BUDGET AND GROWTH REVIEW – SMMT BRIEFING
23 MARCH 2011

The Chancellor opened the Government's Budget and Growth Review in the context of creating a strong and stable economy, growth and fairness.

This briefing sets out the

- Key budget measures
- UK Economic Outlook and OBR revised forecasts
- Growth Review
- Annex: Links to further information

Overview of Budget measures: Business taxes and incentives

Employee Car Ownership Schemes

Published alongside the Budget, in the HMRC/HM Treasury *Overview of Tax Legislation and Rates* it is noted that Disguised Remuneration will be addressed in the Finance Bill which will be published on 31 March and that Government has amended the draft legislation to limit impacts on employers and individuals where it is possible to identify arrangements that cannot be used for tax avoidance purposes. The changes made include exclusions for group company transactions and certain short-term loans as well as arrangements relating to deferred remuneration such as defined employee car ownership schemes[1].

Corporation tax

The Chancellor announced a reduction in the main rate of corporation tax by 2%. From April 2011, the rate will be reduced to 26 % and, by 2014, it will be reduced to 23%. An increased bank levy will offset this reduction.

Government will also implement its Corporate Tax Road Map, including introducing new Controlled Foreign Company (CFC) rules to allow groups based in the UK to compete more effectively with those based overseas. On this, a consultation document will be published in May 2011, followed by draft legislation in autumn 2011. The new rules will include a finance company partial exemption that, in broad terms, results in an effective UK tax rate of one quarter of the main rate on profits derived from overseas group financing arrangements (equivalent to 5.75 % by 2014). This will be preceded by interim improvements to the current CFC rules in Finance Bill 2011 for accounting periods beginning on or after 1 January 2011 to make the rules easier to operate ahead of full reform.

Business rates

The Government announces that the small business rate relief holiday will be extended by one year from 1 October 2011.

National Insurance

Government will consult on combing national insurance contributions and income tax. They will consult on the options, stages and timing of reform. It will maintain the contributory principle and will reflect this in any changes it brings forward. In addition, the Government will not extend NICs to individuals above State Pension Age or to other forms of income such as pensions, savings and dividends.

Under inherited plans for 2011-12, the main and additional rates of NICs will increase by 1%. The primary threshold will increase by £24 per week above the Retail Prices Index (RPI), or £29 in cash terms, to £139 per week. As announced at the June Budget 2010, the secondary threshold for employer NICs will increase by £21 per week above RPI indexation, or £26 in cash terms, to £136 per week. The upper earnings and profits limits for NICs will be reduced by £1,400 so that they remain aligned to the higher rate threshold.

[1] Page 16, http://www.hmrc.gov.uk/budget2011/overview.pdf

Capital allowances
Government aims to encourage investment in plants and machinery, from April 2011, by extending the limit on the capital allowances short life assets election from four to eight years, more closely aligning tax and economic depreciation. Government will extend the Business Premises Renovation Allowance for five years from 2012, providing relief on renovation of business premises in assisted areas. Writing down capital allowances will be reduced to 18% from April 2012. The Annual Investment Allowance will be reduced to £25,000 from April 2012.

Government will consult in May 2011 on the appropriate capital allowances treatment of expenditure on plant and machinery that attracts tariffs under the feed-in tariffs or Renewable Heating Incentives schemes. The list of designated energy saving technologies qualifying for enhanced capital allowances will be updated during summer 2011, subject to agreement with the European Commission. The disposal time limit on the capital allowances short life assets election will be extended from four to eight years.

Government will consider, in a limited number of cases, the scope for introducing enhanced capital allowances to support Enterprise Zones in assisted areas, where there is a strong focus on high value manufacturing.

Export and credit support (and enterprise support)
The Government will make permanent two facilities for exporters introduced in response to the financial crisis: the Export Credits Guarantee Department's (ECGD); Letter of Credit Guarantee Scheme and a facility that allows ECGD's guarantees to be used to raise long-term finance in capital markets for UK exports. The eligibility of the ECGD's short-term credit insurance policy (EXIP) has also been extended and Government has launched an Export Enterprise Finance Guarantee (ExEFG) aimed at SME exporters.

UK Trade and Investment (UKTI) will make better use of private sector expertise and talent with a clear focus on winning business for the UK, led by the Minister for Trade and Investment. The Government will provide a bespoke service to major inward investors giving them direct access to UK Ministers and speedy resolution of bureaucratic obstacles to investment.

