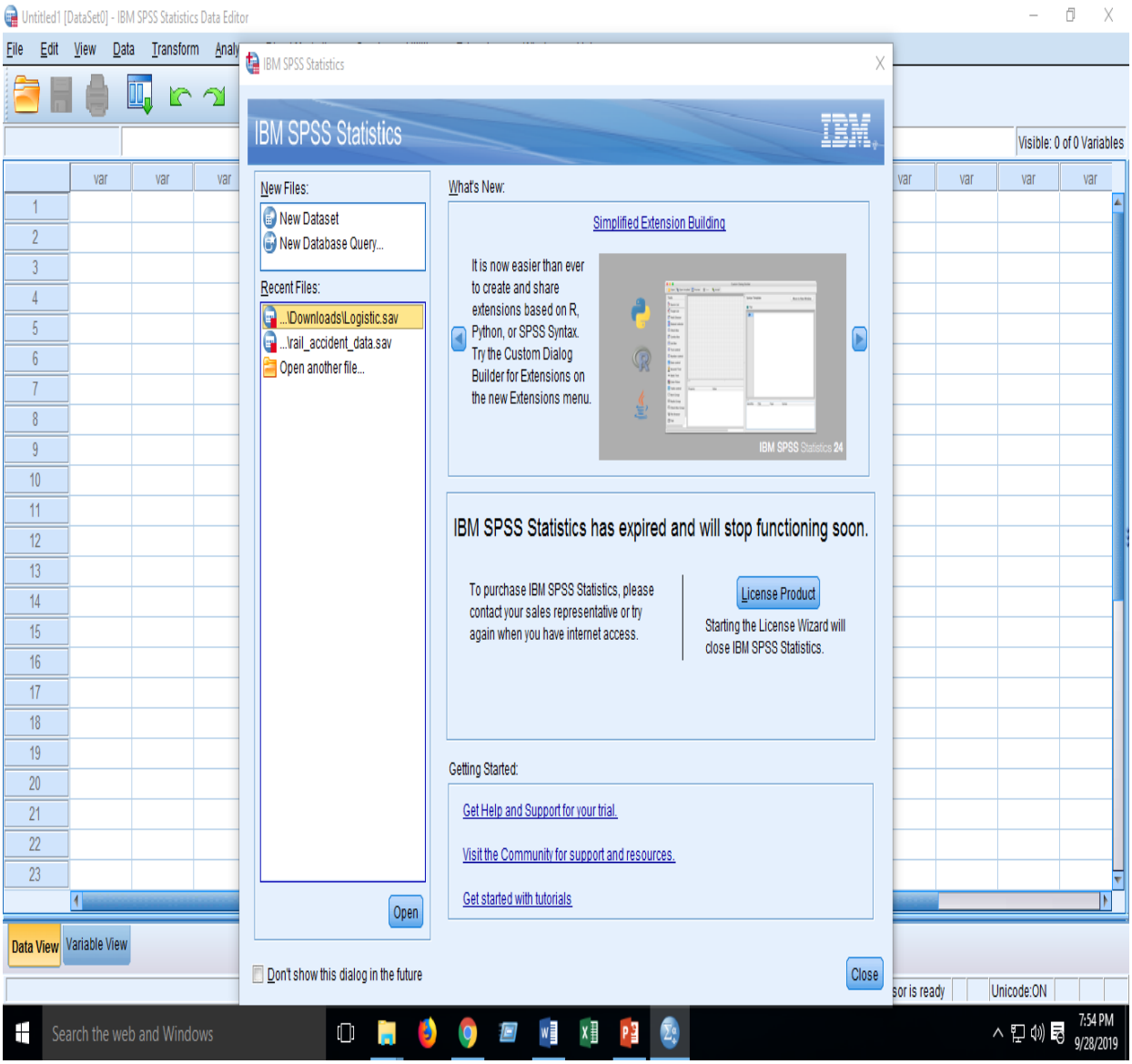


Figure: Interface of SPSS statistical software

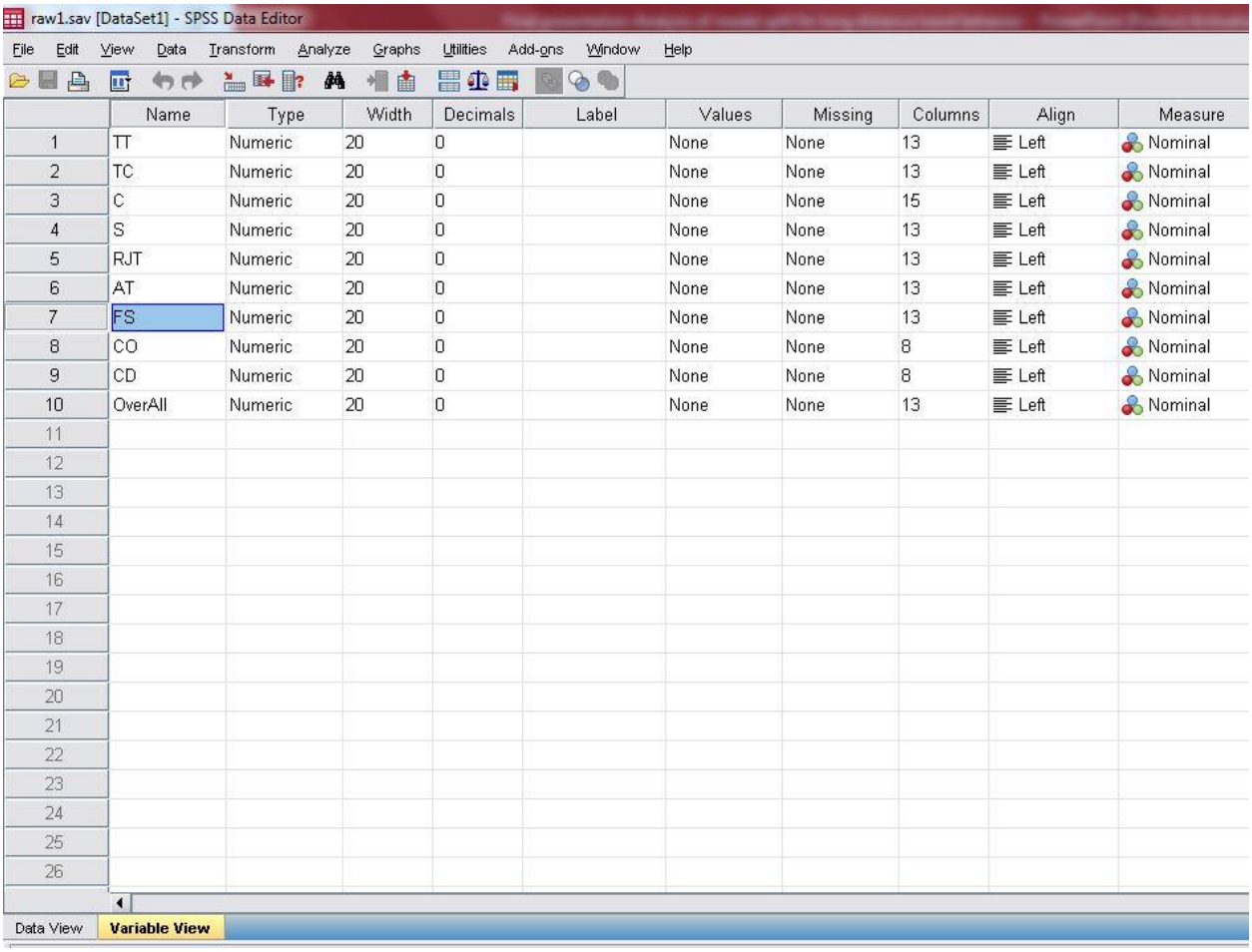


Figure: Dataset in the SPSS variable view

2.17 The Benefits of Using SPSS for Survey Data Analysis

Thanks to its emphasis on analyzing statistical data, SPSS is an extremely powerful tool for manipulating and deciphering survey data. Fun fact: The data from any survey collected via Survey Gizmo can be exported to SPSS for detailed analysis. Exporting survey data to SPSS's proprietary. SAV format makes the process of pulling, manipulating, and analyzing data clean and easy. By doing so, SPSS will automatically set up and import designated variable names, variable types, titles, and value labels, meaning that minimal legwork is required from

researchers. Once survey data is exported to SPSS, the opportunities for statistical analysis are practically endless. In short, remember to use SPSS when you need a flexible, customizable way to get super granular on even the most complex data sets. This gives you, the researcher, more time to do what you do best and identify trends, develop predictive models, and draw informed conclusions.

2.18 Model used in the Study

Dargay and Clark (2012) considered long distance travel is a function of income, age, gender, employment type, household characteristics and area of residence. Holz-Rau et al. (2014) found that land use pattern, socio-demographics, population density effects long distance travel pattern.Wang et al. (2017) revealed that modal split of long distance trip depends on performance evaluation of mode, personal attributes and service demand. Mallett (2001) investigated mode choice behavior on low income people for long distance trip. He divided respondents based on geographic and age group. So we use it to Neural Network method.

2.19 Summary

Service quality is satisfaction level of expectations. This chapter in the beginning defined service quality and tried to find relation between service quality and satisfaction. The role of service quality for attracting and retaining ridership is also a significant topic. The chapter presented various factors and dimensions related to service quality by various organizations such as TCRP, European Standards of public transport, SERVQUAL etc. A brief description about public transport in Bangladesh and sufferings of women in buses has also been presented in this chapter.

Chapter-3

Methodology

3.1 Introduction

This chapter of the thesis deals with the method that has been applied in preceding with the thesis objectives. The chapter discusses the questions that were raised during performance of the study. The chapter also provides an overview of the research approach and explanation of specific terms that were used reaching the study goals. Based on the descriptive analysis presented earlier, this paper proposes a choice set formation methodology that considers two important factors of personalized travel time/cost as well as resource constraints in mode choice modeling.

3.2 Research Design

The research identifies and valuation of the important attributes using logit model and compares data obtained from residential and commercial area.

Attributes are–

- Independent variables are:
    - Travel time
    - Travel cost
    - Comfort
    - Safety
    - Reliable Journey time

- Stop/station closer from origin
- Stop/station closer to destination
- Availability of tickets
- Flexibility of schedule

⦿ Dependent variable is:

- Mode choice preference

A question on overall quality of bus service is included in the questionnaire survey form for cross validation of the proposed logit model. All eight attributes and overall rating are converted to numerical dummy variables using Likert scale (1-5) A question on overall quality of bus service is included in the questionnaire survey form for cross validation of the proposed logit model. General information is collected for evaluating homogeneity of data size,

which included–

- Age,
- gender,
- Occupation,
- Monthly income

3.3 Evaluation of the Questionnaire

After preliminary design, the questionnaire was examined from the other sides. Consideration was given so that all encompassing questionnaire do not have an extra length. Whether all

questions were necessary was a valid question. Questions that divert the attraction of the respondents were tried to avoid.

