



**Australian Government**

**Department of Infrastructure,  
Transport, Regional Development,  
Communications and the Arts**

Mr Jason Lange  
Executive Director  
Office of Impact Analysis  
Department of the Prime Minister and Cabinet

Via email: [Helpdesk-OIA@pmc.gov.au](mailto:Helpdesk-OIA@pmc.gov.au)

Dear Mr Lange

**Remaking the Shipping Reform (Tax Incentives) Regulation 2012 and the Shipping Reform (Tax Incentives) Act 2012 - Subsection 10(5) specification of kinds of vessels.**

I am writing to the Office of Impact Analysis (OIA) regarding the Shipping Reform (Tax Incentives) Regulation 2012 (the Regulation) and the Shipping Reform (Tax Incentives) Act 2012 - Subsection 10(5) specification of kinds of vessels (the Instrument), which, as per the Legislation (Shipping Reform (Tax Incentives) Instruments) Sunset-altering Declaration 2022 made under subsection 51A of the *Legislation Act 2003*, are scheduled to sunset on 1 October 2023. Following a departmental assessment and consultation with affected stakeholders, it has been decided that the Regulation and the Instrument are to be remade without significant amendment.

The Department of Infrastructure, Transport, Regional Development, Communications and the Arts (the Department) certifies that the Regulation and the Instrument are operating effectively and efficiently, and therefore an Impact Analysis is not required for the two legislative instruments to be remade.


The assessment that the Regulation and the Instrument are operating effectively and efficiently has been informed by a public consultation, with engagement with stakeholders occurring three times from September 2021 to August 2022. This process involved targeted consultation with shipping entities who apply for shipping tax incentives for their vessels, Maritime Industry Australia Ltd, the Maritime Union of Australia, the Australian Taxation Office and Treasury.

The regulatory burden to business, community organisations or individuals has been assessed using the Australian Government's *Regulatory Burden Measurement framework*. The results are provided below.

Average annual regulatory costs (from business as usual)				
Change in costs (\$ million)	Business	Community organisations	Individuals	Total change in costs
Total, by sector	\$ Nil	\$ Nil	\$ Nil	\$ Nil

I acknowledge that OIA will publish this letter for transparency purposes.

Yours sincerely



Stephanie Werner  
A/g Deputy Secretary  
Transport Group

5 July 2023