

「各業界が取り組む物流改革・製造業」

物流の2024年問題を契機として、企業による物流改革が大きく進もうとしている。政府は時間外労働の上限規制が適用される1年前である2023年3月に、首相が参加する「我が国の物流の革新に関する関係閣僚会議」が開催された。その後、物流改革に向けた政策パッケージ、物流革新緊急パッケージ、さらに2030年度に向けた政府の中長期計画が発表された。また、規制措置を導入した改正物流効率化法の施行に向けて、各業界団体に2023年末に向けて自主行動計画策定を要請した。このような政府の要請に対応するべく、各業界団体は1運行当たりの荷待ち、荷役等時間を2時間以内に抑えるための施策、積載効率向上等の施策をまとめた。業界団体によって、取組には温度差があるが、今回はその中でも物流改革の取組が進んでいる業界について、それぞれの物流特性、現在の取組施策の内容、進展状況を中心にまとめたものである。今回取り上げたのは製造業のなかの積極的な取り組みが顕著な業界である。取組施策も広範であり、かつ一企業としてだけでなく、業界全体として取り組んでおり、関係団体への協力要請もしている。今後、他の業界団体等が取り組む際にも、示唆を与えると考えられる。

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Logistics Reforms Adopted by Companies in the Manufacturing Industry

In light of the intensifying shortage of truck drivers, as well as regulatory measures to cap the number of hours that drivers in logistics industries can work (the so-called “2024 Problem”), corporations are making progress on major reforms to their logistics systems. In March 2023, about a year before the new upper limits on total working hours for delivery drivers went into effect, Prime Minister Kishida convened a Cabinet Meeting to address “issues relating to innovation and reform of Japan’s distribution sector.”

Since then, the government announced a package of measures for logistics reform aimed at promoting restructuring measures in the industry, an Emergency Package for Logistics Reform, and additional targets in the government’s medium-term plan, which runs through 2030. As it prepares to introduce specific measures to enforce the Revised Act on Advancement of Integration and Streamlining of Distribution Business, the government asked industry organizations in all industries to formulate their own plans for logistics reform, and to announce them by the end of 2023. In response to the government’s requests, industry associations were unanimous in proposing measures to improve loading and unloading efficiency. These plans aim to limit the time waiting to be loaded, and the time required for loading and unloading, to a maximum of two hours per shipment.

The urgency with which industry organizations have approached the issue varies from one industry to another, but this report compiles information on the conditions of each company’s logistics system, what specific reform measures each company has made, and how much progress they have achieved. In this report, we will look specifically at the manufacturing industry, and at certain sectors which have made particularly aggressive strides in logistics reform, with measures that are wide-ranging. Rather than just being implemented by one company, they have been introduced cooperatively by the entire industry, in cooperation with related industry organizations. This suggests that it may be possible for other industry organizations to bring about similar results in other industries.

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