



Transportation of DIU

Submitted by

Md. Abdur Razzak

191-35-2672

Department of Software Engineering

Daffodil International University

Supervised by

Md. Shohel Arman

Assistant Professor

Department of Software Engineering

Daffodil International University



This Project report has been submitted in fulfillment of the requirements for the Degree of
Bachelor of Science in Software Engineering

APPROVAL

This thesis titled on “**Transportation of DIU**”, submitted by **Md. Abdur Razzak (ID: 191-35-2672)** to the Department of Software Engineering, Daffodil International University has been accepted as satisfactory for the partial fulfillment of the requirements for the degree of Bachelor of Science in Software Engineering and approval as to its style and contents.

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DECLARATION

This statement confirms that Md. Abdur Razzak completed this research while working under the direction of Mr. Md. Shohel Arman, Associate professor in the department of software engineering at Daffodil International University. Additionally, it states that neither this project nor any component of it has been submitted to another institution for the award of a degree.



Student Name: Md. Abdur Razzak

Student ID: 191-35-2672

Batch: 28th

Department of Software Engineering
Faculty of Science & Information Technology
Daffodil International University

Certified By:



Mr. Md. Shohel Arman

Assistant Professor,

Department of Software Engineering
Faculty of Science & Information Technology
Daffodil International University

ACKNOWLEDGEMENT

There are races present in this always at war cosmos, and those who are struggling will eventually succeed. Projects are an evolution of speculative and practical working. I joined this particular task with this willingness. In any case, I should give praise to the supreme force, the all-powerful Allah, who unmistakably guided me toward leading a moral life. His brilliance was necessary for this event to become a reality. My family, whom I am fundamentally obligated to raise with adoration and support up to this point, is close to him.

I feel obligated to discuss the incredible opportunity to transfer to Daffodil International University. I sincerely appreciate your kind words, Dr. Imran Mahmud, Head and Associate Professor of the Department of Software Engineering. Each of the wonderful teachers who have shown me in such a delightful and practical manner has been overwhelmed with gratitude. I'm appreciative that they could join me.

I am incredibly grateful to Daffodil International University for their leadership and Mr. Md. Shohel Arman's surprise oversight, as well as for providing important information about the assignment and helping me do the task.

I appreciate the outstanding help I received from my topic staff members, lab specialists, and non-exhibiting staff members during my project.

Finally, I must express my gratitude to my gathering companion, a member of DIU, for their careful co-development and comfort, both of which assisted me in finishing this task.

I must respectfully recognize the consistent support and patience of our parents.

Md. Abdur Razzak

ABSTRACT

In the hectic world of today, time is valuable. "Transport Guidance For DIU" can help you avoid wasting time by avoiding long bus waits. Here, a solution based on the combination of GPS and a GSM/GPRS modem is explained in order to assist those who commute by public transit. The location of the closest buses as they approach the stop is currently disclosed to the student. Based on this, the user can modify his plans and avoid spending a lengthy time waiting for the bus. Additionally, by warning the driver and passengers, the device will unquestionably prevent accidents caused by excessive speed. Every time the car exceeds a speed limit, the information is also stored for future use. The bus has a next stop indication mounted for the convenience of the passengers. Additionally, a project called "Transport Guidance for DIU" is being developed to make the current bus transportation system more paperless and digital. Due to the system's simplicity of use and user-friendliness, business will be simplified. The productivity will rise as a result of its use. The primary goal of this is to provide consignor and consignee with transportation services. As a result of computerization, billing, consolidated payments, the creation of reports, etc., will be permanently preserved and readily accessible in the future. As a result, there will be less work to do in the office, which will free up more time for other useful activities. The business's potential and security both grow. "Transport Guidance For DIU" is intended to handle the booking and upkeep of expanding bus transportation. Proper management and analysis can be done. Currently, bus passengers typically need to know information about their reservation status, the validity of their tickets for a specific bus and destination, the time the bus will arrive and depart, any stops it will make along the way, and other things. Such inquiries cannot be answered during busy hours by the student information centers at the bus stops. Additionally, there are currently no customer call center facilities available. Booking tickets in rural locations is far more challenging because residents must travel great distances to the city, where the majority of reservation offices, bookings, and payments are made. Despite being computerized, a system's productivity and usefulness cannot be measured by the amount of data that is generated and stored as a result of its deployment.

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CHAPTER-01

INTRODUCTION

1.1 PROJECT OVERVIEW

The key project "Transport Guidance For DIU" is web-based software that runs on a centralized system. This system was created to overcome the issues that were with the practicing manual system. The challenges this current system has are reduced, if not entirely, by this software support. This System is an application created to manage transportation tasks quickly and keep the transportation agency informed of vehicle information. Transporting commodities between cities is the responsibility of a transport agency. Each and every truck or other type of transport vehicle that they have in their transportation company must be monitored. To run the transportation business, they must keep a record of each and every vehicle's transport journey. Users of the Transport Guidance System can also keep track of the services their clients have used. Every travel made by any transport vehicle is documented by a transport management business. A transport agency also keeps track of the costs associated with a particular voyage on a given day. By calculating the overall cost of a transport vehicle and keeping track of client dues, our transport management system automates this procedure. The technology can be used by the transportation agency to keep records or document expenditures.

1.2.1 BACKGROUND

Users of this software will be able to solve a variety of issues. No one will be in a hurry to purchase tickets. The bus's current location is available to students. Bus drivers shouldn't be bullied into checking tickets. Anyone may readily check the bus schedule. The authorities won't have any issues figuring out bus fares. And Supper Admin can control the entire system with ease. He can also build a route that allows pupils to demonstrate how they traveled to the uni



Figure 01: Project Background

1.2.2 BENEFITS & BENEFICIARIES

This system would be helpful for online learners who are searching for an easy-to-use system. I am mentioning some features below:

- This system helps to purchasing ticket
- This system helps to save our staff Time
- Modern approach to maintain system
- Keeping track bus locations
- Best User service
- Ease Of use secure payment
- Student can give feedback

1.2.3 GOALS

- To increase the economic viability of transportation for consumer users;
- To increase the viability of transportation for consumer users;
- To have positive broader economic effects

1.3 Project Objective

The main purpose of the Diu Transport system is Manages the all information about transported , Such as

- The Objective Of the Transport Systems is To increase the point of Student choice
- Create dynamic system to purchase ticket
- Promoting a bus service or bus Schedule in online
- Efficiency Purchase Ticket in Online
- Reduce Time in used purchasing ticket
- Providing Transport support and Student service
- providing current bus location
- Valid Ticket use QR Code for checking

1.4 STAKEHOLDERS

a user—someone not a developer—who is actively participating in this system. Project stakeholders are "a person, group, or organization will be impacted or affected by in a decision, activity, or outcome of the project," according to project management.

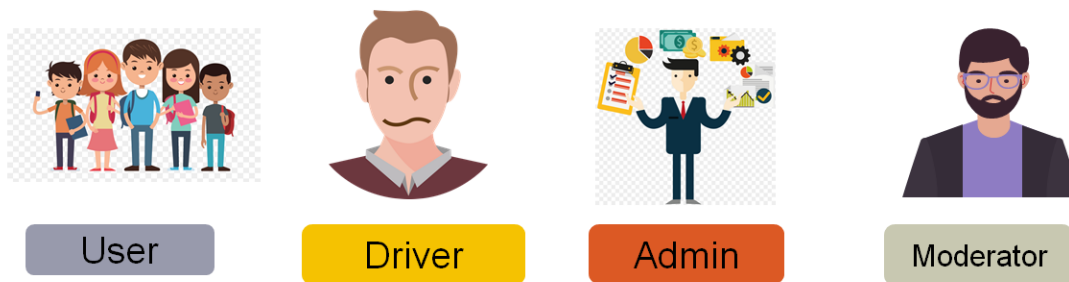


Figure 02: Stakeholder

1.5 PROPOSED SYSTEM MODEL

Instead of top-down administration and adhering to a predetermined plan, the strategy places a higher priority on speedy delivery, flexibility, and cooperation. Agile approaches involve continuous feedback, giving team members the chance to adapt to problems as they appear and stakeholders the chance to communicate consistently.

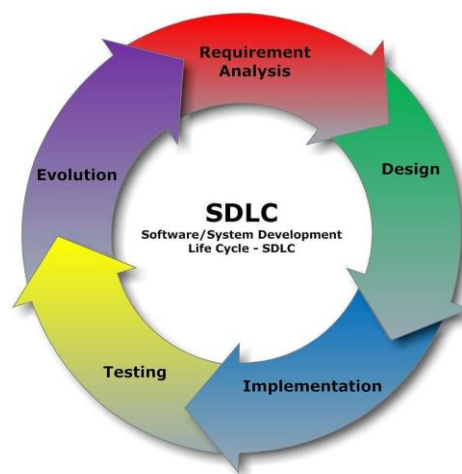


Figure 03: SDLC

1.6 PROJECT PLANNING

1.6.1 Gantt Chart

A production time control tool is the Gantt chart. It was still up to me to finish the duties I was given within the allotted time. It is primarily used for software development. For my project, I have built a Gantt chart.

Month	1	2	3	4	5	6
Project Proposal						
Planning						
Designing						
Coding						
Testing						
Delivery						

Figure 04: Gantt Chart

CHAPTER-02

SOFTWARE REQUIREMENTS SPECIFICATION

2.1. Performance Requirements

Performance requirements specify how well a software system performs specific tasks under particular circumstances.

- Within one second, data in the database should be updated.
- A query should return results in under two seconds.
- The UI design ought to load in 7 seconds or less.
- Validation errors need to appear in under a second ta should update in database within 1 second.

2.1.2. Precision or Accuracy Requirements

- After login, the index should show the accurate data for the specific user.
- The registration form should provide accurate data to store in database.
- The user should get accurate data, which is assigned, to them.

2.1.3. Dimensional Requirements

- The number of registered users cannot exceed 1,000,000.
- No more than 1000 users ought to be logged in at once.

2.2. Functional Requirements (FR):

Functional requirements referred to a necessary function that the system must have. It outlines the duties that software must carry out. The expected behavior of the system is captured by the functional software requirements. This behavior can be expressed in writing as a system's needed functions, services, activities, or other actions. I will now highlight certain functional needs related to this project.

2.2.1 Registration

FR-01	Registration
Description	Student registration should be required in order to access the system.
Stakeholders	Student

2.2.2 Login/Logout

FR-02	Login/Logout
Description	Use of this program should also be subject to logging in and out.
Stakeholders	Student , Admin

2.2.3 Update Profile

FR-03	Update Profile
Description	Registration should be required for administrators and students to log in to the system.
Stakeholders	Student

2.2.3 Add Bus Schedule

FR-03	Add Bus Schedule
Description	Admin can easily add bus schedule after completed authentication.
Stakeholders	Admin

2.2.4 Remove Bus Schedule

FR-04	Remove Bus Schedule
Description	Admin can easily a remove bus schedule after completed authentication.
Stakeholders	Admin

2.1.6 View Route

FR-06	View Route
Description	User can check bus route in this system
Stakeholders	Student, Admin

2.2.8 Purchase Ticket

FR-08	Purchase Ticket
Description	Students can follow some step to purchase ticket easily.
Stakeholders	Student

2.2.9 View Payment History

FR-09	View Payment History
Description	Student And Admin can easily check payment history.
Stakeholders	Student, Admin

2.2.10 Bus Driver

FR-10	Bus Driver
Description	Admin can added bus driver in every buses
Stakeholders	Admin

2.2.11 Moderator

FR-11	Moderator
Description	Admin can added moderator in every buses
Stakeholders	Admin

2.2.12 View Bus Location

FR-012	View Bus Location
Description	Student and Admin can check current bus location
Stakeholders	Student, Admin

2.2.12 Student Feedback

FR-13	Student Feedback
Description	Student can give personal opinion in this system
Stakeholders	Student, Admin

2.3. Non-Functional Requirement (NFR)

2.3.1 Performance

NFR 1	The system will offer all services flawlessly.
Description	It must be quicker when a user searches for a certain product and the result shows up.
Stakeholders	Student

2.3.2 Usability

NFR 2	All users will be accustomed to the system quickly.
Description	When user participate to perform a particular function and then this system will very used to and must be faster.
Stakeholders	Student

2.3.3 Security

NFR 3	The database needs to be protected and use specific cryptographic methods.
Description	As little encryption as possible should be used on all data in order to protect it from both external and internal threats.
Stakeholders	Admin

2.3.4 Maintainability

NFR 4	The administrator will be able to restore the default settings for all choices and all stored profiles.
Description	In these, the administrator may easily maintain every profile in a certain area and change every bit of data using specified actions like edit and remove.
Stakeholders	Admin

2.3.5 Capacity

NFR 5	The system can record up to 10,000 profiles.
Description	The database will be used to hold the Transport Guidance System information.
Stakeholders	Admin

2.3.6 Availability

NFR6	The System must function continuously.
Description	The admin should have access to this system around-the-clock.
Stakeholders	Admin

CHAPTER-03

ASSESSMENT OF SYSTEMS AND DESIGN SPECIFICATION

3.1 USE CASE DIAGRAM

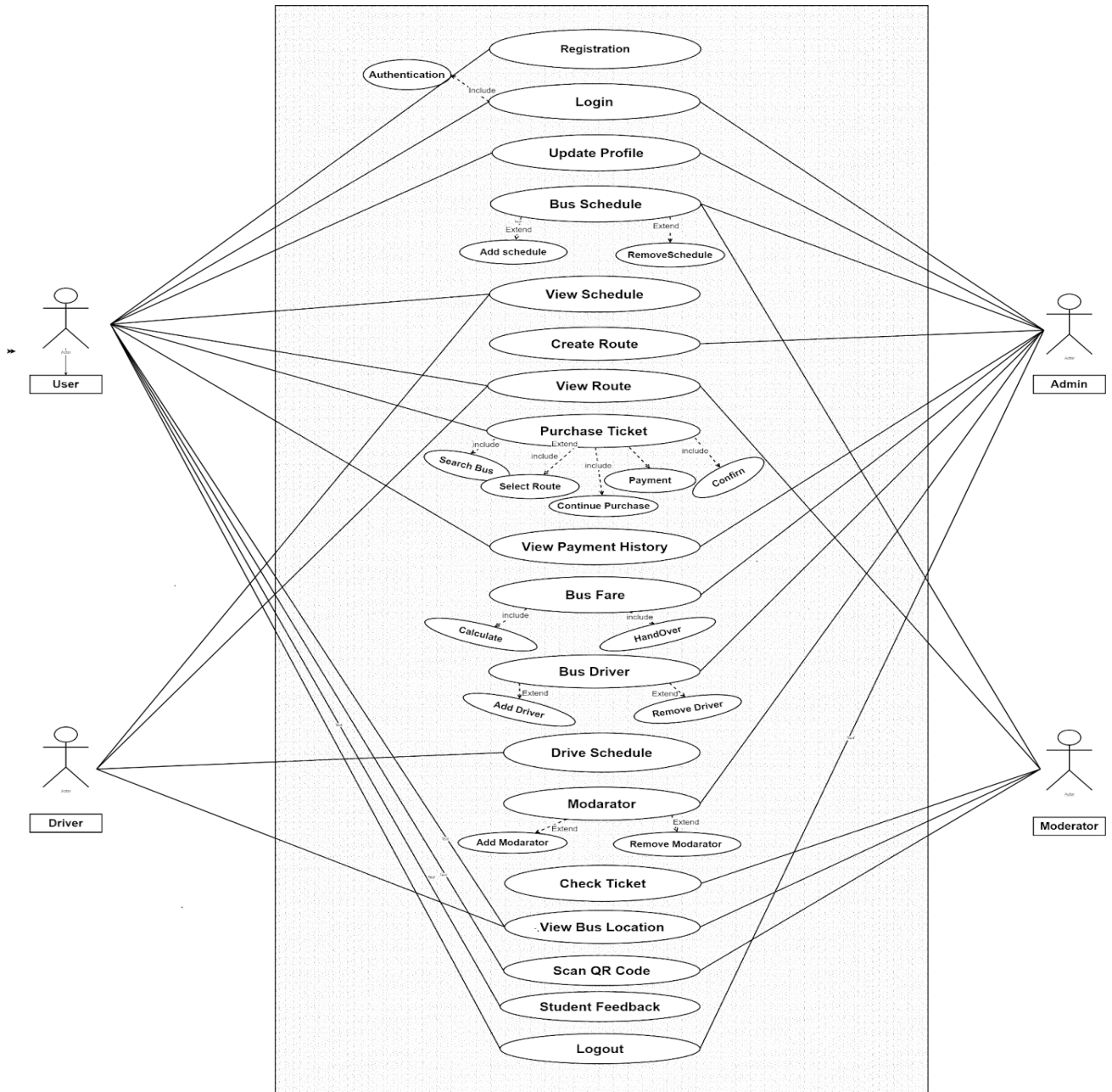
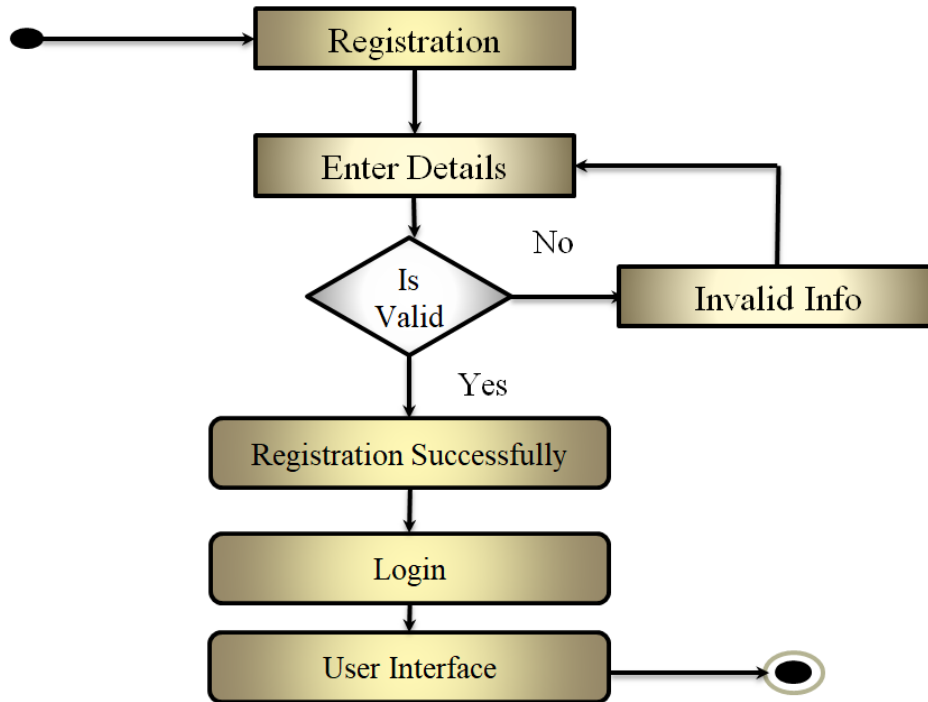