The Plan for Growth recognises the difficulties in access to finance. On credit, as previously announced UK banks will have a SME targeted £2.5billion Business Growth Fund, which will be formally launched in May 2011. In addition, business mentoring and coaching schemes are being set up.

There will be reform the Enterprise Investment Scheme (EIS) and Venture Capital Trusts, including raising the rate of EIS income tax relief to 30 % from April 2011; doubling the lifetime limit for Entrepreneurs Relief to £10 million; and also government will invest £100 million in science capital development.

R&D tax credits/innovation
Following a consultation on the R&D tax credits scheme by HM Treasury, government will increase the scheme rate of relief to 200% from April 2011 and 225% from April 2012 for SMEs, subject to EU State aid approval. Government aims to simplify the system, plus removing the PAYE/NICs cap on the amount of payable credit that can be claimed, removing the minimum expenditure rules and allowing relief through the large company scheme for subcontracted activity which forms part of a wider R&D project. Government will publish a response to the consultation in May 2011, which will include a consultation on the detail of proposed changes.

Patent Box
The Patent Box will provide a reduced 10% corporate tax rate for profits from patents, effective from 1 April 2013. Government believes this will encourage UK businesses to retain high-value jobs associated with commercialisation of patents and to invest further in innovation. Government plans to consult on the Patent Box in May 2011, setting out details on how the regime will operate, followed by draft legislation in autumn 2011.

Better regulation and simplification
The Chancellor has announced government will:
- Drop existing proposals for specific regulations which would have cost business over £350 million a year.
- Introduce a moratorium exempting micro-business and start-ups from new domestic regulation for three years from the 1st April 2011.
- Launch a public thematic review to reduce the stock of regulation, with a presumption that burdensome regulations will be removed.

- In addition to looking into combining NICs and income tax, the Government announces measures to address complexity in the tax system aimed at easing the burden of tax compliance for businesses and individuals. Government intends to abolish 43 tax reliefs whose rationale is no longer valid.

Planning
Government will introduce a powerful new presumption in favour of sustainable development, so that the default is 'yes' and pilot land auctions, starting with public sector land. In addition they will streamline the system for planning applications and introduce new fast-track planning for major infrastructure.

Regional Growth Fund, Green Investment Bank, TICs and Enterprise Zones
The Regional Growth Fund was set up by government with the intention to support private sector growth in the areas most dependent on the public sector. Government will confirm all successful bids shortly and will launch the second round in April 2011.

Funding for the GIB will rise from a planned £1bn to £3bn. The GIB will become operational in 2012-13, although exact details of its remit are still unclear. The extra government funding will come from the sale of assets. The government estimate that government investment, alongside private finance, should mean there is an additional £18bn of spending on green infrastructure by 2014-15.

Prior to the budget, government announced that it will launch the first Technology and Innovation Centre in high value manufacturing which will integrate the activities of a number of existing high performing centres in Rotherham, Coventry, Strathclyde, Sedgefield, Redcar and Bristol.

Government will create ten new urban Enterprise Zones within the following Local Enterprise Partnership (LEP) areas: Birmingham and Solihull; Leeds City Region; Sheffield City Region; Liverpool City Region; Greater Manchester; West of England; Tees Valley; North Eastern; the Black Country; and Derby, Derbyshire, Nottingham and Nottinghamshire. In addition, London will have an Enterprise Zone and be able to choose its site. Government will also launch a competitive process for interested LEPs to establish ten more Enterprise Zones.

Government will offer the following range of policy tools to all 21 zones:
- 100% business rate discount worth up to £275,000 over a five year period for businesses that move into an Enterprise Zone during the course of this Parliament.
- All business rates growth within the zone for a period of at least 25 years will be retained and shared by the local authorities in the LEP area to support their economic priorities.
- Government and local authority help to develop simplified planning approaches in the zone.

Government will work with individual LEPs to consider:
- Scope for introducing enhanced capital allowances to support zones in assisted areas where there is a strong focus on high value manufacturing.
- The ability to use Tax Incremental Finance to support the long-term viability of the zone, in tandem with the Local Government Resource Review.
- UKTI support on inward investment and trade opportunities.

Government will work with the devolved administrations to explore opportunities for employing the new Enterprise Zone model across the UK.

