SUBMISSION

2027 Occupation Standard Classification for Australia (OSCA) Update

Submission to the Australian Bureau of Statistics

Australian Logistics Council

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Table of recommendations

No.	ALC recommendation
1	Keep Transport Allocator as a separate occupation in OSCA 2027.
2	Review the proposed skill level for Transport Allocator with industry.
3	Keep Logistics and Transport Coordinators, but test skill differences within the group.
4	Reconsider Logistics Coordinator as an alternative title for Logistics Officer.
5	Broaden Supply Chain Analyst to reflect end-to-end supply chain work.
6	Keep Marine Pilot at Skill Level 1.
7	Test freight rail, port, terminal and freight-handling changes with employers.
8	Keep monitoring automation, digital logistics and decarbonisation roles as they grow.

1. About the Australian Logistics Council

The Australian Logistics Council (ALC) is the national peak body representing Australia's supply chain logistics and freight transport industry.

Our members operate across the full end-to-end supply chain. They include businesses involved in road transport, freight rail, ports, airports, intermodal terminals, warehousing and distribution. They also include organisations supporting these operations through technology, infrastructure, property, energy and other services.

ALC works with governments, regulators and industry on issues that affect workforce capability, productivity and supply chain performance. This includes how Australia identifies workforce needs, plans for changing skill requirements and responds to shortages in critical occupations.

Reliable occupation data is an important part of that work. It helps governments and industry understand where skills sit, where shortages are emerging and how jobs are changing. It also gives a clearer picture of the operational roles that keep supply chains moving.

For the supply chain logistics and freight transport industry, that matters because work is changing quickly. Automation, digital systems, decarbonisation and new technologies are changing existing roles and creating new ones. At the same time, many established occupations remain safety-critical and require significant training, judgement and experience.

ALC therefore has a strong interest in ensuring OSCA reflects the work people perform. Occupation titles, descriptions, tasks and skill levels should match current industry practice and remain useful as the workforce continues to change.

2. Executive summary

ALC welcomes the August 2026 consultation draft for OSCA 2027.[1] The draft responds to several issues ALC raised with ABS in April, particularly around occupational visibility, skill levels and the need to better reflect how work is performed across the supply chain logistics and freight transport industry.[2]

The proposed new Transport Allocator occupation is a good example of progress. It gives a distinct operational role its own place in the classification. That matters because transport allocators manage drivers, vehicles, freight movements, safety obligations and changing operating conditions. These responsibilities are not always visible when they sit inside broader logistics classifications.

ALC also supports the work ABS has done to refine occupations across logistics, supply chain, freight rail, ports and related transport activities. However, some descriptions and titles still do not fully reflect industry practice. In some cases, the occupation is defined too narrowly. In others, the title covers a much broader range of work than the tasks suggest. This can make it harder to understand where skills sit and where workforce pressure is emerging.

[1] Australian Bureau of Statistics, OSCA 571133 Transport Allocator, August 2026 consultation draft.

[2] Australian Bureau of Statistics, OSCA 571132 Logistics Officer and 5711 Logistics and Transport Coordinators, August 2026 consultation draft.

Skill levels also need careful testing. A qualification can help describe an occupation, but it does not always show the responsibility carried by the worker. Many roles across supply chain logistics and freight transport involve safety, compliance, operational judgement and real-time decision-making. ABS should test proposed skill levels against these responsibilities, not only the minimum qualification normally associated with the role.

ALC is not asking ABS to make decisions about training, migration or workforce funding. Those responsibilities sit with other agencies. OSCA does, however, provide the statistical foundation governments and industry use to understand the workforce. If occupations are too broad, too narrow or placed at the wrong skill level, that flows through to the quality of workforce data.

ALC's position is therefore straightforward. OSCA should describe the work people do. Titles, tasks, and skill levels should reflect current industry practice, operational responsibility, and how technology is changing work across the supply chain logistics and freight transport industry.

ALC position

OSCA should describe the work people do. Titles, tasks and skill levels should reflect responsibility, training and modern operations. That gives government and industry a reliable picture of the workforce.

3. August Draft

ALC supports the overall direction of the August draft.

It gives better visibility to roles across transport, logistics, and day-to-day operations. That is important in an industry where job titles do not always show the full scope of the work.

The draft also revisits descriptions, tasks and skill levels for several safety-critical occupations. ALC supports that work. These roles often carry responsibilities that are not obvious from the occupation title alone.

A broad title can hide very different levels of judgement, training and operational responsibility. It can also make it harder to understand where the workforce pressure is.

ALC does not believe every supply chain logistics role needs its own separate occupation; however, where a role is clearly distinct, has a consistent set of duties and is supported by labour market evidence, it should be visible in OSCA. That gives government and industry a more accurate picture of the workforce.

4. Logistics and transport coordination

Transport Allocator

ALC supports the new 571133 Transport Allocator occupation.3

Transport allocators do more than schedule vehicles. They manage drivers, freight, customers and disruptions.

They also work within fatigue, safety and heavy vehicle rules.

3 Australian Bureau of Statistics, OSCA 571133 Transport Allocator, August 2026 consultation draft.

A separate occupation gives this work better visibility in national workforce data.

ABS should keep the occupation, but review its proposed Skill Level 4.

Some allocator roles carry substantial operational and safety responsibility.

Industry evidence should help ABS test whether Skill Level 4 fits that work.

Logistics Officer

ALC supports keeping 571132 Logistics Officer, but the proposed description is too narrow.4

It focuses on warehouse records, incoming goods and dispatch.

