

# Havana, Cuba

Sustainable Urban Mobility Plan

Completed

## Basic information

Urban area	→ 728 km <sup>2</sup>
Population	→ 2,132,183
Growth rate	→ 0.16%
Country capital city	
GDP per capita	→ USD 9,499 (2020)

### Modal share

Formal public transport	→ 43,6%
Walking	→ 46,2%
Cycling	→ 1,1%
Private cars	→ 6%
Private motorbikes or 2-wheelers	→ 3,2%
National GHG emissions per capita	→ 3.74 (tCO <sub>2</sub> eq)
Exposure to climate change	→ HIGH



## Context

Havana, the Cuban capital, occupies 728.26 km<sup>2</sup>, representing 0.7% of the national area. With 15 municipalities, Havana is home to 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 with a population density of 41,000 inhabitants/km<sup>2</sup>, while the net density in the city's residential areas is around 18,000 inhabitants/km<sup>2</sup>.

Havana has a polycentric structure, and its growth has preserved the oldest factories in some neighbourhoods. The axes linking the old city to the periphery formed the basis for sprawl from the founding heart to the west, southwest, south, and southeast, defining a tree-like pattern for transportation routes.

The bay, the main reason for the city's location, led to a slower pace in the city's eastward expansion. The construction of the bay tunnel in 1958 marked the beginning of development in this direction. These aspects determined the current structure of the transportation system, which follows a territorial model with central, intermediate, and peripheral zones. Despite development beyond the central area, the main concentration of jobs, cultural, tourism, and recreational infrastructure is in a narrow strip near the sea, which shapes current mobility patterns. Today, the tunnel's capacity seems insufficient.

Despite being a polycentric city, metropolitan functions and most jobs are in Havana's so-called central areas. The remaining sub-centres have weakened, limiting their ability to offer service and employment to the population. This situation forces many people living far away from the centre to commute daily to access essential services (schools, hospitals, shops, etc.). The poor condition of existing urban mass transit means citizens spend excessive time commuting.

The city has a public transit system and an existing transport master plan or similar document. Havana has organised its public bus transportation (or *guaguas*) into two categories: a fleet of articulated buses with greater capacity on main routes and conventional buses on approximately 100 secondary routes.

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

The Ministry of Transportation (MITRANS) is responsible for organising the transportation sector in Cuba, and the General Directorate of Provincial Transportation of Havana (DGTPH) manages the transportation sector in Havana. DGTPH, the local counterpart, has the mandate and responsibility to finance mass public transport infrastructure. It does not have the authority to borrow from international financial sources. Systems and procedures are partially in place to monitor, evaluate and report on urban transport.

The technical cooperation sought to formulate a Sustainable Urban Mobility Plan (SUMP) in Havana, which allowed for a diagnosis of the city's mobility, and sponsored working sessions with the Convention of Territorial Planning and Urbanism and the Scientific Convention of Engineering and Architecture. The SUMP generated proposals that imply changes to the modal distribution and improvements in transit, public transport, cycling, and pedestrian mobility. In turn, the pilot project seeks to restore the Eje de Galeano to ensure high pedestrian flow and provide better public pedestrian spaces that ensure accessibility. The proposed design involves transforming and restoring the Eje Galiano and El Curita Park to create a linear public space.

The transformation of the pedestrian Eje de Galeano will serve as an example of a pro-sustainable urban mobility initiative, with an impact on the urban environment and a strong impetus for the SUMP's adoption. This pilot project aims to reduce pollution, improve pedestrian safety along the axis, and enhance access to public spaces, social resources, and cultural facilities.

## Support from the Partnership

**Technical Assistance:** Sustainable Urban Mobility Plan (SUMP)

**Funded by:** European Commission

**Funding amount:** EUR 600,000

**Implemented by:** Agence Française de Développement (AFD) through the Euroclima + Programme

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

**Project start date:** 2021 Q1

**SUMP completion date:** 2022 Q2

### Supported activities (SUMP):

- Development of a SUMP for the city of Havana

### Supported activities (Pilot Project):

- Creating, preparing and designing a pilot project to improve sustainable mobility in the city. The project will improve public spaces along the Eje de Galeano to ensure pedestrian flow and accessibility.
- Technical assistance for project implementation, provided comprehensive support in equipment acquisition, ensuring the timely purchase of materials and equipment for the pilot project.
- Technical skills were transferred to Cuban personnel. The project was promoted within the community and the local government to strengthen the commitment to the pilot development.

## Completed outputs:

- Diagnosis and evaluation: inventory and analysis of the current situation
- Vision and strategic goals
- Action plan
- Monitoring, Reporting and Verification (MRV) Plan
- Final approved Sustainable Urban Mobility Plan (SUMP)

## SUMP key measures and cost estimates

The following table highlights the most significant measures identified in the SUMP.