Skills and training
Government has announced an extra £180 million for up to 50,000 additional apprenticeship places over the next four years. 40,000 of these places will provide additional capacity to support young unemployed people, in particular through progression from the work experience programme. Government, to address barriers faced by SMEs in accessing apprenticeships, will support business consortia with grants to set up and maintain advanced and higher apprenticeships schemes creating a further 10,000 apprenticeships.

Government will expand the University Technical Colleges programme to establish 12 new colleges immediately and at least 24 new colleges by 2014. Formed through partnerships between universities, colleges and businesses, University Technical Colleges will provide technical training opportunities for 11 to 19 year olds. The sponsors will help set curricula to match the needs of the local economy and of their sectors, provide high quality work placements, and allow the colleges to use their specialist facilities.

Infrastructure, energy efficiency and carbon

An extra £100 million will be available to local authorities to repair potholes caused by the winter weather. This is in addition to the £100 million announced in February 2011.

Climate Change Levy (CCL)

CCL rate will rise in line with RPI in 2012-13. It would have been preferable for rates to rise in line with CPI. The CCL relief on electricity for being in a CCA will revert back to 80% from April 2013. In April 2011 relief from CCL on both gas and electricity is to be cut from 80% to 65%, as previously announced.

Climate Change Agreements (CCAs)

The CCA will be extended to 2023. This is welcome news, although the measure is to support energy intensive businesses exposed to international competition. Industry may need to lobby to ensure this covers the automotive sector. A consultation on the proposals to simplify the CCAs will be published in the summer.

Carbon Reduction Commitment Energy Efficiency Scheme (CRC)

The starting price for sale of allowances was confirmed as £12/tonne.

Carbon tax

The government will introduce a carbon price floor in the power sector from 1 April 2013. This will start at around £16tCO_2 and rise to target price of £30tCO_2 by 2020. This is to encourage investment in low carbon electricity generation. The starting price is a little higher than expected. The government intends to introduce relief for carbon capture and storage and combined heat and power (CHP), and remove an existing exemption in the CCL for electricity CHP plants supply indirectly to an energy consumer.

Motoring taxes

Fuel duty

As widely expected the Chancellor announced that the 1p above inflation increase in fuel duty, due to take effect on 1 April, would not go ahead. The Budget went further announcing fuel duty will be cut by 1p/litre from 6pm on 23 March 2011. The fuel duty escalator was also abolished and replaced with a fair fuel stabiliser. Fuel duty will rise by RPI (3.02p/litre) on 1 January 2012. In future when oil prices are high duty will rise by RPI, when they are low by RPI plus 1p/litre. A trigger price of $75/barrel will consulted upon with oil companies and motoring groups. The 2012-13 increase will be implemented on 1 August 2012.

Fuel	Current	New
Unleaded/diesel	58.95p/litre	57.95p/litre

The fair fuel stabilizer will be paid for by raising the supplementary charge that applies to profits generated from producing oil and gas in the UK or UK Continental Shelf from 20% to 32% on 24 March 2011. The rate will fall back to 20% if the trigger price is met.

Fuel duty had been increased five times in the past two years (April and September 2009, April and October 2010 and January 2011). Fuel duty has risen 12.6% since the rise in April 2009.

Duty rates for leaded petrol and compressed natural gas (CNG) will also change by the same monetary amount as the main fuel duty on 6pm 23 march 2011 and 1 January 2012. The duty differential on liquefied petroleum gas (LPG) will be maintained until 1 January 2012, when it will be reduced by 1p/litre. The duty differential for used cooking oil biofuel will end as intended on 31 March 2012.

VED
From 1 April 2011 VED rates will increase by RPI, apart from for Heavy Goods Vehicles, which will be frozen in 2011-12.

VED rates for cars registered on or after 1 March 2001

VED band	CO_2 g/km	Standard rate		First year rate	
		Current	1 April 2011	Current	1 April 2011
A	Up to 100	£0	£0	£0	£0
B	101-110	£20	£20	£0	£0
C	111-120	£30	£30	£0	£0
D	121-130	£90	£95	£0	£0
E	131-140	£110	£115	£110	£115
F	141-150	£125	£130	£125	£130
G	151-165	£155	£165	£155	£165
H	166-175	£180	£190	£250	£265
I	176-185	£200	£210	£300	£315
J	186-200	£235	£245	£425	£445
K**	201-225	£245	£260	£550	£580
L	226-255	£425	£445	£750	£790
M	Over 255	£435	£460	£950	£1,000

**AFV discount 2010-11 onwards £10 all cars*
*** All cars over 225g/km registered to 1 March 2001 - 23 March 2006 in K band*

For cars and light good vehicles registered before 1 March 2001 VED will rise from £125 to £130 for those not over 1549cc, and from £205 to £215 for those over 1549cc.

