

# WLTP Company car Benefits in Kind rates

2023/24



Current company car BIK rates start at 2% for electric cars, 22% for the greenest hybrids, and 25% for any car with 100 g/km CO<sub>2</sub>. From 14%, bands rise in 1% increments to a maximum of 37%, with diesel models subject to a 4% supplement should they not meet RDE2 tests.

The table on the next page shows how the percentage BIK rates vary with vehicle CO<sub>2</sub> (g/km) or electric-only miles range. It represents petrol-, diesel-, hybrid-, and electric-related BIK rates for 2021-2025. Note that the table makes use of current WLTP-derived CO<sub>2</sub> data, for cars registered from April 2020 and NEDC-derived CO<sub>2</sub> BIK rates for models registered before April 2020.

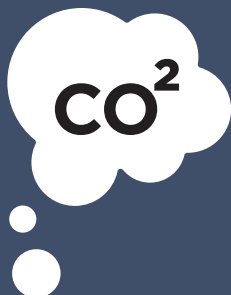
# Company Car Tax BIK Rates April 2022 to March 2025

Vehicle CO2 (g/km)	Electric range (miles)	FY 2022-25 %BIK Rate	
		Petrol, Electric, RDE2 Diesel**	Non-RDE2 Diesel**
0		2	
1-50	130+	2	
1-50	70-129	5	
1-50	40-69	8	
1-50	30-39	12	
1-50	<30	14	
51-54		15	
55-59		16	
60-64		17	
65-69		18	
70-74		19	
75-79		20	24
80-84		21	25
85-89		22	26
90-94		23	27
95-99		24	28
100-104		25	29
105-109		26	30
110-114		27	31
115-119		28	32
120-124		29	33
125-129		30	34
130-134		31	35
135-139		32	36
140-144		33	37
145-149		34	37
150-154		35	37
155-159		36	37
160-164		37	37
165-169		37	37
170+		37	37

\*\* Rate applies to diesel vehicles not meeting the RDE2 standard. For diesel-hybrids, the Non-RDE2 4% diesel surcharge does not apply. All BIK rates will apply to cars registered from April 2020. Source: HMRC 2021.

## 4% supplement for non-RDE2 compliant diesels

HM Treasury levies a 4% diesel supplement over petrol models to account for greater levels of **NOx emissions** for the current diesel cars. The supplement applies to diesel cars not compliant with the **Real Driving Emissions Step 2 (RDE2) test**, which confirms that real-world emissions are close to, or better than, the Euro 6 emissions standards for NOx.



**Car fuel multiplier:  
apply percentage  
to the following amounts:**

**2023/24: £27,800**

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The fuel benefit charge is calculated by multiplying the fuel benefit charge multiplier by the car's appropriate percentage; that is the CO<sub>2</sub> emissions derived percentage used to calculate the car benefit charge. For the full table see the page on car benefit charge.

The fuel benefit charge is reduced to nil if the employee is required to make good the full cost of all private fuel, and does so. A proportionate reduction is made if the company car is only available for part of the year, where private fuel ceases to be provided part-way through a year, or where the benefit of the car is shared.

## Van Benefit Charges

A taxable benefit in the form of a Van Benefit Charge (VBC) arises when an employee is provided with a company van and it is used for personal journeys.

There is a tax charge on the private use of an employer's van. The tax cost is calculated as the employee's rate of tax times the benefit for the year in question.

Year	2023-24
Van benefit	£3,960
Van fuel benefit	£757

## Zero-emission vans

The van benefit charge exemption for zero-emission vans made a U-turn between April 2015 and April 2021.

From 6 April 2015, a reduction in the Van Benefit Charge (VBC) applies for zero-emission vans.

The VBC for zero-emission vans is a percentage of the full charge as follows:

Tax year	% of van benefit charge
2023-24	Nil*

\* Finance Bill 2021 provides for a nil VBC on zero-emission vans for 2021-22 onwards.