

Outline of the Act Partially Amending the Act on the Promotion of the Integration and Streamlining of Distribution Operations and the Motor Truck Transportation Business Act

(Date of promulgation: May 15, 2024)

Background and Necessity

- Logistics is a form of social infrastructure that supports the lives of the people and the economy. While legislation related to work style reform has been applied since April 2024 to make the logistics industry a more attractive workplace, the industry is facing the “**2024 problem,**” which raises concerns about logistics stagnation.
 - Without countermeasures, there is a risk of insufficient transport capacity.
 - Shipper, companies (consignors and consignees), logistics providers (transport, warehousing, etc.), and consumers must work together to create an environment that sustains Japan’s logistics.
- In the light motor truck transport industry, the number of fatal and serious injury accidents has doubled over the past six years.
 - Therefore, it is necessary to ensure the **sustainable growth of logistics** by implementing the following measures:

Outline of Amendments

1. Regulatory Measures for Consignors, Consignees, and Logistics Providers [Act on the Promotion of the Integration and Streamlining of Distribution Operations]

Effective on April 1, 2025, except for certain provisions

- (1) **Consignors** and consignees*¹ and (2) **logistics providers** (truck, rail, port, air, and warehousing) will be subject to an **obligation to make efforts to take measures** to improve logistics efficiency, and the national government will establish **criteria for assessing** such measures.
 - *¹ Prime truck contractors and freight forwarders will be subject to an obligation to make efforts to cooperate with consignors and consignees. In addition, the headquarters of franchise chains will be subject to obligations equivalent to those imposed on consignors and consignees.
- Regarding the status of initiatives undertaken by (1) and (2) above, the national government will provide **guidance and advice, and conduct surveys and public disclosure** based on the relevant assessment criteria.
- Those that fall under (1) or (2) above and meet certain size thresholds (specified business operators) will be **required to prepare medium- to long-term plans** and submit **periodic reports**, etc.; if the implementation status of those plans is inadequate, the national government will issue **recommendations and orders**. ⇒ Effective on April 1, 2026
- Specified business operators that are consignors or consignees will be **required to appoint a chief logistics officer**. ⇒ Effective on April 1, 2026
- * The name of the Act will be changed.
- * Capital investment necessary for implementing minister-approved projects will be added to the operations of the Japan Railway Construction, Transport and Technology Agency. <Budget>

[Examples of measures to be taken by consignors and consignees, etc.] <Introduction of pallets>

Inefficient cargo handling resulting from loose loading and unloading

Reduced cargo-handling time through the use of pallets

2. Regulatory Measures on Transactions Involving Trucking Operators [Motor Truck Transportation Business Act]

Effective on April 1, 2025

- When entering into a transportation contract, etc., trucking operators will be required to **issue a written document** specifying the content of the services to be provided and the corresponding consideration (including incidental service charges and fuel surcharges)*².
- Prime contractors will be **required to prepare an actual-carrier management register** listing the names, etc. of the actual carriers.
- Trucking operators will be **required to make efforts to ensure proper ordering practices** with respect to subcontractors*³; in addition, operators meeting certain size thresholds will be required to establish management rules relating to such practices and appoint a **responsible person**.
- *² and *³ Also applicable to freight forwarders that enter into subcontracting relationships.

3. Regulatory Measures Applicable to Light Motor Truck Operators [Motor Truck Transportation Business Act]

Effective on April 1, 2025

- Light motor truck operators will be **required to**: (1) appoint a **manager** and ensure that they have the necessary knowledge of applicable laws and regulations through **training** and (2) **report accidents** to the Minister of Land, Infrastructure, Transport and Tourism.
- Information, etc. related to accident reports and safety assurance orders concerning light motor truck operators will be added to the information to be disclosed to the public via the website of the Ministry of Land, Infrastructure, Transport and Tourism.

「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」の概要

(公布日：令和6年5月15日)

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2024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。
 - ・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を整備。
- 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。

改正法の概要

1. 荷主・物流事業者に対する規制的措置

一部を除き令和7年4月1日施行

【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。

【荷主等が取り組むべき措置の例】<パレットの導入>

*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。
- 上記①②のうち一定規模以上のも（特定事業者）に対し、**中長期計画**の作成や**定期報告等**を**義務付け**、中長期計画の実施状況が不十分な場合、国が**勧告・命令**を実施。⇒令和8年4月1日施行
- 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**。⇒令和8年4月1日施行



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

※法律の名称を変更。

※鉄道・運輸機構の業務に、大臣認定事業の実施に必要な資金の出資を追加。〈予算〉

2. トラック事業者の取引に対する規制的措置

令和7年4月1日施行

【貨物自動車運送事業法】

- 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。
- 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**。
- 下請事業者への**発注適正化**について**努力義務***3を課するとともに、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

令和7年4月1日施行

【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HP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。