Light goods vehicles (weighing no more than 3.5T) registered after will see VED rise from £200 to £210. Euro 5 compliant vehicles, registered between 1 January 2009 and 31 December 2010, will see VED rise from £125 to £130.

HGV were once again frozen. In addition, discount rates for Euro VI Reduce Pollution Certificates will remain the same as for previous Euro standards, applying between 1 January 2012 until 31 December 2016, if the vehicle is bought before the standard becomes mandatory.

Company car tax (CCT)
From 2013 the appropriate percentages for cars with CO_2 less than 95g/km will be frozen, and for cars between 95g/km and 220g/km will rise by one percentage points.

In 2012 it had previously been announced that CCT would change so cars emitting CO_2 less than 75g/km would be taxed at 5% of list price, cars less than 99g/km would face a 10% rate, cars emitting up to 100g/km face an 11% rate, rising by one percentage point for each 5g/km band, to a maximum of 35%.

Fuel benefit charge
From 6 April 2011 the fuel benefit multiplier used to calculate the tax payable on free fuel for company cars will increase from £18,000 to £18,800.

Van benefit and van fuel benefit charges
The van fuel benefit charge will be frozen at £3,000 in 2011-12. The van fuel benefit charge will also be frozen, at £550 for 2011-12.

Approved Mileage Allowance Payments (AMAPs)
From 6 April 2011 the AMAPs rates will increase from 40p/mile to 45p/mile for the first 10,0000 miles and to 25p/mile thereafter. An allowance for passenger payments currently in place for business employees, at 5p/mile, will be extended to volunteers.

March Budget 2011 – UK Economic Outlook and OBR revised forecasts

Sluggish growth and high inflation likely to be a passing phase, but clear strains on restructuring risks and opportunities across the economy

1 Ahead of the March Budget 2011 there were a batch of key survey results that captured the current sentiment and contrasting trends and expectations on the short term prospects for the UK Economy. *HM Treasury's March round-up of independent macroeconomic forecasts* point firmly to slow growth to 2012 and stubbornly high inflation, possibly beyond 2011. The averages of the 25 new forecasts were for GDP growth of 1.8 % in 2011 and 2.1 % in 2012; for the CPI inflation rate the averages were 3.6 and 2.1 %. On the level of claimant unemployment, the averages from the survey show that the total is expected to remain near 1.55 million over these two years, a period when the private sector may struggle to offset job public sector job losses. On the public borrowing front the average values for Public Sector Net Borrowing were £121.5bn for 2011 and £97.2 for 2012; these are about four and seven percent above the OBR forecasts of £117bn and £91bn as at November 2010 (£121.8bn and £101bn at March). If achieved, this will still represent rapid progress in deficit reduction from the £156bn outturn for 2009/10.

2 *EEF's Q1 survey of business conditions in engineering and manufacturing* suggested a buoyant growth trend and prospects that supported a mood of optimism across manufacturing. There were concerns, notably the impact of public spending cuts, durability of recovery in export demand, significant and sustained input cost pressures that were being passed-on and despite a pick-up in new jobs the scale was limited and often temporary or agency hires. Overall the expected balances (those expecting and increase less those expecting a fall) for the engineering sector for Q2 show output, orders and jobs all near +30 %. For the motor vehicles sector the balances were +23, +30 and +38 % respectively. The EEF sees a very positive growth trend for the UK manufacturing sector from 2010 to 2012 with real growth rates in total output of 3.6, 3.5 and 3.0 % and for the engineering sector 7.9, 7.2 and 4.9 % respectively.

