

CENTRAL AMERICAN BANK FOR ECONOMIC INTEGRATION – CABI –



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Project title				
Construction, Equipment, and Commissioning of High-Speed Passenger Train System in the Greater Metropolitan Area (GMA)				
Result areas	Sector	Total financing, USD	GCF financing, USD	Financial instrument
Mitigation: reduced emissions from Low Emission Transport	Public	USD 1,270,000,000.00	USD 280,000,000.00	Loan and Grant
Description of specific climate change problem and how the project will address it	San Jose suffers under increasing congestion and air pollution. The electrification of transport is core to the ambitious climate change strategy of Costa Rica which produces > 98% of electricity with renewables. The project is the construction of 3 lines (74 km) of RPT transporting daily 330,000 passengers and serving the larger urban zone where 60% of Costa Rica's population lives. GCF finance is decisive to link the RPT with transit-oriented development and O-emission last-mile connectivity. The project reduces passenger significantly transport emissions of the city with a GCF marginal abatement cost of 24 USD/tCO ₂ and boasts substantial sustainable development benefits.			
Alignment with key country priorities and stakeholders engaged	In its Nationally Determined Contribution (NDC), Costa Rica reaffirmed its aspiration to be a carbon neutral economy by 2021 by compensating its emissions through the removal or offsetting by forests and to emit a maximum of 9.4 MtCO ₂ e by 2030 representing a 44% reduction against BAU and a 25% reduction against 2012 levels. The NDC includes mentions the train as a mitigation measure and specifically mentions that its construction will require both fiscal resources as well as external financial resources. Costa Rica has made the RPT a priority, as it will provide a significant contribution to the country's emission mitigation goals, creating new employment and low emissions mobility.			

COSTA RICA



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Activities	<ul style="list-style-type: none">• Component 1: Civil works: this includes the RPT construction itself, RPT stations, train depots, electrification, systems and communication, and utilities network relocation.• Component 2: Rolling stock based on 35 double-composition trains.• Component 3: Urban integration including improved pedestrian accessibility and inter-modal integration and station connectivity.• Component 4: Project management and works supervision
Expected outcomes	<ul style="list-style-type: none">• Projected annual average emission reductions of the project are 295,000 tCO₂ or 11.8 million tCO₂ cumulative over the 40-year technical lifespan of the project. Emission reductions are caused by mode shift as the RPT has compared to all other motorized modes >99% lower emissions per passenger-km.• Additional emission reductions are caused due to TOD (Transit Oriented Development) measures of the project resulting in less and shorter trips plus more frequent usage of NMT (Non-Motorized Transport). TOD reduces GHG emissions through short-term travel behavioral change and long-term lifestyle change.
Paradigm shift potential	<ul style="list-style-type: none">• <i>Plans to decarbonize further transport through usage of electric vehicles as well as a re-organization of public transport.</i>• <i>Innovative TOD and o-emission last-mile connectivity program making the RPT lines a showcase on o-emission urban transport.</i>• <i>Collection and reporting of standardized data on the impact of TOD, NMT and last-mile connectivity measures.</i>