



TD 2015/6 - Fringe benefits tax: what are the rates to be applied on a cents per kilometre basis for calculating the taxable value of a fringe benefit arising from the private use of a motor vehicle other than a car for the fringe benefits tax year commencing on 1 April 2015?

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 This document has changed over time. This is a consolidated version of the ruling which was published on *25 March 2015*



Taxation Determination

Fringe benefits tax: what are the rates to be applied on a cents per kilometre basis for calculating the taxable value of a fringe benefit arising from the private use of a motor vehicle other than a car for the fringe benefits tax year commencing on 1 April 2015?

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Ruling

1. The rates to be applied where the cents per kilometre basis is used for the fringe benefits tax (FBT) year commencing on 1 April 2015 are:

Engine capacity	Rate per kilometre
0 – 2500cc	51 cents
Over 2500cc	61 cents
Motor cycles	15 cents

Date of effect

2. This Determination applies to the FBT year commencing 1 April 2015.

Appendix 1 – Explanation

❶ *This Appendix is provided as information to help you understand how the Commissioner's view has been reached. It does not form part of the binding public ruling.*

Explanation

3. An employee's right to use a car for private purposes constitutes a car fringe benefit under the *Fringe Benefits Tax Assessment Act 1986* (FBTAA). Where an employee is entitled to use a motor vehicle **other than a car**, this gives rise to a residual benefit under that Act. For these purposes, pursuant to subsection 136(1) of the FBTAA, which refers to subsection 995-1(1) of the *Income Tax Assessment Act 1997* a 'car' means:

a 'motor vehicle' (except a motorcycle or similar vehicle) designed to carry a load of less than 1 tonne and fewer than 9 passengers, with a 'motor vehicle' being defined as:

any motor-powered road vehicle (including a 4 wheel drive vehicle)

4. Miscellaneous Taxation Ruling MT 2034 outlines a number of acceptable methods that may be used to value the benefit of the right to use an employer's motor vehicle **other than a car**. One method of valuing the benefit is to multiply the number of private kilometres travelled by employees in a vehicle during a year by a cents per kilometre rate. The effect of paragraphs 15 and 16 of MT 2034 is that this method can only be used where there is extensive business use of the vehicle.

5. The cents per kilometre rates set out in this Determination are those that applied for the year commencing on 1 April 2014, reviewed to reflect the movement in the Consumer Price Index. (The rates that applied for the year commencing on 1 April 2014 are set out in Taxation Determination TD 2014/6 *Fringe benefits tax: what are the rates to be applied on a cents per kilometre basis for calculating the taxable value of a fringe benefit arising from the private use of a motor vehicle other than a car for the fringe benefits tax year commencing on 1 April 2014?*).

References

Previous draft:

Not previously issued as a draft

Related Rulings/Determinations:

MT 2034

Previous Rulings/Determinations:

TD 93/59; TD 94/22; TD 95/19; TD 96/26;
TD 97/16; TD 98/10; TD 1999/5;
TD 2000/20; TD 2001/8; TD 2002/6;
TD 2003/6; TD 2004/9; TD 2005/9;
TD 2006/13; TD 2007/8; TD 2008/4;
TD 2009/7; TD 2010/5; TD 2011/5;
TD 2012/6; TD 2013/7; TD 2014/6

Subject references:

- FBT
- FBT motor vehicle
- FBT motor vehicle definition
- FBT taxable value
- fringe benefits tax
- private use of motor vehicles other than cars
- residual

Legislative references:

- FBTAA 1986 136(1)
- ITAA 1997 995-1(1)
- TAA 1953

ATO references

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