3 In total contrast consumer and household confidence is clearly very low and apprehensive on any improvement over the short to medium term. The *Nationwide's February 2011 Consumer Confidence Index* reached an all time low, with an index value of 38. A monthly average of 65 had been more typical in 2010. The big drop in the index over the past three months was driven by a significant deterioration in consumers' expectations on the state of the economy, job opportunities and their household income. The poor state of confidence and squeeze on buying power also affected their confidence and ability to make both major purchases on cars and homes and on household goods. A substantial majority, 54 percent saw it was a bad time to make a major purchase, but 51 percent believed it to be neither a good or bad time to buy general household goods. However, 26 percent did see it as a bad time to buy. And significantly this share was up from 13 % that had been more typical over 2010. With recovery slow and protracted, inflation high and the jobs market highly uncertain there is significant pressure on household finances. Consumers have probably revised-down their expectations significantly, realising that it could be a long-haul to firmer jobs and more secure household finances and confidence to spending on big-ticket items and household goods.

4 On the inflation front too, the latest Bank *of England survey of public attitudes to inflation* shows increased scepticism of there being any significant fall in inflation over the short term and also longer term too. The February survey showed a median expectation of a 4 % inflation rate for 2011 and 3.4 % for 2012. For five years ahead the median view was that it would still be 3.5 % at 2012. These medium and long term expectations are clearly at odds with the output of macroeconomic forecasts and the 29th November and today's 23rd March forecasts from the OBR. They can be interpreted as showing that the public do not believe that the inflation rate can or will be back to target over the next two or five years. However, it is appropriate to note that such surveys of inflation expectations largely reflect the key role that current rates can have in forming judgements on future inflation rates many years ahead. The crucial aspect is if they fall-back as and when inflation is anticipated to fall by 2012 or they represent a lead-in to demands for higher wage increases and a more vigorous pass-through in higher costs in businesses.

OBR Forecast revision at 23rd March

5 Weak GDP growth now and short term and slower too over the medium to long term compared to upswing and growth phases of previous recessions is the core prognosis from the OBR in its March forecasts. This fits with where the consensus is heading amongst the pack of independent forecasters. Persistently higher and sustained inflation to 2011, less momentum in the recovery phase of the cycle now that the stimuli to spend have faded and continued global financial risks focused on sovereign debts have squeezed demand and recovery, hitting confidence and not eased financial instability concerns. Time to recover from a major recession and financial crisis and the aggressive pace of fiscal consolidation temper the longer term outlook, but here the OBR are more upbeat that the longer term forecasts from many independents. The good news from our current conjecture from the OBR is that below-trend growth now and short term will increase spare capacity and probably bear-down on inflation. This may then create scope for

slightly stronger growth from 2012 to 2015. Over this period a positive outcome is expected from a flexible economy that will be restructuring and rebalancing and successfully too – not floundering.

6 The charts that follow compare the OBRs forecasts for some key economic variables as at 29th November 2010 and today's released at 23rd March 2011.

- Chart 1: UK GDP growth rate forecasts compared – at November 2010 and March 2011
- Chart 2: CPI and RPI Inflation rates forecasts compared – at November 2010 and March 2011
- Chart 3: Wages and salaries growth rates forecasts compared – at November 2010 and March 2011
- Chart 4: Jobs growth and inflation rate forecasts compared – at November 2010 and March 2011

Chart 1: OBR UK GDP growth rate forecasts compared – at November 2010 and March 2011