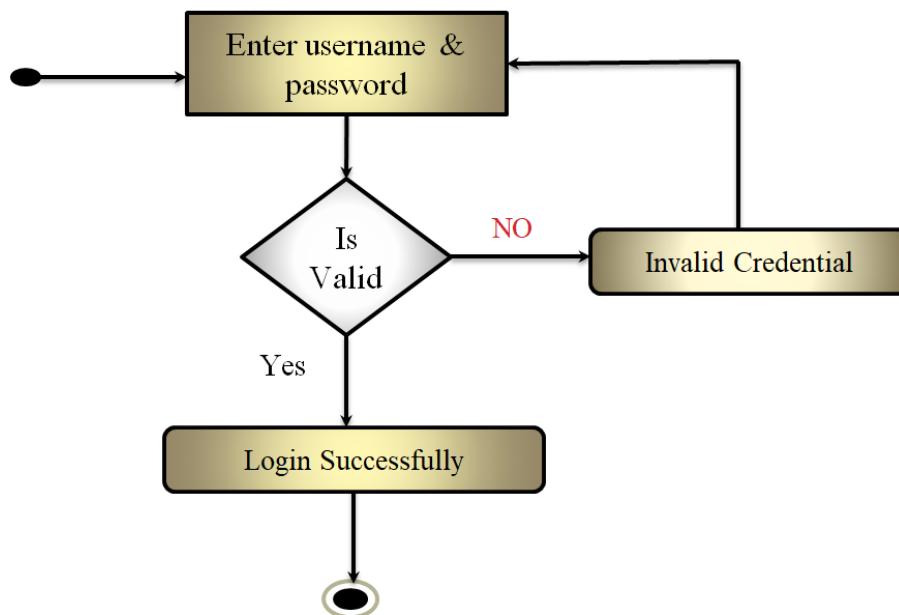
Figure 06 : Use Case Diagram

3.2 ACTIVITY DIAGRAM

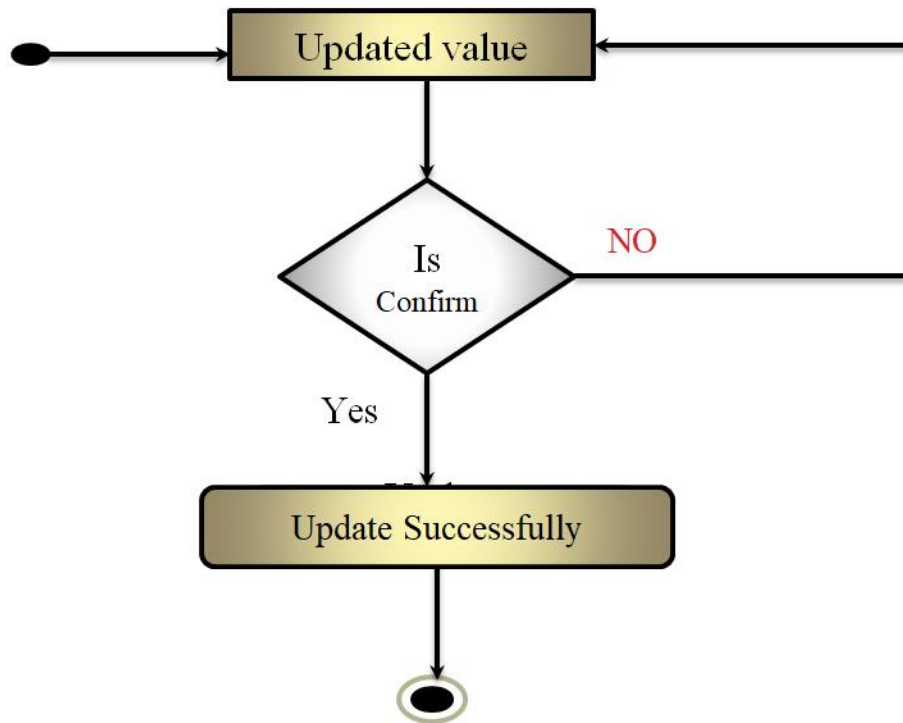
3.2.1 REGISTRATION



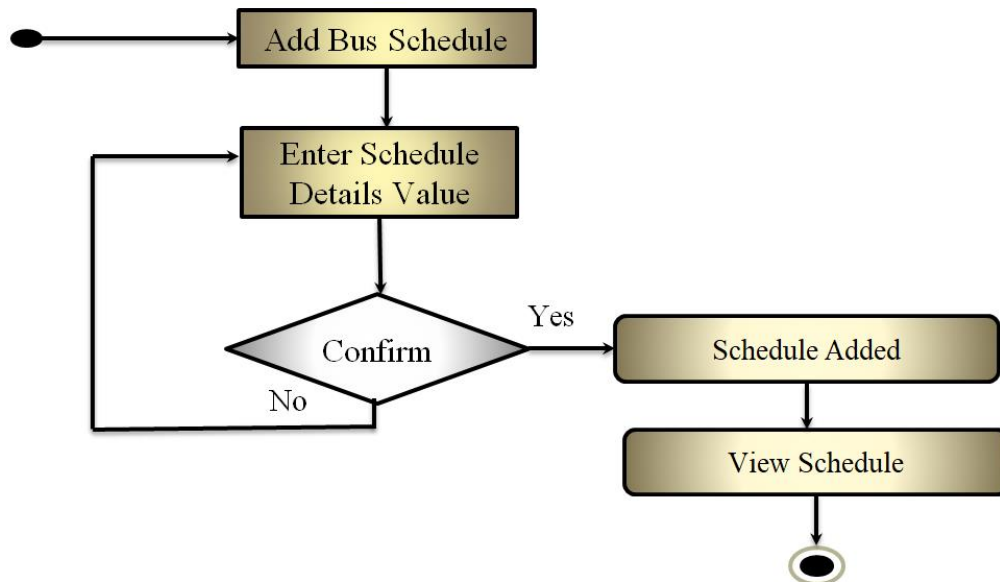
3.2.2 LOGIN



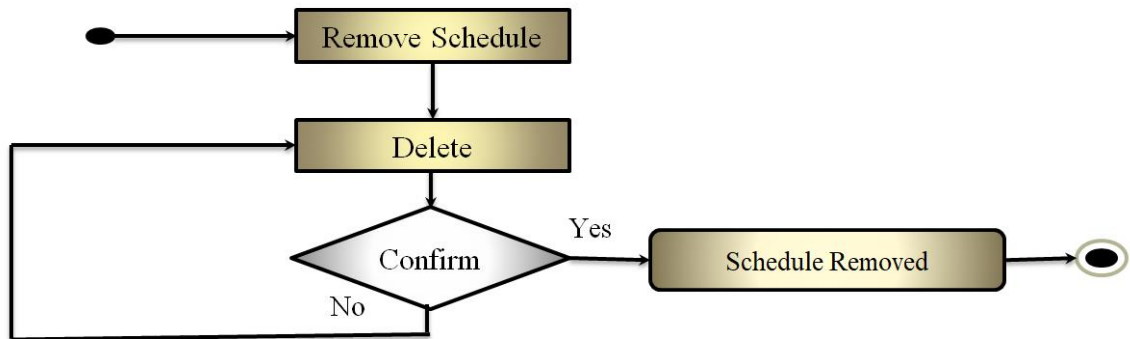
3.2.3 UPDATE PROFILE



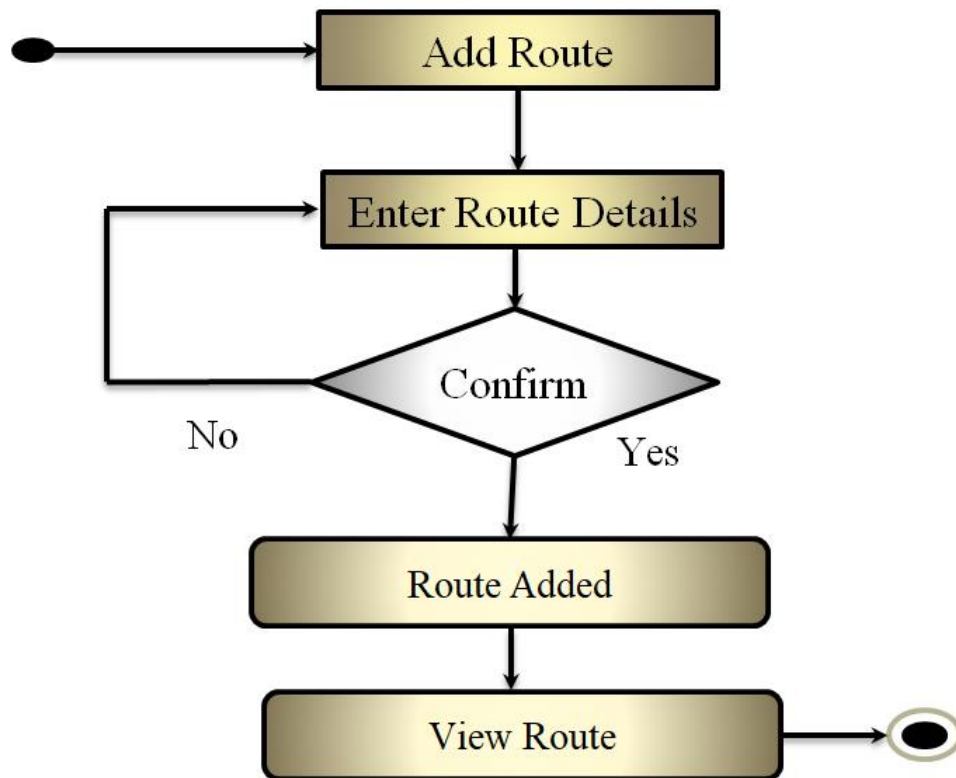
3.2.4 ADD BUS SCHEDULE



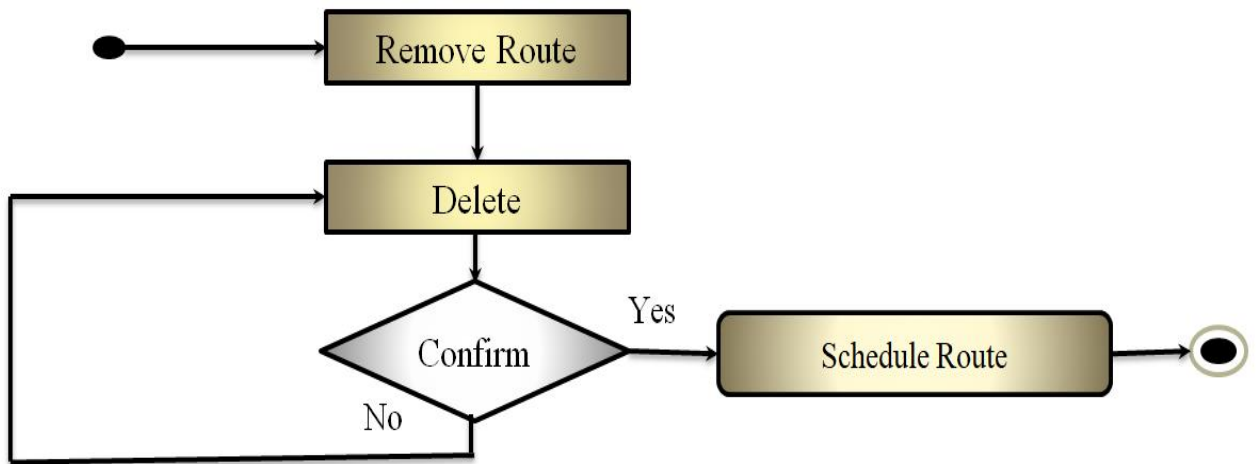
3.2.5 REMOVE SCHEDULE



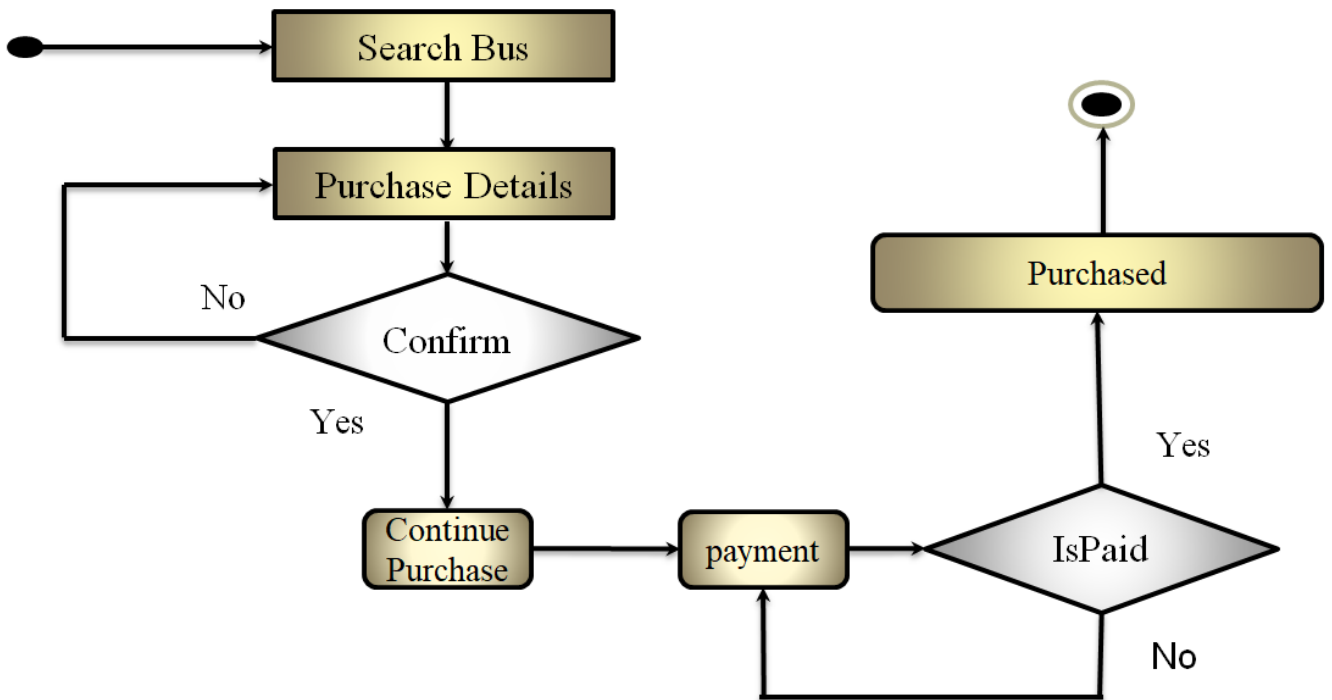
3.2.6 ADD ROUTE



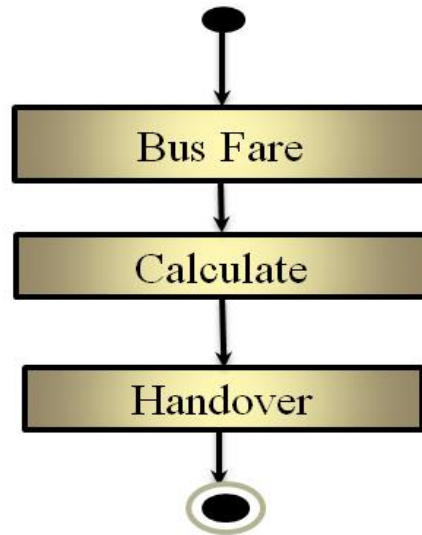
3.2.7 REMOVE ROUTE



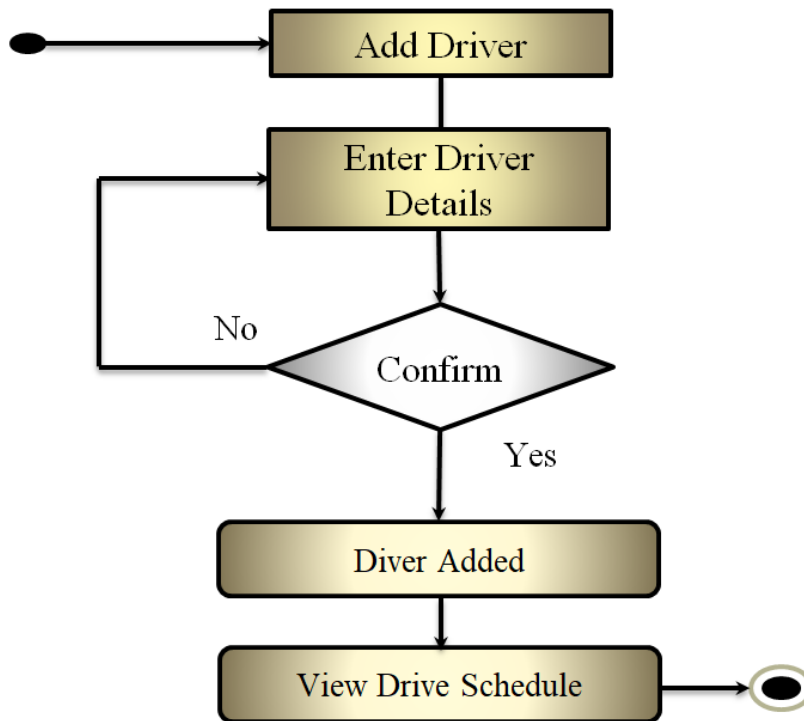
3.2.8 PURCHAS TICKET



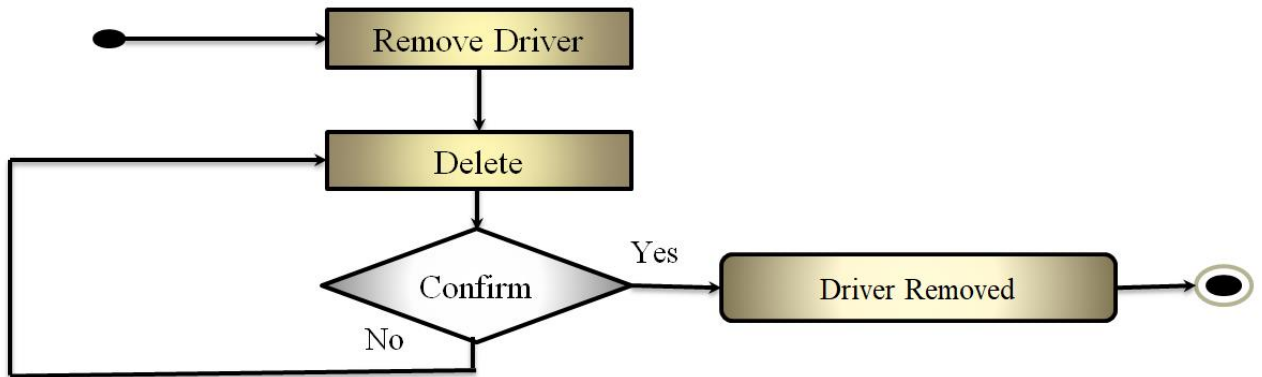
3.2.9 BUS FARE



