

A Pathway to Action, Leadership, and Impact:

Buenos Aires after the C40 Summit



Acknowledgments

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Meet The Team



Rachel Swack
Project Manager I,
Fieldwork Coordinator II



Ricardo Mondolfi
Fieldwork Coordinator I,
Project Manager II



Stephen De Jesus
SIPA Liaison



Jillian-Jo Duncan-Taylor
Client Liaison



Saumya Gulati
Written Report Editor



Koichiro Nishihata
Presentation Materials Editor

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Executive Summary

The City of Buenos Aires hosted the 2022 World Mayors Summit as part of the C40 Cities forum. The summit brought together mayors and city leaders from around the world, all of which are committed to taking climate action at the local level.

In the context of the summit, the government of Buenos Aires asked the Columbia University SIPA capstone team to recommend ways to achieve 3 goals:

1. Position the City of Buenos Aires as a national, regional, and global climate leader
2. Advance the progress made at the federal cities summit for city-led climate action in Argentina
3. Propose a framework to C40 to promote the adoption of a federal cities approach

The team familiarized itself with the context of the city and the issues at hand by performing desk research, conducting a dozen key informant interviews, and engaging in a weeklong field visit to Buenos Aires to witness their climate plan in action. Our findings are grouped into three broad categories: Circular Economy, Green Infrastructure, and Green Jobs. These categories mirror goals established at the C40 summit as well as aspects of the Buenos Aires plan that were highlighted during the visit. At the request of the client, the team paid special attention to the process which resulted in the 2022 Declaration of Argentine Cities, and the international financing opportunities available to cities and municipalities.

As part of the Circular Economy theme, the team found that the city of Buenos Aires had made strides in its waste management efforts, including an effective method of double containerization with increasing adoption of separation at the

source. Waste and recycling processes, incorporated both environmentally sound practices and elements of social inclusion.

In terms of Green Infrastructure, the city has embarked on an impressive effort of repurposing buildings and strengthening sustainability for the benefit of residents. The team visited two informal settlements which had been greatly improved by the introduction of urban planning, retrofitting and fortifying existing buildings, and the issuance of property titles to residents. In cases where climate change adaptation work required the relocation of residents, such as in flood-prone coastal communities, people were offered new accommodations in the neighborhood with minimal displacement. Other notable examples are the conversion of the former privately-run zoo into a biodiversity conservation facility, the reclaiming of street space into green areas, revitalizing and connecting coastal areas, and sustainable transportation efforts, all rooted in the 15-minute city model.

Regarding Green Jobs, the city has ensured that its climate efforts respond to residents' needs for dignified and secure employment. As such, it has created a "Green Schools" program which offers climate-focused technical education in the city's public schools, allowing young people to graduate with workforce-ready skills in high-demand areas related to construction and engineering. Moreover, the city has integrated previously informal workers into waste collection and separation programs making them a part of the city's recognized workforce.

Overall, the city's efforts are based in concern for participation and equity, sharing knowledge with citizens and other cities in Argentina, and building shared narratives with symbolic connections to history.



The team’s recommendations respond directly to the three-part project mandate while encompassing the findings and framework of the investigative phase of the project. In terms of regional and global leadership on climate change, the team recommended that Buenos Aires consider convening Latin American cities before COP28 to deliver a unified message around city-level financing in the Global South and carry the torch of city-level financing more broadly as a legacy of the C40 summit. The city should be present at international climate fora and consider submitting bids for future summits.

To advance its successful federal approach, the team has put forth the creation of a national agency focused on city-level climate action and continuing the federal cities gatherings to follow up on past commitments.

To perpetuate this framework in the context of C40, the city should prepare a host city guide including the federal cities model for the next summit, present the outcomes of its own process at the next summit, and host a convening of city ministries related to climate action to ensure alignment and scale up the space of work.

Achieving the goals Buenos Aires has set for itself will be a multi-year effort marked by small milestones along the way. These recommendations point the city in a direction and suggest a path that reflects its existing efforts while addressing gaps. The city should consider continuing to partner with Columbia University in the future to continue advancing this important work.

