

TRANSPORTATION FOR THE FUTURE OF CUBA: SUMMARY

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Summary

The transportation infrastructure in Cuba is practically non-existent. The two primary objectives in this area should be: to provide a national transportation network of highways/railroads; to provide an effective and balanced roadway/transit system in all major urban areas. For the first five years, in a post-tyranny Cuba, the following conclusions apply:

1. Several major deficiencies are found in the interregional highways network. Concentrated effort should be on the completion of the “8 vias” Autopista from Ciego de Avila to the east of the island, at an estimated cost of \$ 750 millions. An aggressive maintenance program of the network at an estimated cost of \$175 millions/year, while fostering the establishment of an interregional transit system.
2. The infrastructure necessary to provide an adequate urban mobility has been stagnant for the last 25 years. Concentrated effort should be on providing an adequate mass transit system at a total estimated capital cost of \$600 millions and an estimated operational cost of \$350 millions/year. While providing as many traffic operational improvements as soon as possible, to handle the expected increase of vehicles in the urban areas.
3. Railroad network is in a very poor operational state, both bulk cargo and passenger service. Concentration should be on fast-tracking an upgrade of the railroad network, at a total estimated capital cost of \$1,950 millions, and an annual operating cost of \$195 millions/year.
4. Upgrade feeder highways to the major economic centers of the island, at a cost estimated at \$1,500 millions.

The urban transit system is very important to facilitate mobility in the major cities. Approximately 5,400 buses, 45 passengers, should be acquired and be in operation within the first five years. Of these, 3,000 will be serving La Habana. Adequate urban, inter-cities, and railroad transportation is essential to achieve an stable and sustained economic development.

SHORT TERM TRANSPORTATION NEEDS

	<i>Capital Cost (millions)</i>	<i>Operational Cost(millions/year)</i>
<i>Highways</i>	<i>\$ 750</i>	<i>\$175</i>
<i>Mass Transit</i>	<i>\$ 600</i>	<i>\$350</i>
<i>Railroads</i>	<i>\$1,950</i>	<i>\$195</i>

LONG TERM TRANSPORTATION NEEDS (first 10 Years)

	<i>Capital cost (millions)</i>	<i>Operational costs (millions/year)</i>
<i>Highways</i>	<i>\$4,500</i>	<i>\$130</i>
<i>Mass Transit</i>	<i>-----</i>	<i>\$280</i>
<i>Railroads</i>	<i>\$950</i>	<i>\$145</i>

BUSES AND URBAN LOCATIONS (A sample)

The computed daily ridership in Cuba would be 534 rides/1000 people

<i>City</i>	<i>Buses Required(\$55,000/bus)</i>
<i>Bayamo</i>	<i>140</i>
<i>Camaguey</i>	<i>340</i>
<i>Cienfuegos</i>	<i>102</i>
<i>Santa Clara</i>	<i>250</i>
<i>La Habana</i>	<i>3,000</i>
<i>Matanzas</i>	<i>155</i>
<i>Santiago</i>	<i>525</i>
<i>Pinar del Rio</i>	<i>138</i>

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