3.4 Questionnaire Pretesting

After a preliminary design of questionnaire, it is necessary to test the usefulness of the questionnaire. For this purpose, pre- testing is performed. Pretesting involves taking surveys to a limited number of potential respondents. The selection procedure may be based on convenience sampling but it is to ensure that the selected respondents are not too divergent from the target population. A statistical sample for pre-testing is not required. The pretesting reveals the scope for improvements to the questionnaire. The pre-testing process allows a researcher to see whether the respondents have any difficulty in understanding any questions in the questionnaire. The researcher needs to understand which questions are proofing difficult to the respondents to answer. Ambiguous questions are to be made clear. Pretesting helps to understand whether, the researcher can find meaningful outcome from the answers. It is wise to tabulate the results of the pre-test and to perform a pre analysis to ensure that desired research goal is likely to be achieved. The questionnaire designed for the study included closed format questions. The closed format included liker questions, dichotomous questions and rating questions. The liker questions provided options from Strongly Agree to Strongly Disagree. The rating questions included options from Very Good to Very Poor to differentiate even slight variations. Many questions were used to get the maximum out of the respondents. The questionnaire also included demographic questions to relate demographic features with the responses. The questionnaire was originally designed in English. Later it was translated to Bengali with intense effort to express the same meanings as the English version. The pretesting of questionnaire often plays a significant role in deciding the appropriateness of the questions and their styles.

3.5 Reaching the Respondents

Designed questionnaire are required to reach the desired population. There are various methods available to do the job. Self-stamp envelopes, distributing forms to boarding passengers, by mail, by telephone etc. options are available to use. But in this survey the respondents were reached personally by the surveyor. This is because it gives chance for clarifying some questions that may arrive unclear to the respondents and also surveyor can feel the respondent about selecting an option.

3.6 Summary

This chapter gives Pretesting Research Design Evaluation of the Questionnaire. Questionnaire. Each intersection has been briefly described along with geometric configuration. This method is much more superior to manual data collection. Methodology of measurement of saturation flow and delay in the field is discussed in detail. Next chapter has deals with data collection.

Chapter-4

Data Collection & Data Analysis

4.1 Introduction

This chapter of the thesis deals with the data collection part of the study. Data collection is a very significant step for any research study. Data collection is a dutiful task demanding planning, effort and patience and perseverance. Study area, data sites, type of data required, data collection ways, and various other things are presented in this chapter.

4.2 Survey Design

Alternative modes are:

- Intercity Bus
- Intercity Train

4.3 Survey Routes

Selected routes for survey are:

- Dhaka-Sylhet route
- Dhaka-Chittagong route
- Dhaka-Rajshahi route
- Dhaka-Khulna route

4.4 Data Sheet

A Questionnaire on mode choice preference in-between Intercity bus and train service for Long Distance Trip (LDT)

Thank you for taking part in this survey. This is a volunteer questionnaire survey about the alternative mode choice preference in-between intercity bus and train service on long distance trip (LDT). We have consider four routes for the study, select anyone of those route for sharing your experience. A set of questions are presented in this survey, where respondents are requested to answer all of the question based on their judgment. The identity of the respondents are kept anonymous as per the policy of the survey and the questionnaire of this survey form is solely created for research purpose only.

General Questions

Name your journey location (OD)	Select anyone of the following route, which you want to consider for evaluation			
	☐ Dhaka –Sylhet Route			
	☐ Dhaka –Chittagong Route			
	☐ Dhaka –Rajshahi Route			
	☐ Dhaka –Khulna Route			
Frequency of travel on the route	☐ Regulary (Atleast once in two months)	☐ Occasionally		
Age (year)	☐ < 18	☐ 18-40	☐ 40-60	☐ >60
Gender		☐ Male	☐ Female	
Monthly household income (BDT)	☐ <20,000	☐ 20,000-50,000	☐ 50,000-100,000	☐ >100,000
Occupation	☐ Student	☐ Service holder	☐ Business	☐ Others/ Housewife

Preference choices

Please tick the close ended questions based on your experience and judgment for choice in-between intercity bus and train service for Long Distance Trip (LDT). Usually, a trip takes more than 50 mile distance are considered LDT based on Bureau of Transportation Statistics, USDOT.

1.	Which mode does take less Travel Time (TT)?	☐ Intercity Bus	☐ Intercity Train
2.	Which mode does take more Travel Cost (TC)?	☐ Intercity Bus	☐ Intercity Train
3.	Which mode is more Comfortable (C)?	☐ Intercity Bus	☐ Intercity Train
4.	Which mode is Safer (S)?	☐ Intercity Bus	☐ Intercity Train
5.	Which mode have more Reliable Journey Time (RJT)? RJT in terms of departure and arrival time is On-time.	☐ Intercity Bus	☐ Intercity Train
6.	Which station/stop is closer come from your home/Origin (CO)? CO in terms of access distance from origin to station/stop.	☐ Bus stop	☐ Train Station
7.	Which station/stop is closer to your Destination (CD)? CD in terms of egress distance from station/stop to destination	☐ Bus Stop	☐ Train Station
8.	Which mode have easier availability of tickets (AT)?	☐ Intercity Bus	☐ Intercity Train
9.	Which mode have flexible schedule for passenger demand (FS)?	☐ Intercity Bus	☐ Intercity Train
Overall			
10.	Which mode do you prefer?	☐ Intercity Bus	☐ Intercity Train

4.5 Data Analysis

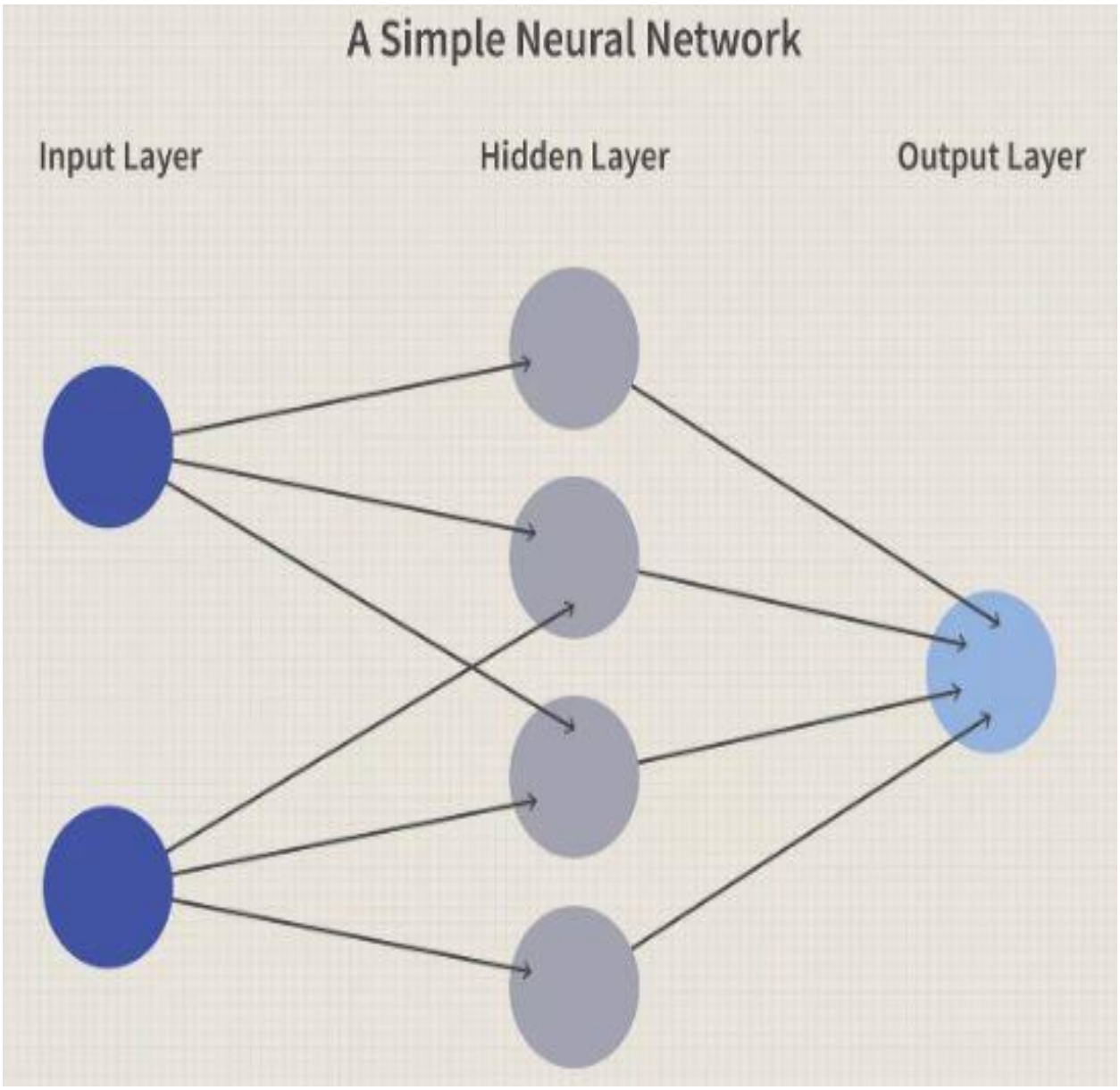
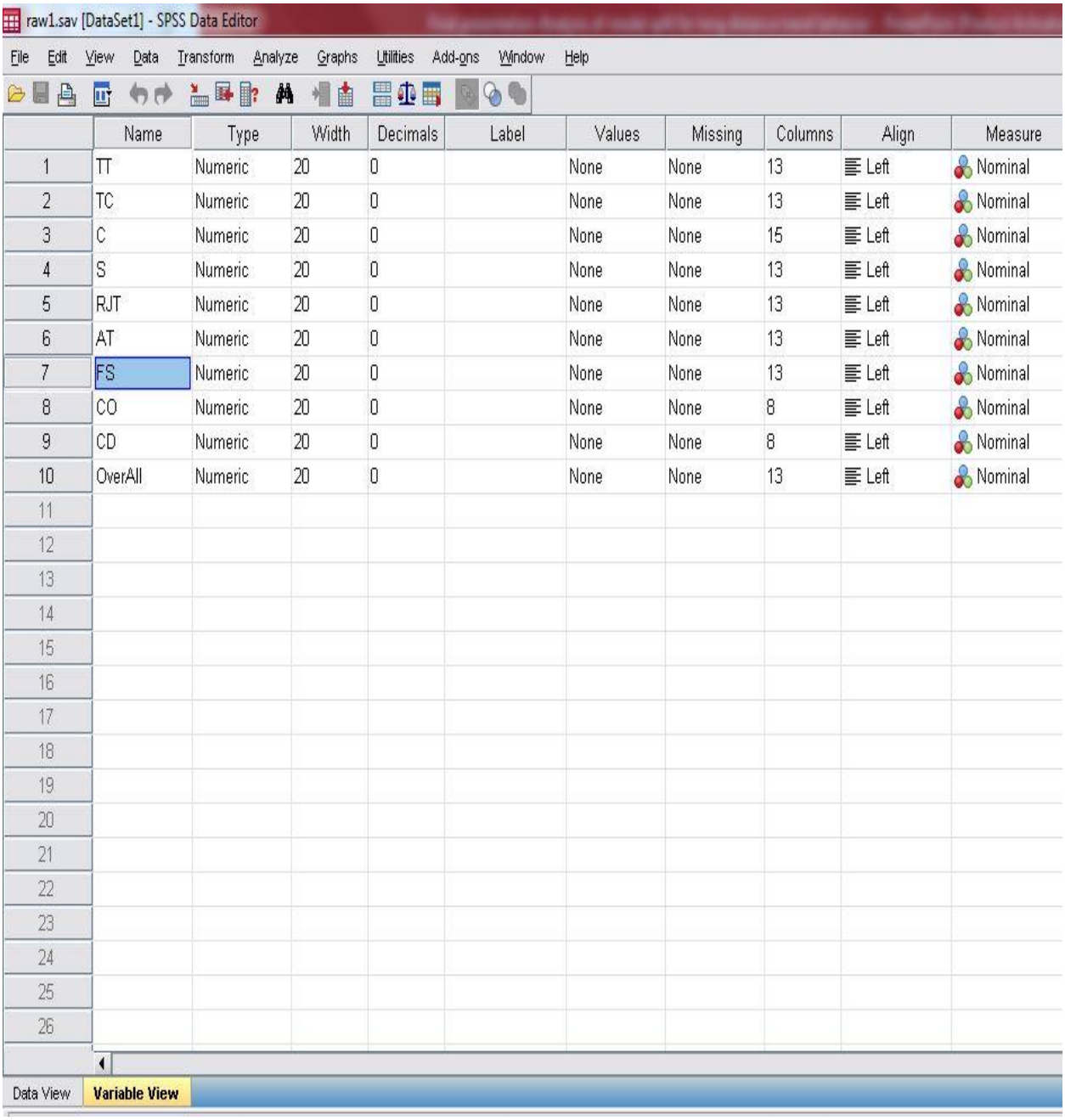