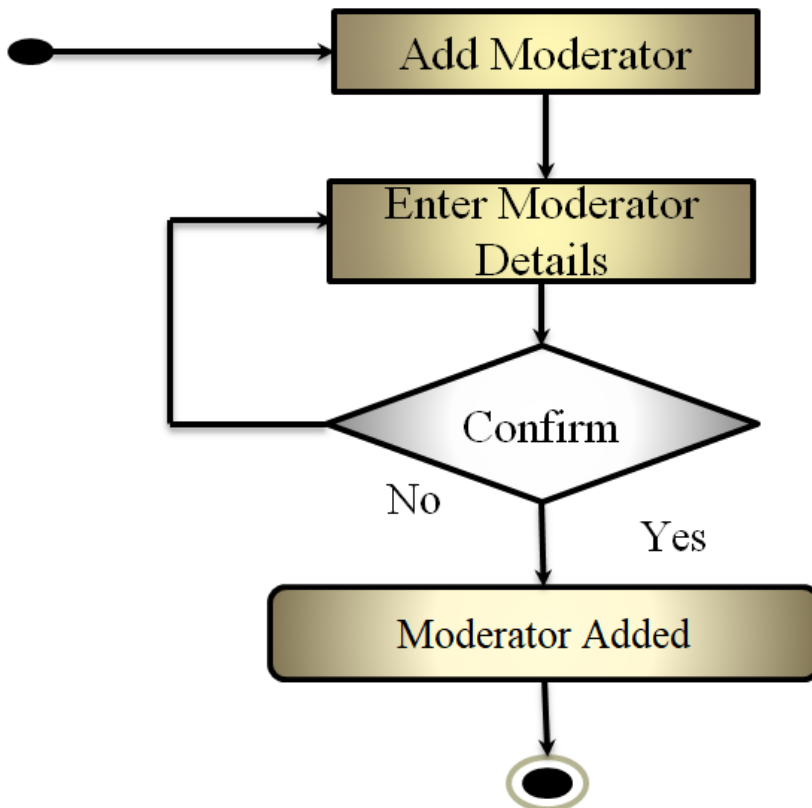
3.2.10 ADD DRIVER



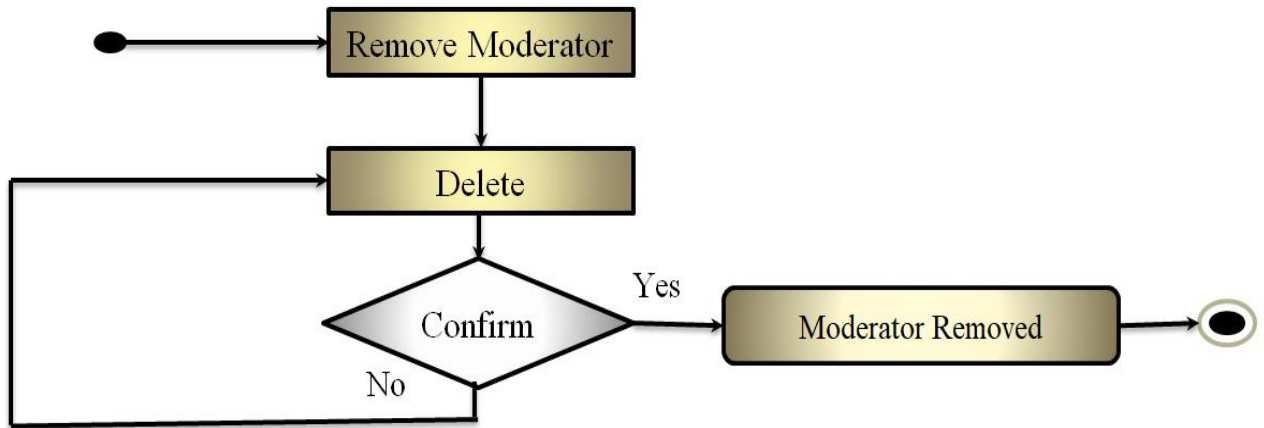
3.2.11 REMOVE DRIVER



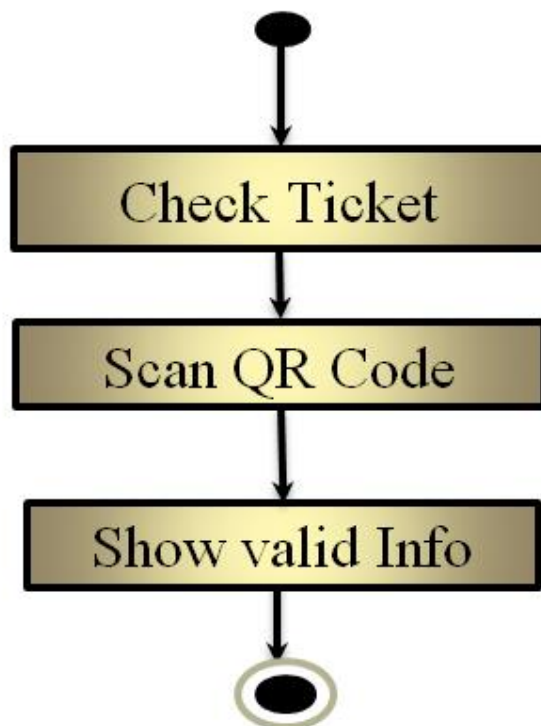
3.2.12 ADD MODERATOR



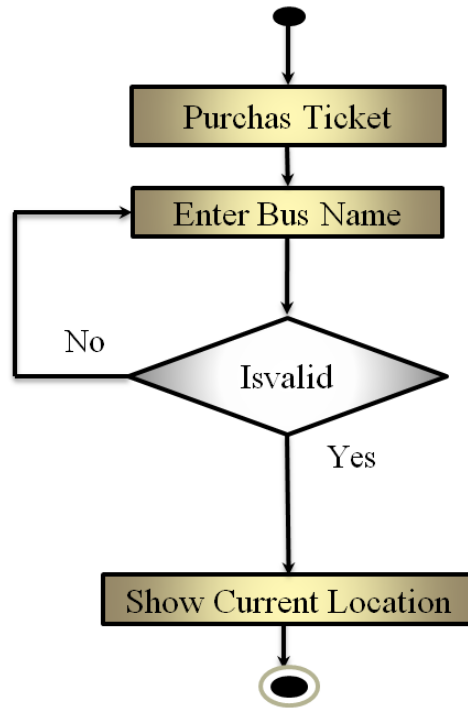
3.2.13 REMOVE MODERATOR



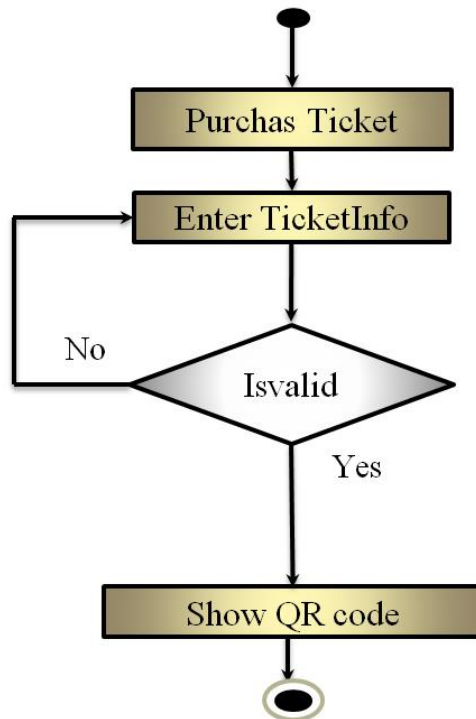
3.2.14 CHECK TICKET



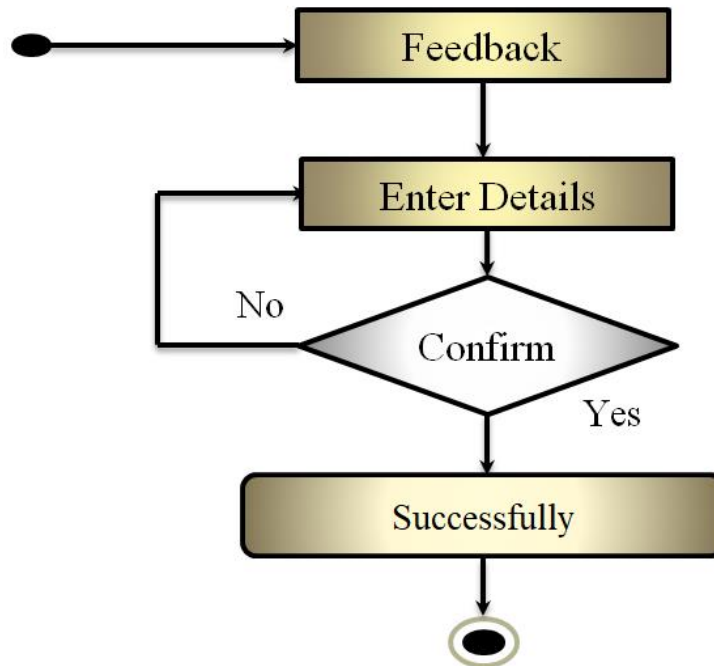
3.2.15 VIEW BUS LOCATION



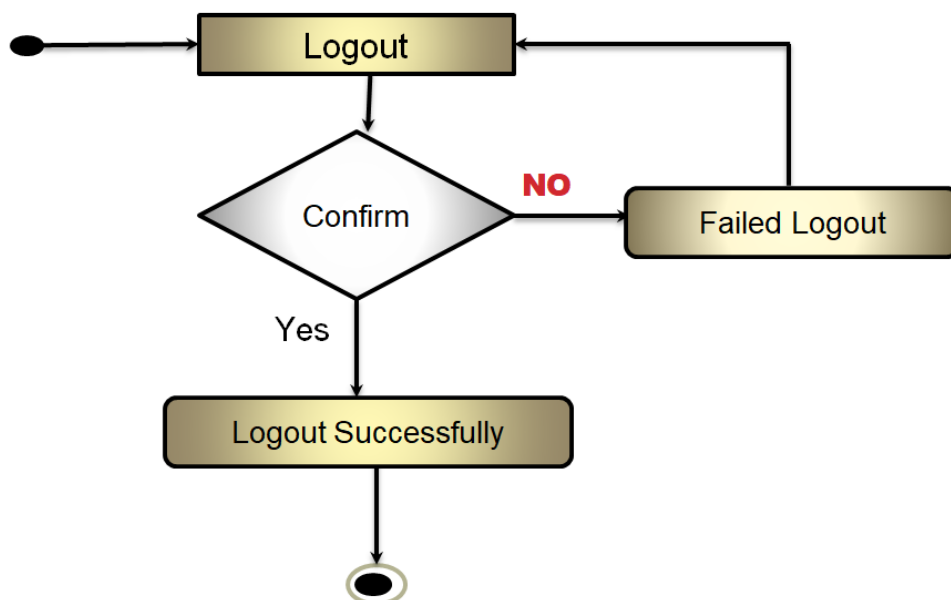
3.2.16 QR CODE



3.2.17 STUDENT FEEDBACK

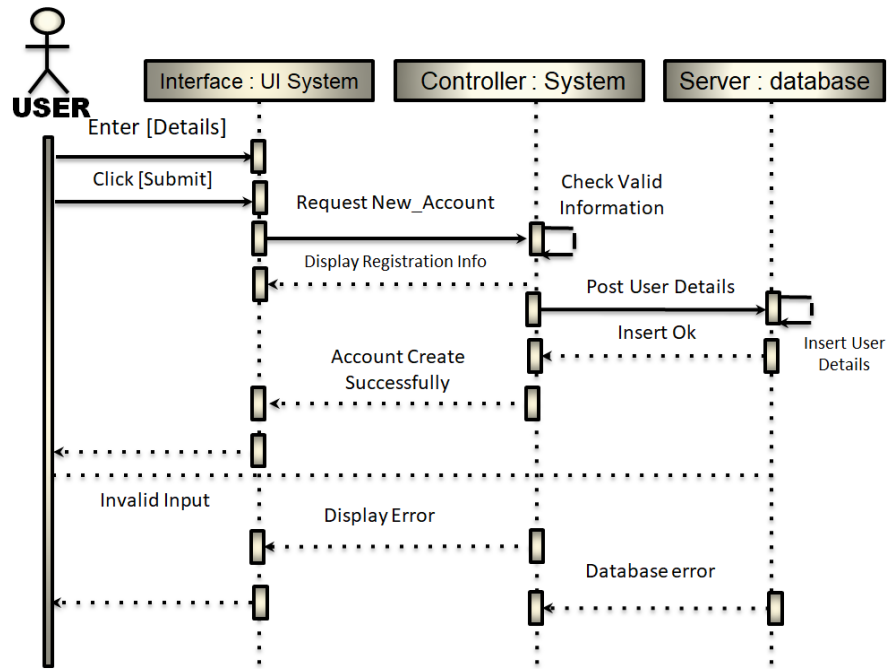


3.2.18 LOGOUT

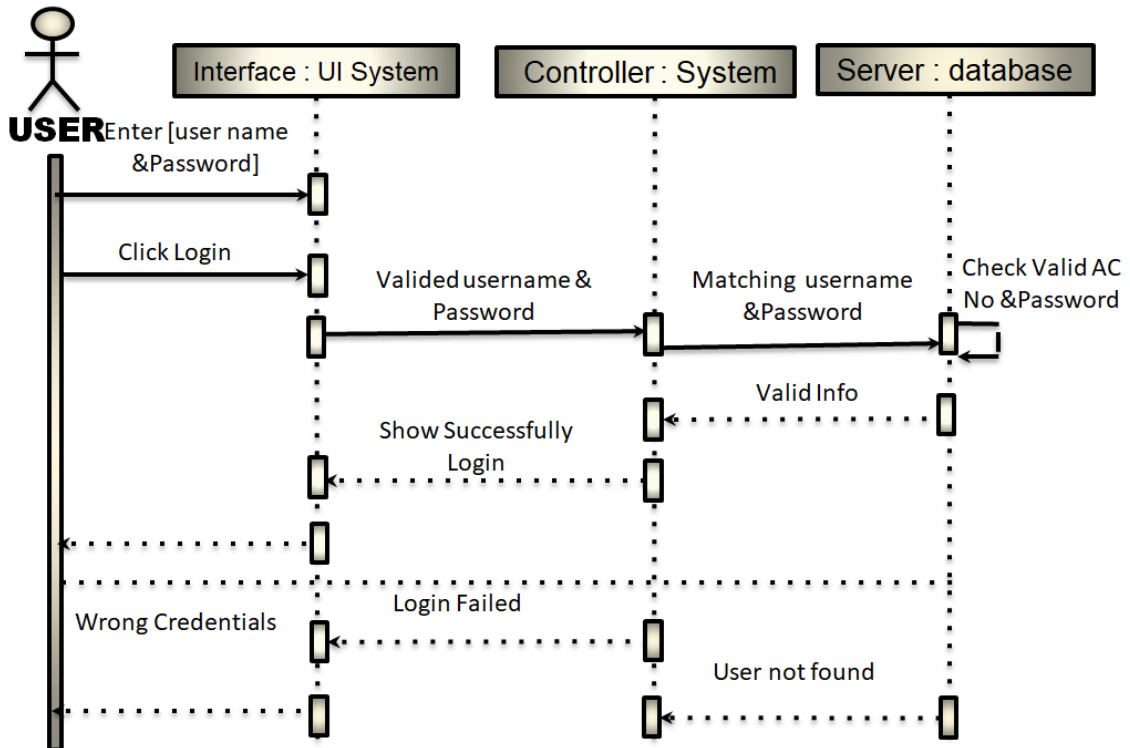


3.3 SEQUENCE DIAGRAM

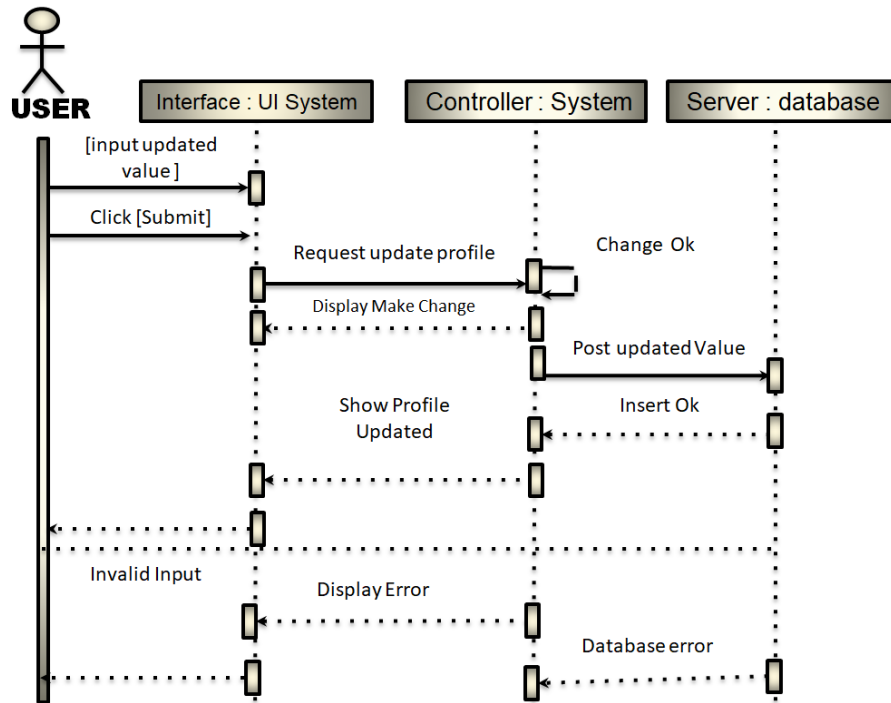
3.3.1 REGISTRATION



