

「建設資材物流の今後の展開」

2024年4月がせまるなか、政府は2023年3月に物流の革新に関する関係閣僚会議を開催し、続いて物流革新緊急パッケージ、中長期計画などを公表しており、今後、施策の細かい内容が決定されることとなる。

物流は品目ごとに大きな差異があり、その解決に向けての対応も、業界ごとの検討が必要である。本特集で取り上げる建設資材の物流は、実態調査においても荷待ち時間が長いことが指摘されており、その改革が特に求められている分野である。建設資材は、ルートが複雑であり、大規模建築物向けと、一般住宅向けでは大きな差異がある。一般住宅についても、工務店を主体にしたルート、住宅メーカーによるルートがあり、工法、構造によっても、物流は大きな差異がある。建設資材のメーカーから、資材卸、工務店、建設現場に向けてのサプライチェーンは、資材需要の繁閑差が大きく、かつ現場に向けての小口多頻度、ジャストインタイムでの供給が求められる。商慣行が複雑で、かつ天候などの影響により予定変更が多いなど、計画的な物流体制の構築が難しいという特徴がある。このような特徴を持つ建設資材物流が抱える課題と対応について、様々な視点から論じるものである。

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Future prospects for construction materials logistics

In preparation for the new regulations on overtime work, due to take effect in April 2024, the government held a cabinet meeting in March 2023 with representatives from Ministries likely to be affected by the intended changes to logistics-related businesses. Since then, the government has issued an emergency package of legislation related to reform of the distribution industry, along with a medium- to long-term plan. More details on the likely content of revisions are expected to be determined and announced soon.

Logistics practices in Japan differ greatly depending upon the items or materials being shipped. Therefore, in order to solve issues that the industry faces, it will be necessary to examine and address each industry segment separately. This paper will focus on logistics issues in the construction materials sector. A detailed look at conditions in this sector shows that waiting time tends to be very long; indeed, the construction materials sector is particularly in need of reform in this area. Distribution channels tend to be complex, and the delivery conditions for large-scale construction projects can differ dramatically from those for materials used in regular residential construction projects, for example. Furthermore, even in the case of residential housing construction, the distribution routes used by independent contractors differ greatly from those of large-scale prefab housing manufacturers. Even housing design or construction methods can greatly affect the conditions of construction materials deliveries.

The supply chain from construction materials manufacturers to wholesalers, contractors and ultimately to the construction site, is not only subject to the irregularities of supply and demand for construction materials; it also tends to involve a lot of frequent, small-lot, just-in-time deliveries to construction sites. Business practices in the sector tend to be complex, and weather-related factors can often disrupt plans and schedules. These conditions make it particularly difficult to create an orderly, systematic logistics structure for the industry sector. This paper will explore the complexities of the logistics system for construction materials, and discuss possible responses to the problems facing this sector of the logistics industry.

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