Figure: Simple Neural Network model

SPSS v. 24.0 has been used to develop Neural Network for Long distance travel behavior modal split model.



	Name	Type	Width	Decimals	Label	Values	Missing	Columns	Align	Measure
1	TT	Numeric	20	0		None	None	13	Left	Nominal
2	TC	Numeric	20	0		None	None	13	Left	Nominal
3	C	Numeric	20	0		None	None	15	Left	Nominal
4	S	Numeric	20	0		None	None	13	Left	Nominal
5	RJT	Numeric	20	0		None	None	13	Left	Nominal
6	AT	Numeric	20	0		None	None	13	Left	Nominal
7	FS	Numeric	20	0		None	None	13	Left	Nominal
8	CO	Numeric	20	0		None	None	8	Left	Nominal
9	CD	Numeric	20	0		None	None	8	Left	Nominal
10	OverAll	Numeric	20	0		None	None	13	Left	Nominal
11										
12										
13										
14										
15										
16										
17										
18										
19										
20										
21										
22										
23										
24										
25										
26										

Figure: variable view tab in the SPSS

Network Information			
Input Layer	Covariates	1	Travel time (TT)
		2	Travel Cost (TC)
		3	Comfort (C)
		4	Safety (S)
		5	Reliable Journey Time (RJT)
		6	Availability of tickets (AT)
		7	Flexibility of Schedule (FS)
		8	Stop/Station Closer to Origin (CO)
		9	Stop/Station Closer to Destination (CD)
	Number of Units[a]		9
	Rescaling Method for Covariates		Standardized
Hidden Layer(s)	Number of Hidden Layers		1
	Number of Units in Hidden Layer 1		5
	Activation Function		Hyperbolic tangent
Output Layer	Dependent Variables	1	Mode choice preference (Over All)
	Number of Units		2
	Activation Function		Softmax
	Error Function		Cross-entropy
Optimization			Gradient decent method