Report Architecture

A PATHWAY TO ACTION, LEADERSHIP, AND IMPACT: THE CITY OF BUENOS AIRES AFTER THE C40 SUMMIT

	STRATEGY	APPROACH	FINDINGS	RECOMMENDATIONS
<p>Following the C40 World Mayors Summit held in Buenos Aires from October 20-21, 2022, this after-action report addresses the objectives identified by the client. Included is the federal cities approach that Buenos Aires piloted to engage with other cities within Argentina to deepen the impact of the C40 action items. The report also analyzes the sustainable finance challenges discussed in the C40 summit, tracks their application to cities of the global south, and provides recommendations for best practices.</p>	<p>The project inherently relates to Buenos Aires' strategic goal of becoming a carbon-neutral, resilient, and inclusive city by 2050</p>	<ul style="list-style-type: none"> • Review of C40 history & commitments • Review of outcomes of the C40 World Mayors Summit • Interviews with key stakeholders & field visit to Buenos Aires • Data collection on climate initiatives in the city • Synthesis of best practices for recommendations 	<ul style="list-style-type: none"> • Difficulty securing climate project financing • Lack of fiscal autonomy of small cities • Insufficient city-to-city collaboration • Inefficiency of resource allocation for climate projects • Absence of common language on climate issues and action 	<ul style="list-style-type: none"> • Convene Latin American cities prior to COP28 in Dubai to craft a unified message • Become the leading urban voice for international climate financing for cities • Raise the global profile of the city by scaling up existing partnerships. • Pursue the creation of a national agency for city climate action within the federal Ministry of Environment • Prepare host city guide for C40 proposing federal summit model.





Background and Key Terms

Definitions and Acronyms

Background

C40 Cities

C40 is a global network of city mayors who are dedicated to adopting an inclusive, collaborative, and science-based approach to halve their fair share of emissions by 2030. It aims to contribute to the global effort to limit global heating to 1.5°C, and establish healthy, equitable, and resilient communities.

C40 endeavors to support mayors in achieving these goals by:

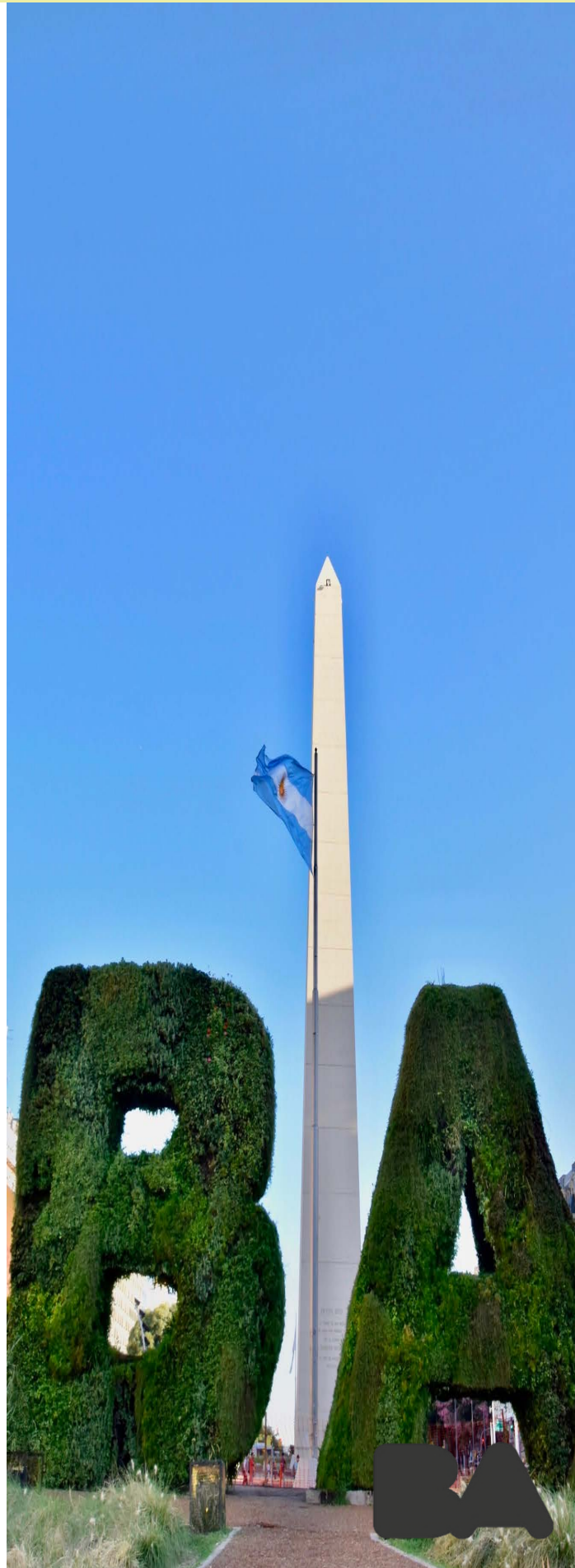
1. Enhancing climate ambition through various initiatives such as 1.5°C climate action plan support, high-impact accelerators, and fostering innovation.
2. Building a global movement through robust international advocacy and diplomacy.
3. Expanding climate action and disseminating best practices across high-impact sectors.
4. Enabling access to finance to fund green jobs and projects that enhance cities' resilience.