Measure	Cost estimate (EUR) <sup>1</sup>
<b>1. Pedestrian mobility</b>	<b>27,470,943.01</b>
Establish regulation on pedestrian infrastructure and plan its application	8,864.50
Adapt and preserve sidewalks	21,811,810.05
Widen sidewalks	4,221,640.35
Generate more walking and shared-use streets	1,428,628.11
<b>2. Cycling mobility</b>	<b>6,081,479.95</b>
Elaborate a Cycling Director Plan for Havana	8,795.27
Awareness-raising campaign about cycling	87,951.03
Develop a network for buying, selling, and repairing bicycles	8,795.27
Create safe cycling infrastructure, including parking spaces	3,492,042.21
Extend the bike-sharing system	2,483,896.16
<b>3. Public transport and intermodality</b>	<b>795,770,710.00</b>
Improve gender equality in the public transport system	8,794.45
Implement the fleet renewal plan and guarantee the fleet's sustainability	532,962,771.08
Plan the public transport network restructuring	225,244.92
Develop social networks for electric three-wheelers	3,998,861.80
Implement mass-transit axes and structure public transport networks	100,224,089.21
Integrate the public transport system's operations, information, technology and fares	17,296,871.86
Physical integration: Develop Urban Passenger Stations	141,055,891.05
<b>4. Urban logistics</b>	<b>65,188.84</b>
Create on-loading and off-loading zones	56,393.54
Strengthen the freight transport management policy and relocate the stores	8,795.29
<b>5. Mobility management and road safety</b>	<b>4,133,699.59<sup>2</sup></b>
Make a Road Safety Plan with a Zero Vision focus	8,795.29
Reduce speed limits on roads with the most traffic violence	8,795.29
Design safe road crossings with signalling and traffic lights	659,632.57
Reorganise road space and generate low-traffic zones	(already contained in other measure's costs)
Improve road maintenance and connectivity	3,447,681.14 (per year)
Parking policy	8,795.29

<sup>1</sup> Exchange rate (USD→EUR): 1 USD = 0.85 EUR

<sup>2</sup> This total includes only one year of the 'Improve road maintenance and connectivity' measure to simplify calculations.

Measure	Cost estimate (EUR) <sup>1</sup>
<b>6. Electric mobility and transport decarbonisation</b>	<b>3,406,409.62</b>
Develop an electric mobility action plan	8,795.29
Decarbonise the omnibus fleet	3,380,023.75
Promote electric mobility	8,795.29
Decarbonise urban logistics and promote intermodality	8,795.29
<b>Total of measures</b>	<b>836.930.245,35<sup>3</sup></b>

## Projected impacts

Indicator	Impact 2030 (SUMP vs BAU)	Baseline - 2021	Projected 2030 BAU	Projected 2030 SUMP scenario
<b>Total annual GHG emissions (Mt CO<sub>2</sub>eq)</b>	Not quantified	1,72 Mt CO <sub>2</sub> eq <sup>4</sup>	Not quantified	Not quantified
<b>Annual transport-related GHG emissions per capita (kg CO<sub>2</sub>eq/capita)</b>	Not quantified	805 kg CO <sub>2</sub> eq / capita	Not quantified	Not quantified
<b>Modal share</b> Increase of the modal shares of trips by public transport, walking, and cycling	<b>TOTAL: +0.86%</b>	Formal public transport: 43.6% Walking: 46.2% Cycling: 1.1% <b>TOTAL: 90.9%</b>	Formal public transport: 43.8% Walking: 46.2% Cycling: 1.1% <b>TOTAL: 91.1%</b>	Formal public transport: 44.5% Walking: 46.2% Cycling: 1.1% <b>TOTAL: 91.8%</b>

## Finance Leverage

No financial leverage available.

## Perspectives for implementation

The SUMP development enabled the participation of both institutions and citizens.

The development of the SUMP was a collaborative effort that involved various stakeholders, including a Technical Committee and the city's residents. The Technical Committee, a consultative and executive body comprising experts from different fields, provided invaluable support in making strategic decisions. To ensure the plan reflected the needs and aspirations of the city's residents, a range of participatory activities were organised. These included work meetings, participatory workshops, discussion tables, interviews, and focus groups. These initiatives gave the citizens a voice, allowing them to actively contribute to developing a more sustainable and inclusive transportation system for their city.

<sup>3</sup> Originally, the budget was split into two sections. A number of measures' costs were calculated in the local currency (CUP) and the remaining ones in euros. This division was proposed to link the measure with potential sources of finance available (domestic or international). The table shows the total cost for each measure converted into USD.

<sup>4</sup> Estimation by the MobiliseYourCity Secretariat based on SUMP deliverables.

# Insights from practice: lessons learned from the SUMP process

## Immense financial contributions are needed to ensure SUMP implementation

Havana's SUMP, completed in June 2022, aims to improve the city's transport system by expanding public transport services, promoting cycling and walking, and optimising traffic flow. It is expected to address various city challenges, such as traffic congestion, air pollution, and inadequate public transportation services. The successful adoption and implementation of the SUMP is expected to improve the quality of life for Havana's residents and enhance the city's economic competitiveness.

Implementing the SUMP requires a significant investment that exceeds the level of the previous 20 years, with a more robust national contribution in both foreign and national currencies. Achieving this effort requires structural changes to transport financing and a well-defined national contribution to the SUMP action plan, including infrastructure and road safety.

## Highlights in the past year

### The Neomovilidad project finishes successfully in December 2024

The Neomovilidad project, funded by UNDP and GEF, has transformed transportation in Havana with an ecological, inclusive, and gender-equity approach. Achievements include a pilot public bike-rental station, logging over 13,000 services, and significantly reducing carbon emissions. Additionally, three routes with 25 electric tricycles were introduced in peripheral areas, offering affordable fares and promoting women as drivers.

## Highlights from 2025

- Rehabilitation of 63 buses that were out of order financed via the city's "Public Transport Development Fund<sup>5</sup>.
- 100 new minibuses introduced to help relieve mobility pressure.
- The regional transport company launched two new electric-bus routes serving the Alamar neighbourhood.

***Last Updated December 2025***

<sup>5</sup> <https://en.cibercuba.com/noticias/2025-04-13-u1-e135253-s27061-nid300859-regimen-cubano-resucita-63-guaguas-paralizadas>