Figure: Network information developed in SPSS

4.6 Framework of Proposed Neural Network

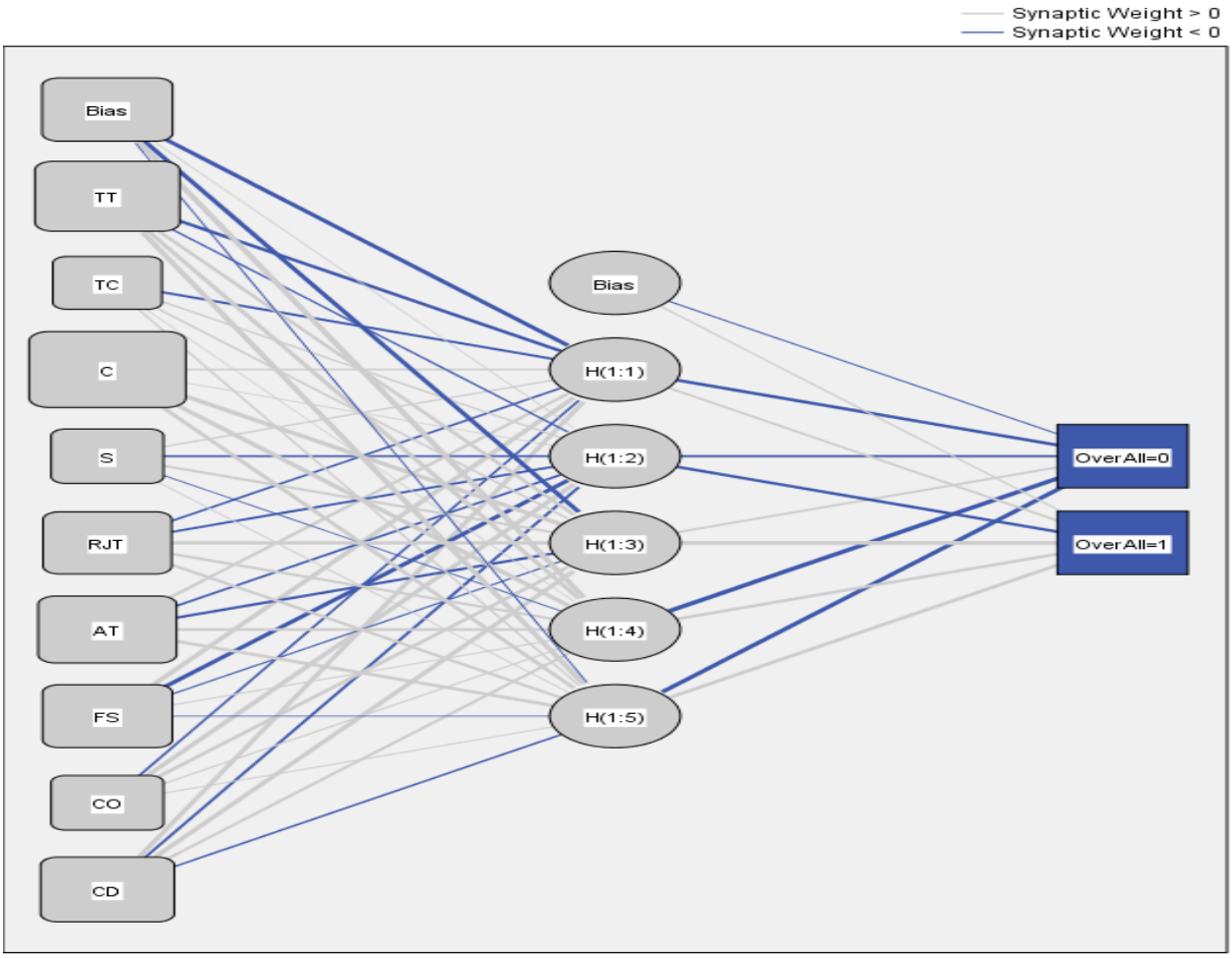


Figure: Proposed Neural Network model

4.7 Respondents' characteristics

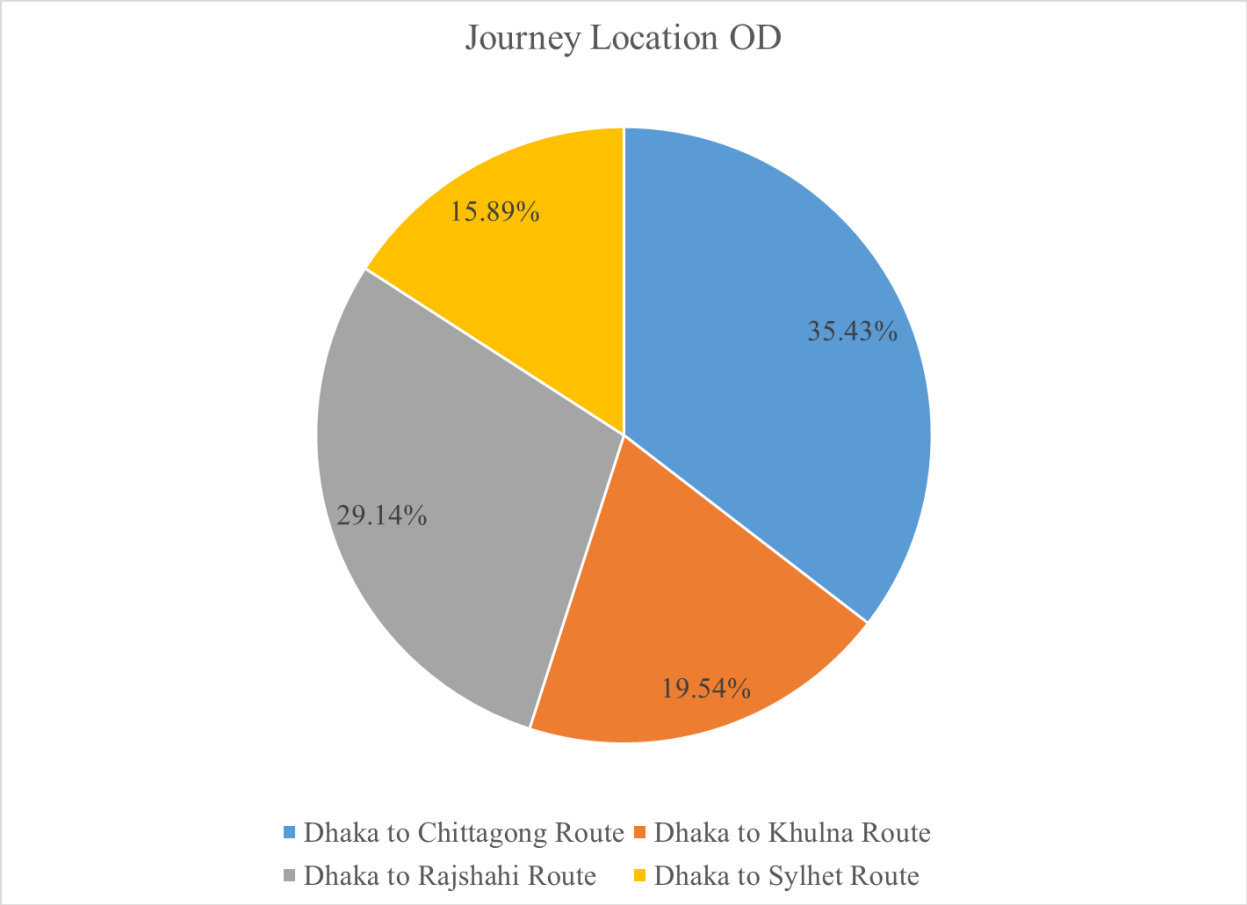


Figure: Routes in the survey study

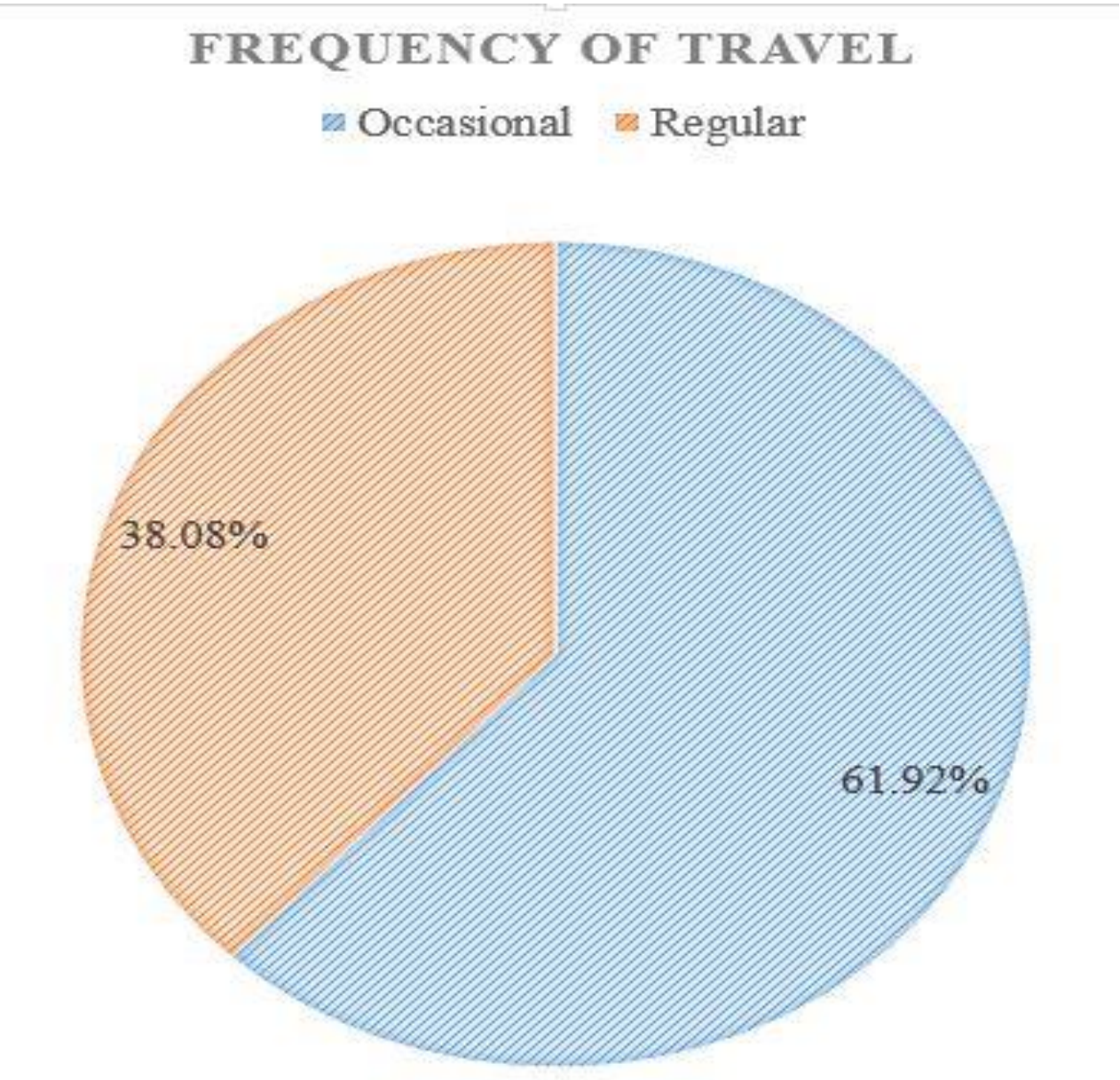


Figure: Frequency of travel among passengers

- ✓ 61.92% respondents were regular travelers and 38.08% were occasional travelers. The person who traveled long distance less than once per months were considered occasional traveler.
- ✓

4.8 Respondents' characteristics

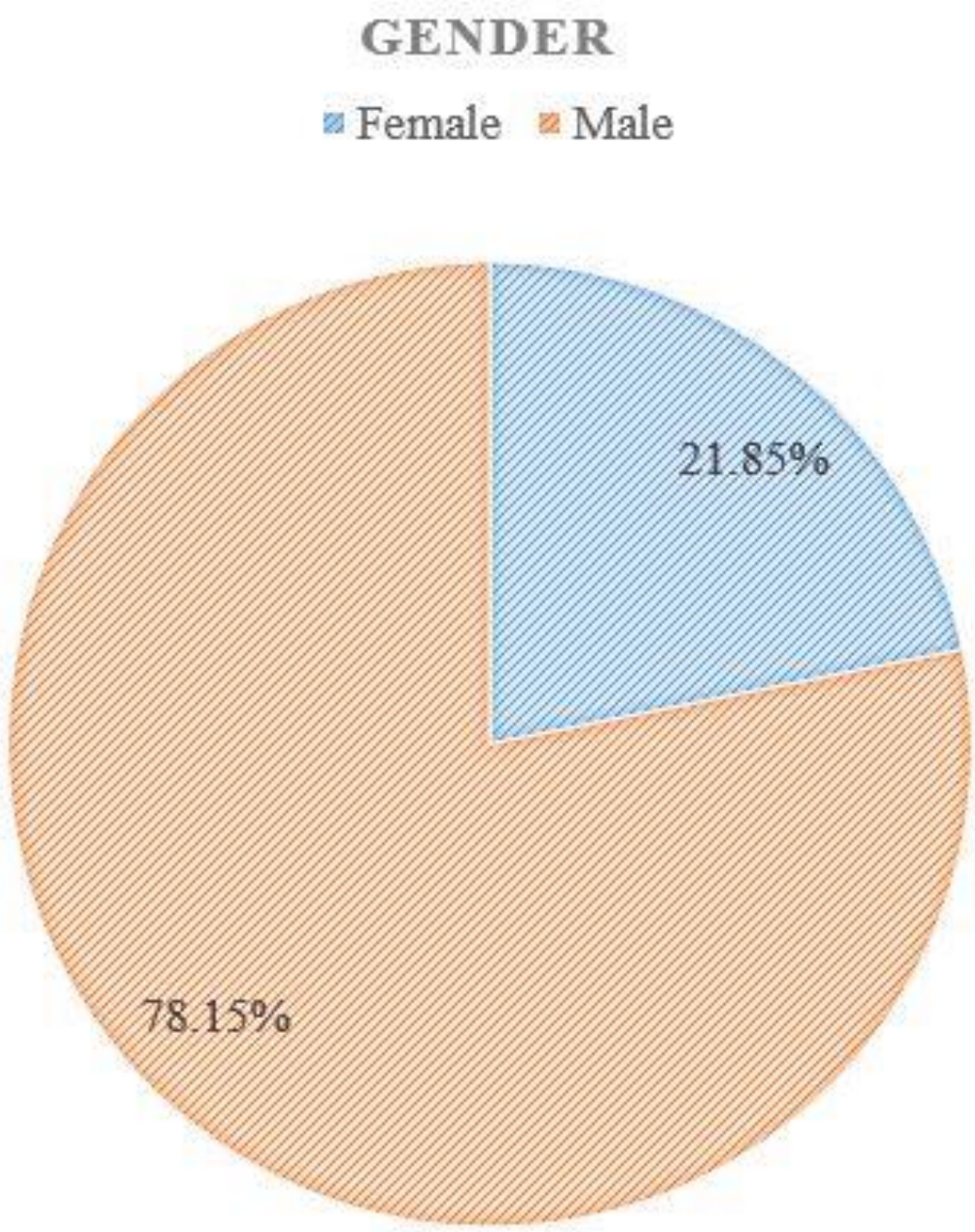


Figure: Gender demographics among passengers

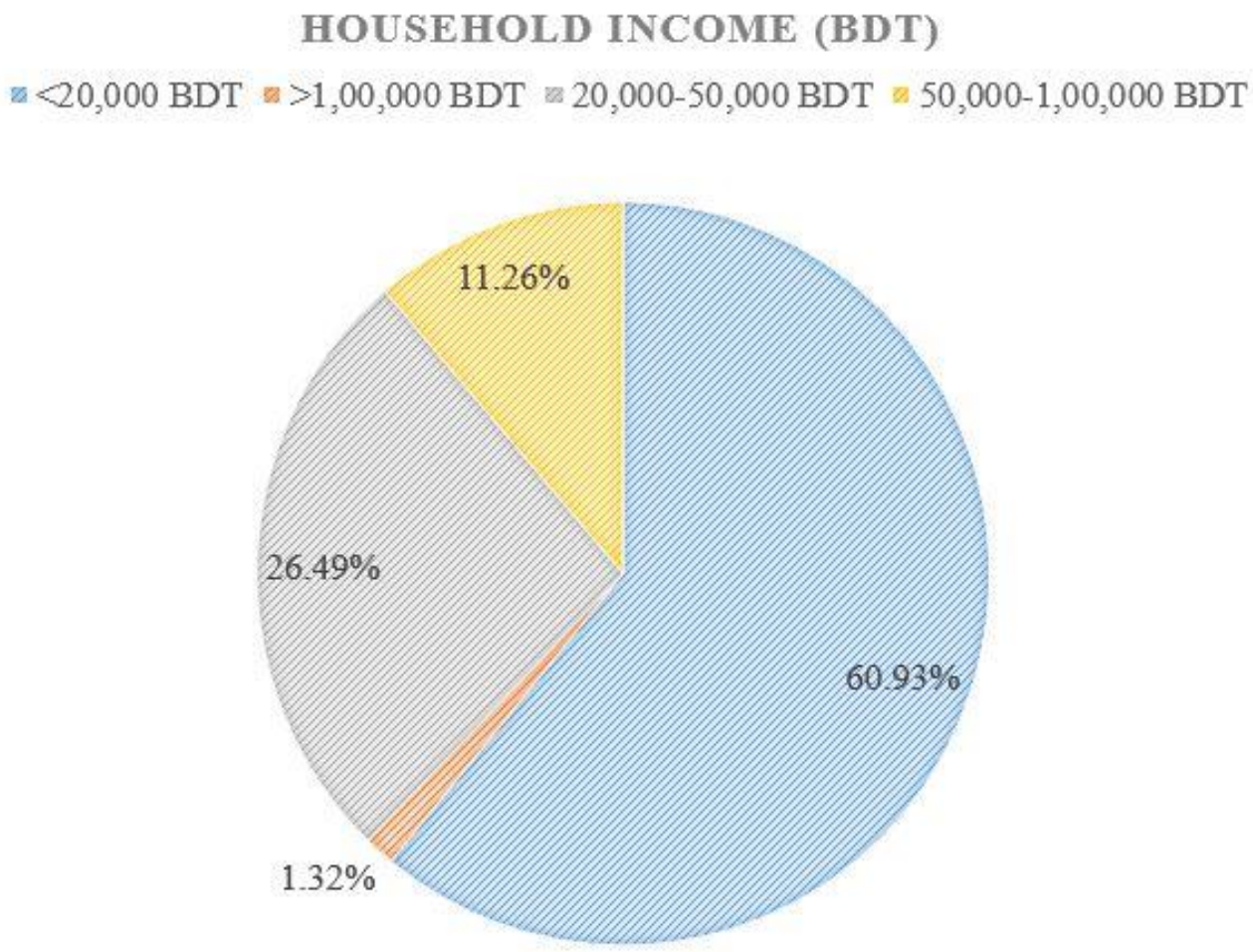


Figure: different income group among passengers

- ✓ 60.93% had household income less than 20000BDT/month
- ✓ Male and female respondents were 78.15% and 21.85% respectively.