C40 Membership Requirements

Membership is contingent upon meeting performance-based criteria, rather than monetary fees, and each member city is subject to annual evaluation against the Leadership Standards.

The C40 Leadership Standards for 2021 to 2024 are:

1. A member city has devised a robust, all-encompassing climate action plan that aligns with the Paris Agreement's 1.5°C objective, with regular updates to ensure continued relevance.
2. The city stays on track to deliver on the action plan, bolstering the city's resiliency, ensuring equitable outcomes, and halving C40's overall emissions by 2030.
3. The city employs all available financial, regulatory, and other tools to tackle the climate crisis while incorporating equitable climate targets into the most impactful decision-making processes.
4. The city takes inclusive and resilient steps to curb emissions beyond the city government's direct control, such as those associated with goods and services consumed within the city.
5. The mayor and the city display global leadership on climate action and motivate others to support the Paris Agreement.



C40 World Mayors Summit

The C40 World Mayors Summit brings together mayors from around the world to discuss climate action taken by some of the world's largest and most influential cities. The C40 World Mayors Summit is the organization's signature event, where mayors, city officials, and other stakeholders come together to share knowledge, showcase innovative solutions, and commit to concrete actions to tackle climate change.

The summit provides an opportunity for cities to announce new climate commitments and initiatives, showcase innovative projects, and network with peers and partners from around the world. At the summit, leaders engage in discussions and workshops on a range of topics related to urban climate action, such as sustainable transportation, renewable energy, building efficiency, and climate resilience.

The C40 World Mayors Summit is a platform for driving global climate action, as cities are responsible for more than 70% of global greenhouse gas emissions and are at the

forefront of the impacts of climate change.

Buenos Aires and C40

The City of Buenos Aires has been an active member of C40 since 2006 and has been part of the C40 Steering Committee under the leadership of Mayor Horacio Rodríguez Larreta since 2020.

Over the years, Buenos Aires has taken bold, inclusive action on climate breakdown by signing up for several C40 high-impact declarations and opening up data on clean energy generation, sustainable mobility, and waste management. The city's Climate Action Plan commits to halving carbon emissions by 2030, increasing resilience and inclusivity, and becoming climate neutral by 2050.

In October 2022, Buenos Aires hosted the annual C40 World Mayors Summit. The city presented a range of successful climate solutions focused on giving voice to different perspectives within Latin America and the Global South, engaging youth climate advocates in the process, and supporting greater public-private partnerships



Key Terms, Definitions and Acronyms

Climate Action Plan (CAP):

The Climate Action Plan (CAP) is the City of Buenos Aires' comprehensive strategy to address the effects of climate change. The plan outlines a series of measures aimed at reducing the city's greenhouse gas emissions, improving air quality, promoting sustainable urban planning, and enhancing the city's resilience to climate change impacts.

Centro Metropolitano de Diseño (CMD):

The CMD is a public institution dedicated to promoting entrepreneurial development.

The U.N. Framework Convention on Climate Change (UNFCCC)

The UNFCCC entered into force on 21 March 1994 and has near-universal membership. The 198 countries that have ratified the Convention are called Parties to the Convention. Preventing "dangerous" human interference with the climate system is the ultimate aim of the UNFCCC.

Conference Of the Parties (COP):

COP is an international climate meeting held each year by the United Nations. COP is short for "Conference of the Parties," meaning those countries who joined—are "party to," in legal terms—the UNFCCC. Countries take turns hosting an annual meeting at which government representatives report on progress, set intermediate goals, make agreements to share scientific and technological advances of global benefit, and negotiate policy.