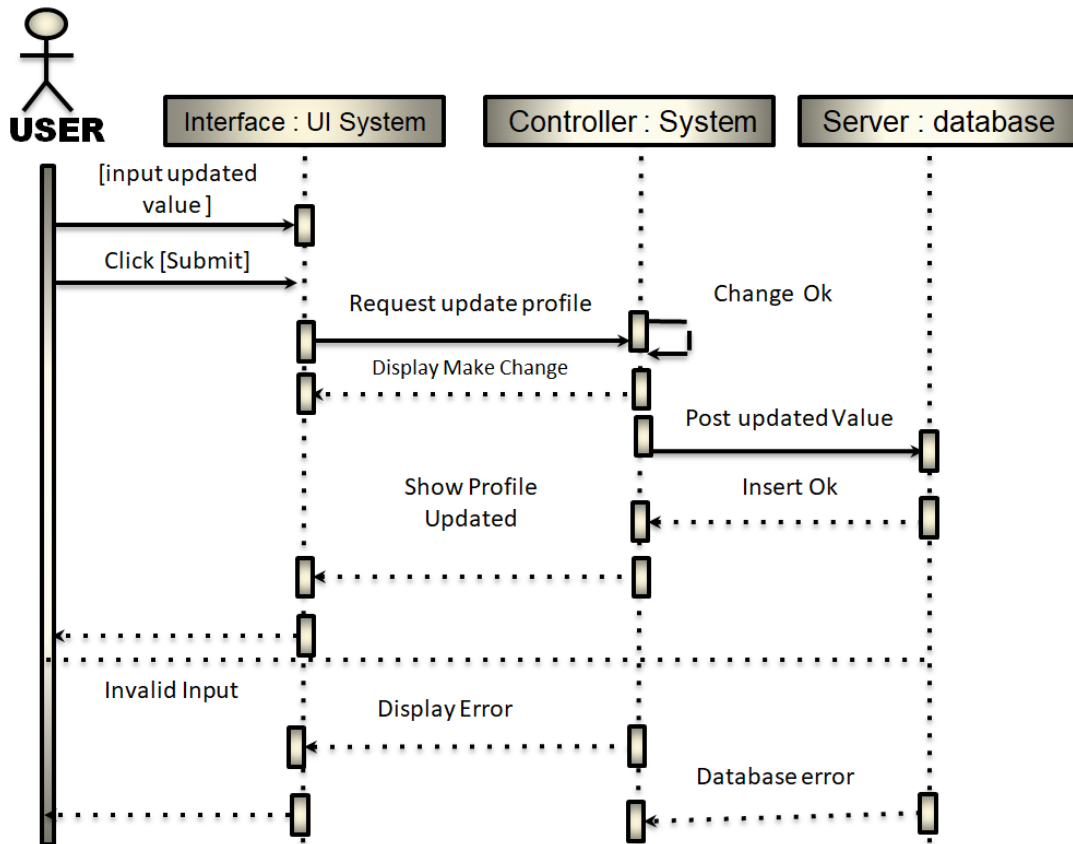
3.3.2 LOGIN



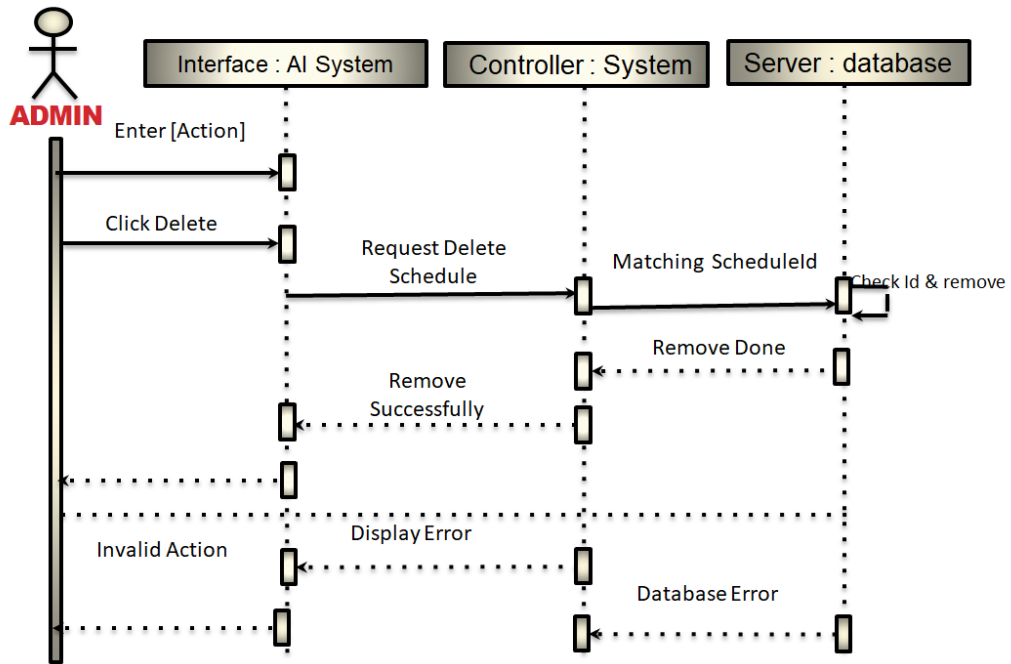
3.3.3 UPDATE PROFILE



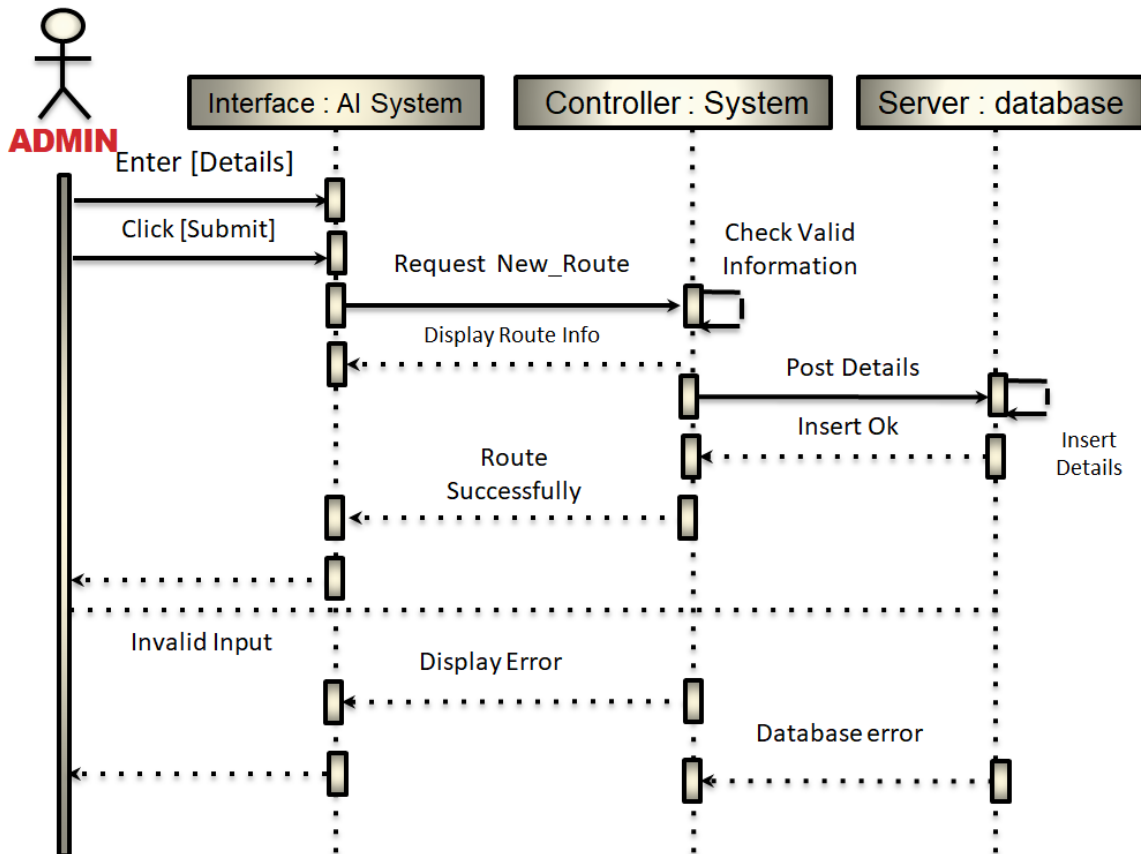
3.3.4 ADD BUS SCHEDULE



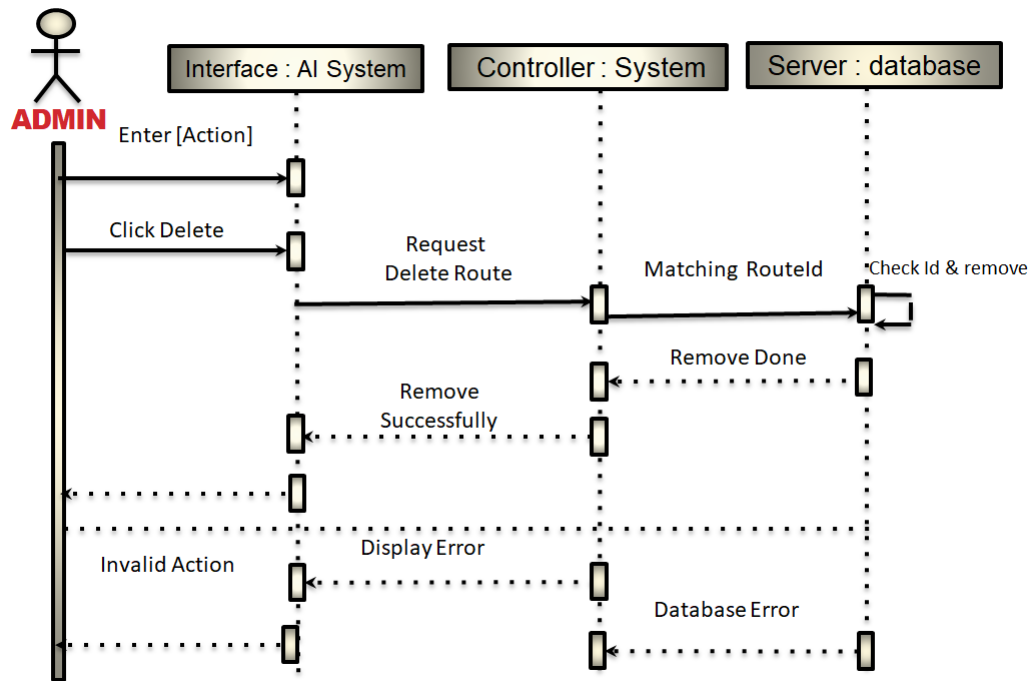
3.3.5 REMOVE SCHEDULE



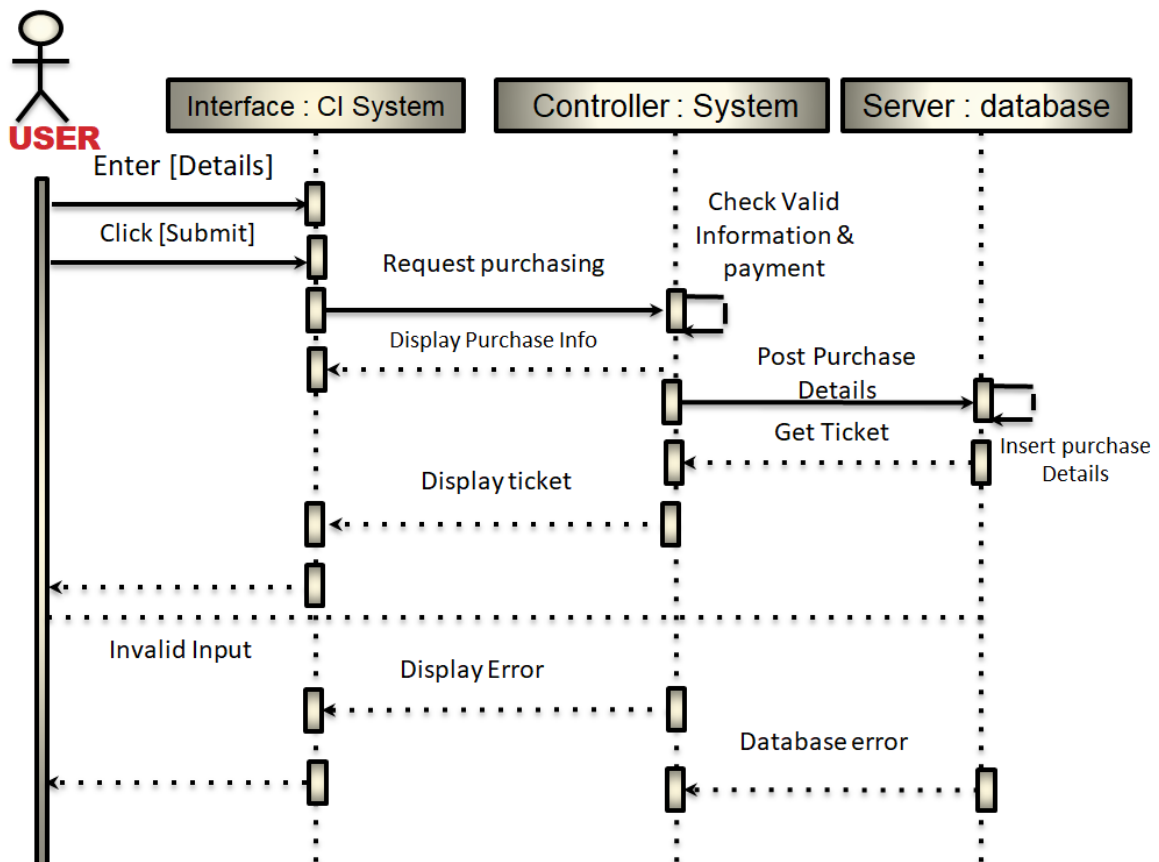
3.3.6 ADD ROUTE



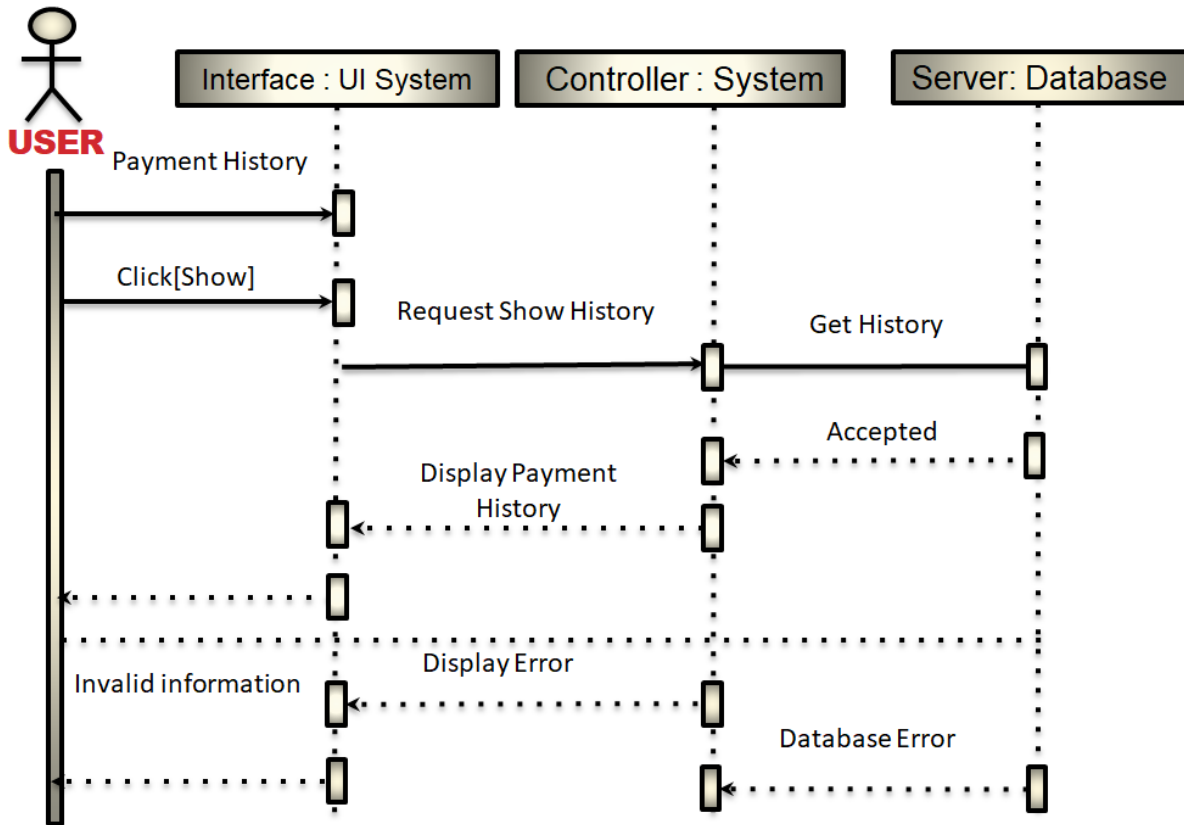
3.3.7 REMOVE ROUTE



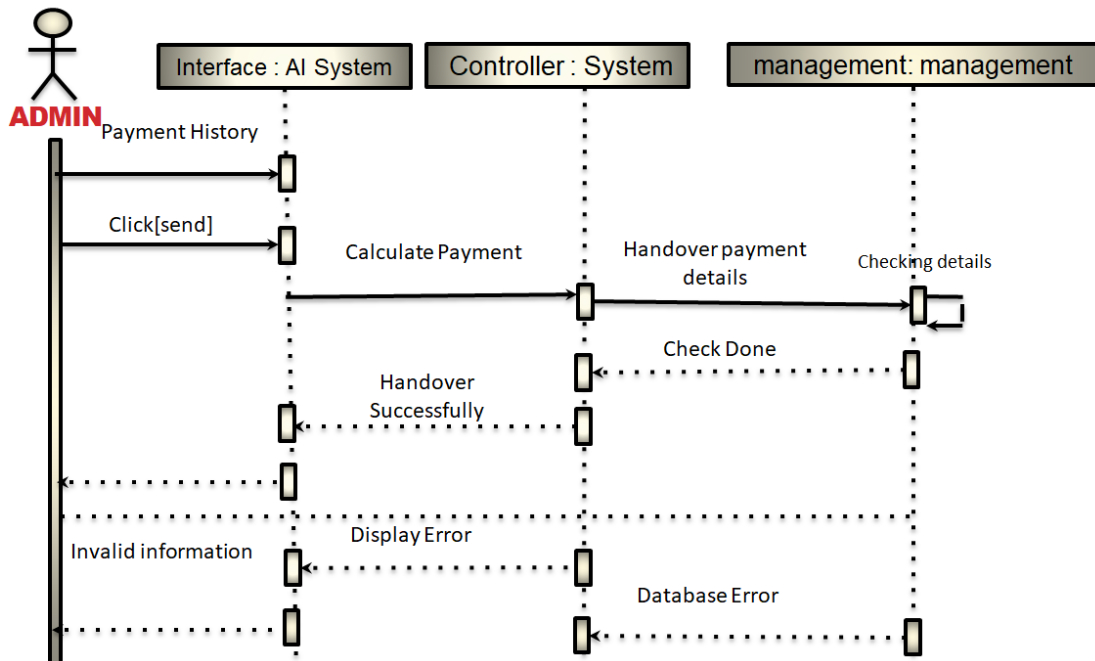
3.3.8 PURCHASE TICKET



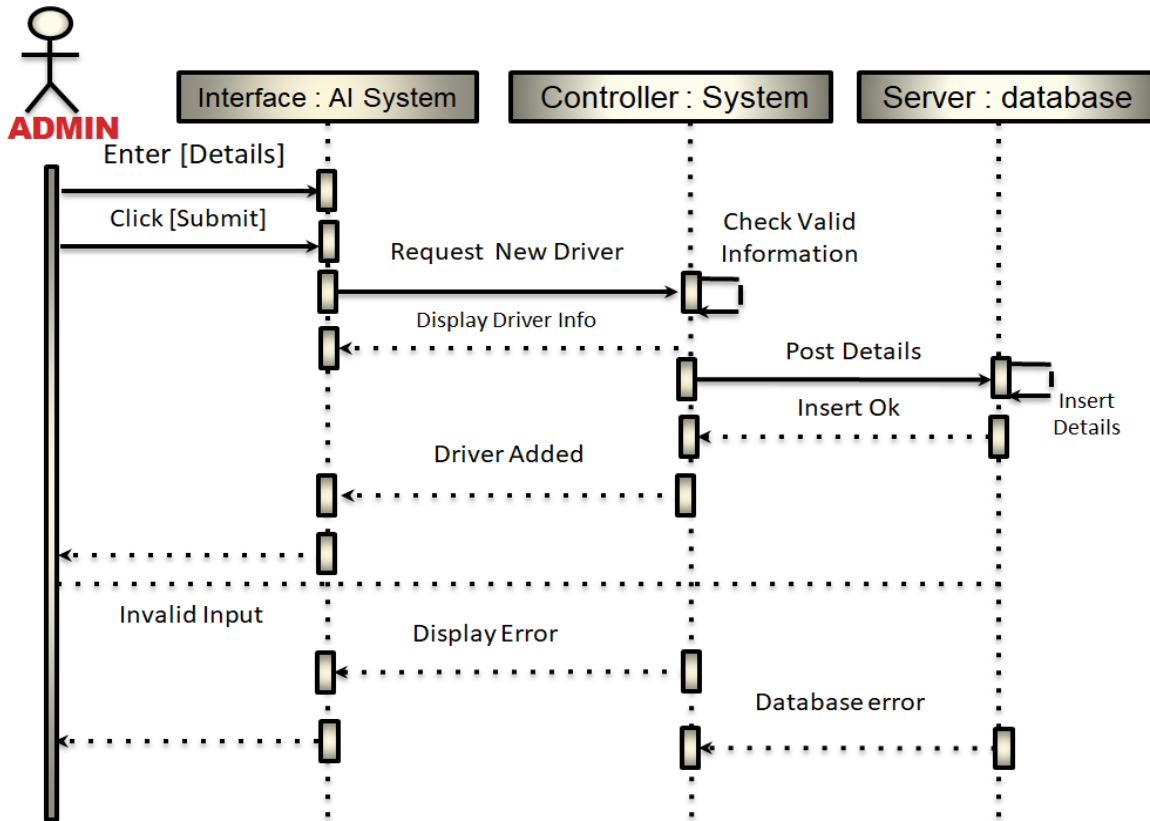
3.3.9 PAYMENT HISTORY



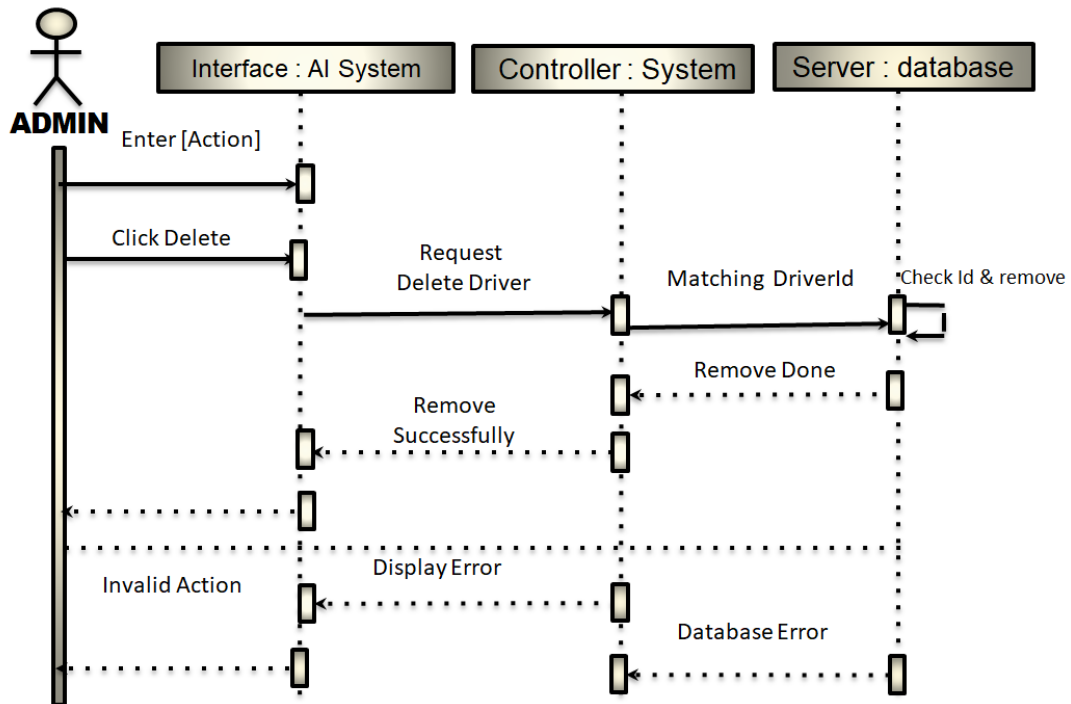
3.3.10 BUS FARE



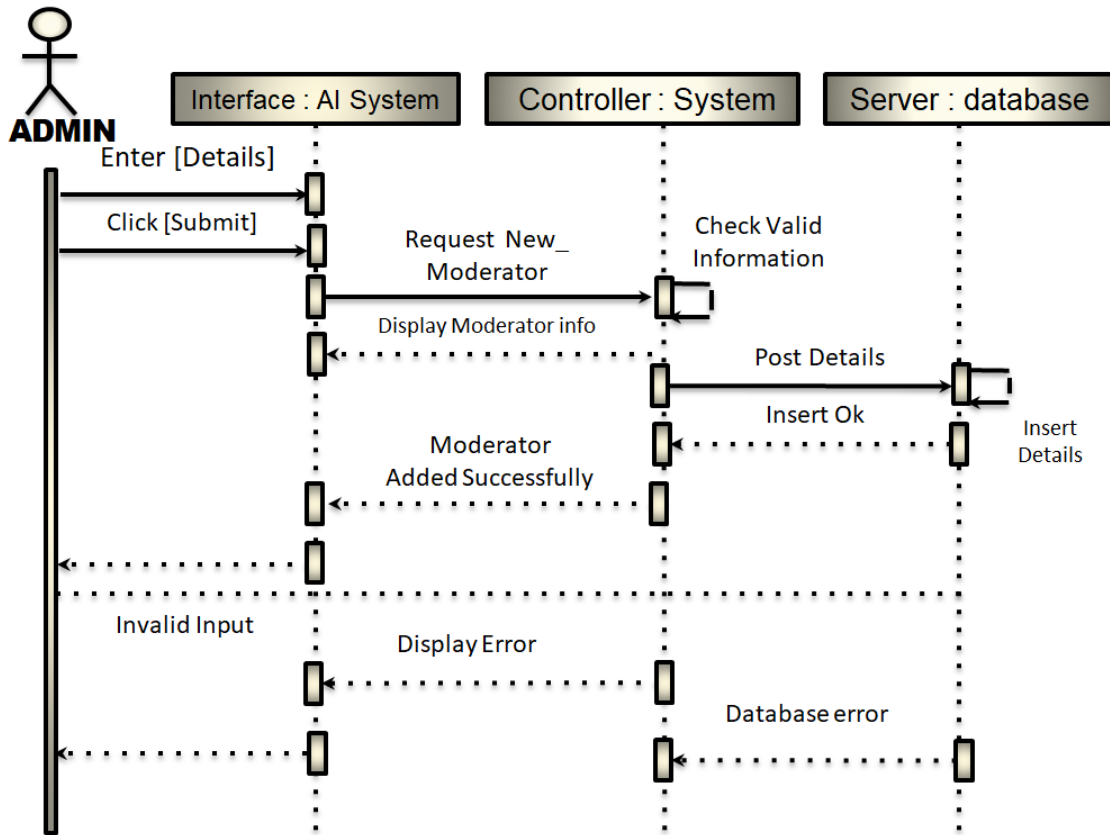
3.3.11 ADD DRIVER



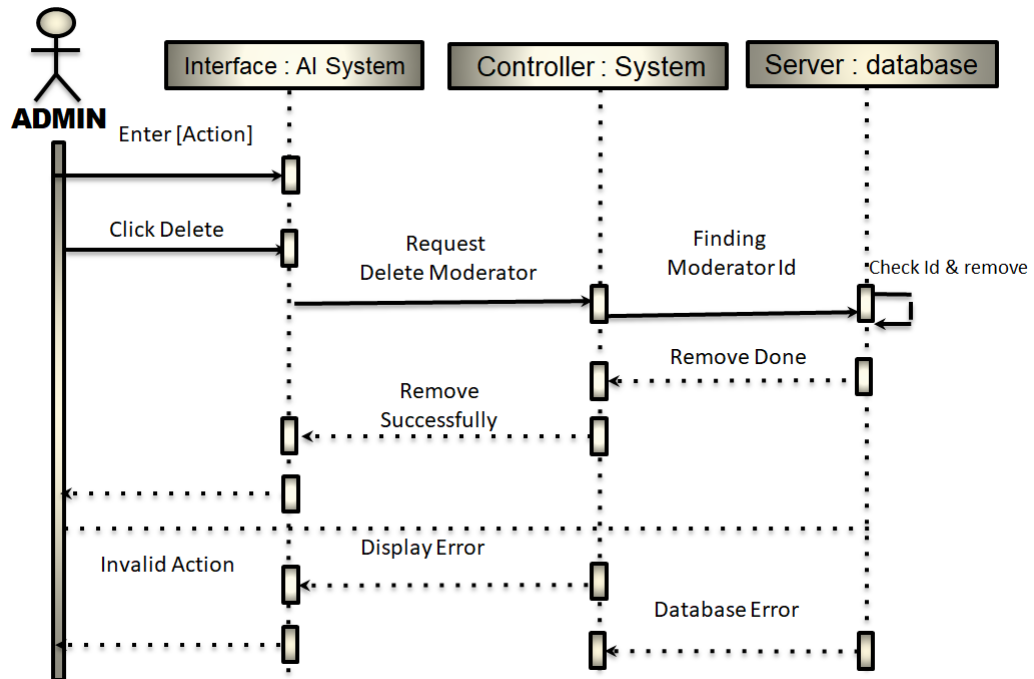
