

“Driving Salamat To Jivan Salamat”
अखिल
गुजरात ट्रक
ट्रान्सपोर्ट एसोसिएशन



Akhil
Gujarat Truck
Transport Association

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Date: 20-05-2020

To,

**The Commissioner of Transport,
Gujarat State, Gandhinagar**

Subject: Suggestions called by committee for economic revival measures.

Dear Sir,

As you know the importance of Transport & Logistics services and in particular ongoing circumstances, the efforts put in to maintain required essential services while facing great difficulties and limitations.

Today, to some extent intra-state movement has picked up but inter-state movement is still struggling for many factors like drivers, labours and proper loads due to many industrial units haven't started as well have got lots of reservation of availability of highway infrastructure like food, water, tea, first aid, medical assistance, spares, tyres and repairing facilities.

But at the same time almost closure from 21st March 2020 till 19th May 2020 more than 98% transport godown and offices were closed and above 80% commercial vehicles were stagnant. As said more than 75% of commercial vehicles are of single owners / self-employed and maximum are from rural areas where movement was stopped by village / kasba / panchayat and the non-movement for almost two months was of great difficulty, pain and financial loss for such segment. At the same time for fleet owners and goods transport agencies (GTA) due to closure of godown and offices and dealing with part load bookings and deliveries were 100% stopped, found very difficult to maintain their own obligations like salaries/wages/rentals/electric bills/EMIs and many other fixed expenses.

Otherwise also the trade was reeling through not a very happy time and with lots of difficulties hardly were able to meet 2 ends and were expecting some turnaround particularly in last month of the financial year as well first month of new financial year with support of various seasonal business which is also taken away by this pandemic situation and lockdown declared by government because of that. Again within 15-20 days for two and half months' time due to monsoon there will be slump in movement of goods and also there is a low hope of festive seasonal business starting from August to October due to the back effect of this pandemic situation.

We do understand that it was a tough time for government and authorities to maintain and support entire trade, commerce and industries as well as social livelihood being prime responsibility to attend. Government has declared various measures and packages to support business community as well industry but feel sorry to note that no where we have found support for transport trade (who is almost self-reliant) except for moratorium on EMIs as well advance RTO tax and permits (all are aware that we have to pay RTO tax in advance in 1st week of April as well have to pay in advance for vehicle permits also for the opted tenure). Though for around a month on national highways there was a holiday on collection of Toll tax but the movement was very bleak during that period and on state owned highways (16 roads in Gujarat) no holiday was declared.

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At this junction on behalf of the transport fraternity as well owners of more than 10 lacs commercial small and big goods transport vehicle owners in state of Gujarat wish to request as below:

1. State road tax payment which we have to pay in advance in April 2020 should be extended to March 2021.
2. Validity of fitness/ all types of permits / driving license and all other concerned documents whose extension of validity is not been done due to lockdown which is at present extended till 30th June, 2020 should be extended till March 2021 and necessary rectification in software should be done to avoid and penalty or liability even in case of insurance claims.
3. EMIs of present vehicle loans should be rescheduled and interest thereon should be waived for first quarter of the year and moratorium should be extended till 30/09/2020 and along with this request bank / financial institutes not to impound vehicles till 31/12/2020.
4. To meet the immediate cash flow requirement due to loss of business for 1st quarter of the year as well delayed payments and burden of committed financial responsibilities to Goods Transport Agencies (GTA) a soft loan of Rs. 5 Lacs should be given from banks / financial institutions with easy repayment conditions.
5. Inclusion of single transport vehicle owners to the Rs. 1 Lac soft loan declared by Gujarat State.
6. Like farmers and small traders, drivers of commercial goods vehicles to be given Rs. 5000 per family for 1st quarter of the year on the basis of his vehicle proof / commercial vehicle driving license or certification by the transport company.
7. Insurance for all drivers and supply chain staff as well inclusion in Pradhan Mantri Bima Yojna on presentation of their Aadhar card.
8. Banks to issue credit lines against truckers FASTag as today FASTag is compulsory as well any default in that can be identified as well blocked for the further movement. Today the toll cost has almost reached to the level of 15-20% and this credit linked with the usage will give great support to transport operators. Also, rebate / cashback on toll tax should be reintroduced on FASTags.
9. Request government companies / PSUs and large corporates to clear the dues promptly for the bills submitted by this segment.

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10. Earlier there was no TDS on freight payments and later on it was introduced under section 194C of IT act at the rate of 2% which constricts the cash flow of transporters on day to day basis and refunds are blocked for 2 – 3 years. As a matter of fact, 194C was imposed in order to track total transactions but now with GST and Ewaybill in place every transaction is tracked digitally. The parties deduct TDS on To Pay freight of GR Note and is not deposited by the deductor. It is difficult to track millions of unaccounted deductions i.e. not deposited by the deductor to the government nor refund is claimed and collection of so many small value certificates from numerous parties spread over various stations is practically not possible.

11. Presumptive income u/s 44AE should be rationalized at Rs. 300 per ton on laden weight (as per RC), per truck per month.

12. To facilitate the migrants (Drivers & Labours) to reach their work destination without any hassles like permits and passes and also to provide public transport to reach back as fast as possible which will not support not only our trade but also other trade, commerce, industries and warehouses as well at the same time free passage and movement for labours, drivers & staff of this trade should be allowed to move within districts and states.

We are sure you will note our above request and will take up with required authorities to support and revive our trade to normalcy.

For: Akhil Gujarat Truck Transport Association

Mukesh Dave
Executive President

9824039477