



Havana electric vehicle costs

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While electric scooters and bikes offer a more economical option than traditional vehicles, the initial cost can still be prohibitive for many Cubans. The government's decision to authorize imports of more expensive electric cars may cater to a niche market of new business owners.

HAVANA -- The capital city of Cuba is famed for the colorful vintage cars that can still be seen puttering around its streets and are a popular subject for visitors' photographs. But these days, Cubans are just as likely to be found getting around quickly and quietly on electric scooters made with Chinese parts.

Explore Havana's electric makeover and the role of e-bikes and EVs in transforming the city's transportation system. Learn about the economic challenges and benefits of this transition.

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"Electric motorcycles are solving a lot of problems in Cuba, they are already used for almost everything," explains Omar Cortina, a Cuban hotel worker who recently purchased his first electric vehicle--a lime-green scooter powered by a lithium battery.

Until recently, Cuba's roads had changed little in the six decades since former leader Fidel Castro's 1959 revolution: the old cars puffing sooty exhaust, rutted pavement, light traffic.

Now, electric vehicles are proving a godsend for many in the communist-run nation.

Between 2020 and 2022, the last year for which figures are available, Cuba-based companies produced more than 23,000 electric vehicles, according to official data. Since then, demand has grown, alongside an economic crisis that has slashed both fuel supply and public transportation.

Fuel for combustion-powered engines has for years been scarce in Cuba, prompting hours-long or sometimes days-long queues. And a five-fold price hike earlier this year means a typical 40-liter tank of gas costs more than a state-worker's average monthly wage, far out of reach for most.



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Public transportation is hardly more palatable.

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