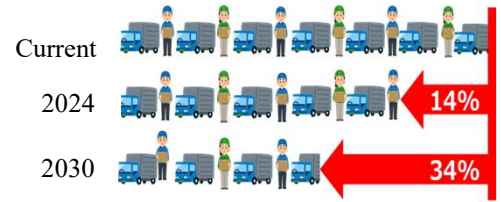


● An Act to Partially Amending the Act on the Advancement of Integration and Streaming of Distribution Business and the Motor Truck Transportation Business Act

Background and Necessity

○ Logistics is a social infrastructure that supports people's lives and the economy. Under the work-style reform related laws applying from April of this year, which aims to make the logistics industry more attractive, the country faces the **"2024 Problem,"** which raises concerns about the stagnation of distribution.

- Without any effective measures, transportation workforce shortage is likely to occur. (see the right figure).
- Drastic and comprehensive measures are needed to review business practices, improve logistics streaming, and change the behavior of shippers and consumers, aiming at creating an environment in which shipper enterprises, logistics providers (transport, warehousing, etc.), and general consumers can cooperate to build sound logistics in Japan.



○ In the light motor hauling business, the number of fatal and serious injury accidents has doubled in the last six years.

→ The following measures should be taken to achieve **sustainable growth in logistics industry**.

Summary of the Act

1. Regulatory Measures for Shippers and Logistics Providers

[Act on the Advancement of Integration and Streaming of Distribution Business]

○ ① **Shippers** *1 (sending and receiving) and ② **logistics providers** (trucking, rail transport, port transport, air transport, warehousing) will be obligated to make efforts to take **the measures to be addressed**, to which **criteria** the national government must establish, for the purposes of logistics streaming.

* 1 Prime contractor truck operators and forwarding business operators are obliged to make efforts to cooperate with shippers. In addition, franchise chain headquarters will have the obligations equivalent to those on the shippers.

○ Regarding the status of taking measures for ① and ② above, the national government will **provide guidance and advice, conduct surveys, and publish the results**, based on the above criteria.

○ Businesses over a certain size are designated as specified business operators, and are required to **prepare mid-to long-term plans and submit regular reports**, and if the implementation of initiatives based on those plans is insufficient, **recommendations and orders given by the national government** will be issued.

○ Specified Shippers are obligated to **appoint a general logistics manager** from among the specified business operators.

※ Change the name of the Act.

※ Investment of the funds necessary for implementation of the certified "Logistics Comprehensive Streaming Project" is added to the operations of the Japan Railway Construction, Transport and Technology Agency.<budget>

[Examples of measures to be taken by shippers, etc.]

<Installation of pallets.>



Inefficient cargo handling due to bulk loading and unloading.



Decrease handling time by using pallets.

2. Regulatory Measures for Truck Operator Transactions

[Motor Truck Transportation Business Act]

○ Require **prime contractor** truck operators to prepare a **verified transportation system management registry** describing the names of **verified** transportation operators, etc.

○ Require a **written document** describing the services to be provided and the charges for such services, etc. (including incidental service charges, fuel surcharges, etc.) to be delivered when **concluding a transportation contract**, etc. * 2.

○ Require business operators to make efforts to **optimize the appropriate use of the subcontractors** * 3, and requiring those above a certain size to **prepare management rules** and **appoint a person in charge** regarding the appropriate use of the operations as subcontractors.

* 2 and 3 also apply to forwarding business operations that enter into subcontracting relationships

3. Regulatory Measures for Light Motor hauling Transportation Business Operators

[Motor Truck Transportation Business Act]

○ Require light motor hauling business operators to ① **appoint a manager** and **attend courses** to ensure them to have knowledge of necessary laws and regulations, and ② **report accidents** to the Minister of Land, Infrastructure, Transport and Tourism.

○ Add information on accident reports and safety orders related to light motor hauling business operators to the items to be disclosed by Ministry of Land, Infrastructure, Transport and Tourism on its website.

[Goals and Effect] Sustainable growth of logistics industry

[KPI] In three years of implementation (compared to FY2019)

- Decrease waiting time and cargo handling time Decrease 125 hours/person per year
- Increase transportation capacity by improving loading efficient rate Increase by 16 percent

●流通業務の総合化及び効率化の促進に関する法律及び貨物自動車運送事業法の一部を改正する法律

背景・必要性

○物流は国民生活・経済を支える社会インフラ。物流産業を魅力ある職場とするため、働き方改革に関する法律が本年4月から適用される一方、物流の停滞が懸念される「**2024年問題**」に直面。

- ・ 何も対策を講じなければ輸送力不足の可能性（右図）。
- ・ 荷主企業、物流事業者（運送・倉庫等）、一般消費者が協力して我が国の物流を支えるための環境整備に向けて、商慣行の見直し、物流の効率化、荷主・消費者の行動変容について、本格的・総合的な対策が必要。



○軽トラック運送業において、死亡・重傷事故件数は最近6年で倍増。

→以下の施策を講じることにより、**物流の持続的成長**を図ることが必要。

法律の概要

1. 荷主・物流事業者に対する規制的措置

【流通業務総合効率化法】

○①**荷主***1（発荷主・着荷主）、②**物流事業者**（トラック、鉄道、港湾運送、航空運送、倉庫）に対し、物流効率化のために**取り組むべき措置**について努力義務を課し、当該措置について国が**判断基準**を策定。

*1元請トラック事業者、利用運送事業者には荷主に協力する努力義務を課す。また、フランチャイズチェーンの本部にも荷主に準ずる義務を課す。

○上記①②の者の取組状況について、国が当該判断基準に基づき**指導・助言、調査・公表**を実施。

○一定規模以上の事業者を特定事業者として指定し、**中期計画の作成**や**定期報告**等を義務付け、中期計画に基づく取組の実施状況が不十分な場合、**勧告・命令**を実施。

○特定事業者のうち荷主には**物流統括管理者の選任**を義務付け。

※法律の名称を変更。

※鉄道建設・運輸機構の業務に、認定「物流総合効率化事業」の実施に必要な資金の出資を追加。〈予算〉

【荷主等が取り組むべき措置の例】
＜パレットの導入＞



バラ積み・バラ降ろしによる非効率な荷役作業 パレットの利用による荷役時間の短縮

2. トラック事業者の取引に対する規制的措置

【貨物自動車運送事業法】

○**元請事業者**に対し、実運送事業者の名称等を記載した**実運送体制管理簿の作成**を義務付け。

○**運送契約の締結**等に際して、提供する役務の内容やその対価（附帯業務料、燃料サーチャージ等を含む。）等について記載した**書面による交付等**を義務付け*2。

○他の事業者の**運送の利用（＝下請けに出す行為）の適正化**について努力義務*3を課すとともに、一定規模以上の事業者に対し、当該適正化に関する**管理規程の作成、責任者の選任**を義務付け。

*2・3 下請関係に入る利用運送事業者にも適用。

3. 軽トラック事業者に対する規制的措置

【貨物自動車運送事業法】

○軽トラック事業者に対し、①必要な法令等の知識を担保するための**管理者選任と講習受講**、②国交大臣への**事故報告**を義務付け。

○国交省HPIにおける公表対象に、軽トラック事業者に係る**事故報告・安全確保命令**に関する情報等を追加。

【目標・効果】 物流の持続的成長

【KPI】 施行後3年で（2019年度比）

- 荷待ち・荷役時間の削減 年間125時間/人削減
- 積載率向上による輸送能力の増加 16パーセント増加