

Transport/Infrastructure

Transport in Havana

Havana is a pedestrian city. To walk is the common way to move in Havana and people are used to walk several hours a day.

The reason for this was the collapse of the bus system in the early nineties, caused through the fall of the Soviet Union and the following oil shortage.

During this period the number of buses was quartered. As follows the average waiting time for a bus is between 30 minutes and 1 hour and a half.

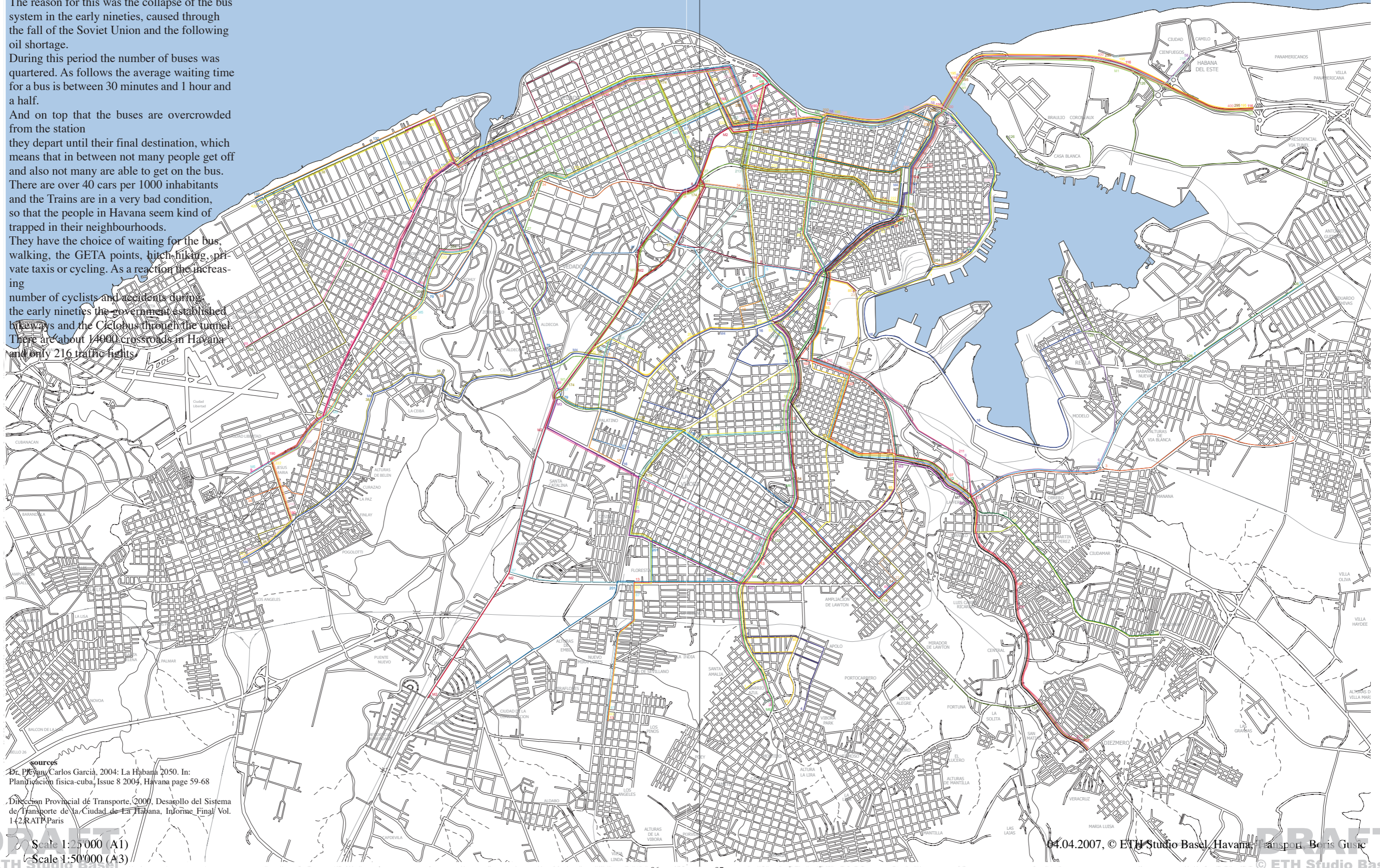
And on top that the buses are overcrowded from the station

they depart until their final destination, which means that in between not many people get off and also not many are able to get on the bus. There are over 40 cars per 1000 inhabitants and the Trains are in a very bad condition, so that the people in Havana seem kind of trapped in their neighbourhoods.

They have the choice of waiting for the bus, walking, the GETA points, hitch-hiking, private taxis or cycling. As a reaction the increasing

number of cyclists and accidents during the early nineties the government established bikeways and the Ciclobus through the tunnel.

There are about 14000 crossroads in Havana and only 216 traffic lights.



sources
Dr. PÉREZ, Carlos García, 2004: La Habana 2050. In: Planificación física-cuba, Issue 8 2004, Havana page 59-68
Dirección Provincial de Transporte, 2000. Desarrollo del Sistema de Transporte de la Ciudad de La Habana. Informe Final Vol. 1-2. RAIP Paris

Scale 1:25'000 (A1)
Scale 1:50'000 (A3)

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Transport/Infrastructure

Types of transport

Metrobus (camello)

The Metrobus is a huge trailer with capacity for up to 300 people which is pulled by a truck. There are 7 lines and drive on the most important axes in the city. Every 1200m to 1500m is a station. The cost of one trip is 20 centavos. The locals call it camello because of the two humps. The buses are mostly overcrowded.