Facultad Latinoamericana de Ciencias Sociales (FLACSO):

A postgraduate academic institution currently headquartered in Quito, Ecuador dedicated to research and teaching in social sciences in Latin America and the Caribbean.

Its mission is to promote social research and critical thinking in the region and to contribute to the development of public policies that address the challenges of social inequality, poverty, and democratic governance in Latin America and the Caribbean. FLACSO has regional offices in Argentina, Brazil, Chile, Costa Rica, Cuba, Dominican Republic, Guatemala, Mexico, Paraguay, and Uruguay.

The Instituto de Vivienda de la Ciudad (IVC):

The IVC is the municipal entity that reports to the Cabinet Office of the city government in charge of public housing plans.

Leadership in Energy and Environmental Design (LEED) Certification:

LEED is the most widely used green building rating system in the world. Available for virtually all building types, LEED provides a framework for healthy, efficient, and cost-saving green buildings.

"Argentine Network of Municipalities against Climate Change" (RAMCC):

The RAMCC was created during the First International Conferences "Municipalities and Climate Change" held in the city of Monte Caseros, Corrientes, from November 25 to November 27, 2010. The RAMCC is an instrument for the coordination and promotion of local public policies fighting climate change in Argentina's cities and towns.

Bridgetown Initiative:

The Bridgetown Initiative is a proposal to reform the world of development finance, particularly how rich countries help poor countries cope with and adapt to climate change.





Landscape Analysis

and Context

Methodology



Qualitative Methodologies

The research was completed in three main stages:

1. Desk Research

The consulting team conducted an initial literature review that included background information on the Buenos Aires Climate Action Plan, The Argentine Cities Declaration, and principal documents from the 2022 C40 meeting. This initial phase also covered an investigation on climate action and multilateral cooperation among cities within the C40 and other major groups such as COP and potential avenues for multilateral financing for cities.

2. Interviewing key stakeholders

The team spoke with government officials in the City of Buenos Aires and other cities in Argentina, academics, and C40 officials and former mayors. Other significant interviewees were those who planned the 2022 C40 summit, climate planning and green infrastructure professionals, and recycling and waste management specialists. In addition, the consulting team met with C40 officials and representatives from multilateral banks, to better understand the issue of municipal climate financing.

3. Field visit to Buenos Aires from March 12-18, 2023

The consulting team spent a week in Buenos Aires visiting important sites and meeting with various experts at locations like a recycling plant, the Ecoparque, a green school, a landfill, and the offices of other central climate-related agencies.

Quantitative Methodologies

The team analyzed vital metrics for climate commitments including the distance of bike lanes, use of solar panels, electrification of transportation, and miles of open space. These benchmarks can measure the efficacy of Buenos Aires's climate adaptation.

Areas of Focus

Our objectives as outlined and agreed upon by the client were

1. Position the City of Buenos Aires as a climate leader in Argentina, Latin America, and the Global South
2. Advance a federal approach to addressing climate change as was promoted during the 2022 C40 World Mayors Summit.
3. Propose a framework and model focused on working with other cities domestically spearheaded by C40 member cities that can be put into common practice.

And our focus areas were the circular economy, green infrastructure, and green jobs.

Circular Economy

Buenos Aires has been lauded for its innovative waste management system that focuses on reducing waste and maximizing recycling creating a sustainable solution for the city at large. This consists of 16 green centers, landfills that prioritize biodiversity,

and collection systems that are responsive to the needs of communities.

Green Infrastructure

As the capital and the most populous city in the country, Buenos Aires faces issues like the urban heat island effect exacerbated by climate change. This has pushed city governmental institutions to rethink how the infrastructure can be more adaptive, building a more livable and sustainable city for all. Initiatives include green streets, uplifting informal settlements, and advancing a 15-minute-city model.

Green Jobs

Finally, for Buenos Aires to stay at the forefront of innovation, investment in a green workforce is imperative. Developing a labor force that is both skilled and capable of carrying out sustainable practices is critical to achieving a net-zero city. It also requires participation and buy-in from community members across socioeconomic strata. Programs like green schools, formalizing waste separation labor, and incentivizing entrepreneurship are the main issue areas.