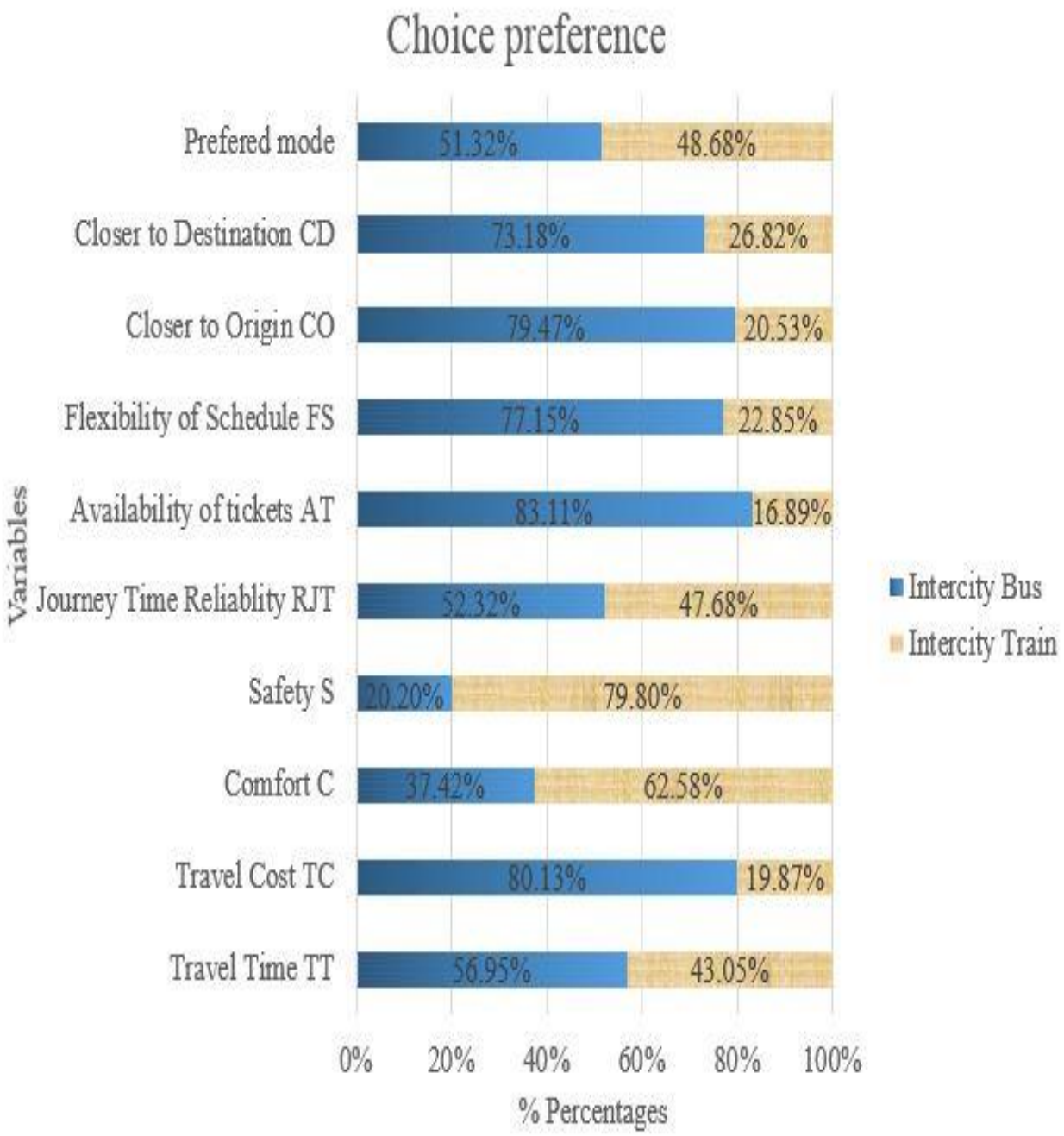


Figure: choice preference among the road users

Respondents' choice to prefer intercity bus and intercity train were 51.32% and 48.68% respectively.

Case Processing Summary			
		N	Percent
Sample	Training	210	69.5%
	Testing	92	30.5%
Total		302	100.0%

Classification				
		Predicted		
Sample	Observed	0	1	Percent Correct
Training	0	81	21	79.4%
	1	10	98	90.7%
	Overall Percent	43.3%	56.7%	85.2%
Testing	0	42	11	79.2%
	1	6	33	84.6%
	Overall Percent	52.2%	47.8%	81.5%
Dependent Variable: Over All				

Neural Network (NN) model

Training Accuracy: 85.2%

Testing Accuracy: 81.5%

Independent Variable Importance		
	Importance	Normalized Importance
Travel Time (TT)	.178	76.9%
Travel Cost (TC)	.020	8.5%
Comfort (C)	.232	100.0%
Safety (S)	.035	15.0%
Reliability of Journey Time (RJT)	.107	46.1%
Availability of Tickets (AT)	.151	65.0%
Flexibility of Schedule (FS)	.112	48.4%
Stop/Station closer to Origin (CO)	.036	15.4%
Stop/Station closer to Destination (CD)	.129	55.8%

Ranking of features: Comfort (C)>Travel time (TT)> Availability of tickets (AT) > Station/stop closer to destination (CD)> flexible schedule (FS) > Reliable journey time (RJT) > Station/stop closer to origin (CO)> safety (S) > Travel cost (TC)

Most important feature: Comfort (C)

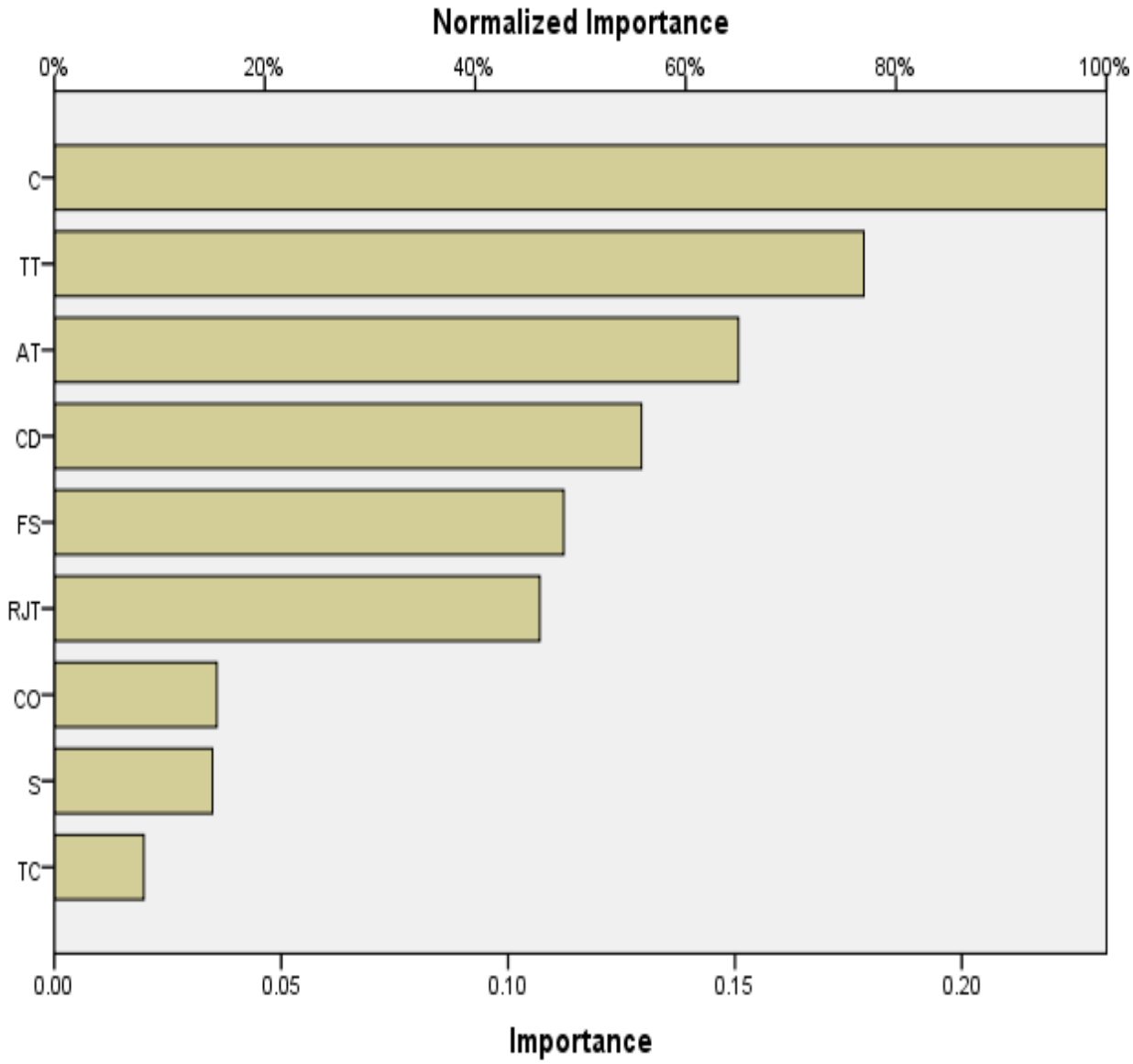


Figure: Ranking and importance of variables

- ✓ Comfort is the most important feature considering it 100%
- ✓ Travel cost and safety are least important feature relatively.

4.9 Result

- 35.43% and 29.14% were responses to Dhaka to Chittagong and Dhaka to Rajshahi route among respondents. Dhaka to Sylhet and Dhaka to Khulna were 15.89% and 19.54% respectively.
- 79.8% respondents believed that intercity train are safer than alternative intercity bus mode.
- 83.11% respondents opinioned that ticket in intercity bus are more easily available than train.
- More than 70% respondents prefer bus, because bus stops are closer to their either origin or destination compare to train station.
- 62.58% respondents supported trains are more comfortable than bus.
- The proposed Neural Network models have 85.2% accuracy in training and 81.5% accuracy in testing.

