

COMPANY CAR TAX 2011/2012



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WHAT IS IT?

Company car tax is payable when an employee is provided with a car by their employer and the car is available to the employee for private use.

How to calculate BIK?

The benefit in kind (“BIK”) for a company car is based on the P11D value of the car. P11D value is derived from:

Basic list price

- + Factory Fitted Options
- + List price of any accessories fitted prior to first registration
- + Delivery charges
- + VAT

The first registration fee and VED are excluded from the P11D value. The BIK is calculated by applying the “appropriate percentage” to the P11D value.

The appropriate percentage is derived from the CO₂ emissions of the car as shown in the following table.

To find out more visit

www.peugeotcompare.co.uk

g/km of CO ₂			% of list price	
2011/12	2012/13	2013/14	Petrol	Diesel
Up to 120	Up to 99	Up to 95	10	13
n/a	100	95	11	14
n/a	105	100	12	15
n/a	110	105	13	16
n/a	115	110	14	17
125	120	115	15	18
130	125	120	16	19
135	130	125	17	20
140	135	130	18	21
145	140	135	19	22
150	145	140	20	23
155	150	145	21	24
160	155	150	22	25
165	160	155	23	26
170	165	160	24	27
175	170	165	25	28
180	175	170	26	29
185	180	175	27	30
190	185	180	28	31
195	190	185	29	32
200	195	190	30	33
205	200	195	31	34
210	205	200	32	35
215	210	205	33	35
220	215	210	34	35
225	220	215	35	35

Diesels have a 3% surcharge up to a maximum of 35% (2012/13 unconfirmed)
 For cars with zero CO₂ emissions, the BIK charge is nil.

Example One:

Assuming a car with a P11D value of £20,000, and CO₂ emissions of 163g/km – the BIK would be:

Fuel Type	P11D	CO ₂ (g/km)	CO ₂ %	BIK	20% Tax	40% Tax	50% Tax
Petrol	£20,000	163g/km	23%	£4,600	£920	£1,840	£2,300
Diesel	£20,000	163g/km	26%	£5,200	£1,040	£2,080	£2,600

Example Two:

This illustrates the benefits of choosing a vehicle from Peugeot's range of highly efficient diesel cars:

Fuel Type	P11D	CO ₂ (g/km)	CO ₂ %	BIK	20% Tax	40% Tax	50% Tax
207 Oxygo HDi 92 FAP 3 door	£12,645	98g/km	13%	£1,644	£329	£658	£822
308 e-HDi EGC with Stop and Start	£18,410	98g/km	13%	£2,394	£479	£958	£1,197
508 e-HDi EGC with Stop and Start	£20,895	109g/km*	13%	£2,717	£543	£1,087	£1,359

A diesel engine will generally have a significantly lower CO₂ output compared with a petrol engine of similar power

Prices correct at time of going to press April 2011

* From July 2011





LCV – tax definition

The following are treated as LCVs for taxation purposes:

- All commercial vehicles with no windows behind the drivers/ passenger doors
- Dual cab pickups with a payload of one tonne or more* .

Benefit charges

Benefit in kind is only charged on an LCV if the van is driven for private usage. As a result the BIK is based on a flat rate charge and does not vary by reference to CO₂ emissions or whether the LCV is petrol, diesel or hybrid.

For the tax year ended 5 April 2012 the following BIK applies:

LCV charge	20% Tax	40% Tax	50% Tax
£3,000	£600	£1,200	£1,500

Where it can be proved that the only private use of the LCV is home to office travel the benefit is reduced to nil.

*A detachable top is deemed to weigh 45kg for these purposes – this is excluded from the payload for these rules – so a vehicle with such a top has to have a payload of at least 1,045kg to be treated as an LCV for tax purposes.

FURTHER INFORMATION

The following web addresses may be of assistance:
Peugeot Tax Calculator: www.peugeotcompare.co.uk
HMRC: <http://www.hmrc.gov.uk/calcs/cars.htm>