3.3.12 REMOVE DRIVER



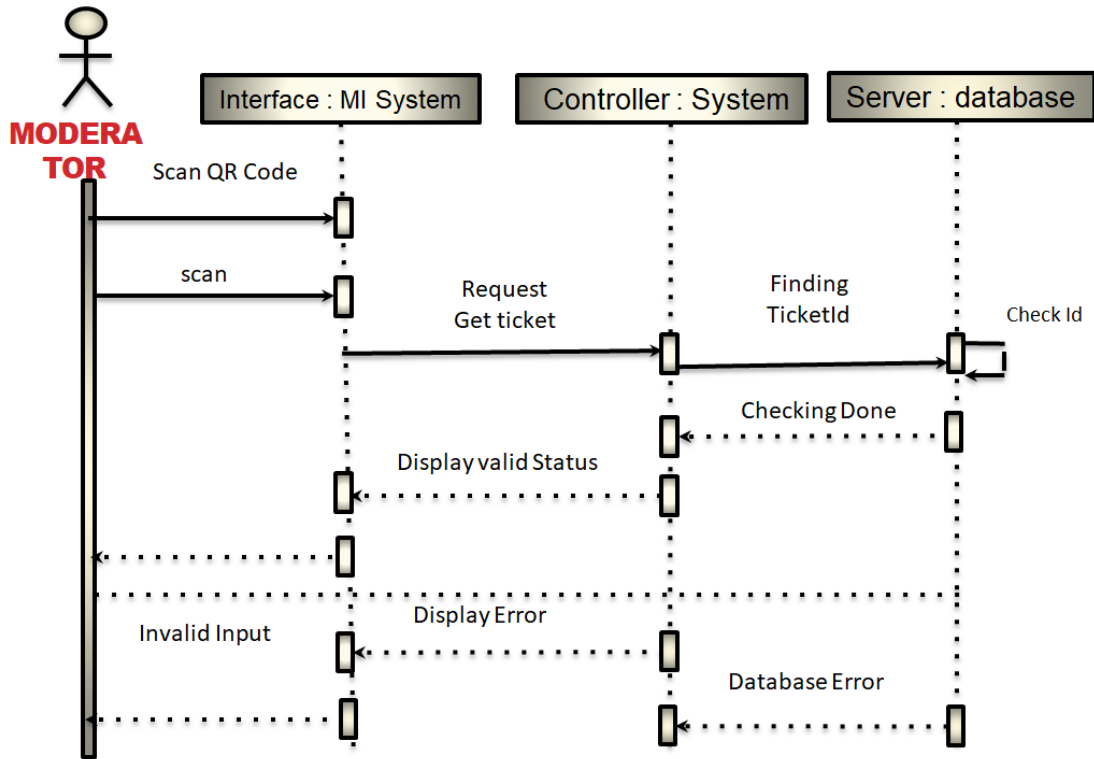
3.3.13 ADD MODERATOR



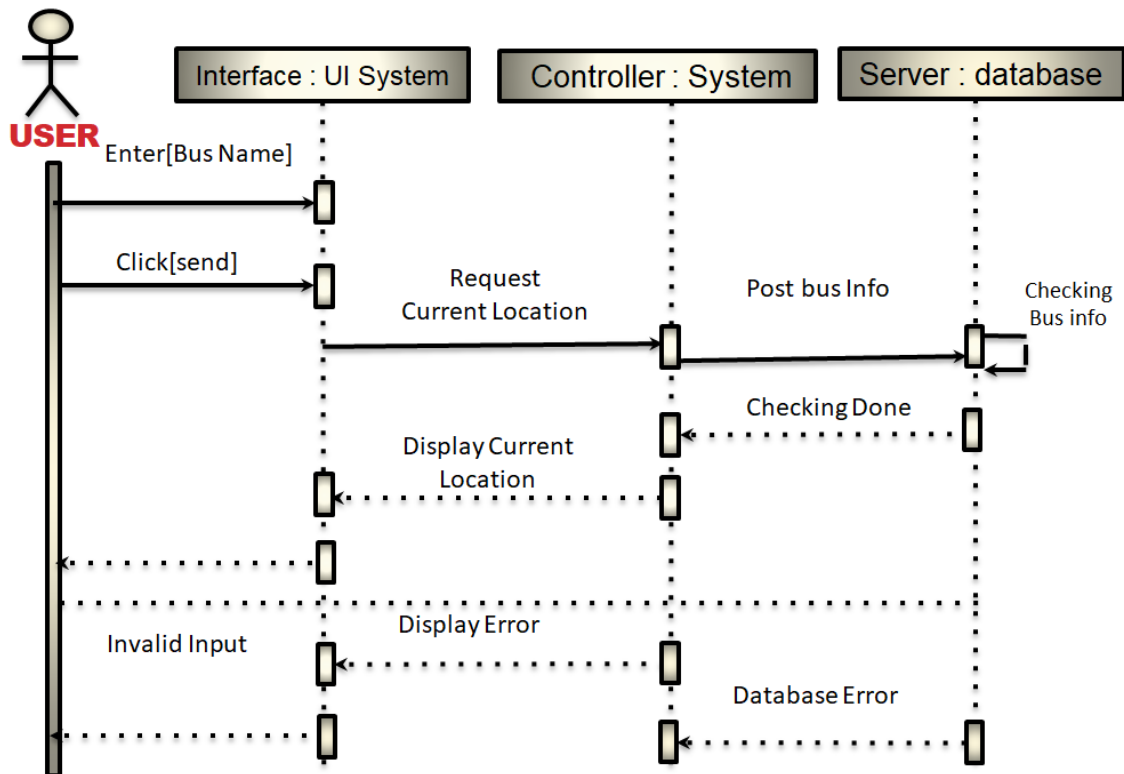
3.3.14 REMOVE MODERATOR



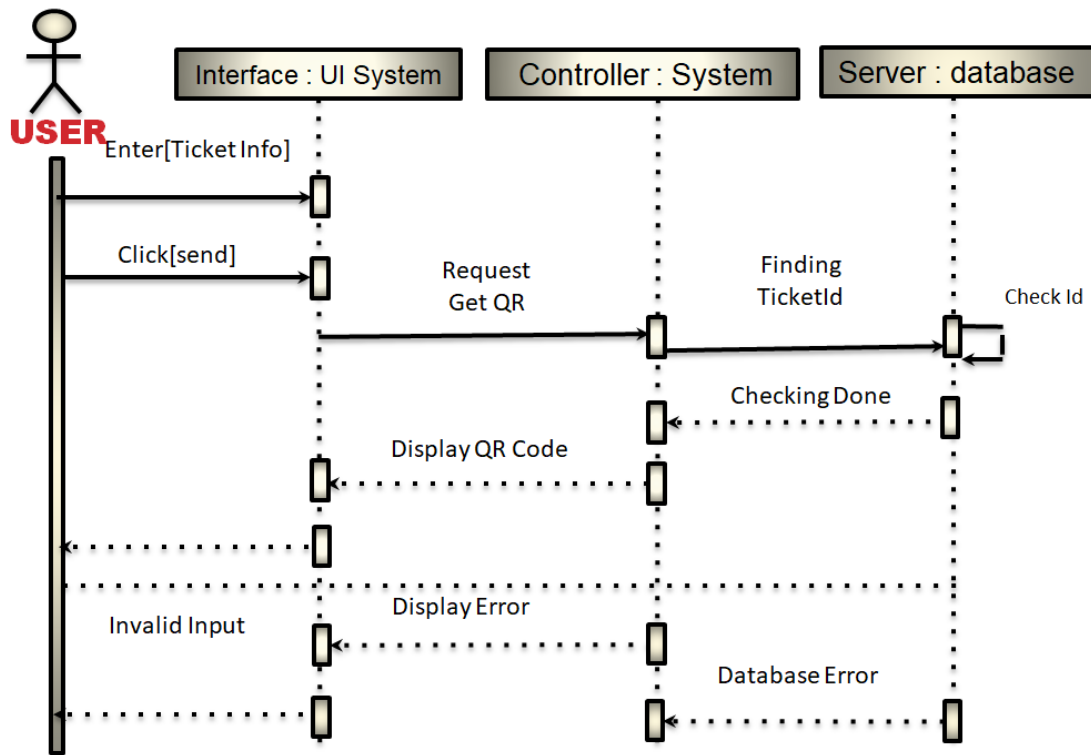
3.3.15 CHECK TICKET



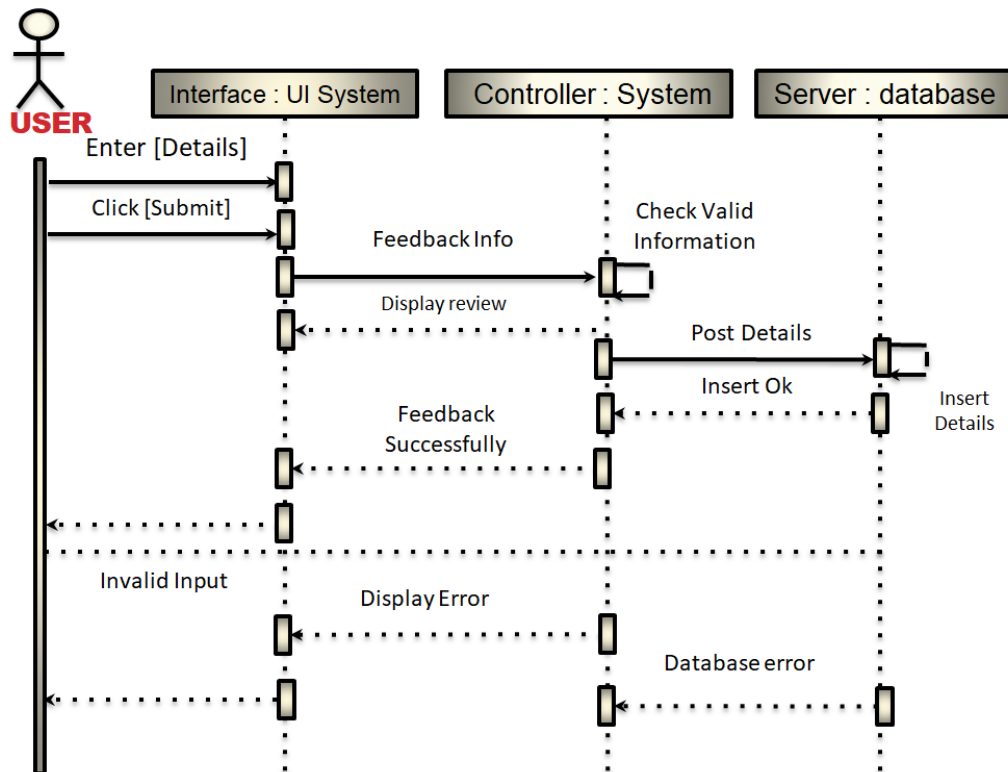
3.3.16 VIEW BUS LOCATION



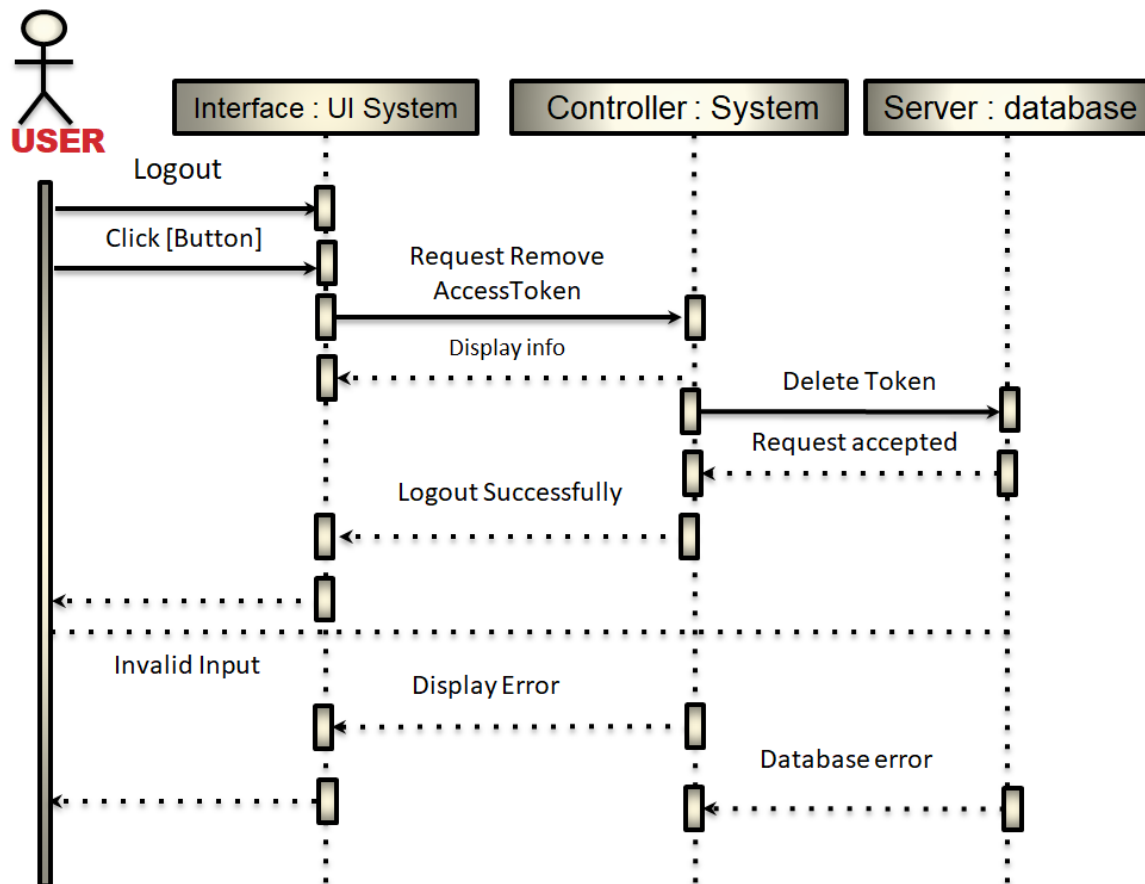
3.3.17 QR CODE



3.3.18 FEEDBACK



3.3.19 LOGOUT



4.4 DEVELOPMENT TOOLS & TECHNOLOGY

4.4.1 TECHNOLOGY OF THE USER INTERFACE

- HTML, HTML5 CSS3, CSS ,Bootstraps
- JAVA Scripts ,Python
- React, Django

4.4.2 IMPLEMENTATION TOOLS PLATFORM

- PostgreSQL Database
- VS code, Sublime Text. Postman
- Windows CMD, Git Bash, Terminal.