That may suit many Logistics Officer roles; the problem is the alternative title, Logistics Coordinator, as industry often uses Logistics Coordinator for broader work across transport, inventory and customer delivery.

Those duties can extend well beyond a warehouse or distribution centre.

ABS should reconsider that alternative title or broaden the description to match it.

5. Supply Chain Analyst

ALC supports the proposed changes to 223434 Supply Chain Analyst.5

The draft now recognises data, inventory, risk and contingency planning.

That is useful, but the lead description is still too narrow.

Supply Chain Analysts increasingly work across networks, capacity, resilience, transport and operational performance.

ALC suggests a simpler description:

> *"Analyses end-to-end supply chain data, networks and processes to improve performance, resilience and efficiency."*

This better reflects how the role now operates across large supply chains.

6. Marine Pilot and freight rail occupations

ALC supports Marine Pilot at Skill Level 1.6

The role carries significant responsibility for vessel movements, port safety and local navigation.

That change aligns with the position ALC put to ABS in April.

ALC also supports reviewing occupations used across freight rail operations and infrastructure.

These include Rail Engineer, Rail Signalling Engineer and track-based occupations.

ABS uses generic rail titles because they also cover passenger networks.

ALC does not propose changing those titles only for freight rail.

However, ABS should test the descriptions and tasks with freight rail employers.

The final wording should reflect safety, technical skills and ongoing competency requirements.

7. Freight handling, ports and terminals

ALC supports ABS reviewing occupations across ports, terminals and freight handling.

4 Australian Bureau of Statistics, OSCA 571132 Logistics Officer and 5711 Logistics and Transport Coordinators, August 2026 consultation draft.
5 Australian Bureau of Statistics, OSCA 223434 Supply Chain Analyst, August 2026 consultation draft.
6 Australian Bureau of Statistics, OSCA 299931 Marine Pilot, August 2026 consultation draft.

Relevant changes include Bulk Materials Handling Plant Operator, Ship's Master and Aircraft Refueller.

The proposed change to Freight and Furniture Handlers needs closer attention.

Modern freight handling happens across ports, airports, terminals, warehouses and distribution centres.

Many sites now use specialised equipment, digital systems and automation.

ALC questions whether a combined Freight and Furniture Handlers group gives freight enough visibility.

ABS should test that grouping with employers before finalising OSCA 2027.

8. Emerging occupations

ALC welcomes better recognition of new digital and technical occupations.

Our April submission highlighted automation, digital logistics, sustainability and cybersecurity roles.

These functions are becoming normal parts of supply chain operations, not specialist add-ons.

ALC does not suggest creating logistics versions of every digital occupation.

Instead, ABS should monitor where distinct supply chain roles are becoming established.

Priority areas include warehouse automation, logistics systems and supply chain digitalisation.

Operational decarbonisation and supply chain technology integration also deserve ongoing attention.

Where employment evidence meets OSCA thresholds, ABS should consider separate occupations.

9. Priority occupations for ALC members

The following changes have the clearest link to ALC members and industry workforce data.

Occupation / proposed change	ALC position
571133 Transport Allocator — new occupation	Support. Keep it separate and review Skill Level 4 with industry.
5711 Logistics and Transport Coordinators — title and description	Support. Test whether the group captures different levels of responsibility.
571132 Logistics Officer — description	Support with change. Reconsider Logistics Coordinator as an alternative title.
223434 Supply Chain Analyst — description and tasks	Support with change. Broaden the description to reflect end-to-end supply chains.
299931 Marine Pilot — skill level	Support. Keep Skill Level 1.
243235 Transport Engineer — description	Support. Test the wording against freight network and corridor work.
243237 Rail Engineer / 243332 Rail Signalling Engineer — descriptions	Support. Test the changes with freight rail employers.
741935 Railway Track Plant Operator / 821935 Railway Track Worker	Review. Ensure tasks reflect safety, competency and operating requirements.
732932 Bulk Materials Handling Plant Operator — tasks	Support subject to port and terminal operator review.
8911 Freight and Furniture Handlers — description	Review. Make sure freight handling remains visible in workforce data.
741932 Aircraft Refueller — tasks	Support subject to aviation operator review.

Occupation / proposed change	ALC position
313435 Ship's Master — description	Support subject to maritime operator review.

10. Conclusion

ALC supports the overall direction of the August draft and considers it a useful step forward.

The proposed *Transport Allocator* occupation is a particularly strong addition. It recognises a distinct operational role responsible for drivers, vehicles, freight movements, safety, and changing network conditions. ALC supports retaining this occupation in OSCA 2027.

Several other changes also respond to issues ALC raised earlier this year, particularly around occupational visibility, skill levels, and how transport and logistics roles are described.

Some areas still need more work. Some titles remain broader or narrower than industry practice. Some descriptions do not yet capture the full scope of the role. Several proposed skill levels would also benefit from further testing with employers and workers who understand the day-to-day responsibilities.

For ALC, we believe the best question to ask is: **does OSCA describe the work people actually do?**

For the supply chain logistics and freight transport industry, that means recognising operational responsibility, training, safety requirements and the impact of changing technology. It also means making sure distinct roles are visible where evidence supports a separate classification.

Accurate classifications matter because they give government and industry a clearer picture of workforce capability, emerging skills needs, and areas of pressure.

ALC welcomes continued engagement with ABS and is available to work through the occupations identified in this submission.