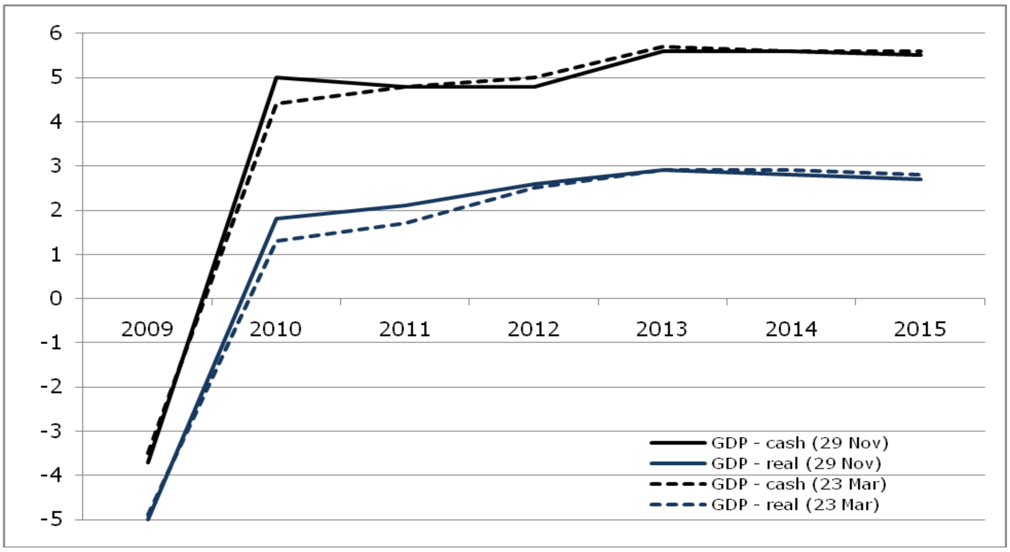


Chart 2: OBR CPI and RPI Inflation rates forecasts compared – at November 2010 and March 2011

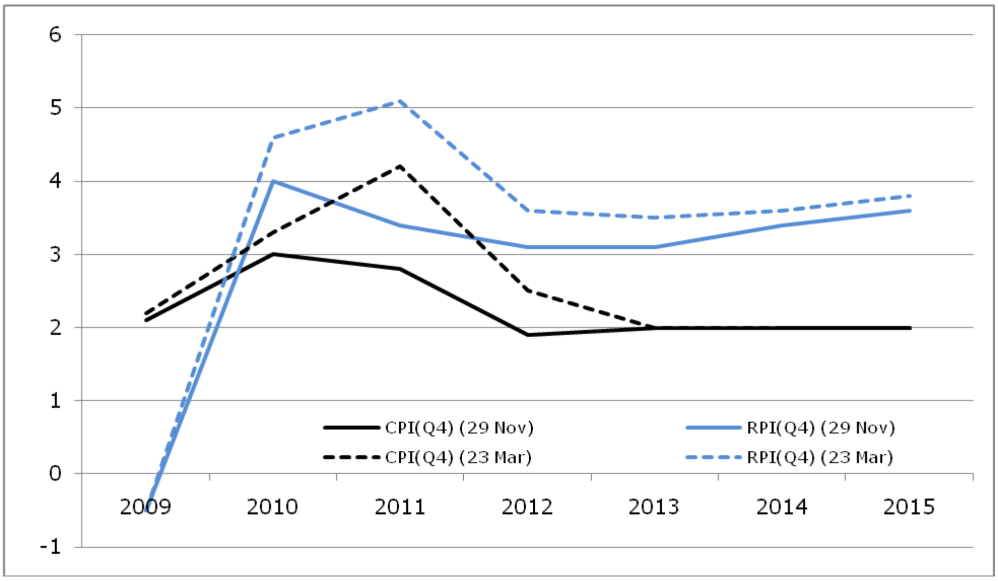


Chart 3: OBR wages and salaries growth rates forecasts compared – at November 2010 and March 2011