3.6. PERFORMANCE MODEL

Instead of top-down administration and adhering to a predetermined plan, the strategy places a higher priority on speedy delivery, flexibility, and cooperation. Agile approaches involve continuous feedback, giving team members the chance to adapt to problems as they appear and stakeholders the chance to communicate consistently. Although the term "agile working" may sound like a typical example of trendy business talk, we are happy to report that there is actual substance behind the term. Adaptability and freedom are valued over authority and orthodoxy in the extraordinary mindset that underpins the agile work style. Teams from Google, Microsoft, EA, and numerous governments around the world are currently using it. This essay explains the agile methodology, breaks it down into its component parts, and shows how enterprises of all sizes may use it to their tremendous benefit. Please be patient while we decipher the technical terms used to describe the various parts of agile; underlying the surface, the technique is straightforward and easy to adopt, requiring little to no technical expertise. Teams employ the agile methodology, a project management framework, to carry out tasks and projects incrementally and iteratively. Agile is typically implemented using the scrum working structure, across brief work periods known as sprints. Think of scrum as the team's organizational structure, sprints as the time frames during which they do their work, and agile as their general strategy and working philosophy to keep things simple as you process all of this information.

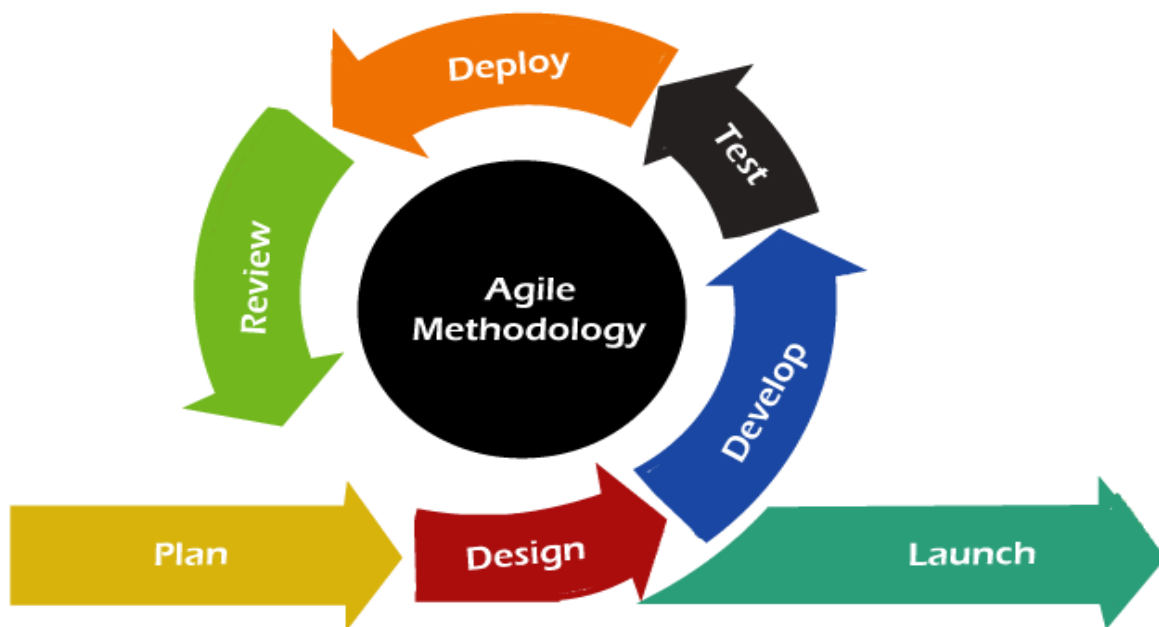


Figure 08: Agile Model

CHAPTER 4

Testing of systems

4.1 FEATURE EVALUATION

Testing features is seen as adding or changing new functionality to the current system. There are various characteristics for each feature and capability. These are intended to increase the web application's usefulness, dependability, effectiveness, and security..

4.1.1 FEATED TO BE TESTED

Features	Priority	Description
Login	1	The login process must authenticate the user.
Log Out	2	After logging out, the session must be ended.
Registration	1	User data must be appropriately stored.
Add Bus Schedule	1	The recently updated Bus Schedule has to be correctly stored.
Delete Schedule	2	Bus Schedule must be deleted properly
View Schedule	2	Bus Schedule Showed
Create Route	1	The newly added Route must be saved properly.
Delete Route	2	Bus Schedule must be deleted properly
View Route	2	Route Schedule Showed
Purchas Ticket	1	Fill up all information properly to purchase ticket
Add Driver	2	The newly added Bus driver must be saved properly.
Delete Driver	2	Bus driver must be deleted properly
Add Moderator	2	The newly added moderator must be saved properly.
Delete Moderator	2	Moderator must be deleted properly
Bus Location	1	Show current location properly
Bus Fare	3	After purchasing ticket to confirm bus fare

Here, the priority numbers are as follows: 1, 2, and 3, respectively.

4.2 EVALUATION OF STRATEGIES

The test level that will be taken is described in the test strategy. Unit testing, integration testing, and system testing are the three main layers of testing. Unit testing is typically the responsibility of the developers in software development organizations.

4.2.1 TEST APPROACH

To make sure that my system is of high quality, I employed two different kinds of testing. I mainly concentrated on structural and functional testing. Black box testing, also known as functional testing, focuses only on the outputs produced in response to chosen inputs and execution circumstances and ignores the internal workings of a system or component. Testing that considers the interior workings of a system or component is known as white box testing, also known as structural testing and glass box testing.

4.2.2 PASS – FAIL CRITERIA

I established some pass-fail standards for unit testing. Depending on which input data are accurate and which are not, I prepare the pass/fail criterion. Well-worked data is regarded as passing the test. The remaining input data is also taken into consideration as a failure criterion. The following are some pass/fail criteria: System crash is considered a fail case.

- If any criteria pass 100% of testing, then it is considered as pass criteria only.
- Which data can't be displayed to the system properly, then it is also to be considered as fail criteria.

4.3 Environment for Testing

The term "testing environment" refers to the process of setting up the necessary hardware and software in an environment where test cases can be executed as needed. To carry out test plans, network configuration is also required in addition to the use of gear and software. Regarding the testing setting,

A host or server that enables you to perform test cases in accordance with the specifications of the user or software under test is known as a test environment. It includes hardware, software, and network setups in addition to setting up the host. It's crucial to give users applications that work without bugs. I applied some crucial places. See below

- Test data
- Webserver
- Database server
- Front-end running environment
- Back end running environment
- Network
- Browser
- System and application

4.4 Case Studies

A test case is a set of guidelines or conditions that can be used to assess whether a system will be able to function more effectively under those guidelines. Every system, as we are aware, has a potential for flaws or gaps. This situation occurs frequently during the software development process. Using the use case testing technique, test cases that cover the full system, transaction by transaction, from beginning to end, may be found. It is a description of how a user specifically used the system. In creating tests or systems for acceptable levels, it is frequently employed. Moreover,

Software testing techniques are typically used to resolve those problems. However, if we do not take these difficulties into consideration, the entire system development may fail. Consequently, thorough testing is essential for the development process. I have created some test cases to help with the testing of my application. I'll talk about my test cases now.

CHAPTER 5

USER MANUAL

5.1 USER INTERFACE

5.1.1 Home Screen

Phone : 01734360072 Email : razzak172758@gmail.com Registration Login

Home Purchas Ticket Bus Schedule Bus Route Drive Schedule Track Location

Introduction

To make the student's life easier and safe, we are providing 50+ buses from different points of Dhaka city . Transportation is a major issue to both students and parents. Most of the university students are matured enough to travel their campuses by themselves

This too make the student's life easier and safe, we are providing 50+ buses from different points of Dhaka city . Transportation is a major issue to both students and parents. Most of the university students are matured enough to travel their campuses by themselves

Facilities Inside The Buses

- CCTV Camera
- Fire Extinguishers
- First Aid Box
- Air conditionar
- Excellent seats and safety belt

Benefits Of Using University Buses/Transport

- CCTV Camera
- Always on time
- Safe and time consuming
- Better Environment
- Reduce traffic
- Reduce pollution
- It can teach time management
- Money saver

Copyright © Diu Transport

Figure 09: Home Page

5.1.2 Purchas Ticket Screen

Ticket

From Bus Stand
Dhanmondi - DSC

Dolphin-01 Arrive : 7:00 BDT :25 Available Seat : 50 Book now	Dolphin-02 Arrive : 7:00 BDT :25 Available Seat : 50 Book now	Dolphin-03 Arrive : 7:00 BDT :25 Available Seat : 50 Book now	Dolphin-04 Arrive : 7:00 BDT :25 Available Seat : 50 Book now
Dolphin-05 Arrive : 7:00 BDT :25 Available Seat : 50 Book now	Dolphin-06 Arrive : 7:00 BDT :25 Available Seat : 50 Book now	Dolphin-07 Arrive : 7:00 BDT :25 Available Seat : 50 Book now	

Bus Name	From	To	Arrive Time	Fare	No. Seat	Total Fare	Action
Dolphin-08	Mirpur	DSC	7:00	25	1	25.00	Book now
Rajonigandha-03	Majar Road	DSC	7:00	20	1	20.00	Book now
Surjamukhi-04	Bypile	DSC	7:00	25	1	25.00	Book now

Subtotal BDT 70.00
Total BDT 70.00

[Continue](#)

Payment Method

Student Portal

bKash

Nagad

[Confirm Purchas](#)

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Figure 10: Purchas Ticket

5.1.3 Bus Schedule Screen

Transport Scedule

Bus Name	From	To	Time	Category	View Route
Dolphin-1	DSC	Dhanmondi	4:00 pM	Student	View
Surjomukhi-1	DSC	Uttora	4:00 pM	Student	View
Rojonigandha-5	Dhanmondi	DSC	7:00 AM	Employee	View
Aporajita-1	Dhanmondi	DSC	9:00 AM	Student	View
Surjomukhi-5	DSC	Dhanmondi	12:06 AM	Student	View
Surjamukhi-2	Dhanmondi	DSC	9:00 AM	Employee	View
Dolphin-1	DSC	Dhanmondi	4:00 pM	Student	View
Surjomukhi-1	DSC	Uttora	4:00 pM	Student	View
Surjomukhi-5	DSC	Dhanmondi	12:06 AM	Student	View

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Figure 11: Bus Schedule

5.1.4 Bus Route Screen

Bus Name	Route No	From	To	Time	Show Map Route
Surjomukhi-5	R8	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R7	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R1	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R6	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R1	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R1	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R1	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R3	Dhanmondi	DSC	12:06 AM	Show Map
Surjomukhi-5	R4	Dhanmondi	DSC	12:06 AM	Show Map