Comparison: Regional and Global Benchmarks

Regional Benchmarks

Buenos Aires Climate Action Plan

The city of Buenos Aires has committed to becoming a carbon-neutral, resilient, and inclusive city by 2050. Building on several years of ongoing climate action in the city, this third iteration of the plan is more ambitious in scope and in line with the objectives of the Paris Agreement.

For many years, the climate agenda has been a central focus of the city government in Buenos Aires, with solid structures in place for coordination among all related government areas. The plan aims to reduce present and future climate risks, achieve a fair distribution of environmental, social, and economic benefits, and decrease emissions by 53 percent by 2030 and over 84 percent by 2050.

Initially, Buenos Aires selected over 100 climate-related actions, which were evaluated based on emission reduction, climate risk, associated co-benefits, and implementation feasibility criteria. This led to the prioritization of 19 high-impact climate actions and an additional five actions with specific associated benefits linked to concepts such as inclusion and public health.

Ultimately, this climate action plan provides a roadmap with a set of short, medium, and long-term goals to achieve the most ambitious objectives of becoming a carbon-neutral, resilient, and inclusive city by 2050.

Global Benchmarks

The Paris Agreement

The Paris Agreement was signed by 196 countries in 2015 with the primary goal to limit global warming to below 2 degrees Celsius (above pre-industrial levels) and pursue efforts to limit the temperature increase to 1.5 degrees Celsius.

To achieve this goal, the Paris Agreement sets targets for countries to reduce their greenhouse gas emissions and increase their efforts to adapt to the impacts of climate change. The agreement also has a transparency framework to track progress and hold countries accountable for their commitments.

The Paris Agreement is considered a benchmark for global climate action, as it represents a unified effort by the international community to address the urgent threat of climate change.



Declaration of Argentine Cities

Prior to hosting the C40 World Mayors Summit, the City of Buenos Aires convened other cities in Argentina as a way of including and involving them in the work of combating climate change. Through a series of conferences and working sessions, Buenos Aires was able to partake in knowledge- and capacity-sharing, and other Argentine cities were able to identify their own needs and abilities to advance sustainability.

The working sessions resulted in a document that lists several commitments made by signatory cities, including benchmarks and measurement methods. This Declaration of Argentine Cities was signed by over 150 cities and municipalities in Argentina, spanning all geographic regions and governed by mayors of different political affiliations.

This was a substantial achievement for Buenos Aires and the nation at large as smaller cities and municipalities often lack the technical expertise, financial resources, or capacity to work on climate issues even though they may be more vulnerable to the impacts of climate change. Through this process, Buenos Aires was able to build broad base support by expanding C40 initiatives beyond large-scale cities bringing lesser-known municipalities to the international stage.

Buenos Aires is interested in continuing its engagement with cities in Argentina as well as sharing this model with C40 so that it may be replicated in a future host city



Financing

One of the three main themes of the Buenos Aires C40 Summit was the urgent need for climate financing. Cities need access to national and international resources to fund large-scale developments but face several obstacles.

As shown in the Argentine Declaration of Cities and the federal cities process, some cities—especially smaller or more rural ones—lack the technical know-how to participate in international climate financing rounds. Often these entities do not have the necessary information, measurement mechanisms, or shovel-ready projects to qualify for funding.

In some cases, cities receive funding for the preliminary stages of a venture but do not receive support for the actual execution leaving construction in limbo. This prevents cities from collecting any potential revenues from the completed project, harming their ability to pay for the preliminary stage if it was financed by debt.

Many cities are not able to raise revenues independently depending on central government transfers instead. This complicates the budgeting process and subjects it to interference by political

actors. Buenos Aires is facing this exact challenge: there is a case before the Argentine Supreme Court regarding how the federal government, which is controlled by a different political faction, refuses to provide the city with its full budgetary allocation.

Without the ability to raise their own revenues, many cities cannot issue debt and receive international loans. Even those that do often have limited creditworthiness, which can raise the costs of capital or even fully prevent cities from accessing global resources.

International financing mechanisms are often geared toward national governments and do not work directly with cities. Those that do, often require federal government authorization or a sovereign guarantee which means, like those in Argentina, cities can be subject to interference from central governments. As the national government in Argentina does not have a good history in international credit markets even when its sovereign guarantee is provided, it is not worth much to foreign creditors. This raises the cost of capital and severely hinders the ability of Buenos Aires to access international markets.