Chapter 5

CONCLUSIONS AND RECOMMENDATIONS

5.1 General

Mode choice behavior is a fundamental element of travel behavior that has significant implications for transportation planning. Along with estimates of public transit ridership and the use of alternative modes of transportation, the effectiveness of policies regarding introduction of a new transit system or improvement of the existing one depends on studies of mode choice behavior and modal split models. These are the critical determinants of the probability of what factors will act behind the shifting of people from one mode to the other and also the probability of the number of people may actually change their travel mode. The dual concern of this study is with the identification of mode choice determinants and the formulation of a mode choice model. The data available to BUET from the household interview survey (HIS) conducted for Strategic Transport plan (STP) in 2004 is used in the study material. Mode choice behavior is analyzed with respect to users' socioeconomic characteristics. In this regard, modal share is demonstrated in bar graphs to draw a comparative figure in the use of modes among the different sets of attributes. Model share of individual group is illustrated in pie charts to determine the use of modes by each group. A multinomial logistic regression is applied to show the overall effects of the selected attributes on mode selection. The mode choice model is developed based on two approaches- multinomial logit (MNL) and nested logit (NL) for each of the four trip purposes, home based work (HBW), home based education (HBE), home based other (HBO) and non

home based (NHB). The development of the MNL model starts with a basic specification of utility function which includes travel time, travel cost and household income. The impact of the generic variables as well as specific variable to the utility equation is shown to verify the suitability of their incorporation in the utility specification. Two alternative specifications of the utility function based on interaction of travel cost with income such as cost/income and cost/Ln(income) are explored. The underlying principle behind this formulations is that a unit of cost is less important with increasing income. The NL model is developed to overcome the limitation of the IIA (independence from Irrelevant Alternatives) property of MNL model. The NL model is aimed at to examine whether people's choice vary over one particular alternative or the same group of alternatives. In this regard, six different nested structures are considered in the study to check their reasonableness and find the most significant and best-fitted one in context of the travelers of Dhaka.

5.2 Major Findings of the Study

- The highest proportion of trips made by the residents of Dhaka are for home based other purpose such as shopping, medical, social, recreational etc. The major portion of trips for all purposes is made by households consisting four members. Women usually take part in more education and home base other trips.
- Rickshaw is the most significant mode of transport. It shares 36% of trips for all purposes. Major portion of rickshaw trips are attributed to home based education and home base other non-work trips. Public bus is also significant mode of transport contributed to 32% of trips for all purposes among which 38% bus trips are taken up for

HBW trip purpose and 35% for HBO trip purpose. Motorized para transit services such as CNG and taxi are most frequently used for HBO trips.

- Household income is the most important factor which influences choice of travel mode. People of all groups except high income group mostly use public bus for HBW trips and rickshaw for HBE trips, where the use of CNG for HBO trips increase with income. The share of walk trips is mostly attributed to people under low income group. The use of car/jeep is naturally credited to people with high income level.
- Gender has also significant effect on mode choices – women are more likely to use rickshaws whatever be the purpose of the trip, while men highly use rickshaw for education trips. Women show much less propensity to use public bus and strongly disagree in using motor cycle.
- Travel cost interacted with household income is found to have better goodness-offit rather than travel cost or income considered alone in the utility equation of mode choice model.
- The characteristics of the same group of vehicles such as private transport, para transit and public transit act primarily behind the choice of modes as compared to the choice of mode considering individual characteristics which is evident from the nested logit model.

5.3 Limitations of the Study

- The study considers the data of 4,825 households from the STP HIS data set of 6,035 households. Both the numbers are lacking representative samples because it is a usual practice to collect survey data from 1% households in the study area which would be more than 10,000 HHs in the DCC area during the period the survey was conducted.

- The survey data is taken from 19 wards of DCC. This obviously does not represent equal proportion of socio-economic groups in the study area.
- A more logical approach for model development in the context of developing country where socio-economic profile varies widely is to segregate the trips first by income group and then by purpose. Because of small number of data to represent all socio-economic groups, we have developed the model based on trip purpose only.
- In the present study, HH income is grouped based on STP and DHUTS studies. But there was no guideline or procedure as to how to define income groups as low, middle and high and this is reflected between the differences in selecting income ranges in both the studies.
- Detail information on travel cost by different modes of transport is not available in the data set. Other information such as comfort level, possibility of choice of other modes etc., if included in the survey data, can be applied in the mode choice model which will increase its power of applicability in different situations.

5.4 Recommendation

- Almost 62% respondents were occasional traveler, which influenced results of the output. Therefore, opinion of regular traveler may be suppressed.
- Only 12% have monthly household income more than 50k BDT, hence travel cost would play crucial decision making feature for mode choice. However, travel cost (TC) or fare rate between intercity bus and intercity train have less influence due to their low differences.

- Overall mode choice preference showed that both intercity bus and intercity train have similar preference.
- It is recommended to make train ticket more easily available in order to increase intercity train ridership.
- Travel time and comfort are the most important feature to improve level of service of long distance transportation mode.

5.6 Conclusion

- The study limited to the long distance travel (LDT) behavior responses of the Capital Dhaka city to major three other cities of Bangladesh. Responses of other origin-destination for LTD behavior may vary from the results of this study.
- Demographics and availability of long distance transport mode play significant role in mode choice decision making.
- LDT behavior differents from short distance daily travel pattern, because large percentage of Long distance traveler used to travel occasionally.
- The study ranked several features based on their influence or importance on mode choice behavior. Concerned authority can take appropriate transportation planning and policy based on the importance of the features.
- Since train have exclusive right of way and high ridership potential, proper steps are required to switch intercity train for long distance travel.

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Appendix

Gender

		Valid Percent
Valid	Female	21.85%
	Male	78.15%
	Total	100

Houesehold_Income

		Valid Percent
Valid	<20,000 BDT	60.93%
	>1,00,000 BDT	1.32%
	20,000-50,000 BDT	26.49%
	50,000-1,00,000 BDT	11.26%
	Total	100

Hidden layer no.	Hidden layer func	Output layer func	% accuracy
1	1	1	98.8
1	1	2	98.2
1	1	3	97.6
2	1	1	96.1
2	1	2	99.4
2	1	3	98.7

Name your journey location (OD): Select anyone of the following route, which you want to consider	Frequency of travel on the route	Age (year)	Gender	Monthly household income (BDT)	Occupation	Which mode does take less Travel Time	Which mode does take more Travel Cost	Which mode is more Comfortable	Which mode is Safer (Safe departure and arrival	Which mode have more Reliable Journey Time (RJT)?RJT in terms of departure and arrival	Which mode have easier availability of tickets	Which mode have flexible schedule for passenger dem	Which station/stop is closer come from your home/Origin (CO)? CO in terms of access distance from	Which station/stop is closer to your Destination (CD)?CD in terms of egress distance from station/stop to	Which mode do you prefer for th

for evaluation			D T)		(TT)?	(TC)?	le (C) ?	)?	time is On-time.	(AT)?	and (FS)?	origin to station/stop.	destination	e route?
			50,000-1,00,000 BDT	Service holder				Intercity Train						
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male		Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
	Regularly (Atleast once in two months)			Service holder				Intercity Train						
Dhaka â€“Chittagong Route		40-60	Male	BDT	Intercity Train	Intercity Bus	Intercity Train		Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
	Regularly (Atleast once in two months)			<20,000 BDT	Student			Intercity Train						
Dhaka â€“Chittagong Route		18-40	Male		Intercity Bus	Intercity Bus	Intercity Bus		Intercity Train	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Bus

	s) Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route															
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Sylhet Route	Regularly (Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train

	s)														
Dhaka â€“Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Regularly (Atleast once in tw	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	omonths) Regularly (Atleastonceintwo			20,000-50,000 BDT	Student			Intercity Bus							
Dhaka â€“Chittagong Route	months)	18-40	Male			Intercity Bus	Intercity Bus		Intercity Bus		Intercity Bus				Intercity Bus
				<20,000 BDT	Servicehol der			Intercity Train		Intercity Bus		Intercity Bus			
Dhaka â€“Chittagong Route	Occasionally	18-40	Male			Intercity Bus	Intercity Train		Intercity Bus		Intercity Train				Intercity Bus
				20,000-50,000 BDT	Student			Intercity Bus							
Dhaka â€“Chittagong Route	Occasionally	18-40	Male			Intercity Bus	Intercity Bus		Intercity Train		Intercity Bus				Intercity Bus
Dhaka â€“Rajshahi Route	Regularly	18-4	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity	Intercity Bus		Intercity Bus				Intercity Bu

	(Atleast once in two months)	0		BDT	ent	s		Bus	ity Bus						s
Dhaka â€“Khulna Route	Occasionally Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally Regularly (Atleast once in	18-40	Male	20,000-50,000 BDT	Bus ines sma	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	two months) Regularly (Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus				Intercity Bus
Dhaka–Khulna Route															
Dhaka–Chittagong Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Senior citizen	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus				Intercity Train
Dhaka–Khulna Route															
		18-40	Male	<20,000 BDT	Senior citizen	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train				Intercity Bus

	onths)														
Dhaka â€“Rajshahi Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Servicehol der	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong	Regular	18-40	Male	20,000	Student	Intercity	Intercity	Intercit	Intercity Train	Intercity	Intercity Bus	Bus Stop	Bus Stop	Intercity

Route	y (Atleast once in two months) Regularly (Atleast once in two months)	40	e	-50,000 BDT	dent	Bus	Bus	y Train	rcity Train		Bus					Bus
Dhaka â€“Chittagong Route	18-40	Male		20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	50,000-1,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Train Station		Intercity Train

				DT 20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka–Rajshahi Route	Occasionally	18-40	Male												
Dhaka–Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka–Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka–Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Train Station	Bus Stop	Intercity Train
Dhaka	Oc	1	M	<2	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Khulna Route	casionally	18-40	Male	0,000 BDT	tudent	ercity Bus	ercity Bus	ercity Bus	tercity Bus	y Bus	rcity Bus	city Bus			ercity Bus
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Servicehol der	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Tr	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train

									ain						
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Serviceholder	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Female	20,000-50,000 BDT	Serviceholder	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Serviceholder	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity T	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train

	once in two months) Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route															
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000	Service	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

				BDT	holder Service				rain							
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	20,000-50,000 BDT	holder Service	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Occasionally	18-40	Male	20,000-50,000 BDT	holder	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity B	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

									us						
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Service holder	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	50,000-	Student	Intercity Train	Intercity Bus	Intercity	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Tr

	lly	0		1,000,000 BDT	ent	in		Bus	ity Train					ain
Dhaka â€“Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Sylhet Route	Occasionally	<18	Female	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Female	50,000-1,000,000 BDT	Others/house wife	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train