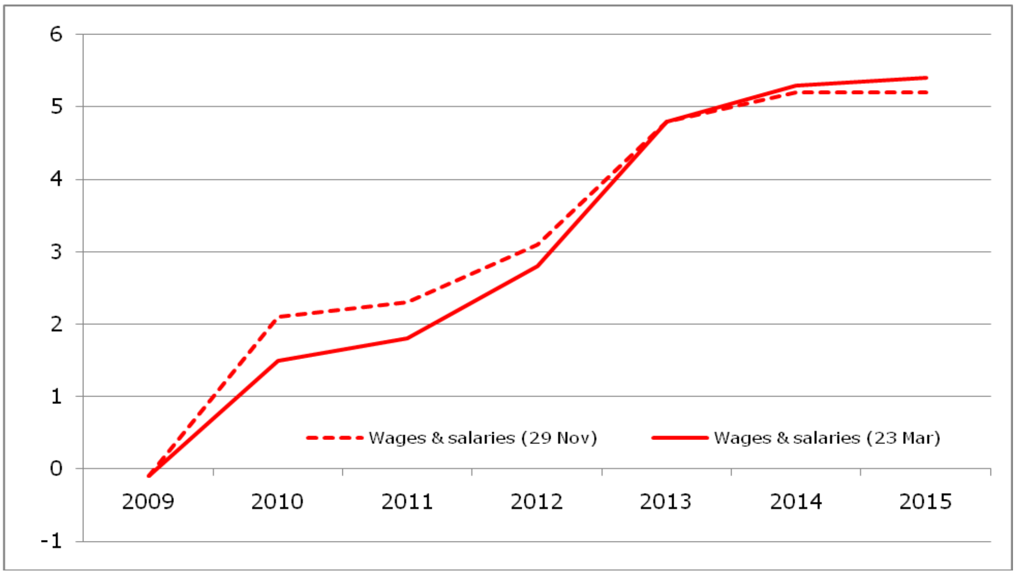
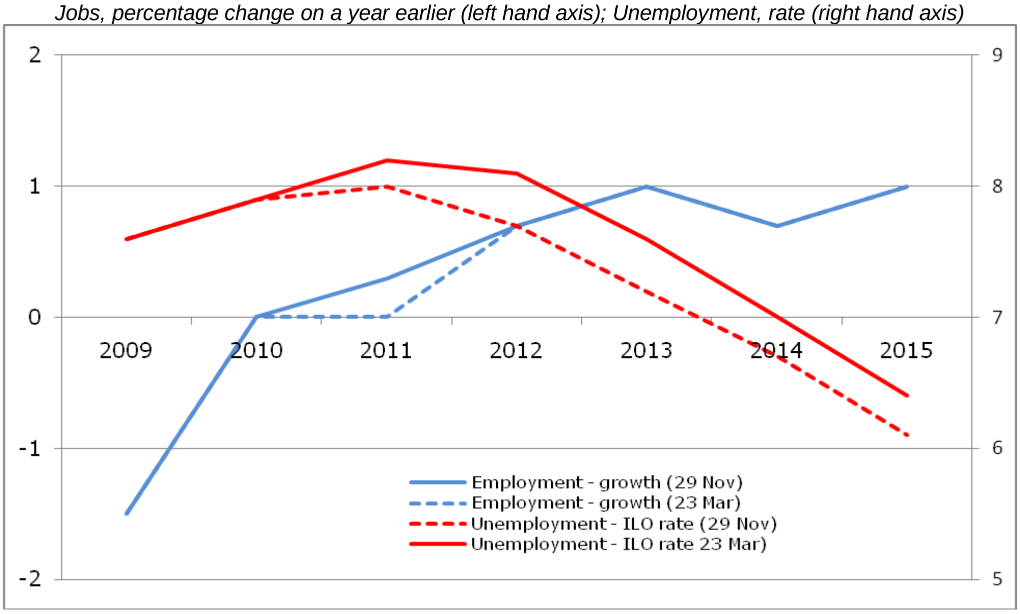


Chart 4: OBR jobs growth and inflation rate forecasts compared – at November 2010 and March 2011

Jobs, percentage change on a year earlier (left hand axis); Unemployment, rate (right hand axis)



More information

To view the Budget document visit:
http://cdn.hm-treasury.gov.uk/2011budget_complete.pdf

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THE PLAN FOR GROWTH (GROWTH REVIEW)

A separate document to the Red Book, the Plan for Growth (initial outcome of the Growth Review) is a lengthy plan for sustainable, long-term economic growth.

The measures announced in this document represent just the beginning of a process, not the end. The Growth Review will continue for the rest of this Parliament to provide an ongoing focus on what government can do to support growth.

The plan has four key ambitions:

1. to create the most competitive tax system in the G20;
2. to make the UK one of the best places in Europe to start, finance and grow a business;
3. to encourage investment and exports as a route to a more balanced economy;
4. and to create a more educated workforce that is the most flexible in Europe.

For each of these heading, the Plan for Growth has ambitions and measurable benchmarks

To create the most competitive tax system in the G20

- The lowest corporate tax rate in the G7 and among the lowest in the G20
- The best location for corporate headquarters in Europe
- A simpler, more certain tax system

To make the UK one of the best places in Europe to start, finance and grow a business

- Improving the UK's ranking in major international indices of competitiveness
- A lower domestic regulatory burden
- More finance for start-ups and business expansion
- An increase in the proportion of planning applications approved and dealt with on time

To encourage investment and exports as a route to a more balanced economy

- Ensure the UK remains one of the top destinations for foreign direct investment (FDI)
- An increase in exports to key target markets
- An increase in private sector employment, especially in regions outside London and the South East
- Increased investment in low carbon technologies

To create a more educated workforce that is the most flexible in Europe

- Supporting more apprenticeships than any previous government
- Home to more of the world's top universities than any other country except the USA
- An increase in the participation of 16-24 year olds in employment or learning
- Narrowing the educational attainment gap, allowing everyone to meet their potential
- Lowest burdens from employment regulation in the EU

The details on how these ambitions will be taken forward were fleshed out in the Budget statement and full budget document (see briefing above).