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Figure 12: Bus Route

5.1.5 Route Map Screen

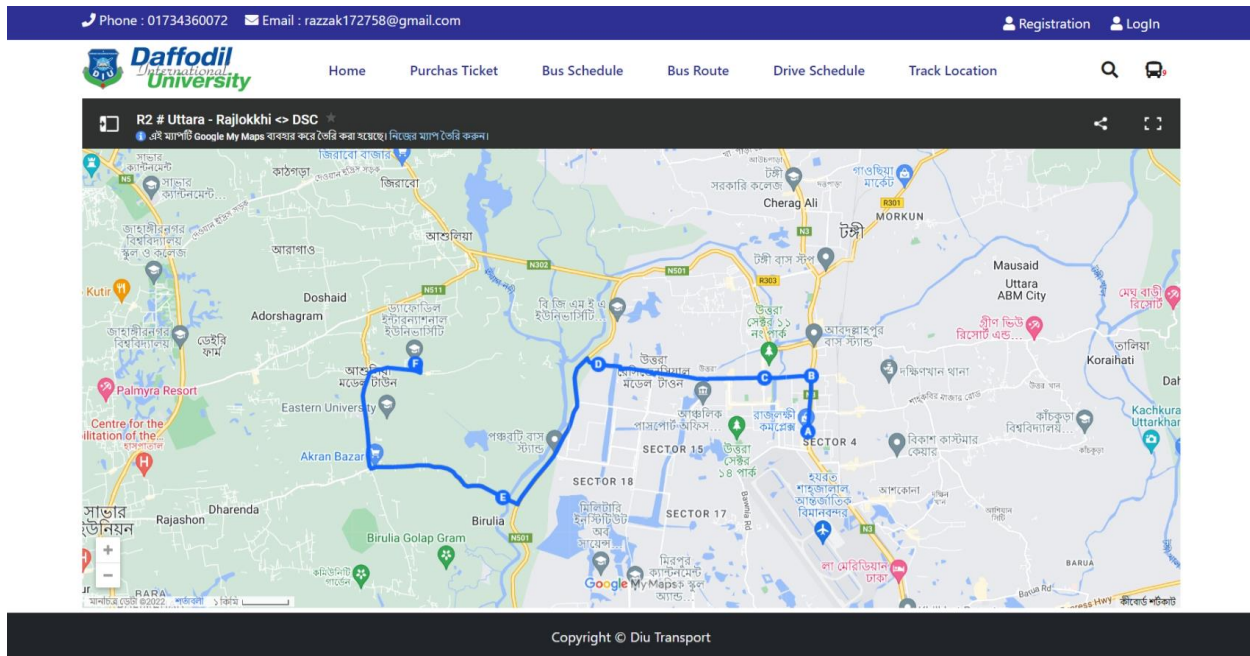


Figure 13: Route Map

5.1.6 Drive Schedule Screen

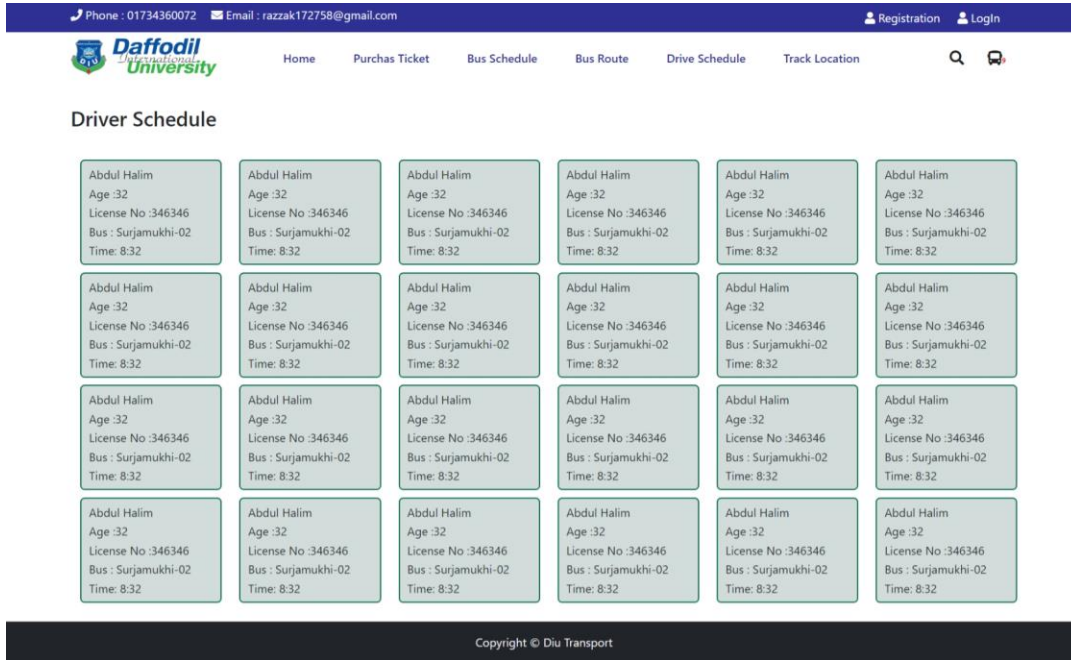


Figure 14: Drive Schedule

5.1.7 Track Bus Location Screen

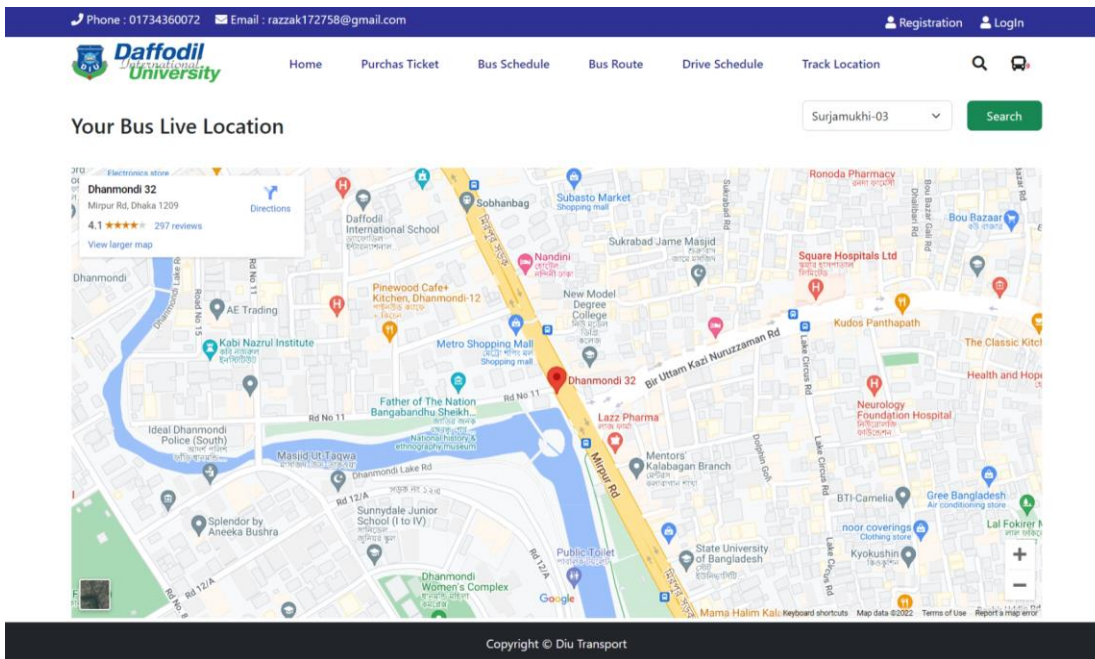


Figure 15: Bus Live Location

5.1.8 Login Screen

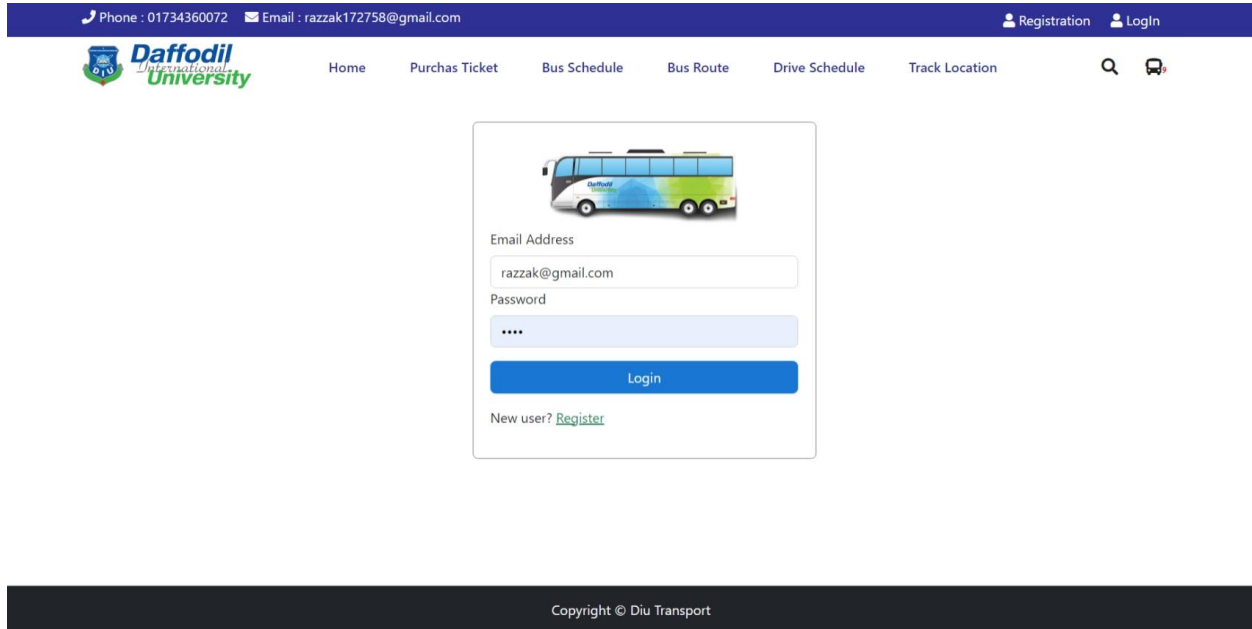


Figure 16: Login

5.1.9 Registration Screen

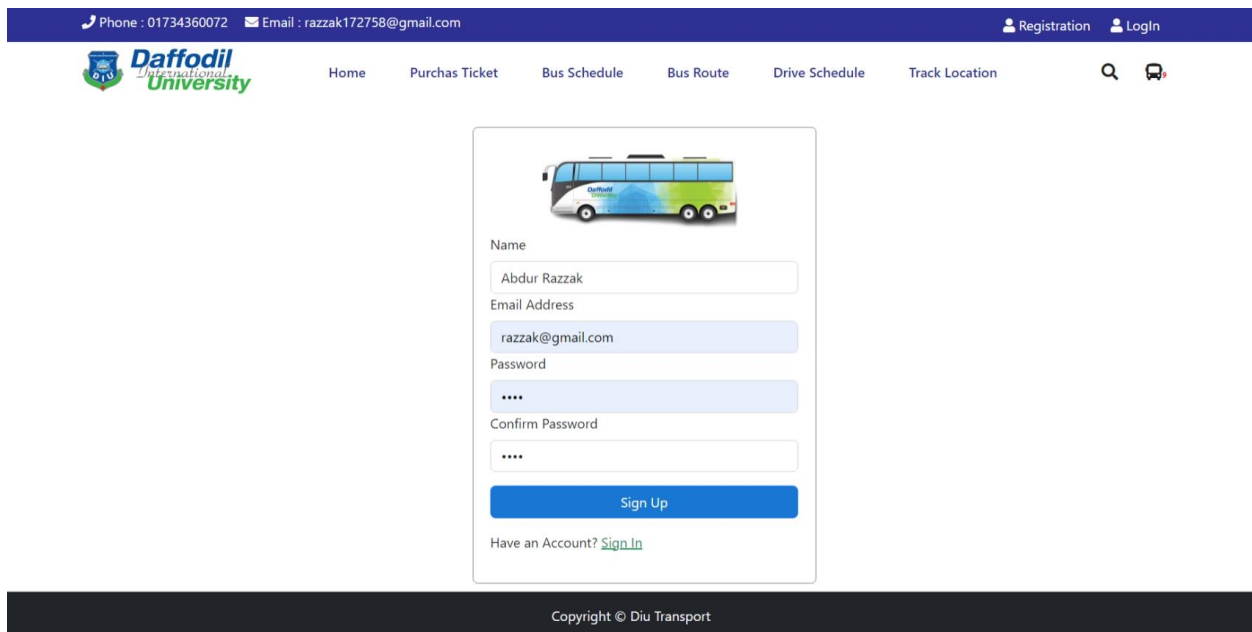


Figure 17:Registration

5.1.10 Profile Screen

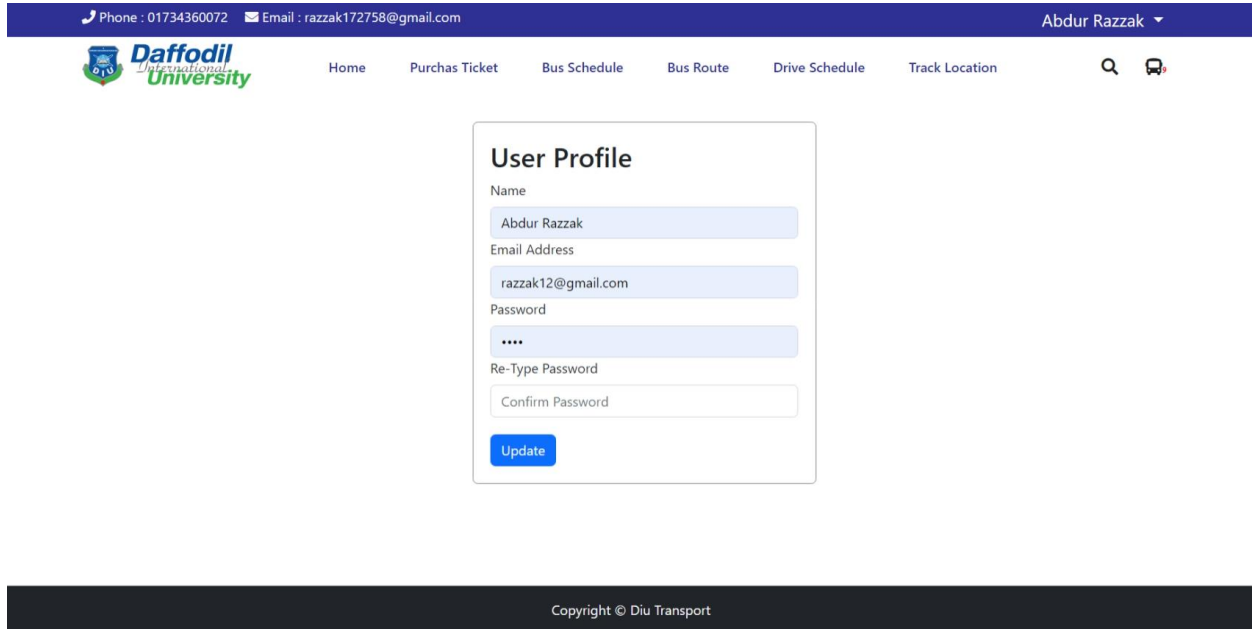


Figure 18: User Profile

5.1.11 Logout Screen

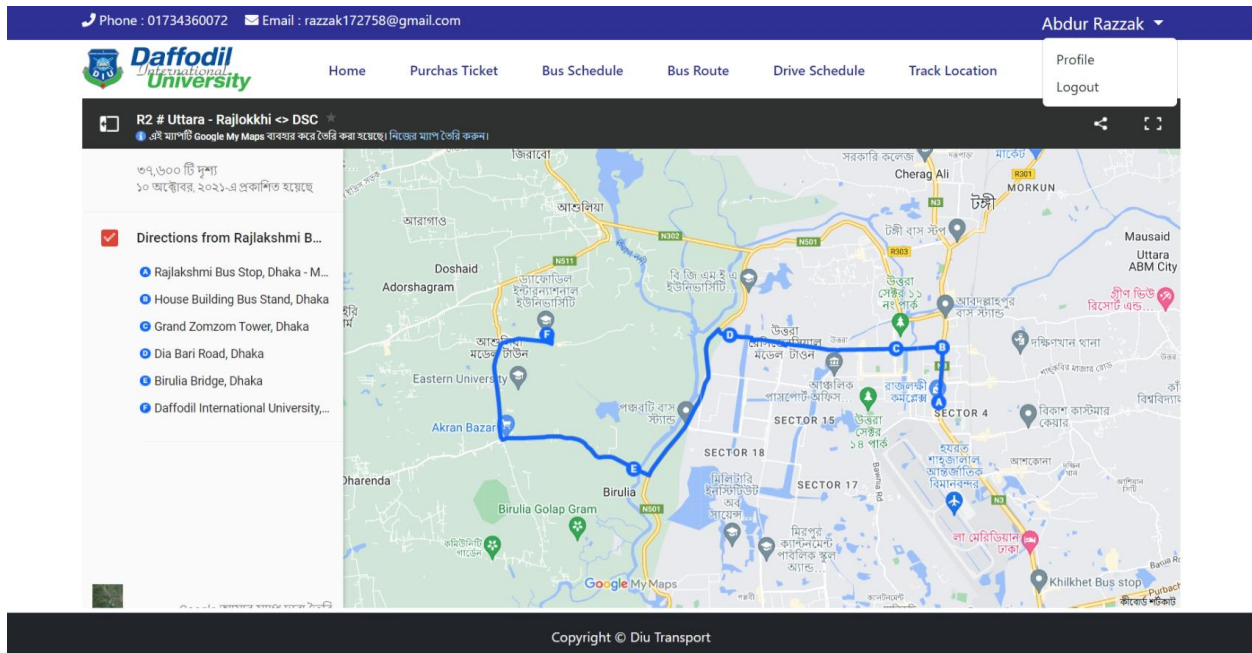


Figure 19: Logout

5.2 ADMIN INTERFACE

5.2.1 Dashboard Screen

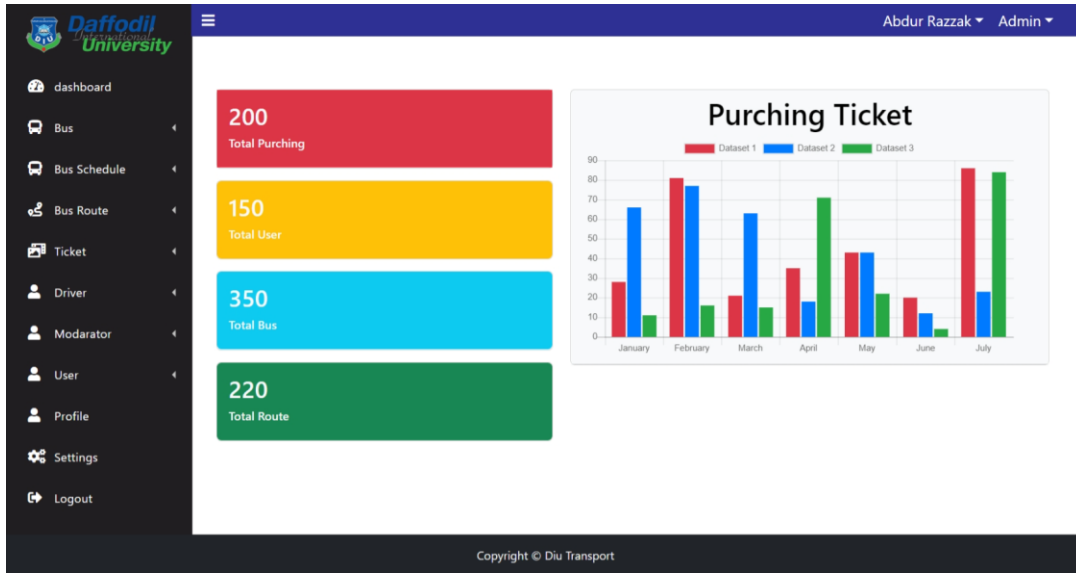


Figure 20: Admin Dashboard

5.2.2 Admin Profile Screen

The 'User Profile' form contains the following fields and elements:

- Name:** A text input field with the placeholder 'Enter Name'.
- Email Address:** A text input field containing 'razzak@gmail.com'.
- Password:** A password input field with masked characters '....'.
- Re-Type Password:** A text input field with the placeholder 'Confirm Password'.
- Update:** A blue button to save the profile changes.