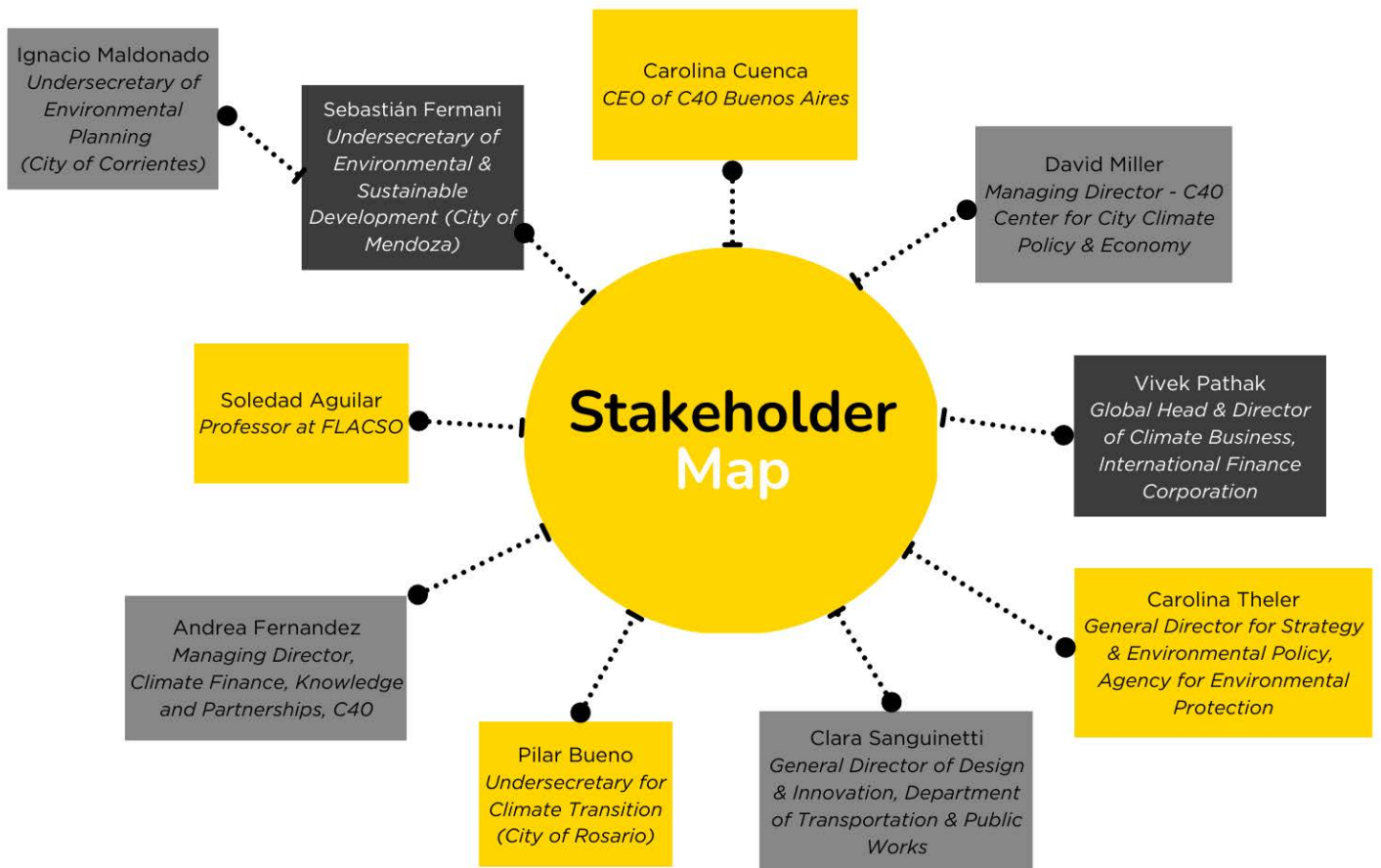


A wide, multi-lane asphalt street is lined with mature trees in full bloom, their branches heavy with vibrant purple flowers. The street is active with traffic: several cars are visible in the distance, and a group of five cyclists is riding across the foreground. The scene is bright and sunny, with long shadows cast across the pavement. In the background, a modern multi-story building is partially visible through the trees.

