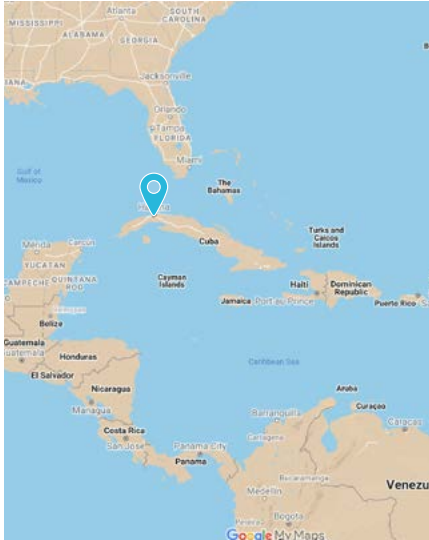


Havana, Cuba

Partner city

Status of the project: upcoming technical assistance



Basic Information

Urban area: 728 km²

Population: 2,140,423 | Growth rate: 0.16%

GDP per capita: USD 8,821

National GHG emissions per capita: 3.74 (tCO₂eq)

Exposure to climate change: HIGH

Country Capital City

Context

Havana, the Cuban capital, occupies 728,26 km² (0.7% of the national area). Its 15 municipalities are home to 2.13 million inhabitants, almost 20% of the country's population. The municipalities Centro Habana, Habana Vieja, Cerro, Plaza de la Revolución and Diez de Octubre are the most densely populated. Centro Habana stands out notably with a gross population density of around 41,000 inhabitants/km² while the net density in the residential areas of the city is only 18,000 inhabitants/km² approximately.

Havana is a city with a polycentric structure. Its growth has preserved the oldest fabrics of some neighbourhoods. The axes that linked the oldest nucleus with the periphery were the basis for the growth from the founding heart to the west, southwest, south, and southeast, which defined a tree-like pattern for the communication routes.

The bay, the fundamental reason for the final location of the city, conditioned a slower pace in the expansion of the city towards the east. The construction of the tunnel of the bay in 1958 allowed for the beginning of the development in this direction. These aspects determined the current structure of the transportation system, which follows a territorial model with a central zone, an intermediate zone and a peripheral zone. Despite the development beyond the central zone, the main concentrations of jobs, the cultural/recreational infrastructure and tourism are in a narrow strip close to the sea, which conditions current mobility patterns, where even today the tunnel is presented as insufficient in terms of mobility.

The city has a mass transit system and already has an existing transport master plan or similar document.

In Havana, mass bus transportation (or "guaguas") is basically organised into three categories:

- Buses with the letter P and a number ("Main routes"), a fleet of "articulated" buses with greater capacity (from the Chinese brand Yutong Bus).
- Buses with the letter A ("secondary routes"), "conventional" buses, with approximately 100 routes.

Both the secondary and main routes are operated by the Havana Provincial Transportation Company, which operates 17 main routes and 104 secondary routes and has 17 bus terminals for their operations. There are also bus services between Havana and other provinces (Viazul, Transtur, Transgaviota, in CUC, National Buses in CUP).

The Ministry of Transportation (MITRANS) has the responsibility to organise the transportation sector in Cuba and the General Directorate of Provincial Transportation of Havana (DGTPH) has the responsibility to organise the transportation sector in Havana. The General Directorate of Provincial Transport of Havana (DGTPH), the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It is “the body in charge of directing and controlling compliance with the state policy for the transportation of passengers, cargo, its auxiliary and related services, its infrastructure and the financing of services related to urban passenger transportation, taking into account the development plans of the city, with the fundamental objective of satisfying the growing mobility needs of the population with the quality and safety required “. It does not have the authority to borrow from international finance sources. Systems and procedures are partially in place to monitor, evaluate and report on urban transport.

Despite being a polycentric city, the main metropolitan functions and the largest number of jobs are only concentrated in the so-called central areas of Havana. The remaining sub-centres have weakened, limiting their ability to offer service and employment to the population. This forces an important part of the population that lives far away from the centre to commute daily to access basic services (schools, hospitals, shops, etc.). The poor conditions of the existing urban mass transport imply that citizens consume excessive time just for their transportation.

The main aims of the SUMP are to generate a high-quality document in line with Cuba’s urban mobility policy and to strengthen the capacities of local experts and other stakeholders.

The technical assistance contributes to institutional strengthening by adopting an integrated approach, building capacity and offering dedicated trainings.

Support from the Partnership

Technical Assistance: Sustainable Urban Mobility Plan (SUMP) and pilot project

Funded by: European Commission

Funding amount: EUR 700,000

Implemented by: AFD through the EUROCLIMA+ Program

Local counterpart: General Directorate of Provincial Transport of Havana (DGTPH)

Supported activities:

- Development of a SUMP for the city of Havana
- Definition and preparation of a Pilot Project of sustainable mobility in the city
- Definition and preparation of a project to improve mobility on the 10 de Octubre corridor, Havana

Status of implementation

Project start: 2021 Q1

Expected project completion: 2022 Q2