				DT	nt			ain	yTrain						
Dhaka â€“Rajshahi Route	Regularly (Atleastonceintwomonths)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Female	50,000-1,000,0	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity T	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

				00 BDT					rain						
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Servicehold er	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus				Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus				Intercity Train
Dhaka â€“Chittagong Route	Occasionally	<18	Male	<20,000 BDT	Business man	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus				Intercity Bus
Dhaka	Re	1	F	20	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Rajshahi Route	gular y (Atleast once in two months) Regular y (Atleast once in two months)	8-40	emale	,000-50,000 BDT	tudent	ercity Train	ercity Bus	ercity Train	terc ity Train	y Train	rcity Bus	city Bus			ercity Train
Dhaka â€“Sylhet Route	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	18-40	Female	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka	Re	1	M	20	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Khulna Route	gularly (Atleast once in two months)	18-40	ale	,000-50,000 BDT	tudent	ercity Train	ercity Bus	ercity	tercity Train	y Bus	rcity Bus	city Bus			ercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (A	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Train

	tleastonceintwomonths)			DT	nt			ain	yTrain						
Dhaka â€“Khulna Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus				Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	50,000-1,00,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus			Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	20,000-50,000 BDT	Others/housewife Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Rajsh	Occa	18	Ma	20,0	St	Interc	Interc	Inter	Int	Intercity Train	Intercit	Intercity	Train Station	Train Station	Interc

ahi Route	sio na lly	-40	le	00 - 50 ,0 00 BD T	ud en t	ity Tra in	ity Bus	cit y Tr ai n	e rc it y T r ai n In t e rc it y		y Bus	Trai n			ity Tr ain
Dhaka â€“Khul na Route	Oc ca sio na lly Re gu lar y (A tle ast on ce in tw o m on th s)	18 -40	Ma le	<2 0, 00 0 BD T	St ud en t	Int erc ity Bus	Int erc ity Bus	Int er cit y Bus	In t e rc it y Bu s	Intercit y Bus	Inte rcit y Bus	Inter city Bus	Bus Stop	Bus Stop	Int erc ity Bus
Dhaka â€“Chitt agong Route		18 -40	Fe ma le	<2 0, 00 0 BD T	St ud en t	Int erc ity Tra in	Int erc ity Tra in	Int er cit y Tr ai n	In t e rc it y T r ai n	Intercit y Train	Inte rcit y Trai n	Inter city Trai n	Train Station	Train Station	Int erc ity Tr ain
Dhaka â€“Sylhe t Route	Oc ca sio na lly	18 -40	Ma le	<2 0, 00 0 BD T	St ud en t	Int erc ity Tra in	Int erc ity Tra in	Int er cit y Tr ai n	In t e rc it y T r ai n	Intercit y Train	Inte rcit y Trai n	Inter city Trai n	Bus Stop	Train Station	Int erc ity Tr ain
Dhaka â€“Sylhe t Route	Oc ca sio na lly	18 -40	Ma le	<2 0, 00 0 B	St ud e	Int erc ity Tra in	Int erc ity Tra in	Int er cit y Tr	In t e rc it	Intercit y Train	Inte rcit y Trai n	Inter city Trai n	Bus Stop	Train Station	Int erc ity Tr ain

				DT	nt			ain	y Train						
				50,000-1,00,000 BDT	Service holder				Intercity Bus						
Dhaka â€“Chittagong Route	Occasionally	18-40	Male			Intercity Bus	Intercity Bus	Intercity Bus		Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train	
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Bus
Dhaka	Re	1	M	<2	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Rajshahi Route	gularly (Atleast once in two months)	8-40	ale	0,000 BDT	tudent	ercity Train	ercity Bus	ercity Train	terc ity y Train		rcity Bus	city Train			ercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka	Oc	4	M	50	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Sylhet Route	casionally	0-60	ale	,000-1,00,000 BDT	erviceholder	ercity Bus	ercity Bus	ercity Bus	tercity Train	y Train	rcity Bus	city Bus			ercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atle	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train

	aston ce in two months)		T	t		n	Train								
Dhaka â€“Khulna Route	Occasionally	18-40	Female	<20,000 BDT	Student Service holder Business man	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus		Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	20,000-50,000 BDT	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Khulna Route	Occasionally	40-60	Male	50,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	1,		Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

				00,000 BDT	nt			ain	y Train							
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	>1,00,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Others/housewife	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Others/housewife	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Bus
Dhaka â€“Chittagong Route	Regularly (Atleast on	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Bus

	ce in two months)							ain							
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train	
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	

Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	<18	Male	<20,000 BDT	Others/housewife	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chitt	Oca	18	Fe	20,0	St	Interc	Interc	Inter	Int	Intercity Bus	Intercit	Intercity	Bus Stop	Bus Stop	Interc

agong Route	sionally	-40	male	00-50,000 BDT	udent	ity Bus	ity Train	city Bus	ercity Train Intercity Bus		y Bus	Bus			ity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	<18	Female	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

				T	t			n	Train						
				20,000-50,000 BDT	Student			Intercity	Intercity Train						
Dhaka–Rajshahi Route	Occasionally	18-40	Male			Intercity Train	Intercity Train			Intercity Bus	Intercity Bus			Train Station	Intercity Train
			Female	>1,00,000 BDT	Student			Intercity	Intercity Bus						
Dhaka–Khulna Route	Occasionally	18-40				Intercity Bus	Intercity Bus			Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus
				20,000-50,000 BDT	Student			Intercity	Intercity Bus						
Dhaka–Sylhet Route	Occasionally	18-40	Male			Intercity Bus	Intercity Bus			Intercity Train	Intercity Train	Bus Stop	Bus Stop		Intercity Train
				20,000-50,000 BDT	Student			Intercity	Intercity Bus						
Dhaka–Rajshahi Route	Occasionally	18-40	Male			Intercity Train	Intercity Train			Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus
Dhaka–Chittagong Route	Regularly (A	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Tr	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus

	tleastonceintwomonths)			DT	nt			ain	yTrain						
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train			Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Regularly (Atleast	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Train Station	Bus Stop	Intercity Train

	once in two months)								train						
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train

										rain						
				20,000-50,000 BDT	Service holder			Intercity Train	Intercity Train							
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female			Intercity Bus	Intercity Bus			Intercity Train	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	50,000-1,000,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka	Oc	1	M	<2	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Chittagong Route	casionally	8-40	ale	0,000 BDT	tudent	ercity Bus	ercity Bus	ercity Bus	terc ity Train Inte rcity	y Bus	rcity Bus	city Bus			ercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train Inte rcity	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train Inte rcity	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Bus	Intercity Train Inte rcity	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train Inte rcity	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

																n
Dhaka â€“Sylhet Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Serviceholder	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Serviceholder	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	20,000-50	Student	Intercity Train	Intercity Bus	Intercity Tr	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train

			e	,000 BDT	nt			ain	y Train Intercity Train							
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Khulna Route	Occasionally	<18	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Chittagong Route	Regularly (Atleastonce in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bu	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Intercity Bus

Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Bus

Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Female	50,000-1,000,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Regularly	18-40	Male	<20,000 BDT	Student	Intercity Bu	Intercity Bus	Intercity	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Tr

	(Atleast once in two months) Regularly	0		BDT	ent	s		Train	ity Train						ain
Dhaka â€“Khulna Route	(Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Regularly (Atleast once	18-40	Male	20,000-50,000 BD	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train

	in two months)			T				n							
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	50,000-1,00,000 BDT	Bus in essman	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Regularly (Atleast once in two	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Train Station	Train Station	Intercity Train

	o m on th s)														
				20 ,0 00 - 50 ,0 00 BD T	O t h e r s / h o u s e w if e			Int er cit y Tr ai n	In t e rc it y Tr ai n		Inte rcit y Trai n	Inter city Trai n			Int erc ity Tr ain
Dhaka â€“Sylhet Route	Occasionally	18-40	Male			Intercity Train	Intercity Bus			Intercity Train			Train Station	Train Station	
				<20,000 BDT	Student			Intercity Train	In t e rc it y Tr ai n		Inte rcit y Bus	Inter city Bus			Int erc ity Bu s
Dhaka â€“Sylhet Route	Occasionally	18-40	Male			Intercity Train	Intercity Bus			Intercity Bus			Bus Stop	Bus Stop	
				<20,000 BDT	Student			Intercity Bus	In t e rc it y Tr ai n		Inte rcit y Bus	Inter city Bus			Int erc ity Bu s
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male			Intercity Bus	Intercity Bus			Intercity Bus			Bus Stop	Bus Stop	
	Regularly (Atleast		Female	50 ,0 00 - 1, 00 ,0 00	Student			Intercity Train	In t e rc it y Tr		Inte rcit y Trai n	Inter city Trai n			Int erc ity Tr ain
Dhaka â€“Chittagong Route		<18				Intercity Train	Intercity Bus			Intercity Train			Train Station	Train Station	

	ce in two months)			BDT					ain						
	Regularly (Atleast once in two months)	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Sylhet Route															
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Bus Stop	Intercity Train

										ain						
				<20,000	Student			Intercity	Intercity	Train						
Dhaka â€“Khulna Route	Occasionally	18-40	Male	BDT	Intercity Train	Intercity Train	Intercity Train	Train	Intercity Train		Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train	
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train		Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Serviceholder	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train		Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train	
Dhaka â€“Sylhet Route	Occasiona	18-4	Male	<20,000	Stud	Intercity Tra	Intercity Bus	Intercity	Intercity	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Tr	

	lly	0		BDT	ent	in		Train	ity Train						ain
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Others/housewife	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train

Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	<18	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	months) Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka–Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka–Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka–Chittagong Route	Occasionally	<18	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Chitt	Oca	18	Fe	20,0	St	Interc	Interc	Inter	Int	Intercity Train	Intercit	Intercity	Bus Stop	Train Station	Interc

agong Route	sionally	-40	male	00-50,000 BDT	udent	ity Train	ity Bus	city Bus	erc ity Bus		y Train	Train				ity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Train Station		Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Bus Stop	Bus Stop		Intercity Train
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus

	ths)														
				50,000-1,00,000 BDT	Student			Intercity Train	Intercity Train						
Dhaka â€“Chittagong Route	Occasionally Regularly (Atleast once in two months)	18-40	Female			Intercity Bus	Intercity Train			Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus
Dhaka â€“Sylhet Route		18-40	Female	50,000-1,00,000 BDT	Serviceholder	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route		40-60	Female	50,000-1,00,000 BDT	Business man	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Khulna	Regular	18-	Mal	50,000	Ser	Intercity	Intercity	Intercit	Inte	Intercity Bus	Intercity	Intercity Bus	Bus Stop	Bus Stop	Intercity

Route	y (Atleast once in two months)	40	e	-1,00,000 BDT	vicehoolder	Bus	Bus	yTrain	rcity Bus		Bus					Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus
Dhaka â€“Khulna Route	Occasionally Regularly	18-40	Female	50,000-1,00,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Train
Dhaka â€“Rajshahi Route	(Atleast once in two mon	18-40	Male	20,000-50,000 BDT	Student	Intercity Tra in	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus

	ths)														
				20,000-50,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train		Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male							Intercity Bus					
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Female	20,000-50,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasiona	18-4	Fema	<20,000	Stud	Intercity Bu	Intercity Tra	Intercity	Intercity	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Tr

	lly	0	le	BDT	ent	s	in	Train	ity Train						ain
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus				Intercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Train Station		Intercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Male	>1,00,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Bus Stop		Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	20,000-50,000	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Bus Stop	Bus Stop		Intercity Bus