In addition, in the growth review, government announced funding for a programme of new Manufacturing Fellowships to create links between business and the research base. The Manufacturing Fellowships will provide five years' support for at least six exceptional engineers and technology specialists from business who are able to bridge university and industrial cultures. Each Fellow will lead a £1 million programme of research with real commercial potential.

Government will launch a new enhanced Manufacturing Advisory Service (MAS) 3 months earlier than planned from 1 January 2012, with an additional £7 million to deliver its services over the next 3 years. Government has committed £50 million over three years from April 2012 to provide an enhanced service through MAS, tailored to suit the needs of the individual business and the local economic environment. Working with expert partners where appropriate, BIS will develop additional specialist services for firms in developing markets such as low carbon cars.

Government will strengthen its strategy for promoting STEM skills by recognising the importance of STEM skills for industry, in particular the manufacturing sector. In order to do this, government will:

- Support the Careers Profession Alliance to improve training for careers professionals in subject-specific specialisms, including STEM, to ensure young people have access to high quality, independent guidance to make informed decisions about STEM subjects and careers.

- Increase the number of industry-school visits (e.g. by Apprenticeship Ambassadors). Government will work with the Education and Employers' Taskforce to remove excessive bureaucracy and other barriers to these visits.

- Improve the teaching of STEM skills, by raising the quality of new entrants to the teaching profession. This will be done by reforming teacher training and protecting bursaries for trainee teachers of science and maths

- Strengthen STEM promotion activities, including STEMNET and a STEM Ambassadors programme.

Government will launch a high profile industry showcase alongside the 2012 Olympic and Paralympic Games to promote UK manufacturing sector. Government will also roll out a programme of 'Made in Britain' exhibitions developed by the Department for Business Innovation and Skills will showcase the best of British manufacturing across the UK, including museums, public spaces and online.

The Government is seeking to promote a new international prize in engineering and is working with private sector partners to create an endowment to support such a prize. Government's aim is to make engineering a desirable profession again, where young people aspire to be great engineers where a concept of 'engineering' is modern and wide. The Government believes that an international prize, as prestigious as the Nobel Prize, based in the UK could help to create the excitement that would help give British manufacturing a brighter future.

More information

To view The Plan for Growth visit:
http://cdn.hm-treasury.gov.uk/2011budget_growth.pdf

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ANNEX

UK motoring taxes – useful official links

VED

http://www.direct.gov.uk/en/Motoring/OwningAVehicle/HowToTaxYourVehicle/DG_10012524

http://www.direct.gov.uk/en/Motoring/OwningAVehicle/HowToTaxYourVehicle/DG_4022118

http://www.direct.gov.uk/en/Motoring/OwningAVehicle/HowToTaxYourVehicle/DG_172916

DVLA – fees

http://dvlaguide.co.uk/index.php/dvlaguide/driving_licence_fee/

http://www.direct.gov.uk/en/Motoring/BuyingAndSellingAVehicle/RegisteringAVehicle/DG_4022317

Company cars

http://www.hmrc.gov.uk/cars/index.htm

http://www.hmrc.gov.uk/cars/rule-changes.htm

Company vans

http://www.hmrc.gov.uk/vans/index.htm

http://www.hmrc.gov.uk/vans/employee-guidance.htm

Business car travel – rates and allowances

http://www.hmrc.gov.uk/rates/travel.htm

http://www.hmrc.gov.uk/cars/advisory_fuel_current.htm

Fuel duty rates

http://www.businesslink.gov.uk/bdotg/action/detail?itemId=1085465445&type=RESOURCES

Historical duty rates

http://customs.hmrc.gov.uk/channelsPortalWebApp/channelsPortalWebApp.portal?_nfpb=true&_pageLabel=pageExcise_RatesCodesTools&propertyType=document&id=HMCE_PROD1_023552

Vat and fuel scale charges

http://www.hmrc.gov.uk/vat/forms-rates/rates/rate-rise-guidance.pdf#page=44 (pp44/46)

Vat and business motoring expenses

http://www.hmrc.gov.uk/vat/managing/reclaiming/motoring.htm

HMRC overview of 2011 Budget legislation and tax rates

http://www.hmrc.gov.uk/budget2011/overview.pdf