Omnibus (guagua)

The omnibus is slower than the metrobus and takes less passengers, but there are much more lines. There are 95 lines with a stop every 600 to 1200m. The cost of one trip is 40 centavos.



Ciclobus

The ciclobus was formed for the transport of cyclists through the tunnel of the Bahia de la Habana. It is forbidden to drive through by bike. There are 28 vehicles in operation.



Train

The condition of the trains and tracks is bad. Trains are not a popular mean of transport, because they have great delays.



Ship/Ferry

In the Bay of Havana are three ferry lines which connect Habana Vieja, Regla and Casablanca. Ships and ferries on open sea only used for cargo transport, because the transport of passengers is not allowed.



Truck (Camioneta)

Camionetas are the informal kind of bus.



Pedestrian

Havana is a pedestrian City. The average waiting period for buses is about 42 minutes, and because of that, it is mostly quicker to walk. To walk is the most common way to move in the city of Havana.



Bike

After the collapse of the bus system the bike became a new importance. People are often driving more than 20 kilometers per day.



Car

There are 45 cars per 1000 inhabitants and half of them are not used daily because of the fuel restriction. Since 1992 there are about 1300 state owned cars helping out for a better distribution of passengers using public transport. They are located near to bus stations and have to stop to take on passengers if possible.



Taxi

Taxis are over the city. The taxidriver usually own his car and needs a taxi licence. Most of the taxis are oldtimers.



Bicitaxi

Bicitaxis were legalised in 1993. They have three wheels and are made for 2 to 3 passengers. They are to be found in the historical centre where other transportation like cars and buses are not allowed.

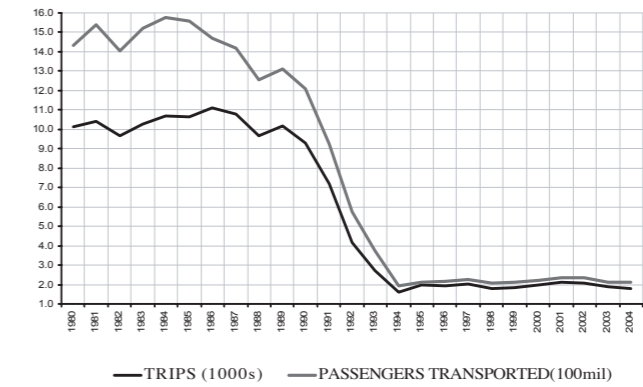
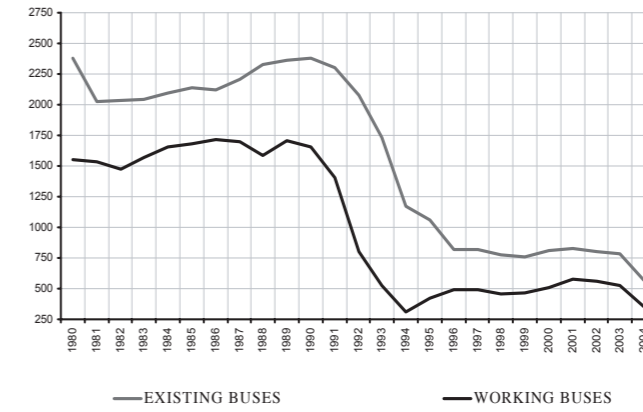


Cocotaxi

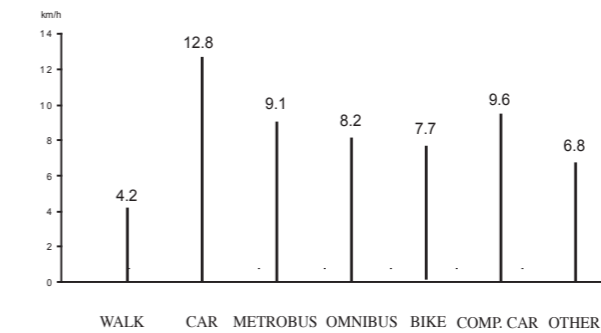
The tourist experience to get around in the city. Locals can't afford this kind of transportation.



Statistics showing collapse of the bus system

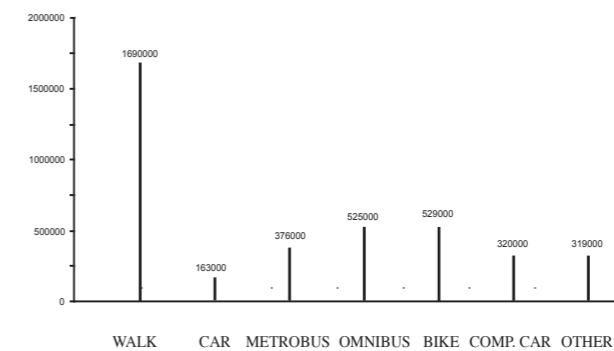


Transport statistics



Average speed of different means of transport

Quantity of trips with different means of transport



sources

Dr. Pleyan, Carlos Garcia, 2004: La Habana 2050. In: Planificacion fisica-cuba, Issue 8 2004, Havana page 59-68

Direccion Provincial de Transporte, 2000, Desarrollo del Sistema de Transporte de la Ciudad de La Habana, Informe Final Vol. 1+2, RATP Paris