			BDT					rain							
	Regularly (Atleast once in two							Intercity							
Dhaka â€“Chittagong Route	months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
				20,000-50,000				Intercity							
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	BDT	Student	Intercity Bus	Intercity Bus	Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train	
	Regularly (Atleast once in two				Service			Intercity							
Dhaka â€“Rajshahi Route	months)	18-40	Male	<20,000 BDT	holder	Intercity Bus	Intercity Bus	Bus	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Train Station	Intercity Bus	
Dhaka â€“Sylhet Route	Occasio	18-	Mal	20,000	Senior	Intercity	Intercity	Intercit	Inte	Intercity Bus	Intercity	Intercity Bus	Bus Stop	Bus Stop	Intercity

	nally	40	e	-50,000 BDT	vicehholder	Bus	Bus	y Train	rcity Train		Bus				Bus
	Regularly (Atleastonce in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Train
Dhaka â€“Khulna	Occasio	18-	Mal	<20,00	Stu	Intercity	Intercity	Intercit	Inte	Intercity Bus	Intercity	Intercity Bus	Bus Stop	Bus Stop	Intercity

Route	nally	40	e	0 BDT	dent	Bus	Bus	y Bus	rcity Bus		Bus				Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	50,000-1,00,000 BDT	Student	Intercity Transit Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Inter city Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Transit Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Inter city Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Transit Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Inter city Train	Train Station	Bus Stop	Intercity Train
Dhaka â€“Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Transit Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Inter city Bus	Train Station	Bus Stop	Intercity Bus

				DT	nt			ain	yTrain						
Dhaka â€“Sylhet Route	Regularly (Atleastonceintwomonths)	18-40	Male	<20,000BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route	Occasionally	18-40	Female	<20,000BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Khulna Route	Occasionally	<18	Male	<20,000BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Regularly (Atleastonce	18-40	Female	<20,000BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Tr	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train

	ce in two months) Regularly (Atleast once in two months)							ain							
Dhaka â€“Chittagong Route	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally 40-60	Male	20,000-50,000 BDT	Serviceholder	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally 18-40	Female	50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka	Oc	<	F	<2	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Khulna Route	casionally	18	emale	0,000 BDT	tudent	ercity Train	ercity Bus	ercity Train	tercrity Train	y Bus	rcity Bus	city Bus			ercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercrity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	50,000-1,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercrity Train	Intercity Bus	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercrity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercrity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train

									n						
Dhaka â€“Rajshahi Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Female	20,000-1,00,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	<18	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Train Station	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Regularly (Atleast once in	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	two months) Regularly (Atleast once in two months)	18-40	Female	50,000-1,00,000 BDT	Service holder	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train		Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Bus
Dhaka–Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka–Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka–Khulna Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station	Intercity Train

			T	t			n	Train							
	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Rajshahi Route															
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	50,000-1,00,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka	Oc	1	M	<2	S	Int	Int	Int	In	Intercit	Inte	Inter	Train	Train	Int

â€“Chittagong Route	casionally	8-40	ale	0,000 BDT	tudent	ercity Train	ercity Bus	ercity Train	tercity Train	y Train	rcity Train	city Train	Station	Station	ercity Train
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally Regularly	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	(Atleastonce	18-40	Female	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Train Station	Train Station	Intercity Train

	in two months) Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Khulna Route															
Dhaka â€“Chittagong Route	Occasionally Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	month	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	s) Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Rajshahi Route															
Dhaka â€“Khulna Route	Regularly (Atleast once in two months)	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	>1,00,000 BDT	Senior citizen	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chitt	Oca	18	Ma	<20,	St	Interc	Interc	Inter	Int	Intercity Train	Intercit	Intercity	Bus Stop	Bus Stop	Interc

agong Route	sionally	-40	le	000 BDT	udent	ity Train	ity Bus	city Bus	erc ity Train		y Train	Train				ity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Bus Stop		Intercity Train
Dhaka â€“Sylhet Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station		Intercity Train
Dhaka â€“Sylhet Route	Regularly (Atleast once in two mon	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Train Station	Train Station		Intercity Train

	ths)														
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka	Oc	1	M	<2	S	Int	Int	Int	In	Intercit	Inte	Inter	Bus Stop	Bus Stop	Int

â€“Rajshahi Route	casionally	8-40	ale	0,000 BDT	tudent	ercity Train	ercity Bus	ercity Train	tercity Train	y Bus	rcity Bus	city Bus			ercity Train
Dhaka â€“Sylhet Route	Occasionally	<18	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	<18	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	<18	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Intercity Train	Bus Stop	Train Station	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	<18	Male	<20,000 BDT	Student	Intercity Train	Intercity Train	Intercity Train	Intercity Trai	Intercity Train	Intercity Train	Intercity Train	Train Station	Bus Stop	Intercity Train

									n						
	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route															
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route															
Dhaka â€“Rajshahi Route	Regularly (A	18-40	Male	20,000-50	Student	Intercity Bus	Intercity Bus	Intercity Bu	Intercit	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	tleastonceintwomonths)			,000 BDT	nt			s	y Bus							
Dhaka â€“Sylhet Route	Occasionally Regularly (Atleastonceintwomonths)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Train Station	Train Station	Intercity Bus	
Dhaka â€“Chittagong Route	Regularly (Atleastonceintwomonths)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	
Dhaka â€“Rajshahi Route	Regularly (Atleastonceintw	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus	

	o m on th s) Re gu lar y (A tle ast on ce in tw o								In t e rc it y						
Dhaka â€“Chitt agong Route	m on th s)	18 - 40	Ma le	<20, 000 BDT	Stu den t	Int erc ity Tra in	Int erc ity Bus	Inter city Bus s	Tr ain	Intercity Bus	Inte rcit y Bus	Inter city Trai n	Bus Stop	Bus Stop	Int erc ity Bus
	Re gu lar y (A tle ast on ce in tw o								In t e rc it y						
Dhaka â€“Chitt agong Route	m on th s)	18 - 40	Ma le	<20, 000 BDT	Stu den t	Int erc ity Tra in	Int erc ity Bus	Inter city Bus s	Tr ain	Intercity Bus	Inte rcit y Bus	Inter city Trai n	Bus Stop	Bus Stop	Int erc ity Bus
	Re gu lar y (A tle ast on ce in tw			20 ,0 00 - 50 ,0 00 BDT	Ot he rs / ho us	Int erc ity Bus	Int erc ity Bus	Inter city Bus s	In t e rc it y Tr ain	Intercity Train	Inte rcit y Bus	Inter city Bus	Bus Stop	Bus Stop	Int erc ity Bus

	o m on th s)				e w if e										
				20 ,0 00 - 50	B u s i n e s s			In t e rc it y							
	Oc	1	F	,0	Int		Inter	T							Int
Dhaka â€“Chitt agong Route	ca sio na lly	8 - 4 0	e m a l e	00 B D T	erc ity Bu s	Int erc ity Bus	cit y Bu s	r ai n	Intercit y Train	Inte rcit y Bus	Inter city Bus	Bus Stop	Bus Stop		erc ity Bu s
	Re gu lar y (A tle ast on ce in			20 ,0 00 -	S t u		Inter	In t e rc it y							
	tw	1		50	de	Int	cit	T		Inte	Inter				Int
Dhaka â€“Rajsh ahi Route	o m on th s)	8 - 4 0	M a l e	,0 00 B D T	nt Tra in	erc ity Tra in	y Tr ai n	r ai n	Intercit y Train	rcit y Trai n	city Trai n	Train Station	Train Station		erc ity Tr ain
					S e r v i c e			In t e rc it y							
	Oc	1		<2	h	Int	Inter	T		Inte	Inter				Int
Dhaka â€“Chitt agong Route	ca sio na lly	8 - 4 0	M a l e	0, 00 0 B D T	o l d e r	Int erc ity Bu s	cit y Tr ai n	r ai n	Intercit y Train	rcit y Bus	city Bus	Bus Stop	Bus Stop		erc ity Bu s
Dhaka â€“Khul na	Oc ca sio	1 8 -	M a l	20 ,0 00	S t u	Int erc ity	Int erc ity	In t e rc it	Intercit y Train	Inte rcit y	Inter city Bus	Bus Stop	Bus Stop		Int erc ity

Route	nally	40	e	-50,000 BDT	dent	Bus	Bus	y Train	rcity Train		Bus				Train
				20,000 - 50,000 BDT	Service holder			Intercity Train	Intercity Train						
Dhaka â€“Chittagong Route	Occasionally	18-40	Female			Intercity Train	Intercity Bus			Intercity Train	Intercity Bus	Intercity Bus	Train Station	Train Station	Intercity Train
Dhaka â€“Khulna Route	Occasionally	<18	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	18-40	Female	20,000 - 50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Rajshahi Route	Occasionally	<18	Female	20,000 - 50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bu	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

				DT 20,000-50,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train					
Dhaka–Khulna Route	Occasionally	18-40	Male								Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka–Rajshahi Route	Occasionally	18-40	Male		Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
				50,000-1,000,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Train					
Dhaka–Khulna Route	Occasionally	18-40	Male								Intercity Train	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka–Rajshahi Route	Regularly (Atleast once in two month)	18-40	Female	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	s) Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route															
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bu	Intercit	Intercity Train	Intercity Bus	Intercity Bus	Train Station	Bus Stop	Intercity Bus

				DT	nt			s	y Train Intercity Train						
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Sylhet Route	Occasionally	18-40	Male	<20,000 BDT	Student Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Chittagong Route	Occasionally	18-40	Female	<20,000 BDT	Student Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Bus Stop	Train Station	Intercity Train
Dhaka â€“Chittagong Route	Regularly (Atleast once in two m	18-40	Male	<20,000 BDT	Student Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	onths) Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student Service holder	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Train	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Service holder	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Sylhet Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Service holder	Intercity Bus	Intercity Train	Intercity Train	Intercity Train	Intercity Bus	Intercity Train	Train Station	Bus Stop	Bus Stop	Intercity Train

Dhaka â€“Chittagong Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Train
Dhaka â€“Rajshahi Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally Regularly (Atleast once in two months)	18-40	Male	<20,000 BDT	Student	Intercity Train	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus

	onths)															
Dhaka â€“Rajshahi Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Bus	Intercity Bus		Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Occasionally	18-40	Male	<20,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus
Dhaka â€“Chittagong Route	Regularly (Atleast once in two months)	18-40	Male	20,000-50,000 BDT	Student	Intercity Bus	Intercity Bus	Intercity Train	Intercity Train	Intercity Bus	Intercity Bus	Intercity Bus	Intercity Bus	Bus Stop	Bus Stop	Intercity Bus