## Ottawa Taxi Passenger Fares (2005-2016)

Taxi Fares 2005-2016
Proposed maximum fare in new variable pricing model

| Tariff Schedule | 2005 | $\mathbf{2 0 0 6}$ | $\mathbf{2 0 0 8}$ | $\mathbf{2 0 1 2}$ | $\mathbf{2 0 1 6}$ |
| :--- | :---: | :---: | :---: | :---: | :---: |
| For the first 101 metres or part thereof (drop fare) | $\$ 2.85$ | $\$ 2.90^{*}$ |  |  |  |
| For each additional 95 metres or part thereof | $\$ 0.15$ | $\$ 0.15$ |  |  |  |
| For each 23 seconds waiting time or part thereof <br> while under engagement | $\$ 0.15$ | $\$ 0.15$ |  |  |  |
| For the first 110 meters or part thereof (drop fare) |  | $\$ 3.30^{* *}$ |  |  |  |
| For each additional 93 meters or part thereof | $\$ 0.15$ |  |  |  |  |
| For each 24 seconds waiting time or part thereof while under <br> engagement | $\$ 0.15$ |  |  |  |  |
| For the first 150 metres or part thereof (drop fare) |  | $\$ 3.45^{* * *}$ | $\$ 3.45^{* * * *}$ |  |  |
| For each additional 86 metres or part thereof | $\$ 0.16$ | $\$ 0.16^{* * * *}$ |  |  |  |
| For each 24 seconds waiting time or part thereof while under engagement | $\$ 0.16$ | $\$ 0.16^{* * * *}$ |  |  |  |

* A $\$ 0.05$ charge to help cover the cost for the installation and maintenance of a digital camera system in taxicabs.
** A $14 \%$ increase to the drop fare to account for the implementation of HST and allow for the implementation of the camera system, and associated costs.
*** A $\$ 0.15$ increase related to amendments to the taxi cost index, supported by the industry, etc.
**** Proposed maximum fare (includes pre-arranged)
Benchmarking: Taxi Fares
Proposed elimination of Ottawa's $\$ 1.50$ credit/debit transaction fee

| Municipality | Drop fare | Additional distance | Idle time | Est. fare for 10km trip |
| :---: | :---: | :---: | :---: | :---: |
| Ottawa | \$ 3.45 (150m) | \$ 0.16 (+86 m) | \$ 0.16 (24 sec) | \$ 23.28* |
| London | \$ 3.50 (57m) | \$ 0.25 (+130m) | \$ 0.25 | \$ 22.62 |
| Hamilton | \$ 3.90 (71.4m) | \$ 0.13 (+72.1m) | \$ 0.13 | \$ 21.80 |
| Ottawa | \$ 3.45 (150m) | \$ 0.16 (+86 m) | \$ 0.16 (24 sec) | \$ 21.78** |
| Mississauga | \$ 4.25 (141m) | \$ 0.25 (+141 m) | \$ 0.25 (30 sec) | \$ 21.73 |
| Toronto | \$ 4.25 (143m) | \$ 0.25 (+143m) | \$ 0.25 (29 sec) | \$ 21.48 |
| Calgary | \$ 3.80 (120m) | \$ 0.20 (+120m) | \$ 0.20 | \$ 20.27 |
| Edmonton | \$ 3.60 (135m) | \$ 0.20 (+135m) | \$ 0.20 (24 sec) | \$ 18.11 |
| Windsor | \$ 3.50 (105m) | \$ 0.10 (+69m) | N/A | \$ 17.84 |
| UberX Ottawa | \$ 3.50 | \$ 0.80 | \$ 0.18 (60 sec) | \$ 11.50*** |

* Includes $\$ 1.50$ credit/debit transactio( +4800 m )
** Excludes $\$ 1.50$ credit/debit transaction fee
*** Does not include surge charging per KPMG's analysis

