

## **Oman Third-Party Logistics (3PL) - Market Share Analysis, Industry Trends & Statistics, Growth Forecasts (2026 - 2031)**

Market Report | 2026-01-16 | 150 pages | Mordor Intelligence

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### **Report description:**

Oman Third-Party Logistics (3PL) Market Analysis

The Oman Third-Party Logistics market is expected to grow from USD 1.01 billion in 2025 to USD 1.06 billion in 2026 and is forecast to reach USD 1.32 billion by 2031 at 4.55% CAGR over 2026-2031.

Ongoing public spending of USD 26 billion on ports, airports, and road corridors underpins capacity additions that shorten lead times and broaden multimodal options. Bayan single-window customs clearance now releases permits inside 24 hours, compressing dwell times at Sohar, Duqm, and Salalah and improving service reliability. E-commerce retail turnover is on course to double to USD 1.1 billion by 2028, creating intense last-mile and fulfillment demand that raises warehousing absorption rates across Muscat and Al Batinah. Energy diversification toward petrochemicals and green hydrogen funnels specialized cargo through Sohar's industrial cluster, expanding requirements for hazardous-materials handling and temperature-controlled storage. Finally, a USD 15 billion rail link from Sohar to the UAE border promises to realign GCC trucking lanes and unlock fresh cross-border volumes.

Oman Third-Party Logistics (3PL) Market Trends and Insights

Rapid e-commerce penetration drives last-mile innovation

Online retail turnover is on track to reach USD 1.1 billion by 2028, generating unprecedented throughput for pick-pack-ship

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processes and forcing 3PLs to deploy robotics, goods-to-person systems and real-time track-and-trace. Mandatory e-payment for government services normalizes digital purchasing, while Muscat's high smartphone density fuels mobile checkouts. Cross-border parcels from China surge through Sohar Freezone, elevating demand for bonded warehousing and customs brokerage. Regional entrant Shipa Delivery offers two-hour slots that reset service benchmarks and accelerate technology adoption among incumbents. Fulfillment operators now embed API connectivity into seller dashboards, giving SMEs direct visibility over inventory and delivery milestones.

#### Government Vision 2040 transforms infrastructure landscape

Vision 2040 elevates logistics to a USD 36.4 billion economic pillar, aligning budgets, regulation and land-use strategy. Asyad's consolidation of 16 subsidiary firms has removed internal silos, facilitating end-to-end offers that bundle port handling, line-haul and last-mile. The 2,200-meter Duqm quay with 18-meter draft welcomes fifth-generation container ships, positioning Oman for transshipment flows previously handled in Jebel Ali. The Sohar-UAE rail corridor will move double-stack containers at 160 km/h, cutting haulage times from three days to under eight hours and lowering carbon intensity versus trucking. Widespread adoption of the TIR carnet fast-tracks GCC border crossing, improving service consistency for time-critical loads such as perishables and pharma.

#### Infrastructure bottlenecks constrain regional connectivity

Outside Muscat, single-carriageway stretches impose speed restrictions and create bottlenecks that inflate transit times to Duqm and Salalah. Projects such as the 400 km Adam-Haima-Thumrait upgrade target these gaps yet will not finish before 2028. Until then, operators absorb higher inventory and maintenance costs, offsetting some efficiency gains from port automation. The absence of a direct Hafeet border-gate completion limits Omani carriers' routing flexibility into Saudi Arabia, dampening backhaul utilization and compressing margins.

Other drivers and restraints analyzed in the detailed report include:

Energy sector diversification creates new cargo streams  
Cold-chain demand accelerates across multiple sectors  
Skills gap threatens technology adoption

For complete list of drivers and restraints, kindly check the Table Of Contents.

#### Segment Analysis

International Transportation Management contributed 52.60% of the Oman third-party logistics market in 2025, anchored by 200-plus weekly sailings that link Sohar, Salalah, and Duqm to 86 global ports. Transshipment positioning along the Asia-Europe corridor widens exposure to high-yield container volumes, while integration with Bayan customs eliminates duplicate document cycles. Yet Value-Added Warehousing & Distribution, though smaller, exhibits a 7.12% CAGR and is poised to reshape the Oman third-party logistics market through greater fulfillment density and inventory postponement services.

In response, providers invest in autonomous mobile robots, pick-to-light systems, and cloud-based visibility layers that fuse order information with yard-management feeds. Muscat's first fully automated parcel hub processes 42,000 items per hour, proving that labor-lean operating models can thrive even under Omanisation constraints. Collaborative arrangements with e-retailers now include shared stockholding terms to minimize duplicate safety stock. As these solutions mature, the Oman third-party logistics market size tied to value-added warehousing is set to rival conventional line-haul revenue.

The Oman Third-Party Logistics Report is Segmented by Service (Domestic Transportation Management, International

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Transportation Management, Value-Added Warehousing & Distribution), End User (Automotive, Energy & Utilities, Manufacturing, Life Sciences & Healthcare, Technology & Electronics, and More), Logistics Model (Asset-Light, Asset-Heavy, Hybrid). The Market Forecasts are Provided in Terms of Value (USD).

List of Companies Covered in this Report:

DHL Supply Chain Aramex Kuhen+Nagel GAC Al Madina Logistics Asyad Express Kunooz Logistics UPS Oman FedEx Oman CEVA Logistics Sohar Shipping BrightLink Shipping and Logistics Clarion Shipping & Logistics Blaze Logistics Alsi For Marine Services LLC. DSV Worldwide Logistics and Shipping LLC Al Nowras Logistics Solutions

Additional Benefits:

The market estimate (ME) sheet in Excel format  
3 months of analyst support

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