Figure 21: Admin Profile

5.2.3 Add Bus Screen

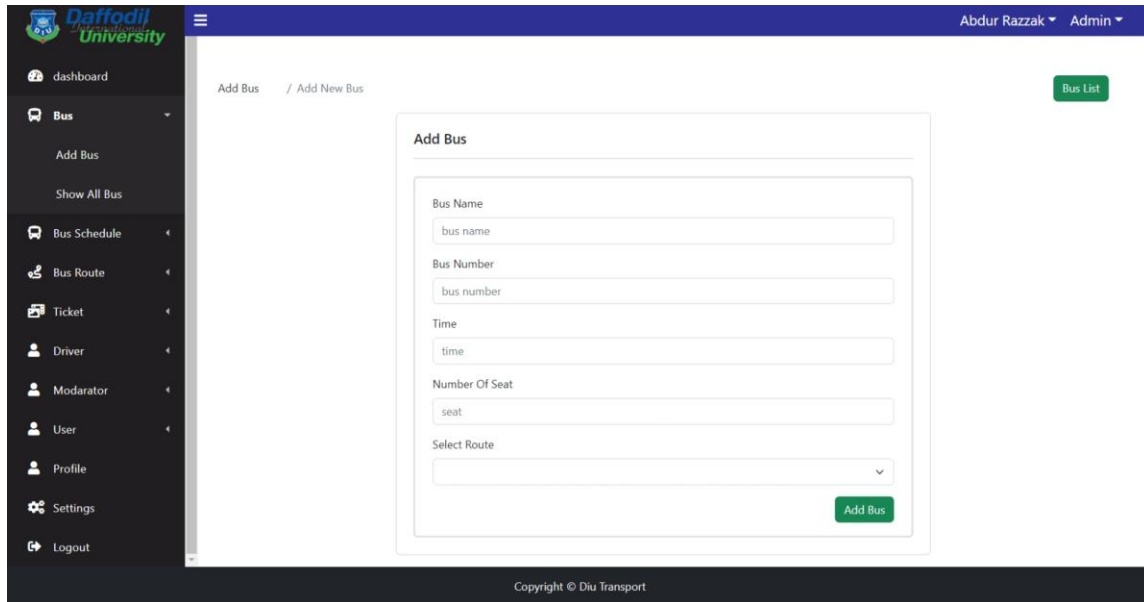


Figure 22: Add Bus

5.2.4 Show All Bus Screen

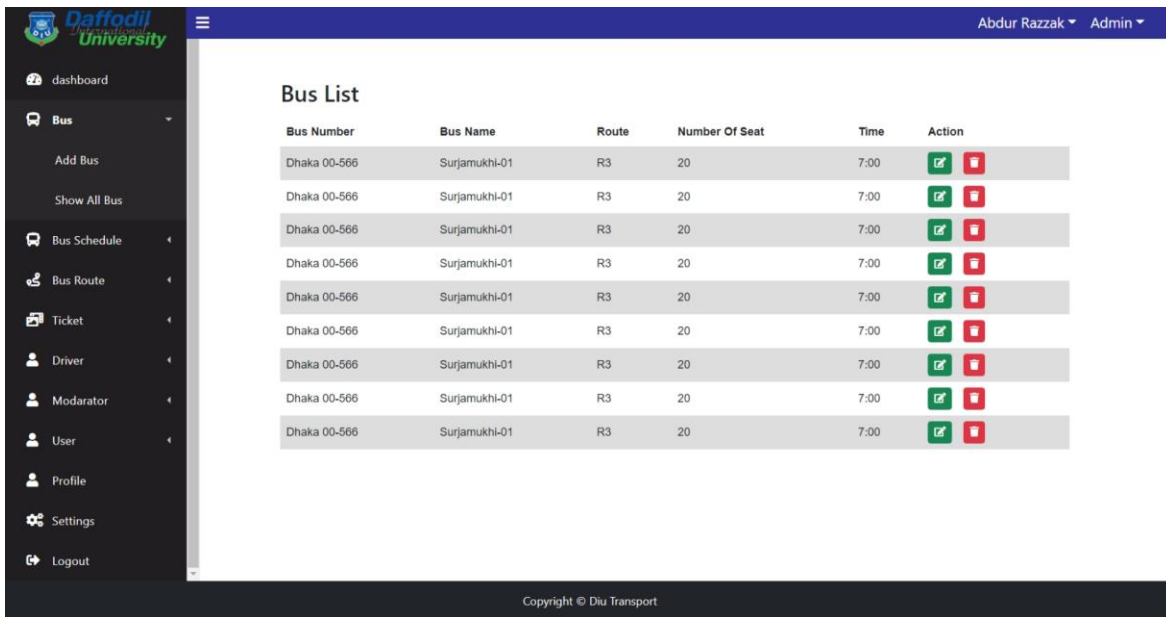


Figure 23: Bus List

5.2.5 Add Bus Schedule Screen

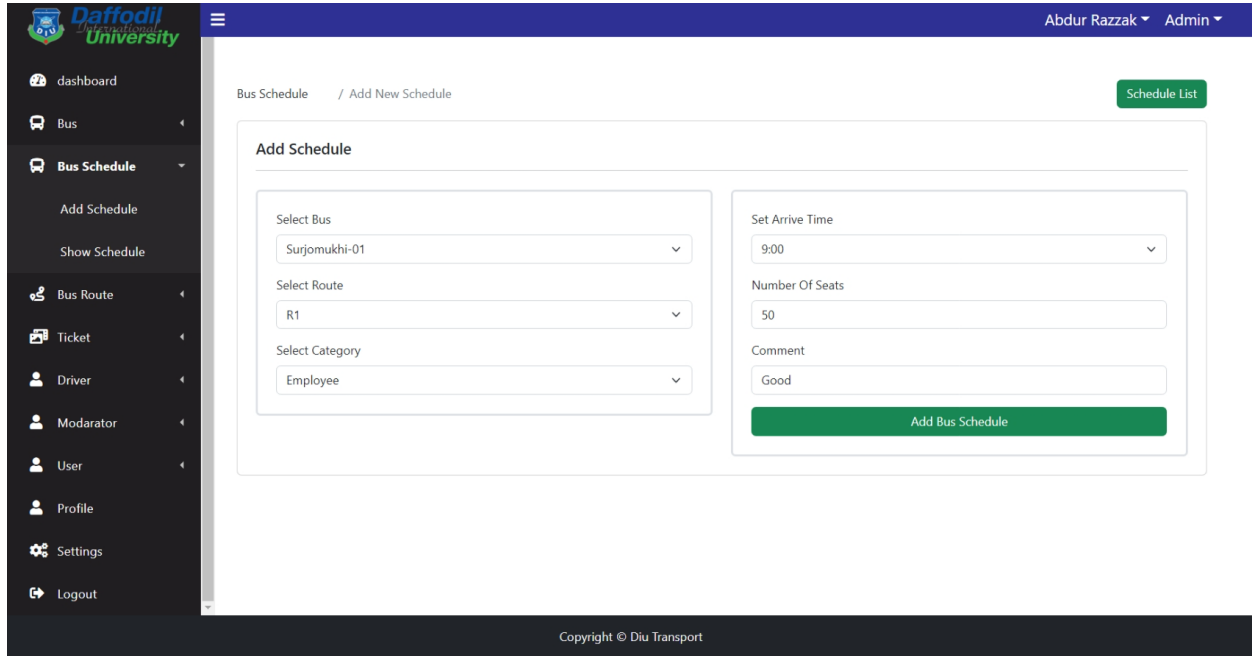


Figure 24: Add Bus Schedule

5.2.6 Schedule List Screen

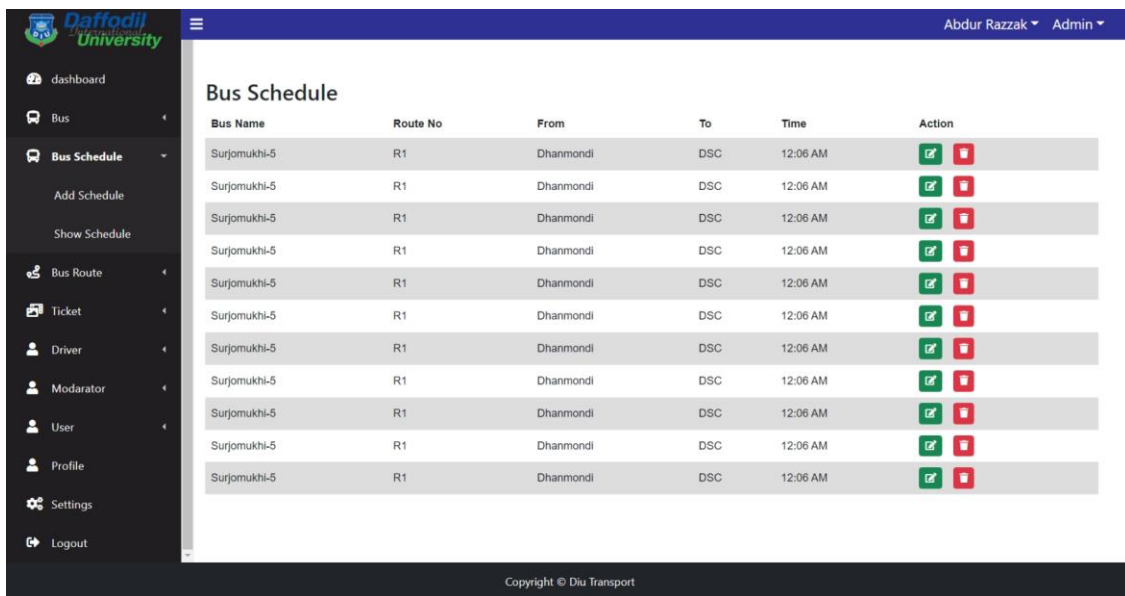


Figure 25: Bus Schedule List

5.2.7 Add Route Screen

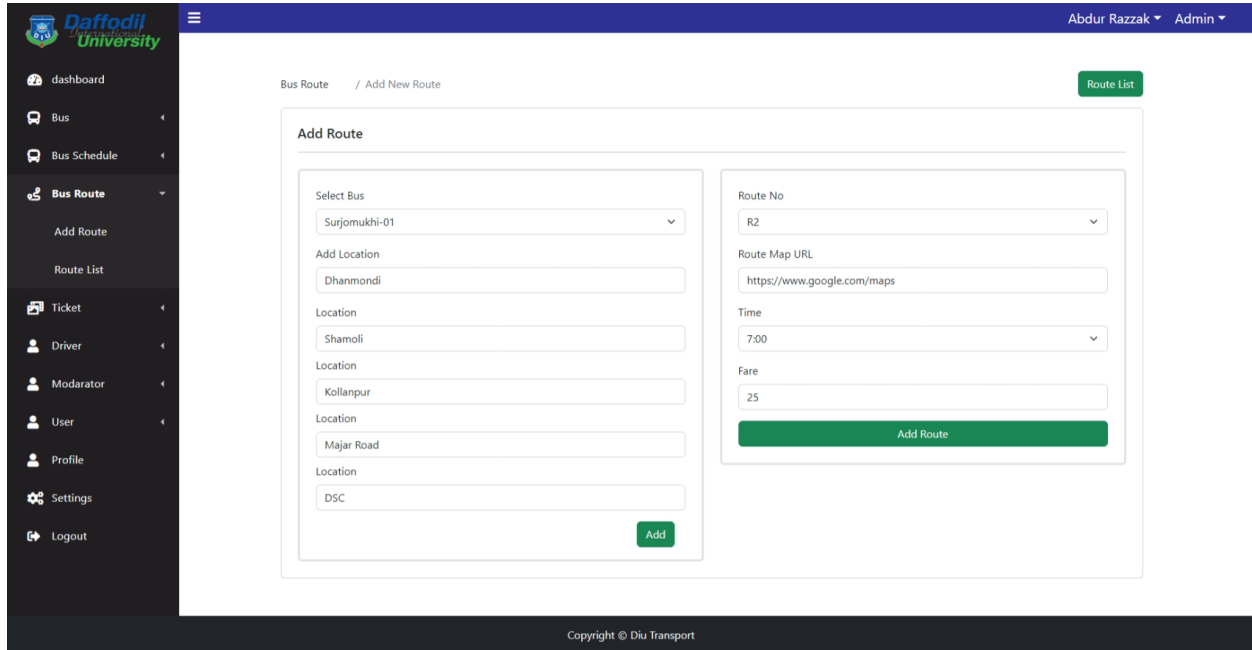


Figure 26: Add Route

5.2.8 Route List Screen

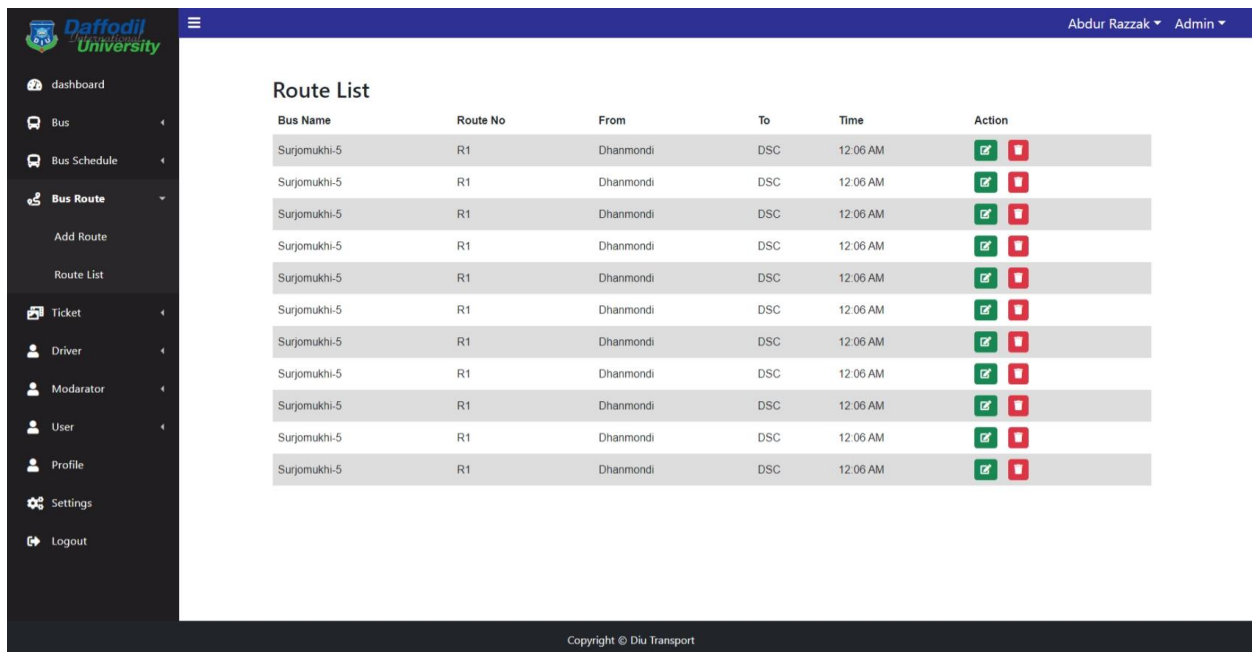


Figure 27: Route List

5.2.8 Purchasing History

Bus Name	From	To	Time	Total Fare	Payment Method
Surjomukhi-6	Mirpur1	Dhanmondi	1:06 AM	80	Bkash
Surjomukhi-6	Mirpur1	Dhanmondi	1:06 AM	80	Bkash
Surjomukhi-6	Mirpur1	Dhanmondi	1:06 AM	80	Bkash
Surjomukhi-5	DSC	Dhanmondi	2:06 AM	80	Rocket
Surjomukhi-3	DSC	Dhanmondi	4:06 AM	80	Nagad
Surjomukhi-4	Dhanmondi	DSC	12:06 AM	80	Bkash
Surjomukhi-1	DSC	Dhanmondi	12:06 AM	80	Bkash
Surjomukhi-2	DSC	Dhanmondi	12:06 AM	80	Bkash
Surjomukhi-6	Mirpur1	Dhanmondi	1:06 AM	80	Bkash
Surjomukhi-5	DSC	Dhanmondi	2:06 AM	80	Rocket
Surjomukhi-3	DSC	Dhanmondi	4:06 AM	80	Nagad
Surjomukhi-4	Dhanmondi	DSC	12:06 AM	80	Bkash
Surjomukhi-1	DSC	Dhanmondi	12:06 AM	80	Bkash
Surjomukhi-2	DSC	Dhanmondi	12:06 AM	80	Bkash

Figure 28: Purchase History

5.2.9 Calculating Payment

Bus Name	Number Of Seat	Unit Fare	Total Fare
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600
Surjamukhi-01	30	20	600

Total Sales : 30000

Figure 29: Payment Calculation

5.2.10 Add Driver

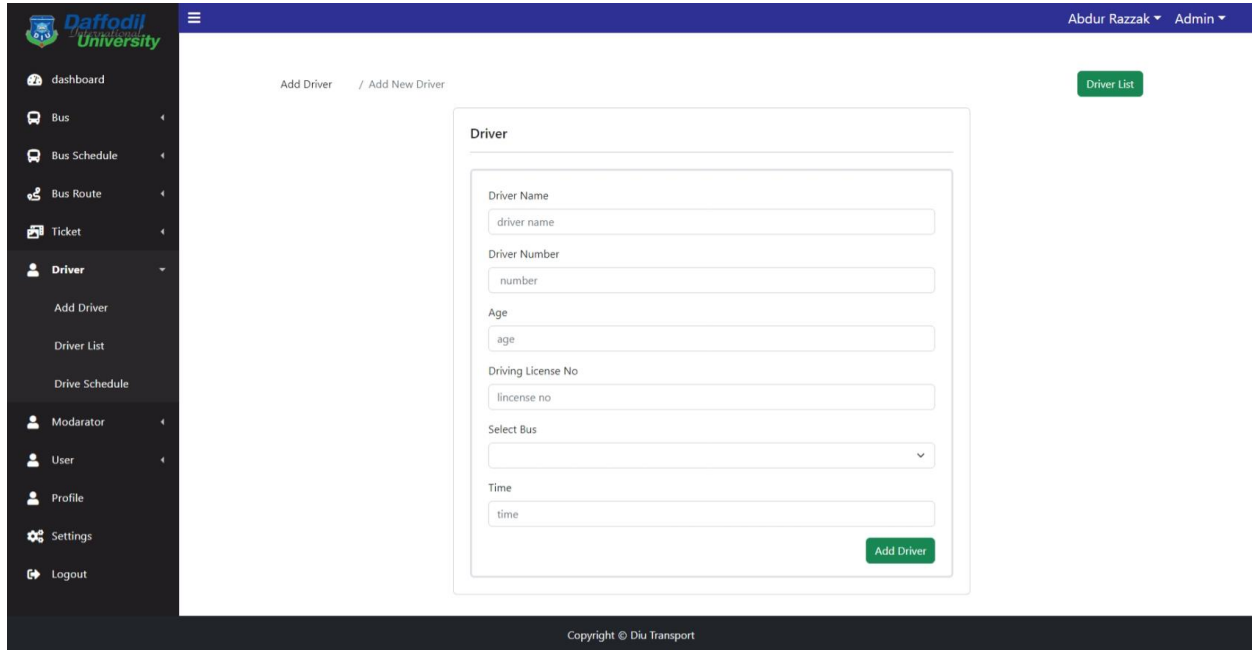


Figure 30: Add Driver

5.2.11 Driver List

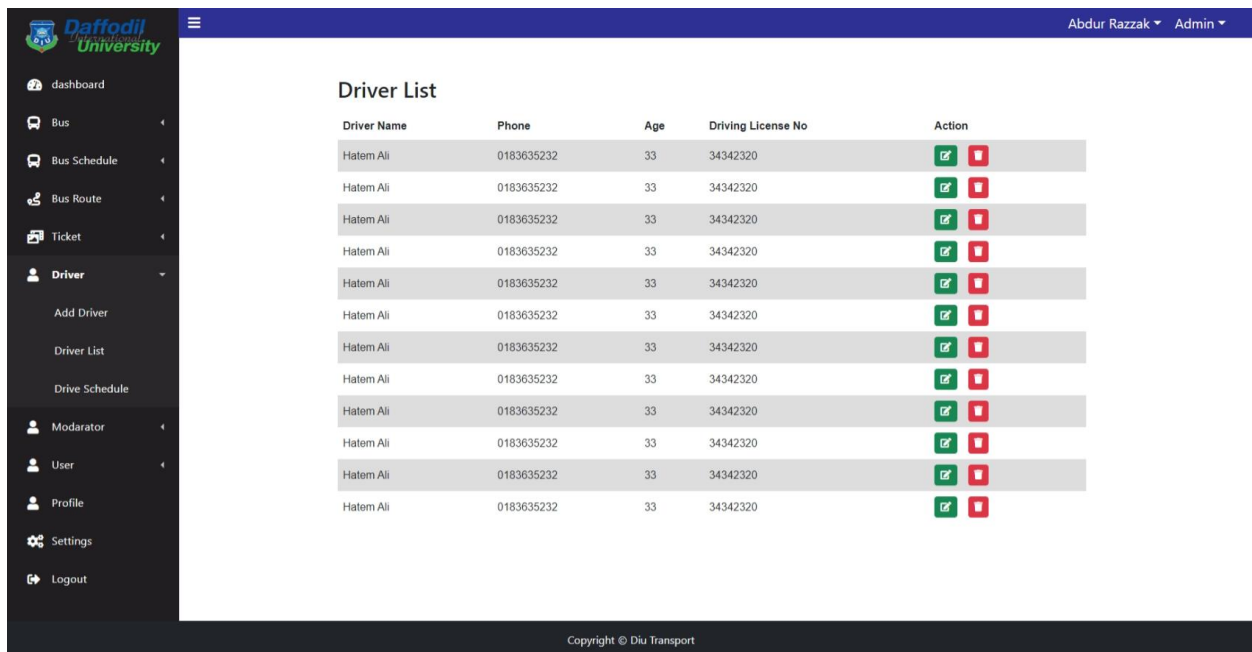


Figure 31: Driver List

5.2.12 Add Moderator

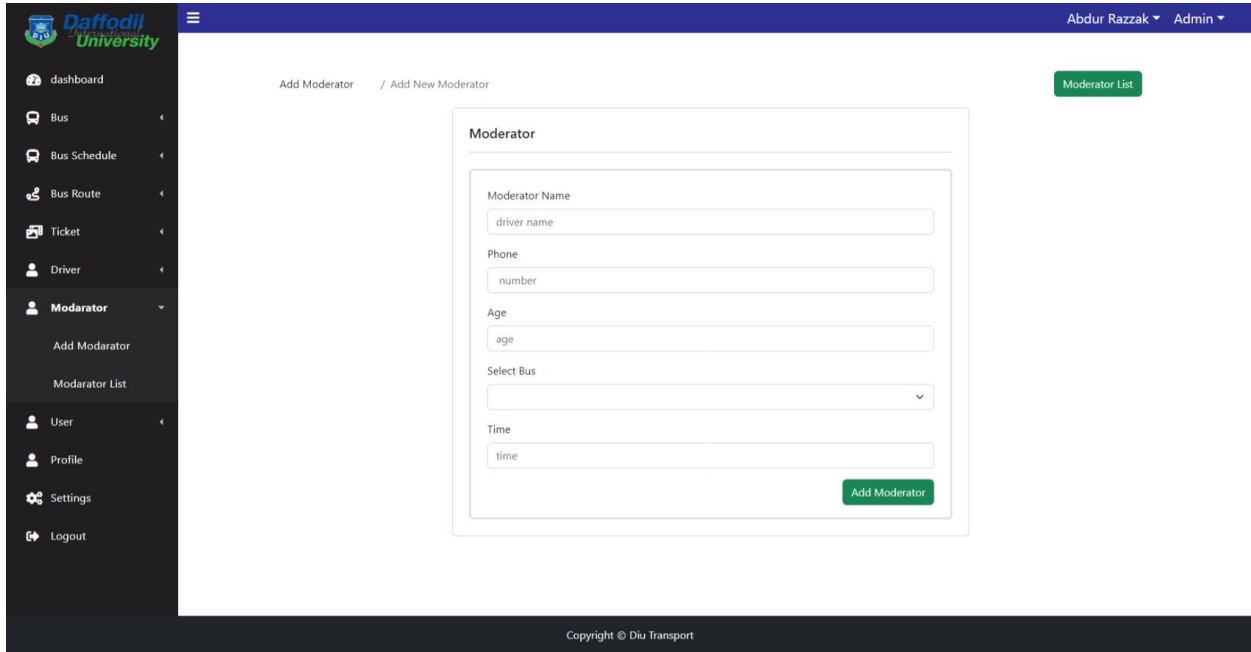


Figure 32: Add Moderator

5.2.13 Moderator List

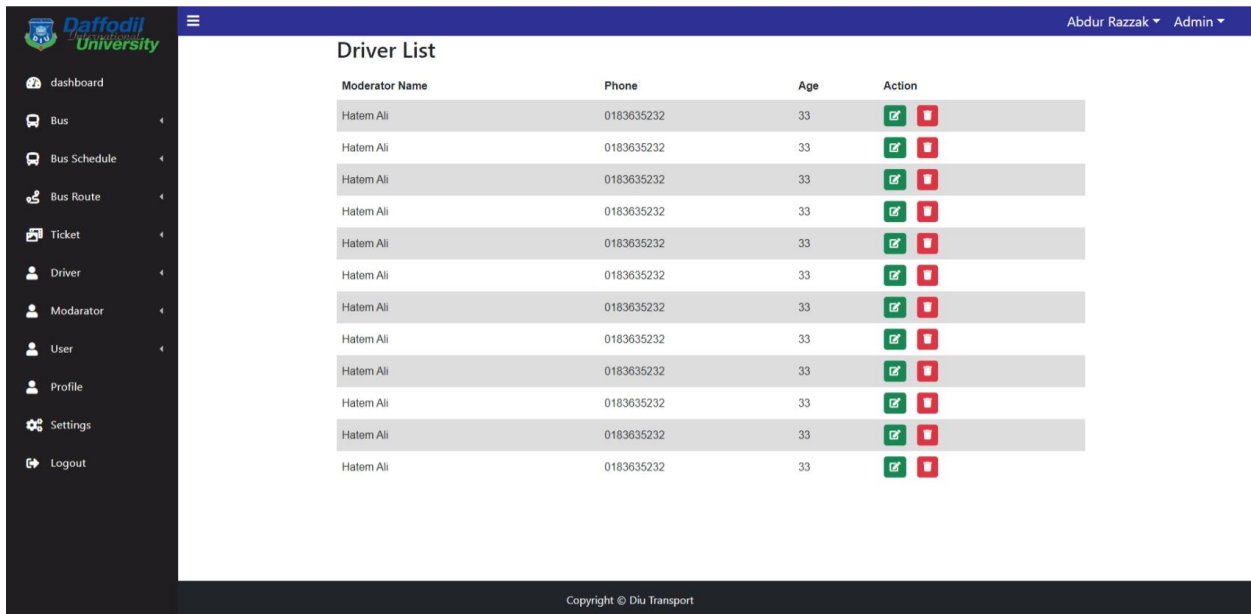


Figure 33: Moderator List

CHAPTER 6

CONCLUSION

6.1 ACTIVITY SUMMERY

A type of computer program called a "transport guidance system" aids in organizing and carrying out the actual movement of products. Almost every party that wants to organize shipments can utilize it, including manufacturers, distributors, and third-party logistics companies.

The capabilities of Transport Guidance's control tower, which are shown below, are its most desired feature. A Transport Guidance control tower that oversees the entire shipment process gathers data on items in real-time utilizing API or EDI technology, giving its users useful information from manufacturers to distribution centers, through delivery, and to customers. In our specialized overviews, you can read more about API and EDI.

The performance of your supply chain, financial status, and customer service concerns may all be analyzed using this data. which is where you begin your road toward optimization.

As a result, the transportation procedure begins with the creation of a transport request that includes the estimate and shipment information. Carriers must allocate capacity and cargo among the loads that shippers offer to them.

6.2 LIMITATION

Since I am only at the beginning stages of development, I cannot fully equip my system with all practical functions. There are several limits in my project. which is

- There are many features still available to add to this system, And Some feature not Available
- Payment system not dynamic because paid
- Live Location not dynamic because Live location api paid
- It is only now a web-based system application, no mobile application or desktop application is not developed yet.

CHAPTER 7

REFERENCE

- https://transport.daffodilvarsity.edu.bd/?fbclid=IwAR2P1LInJB9LgOtNfOOC7SwNEPAVfK_HNDICIPo9yEBttS6otgp4V9F7QwA
- <https://daffodilvarsity.edu.bd/>
- <https://daffodilvarsity.edu.bd/article/transport>
- <https://www.google.com/maps/d/u/0/embed?mid=1J8QtXb3iMgXJTSECsIzdzu3mIgDio5Al&ll=23.81565305359327%2C90.34311500000001&z=12>