Stakeholder Interviews

and Qualitative Findings

Stakeholder Map



Qualitative Findings

Hosting the C40 Summit in Buenos Aires was an opportunity to showcase the city's climate advancements and best practices in sustainability. In 2017, the city launched a climate action plan with a goal of net zero emissions by 2050 and the most ambitious decarbonization initiative in the region to be achieved by 2030. Overall, we received positive feedback regarding these efforts and the city's leadership in climate action from interviewees; however, many highlighted salient shortcomings. These ranged from difficulty securing financing for climate projects to lack of fiscal autonomy of smaller cities, and insufficient city-to-city collaboration and inclusion efforts, as well as questions on general efficiency in allocating resources.

When interviewing smaller Argentine cities like Rosario and Corrientes, obstacles such as mistrust between institutions and the absence of a common language around climate issues were mentioned. This reveals the difficulties in assessing the state of climate action for Argentina as a whole.

Upon analyzing intake from the interviews, there appears to be a historical gap in the representation of local governments in the creation of provincial and national policy. The consensus is that to better achieve climate goals, smaller cities need to have their voices considered—whether that be in terms of greater inclusion in decision-making or the ability to share their unique experiences more in-depth. The dearth of diverse participation in policy creation is what many interviewees identified as the root of mistrust, making working with upwards of 100 cities on one common goal harder. Participants require a sense of ownership over the outcome of the decision-making process in the government and leadership should be more multilateral rather than unilateral. Smaller cities in Argentina need to be involved to garner a sense of autonomy on the road to climate action both fiscally as well as politically.



Additionally, there is a need for a “half mitigation, half adaptation” approach and clear definitions of what constitutes resilience. In terms of urban planning and disaster reduction, there needs to be a consistent understanding through which climate change is approached. Moreover, it is key to manage climate action from a forward-looking lens rather than from a backward-looking lens. This is especially relevant to engineers who are trained to assess situations backward instead of from a progressive, future-oriented perspective. The introduction of disaster risk planning into urban planning in Argentina should be considered, as some interviewees expressed, to mitigate blackouts due to heat waves and other consequences of climate change.

The overarching issue found throughout the interview process related to financing. As previously mentioned almost all funds are designed to require a national or sovereign guarantee that neither cities nor provinces

can access. This issue has reached a tipping point whereby, even with green schools across the country, the budget of the Ministry of Education does not account for allocations for climate action at the municipal level. As mentioned in all our interviews, this should be urgently addressed.

With cities becoming increasingly recognized as shapers of policy, there is insufficient priority given to goals that are effective and embraced by every city. This should be considered especially because smaller, more semi-rural cities have different agendas and concerns than large, more metropolitan ones.

The aforementioned issues and themes were vital in analyzing climate action in Buenos Aires and essential in informing the recommendations of this report. These are explored more in-depth in the following thematic section.





Themes, Frameworks, and Findings

*Takeaways by area of focus
and noted frameworks in the
City's climate initiatives*

Circular Economy

Containerization

Black and green containers for the collection of trash and recyclables, respectively, are dispersed throughout the city. These receptacles allow residents to share in the responsibility of separating waste to produce a cleaner, greener world. Green bins are located within 150 meters of any city dwelling, and black bins are even more concentrated, ensuring that any trash that is produced has little excuse for ending up on the pavement.

This double containerization system was developed with the understanding that the residents of Buenos Aires would find the process intuitive and feasible for separating their waste. Large reusable bags for the at-home collection of recyclables were distributed home by home to create an easier method of household recyclable waste gathering, before being carried toward and dumped into green bins. Currently, 58 percent of residents are recycling at home, though the city aims to increase that percentage. Now, residents are formally learning to separate recyclables from other waste and it's slowly becoming part of the daily behavior and routine in Buenos Aires.

A less visible, but effective method of collection, is through the "Bottles of Love" bins found in distinct areas of the city. These are found, for example, within municipal government buildings, allowing city employees to dispose of any empty plastic

bottles they may have in their possession. These "bottles of love" encourage hard plastic waste to be collected and recycled instead of simply being discarded with other waste.

The Recycling Center

Buenos Aires produces approximately 7500 tons of waste per day, 40 percent of which is treated at the Recycling Center. The Center is divided into five treatment facilities specializing in distinct forms of waste processing, namely organics, forestry, arid waste, polyethylene terephthalate (PET) plastic, and mixed-recycling materials. Many of the employees that work at the center are from the surrounding neighborhood itself, therefore providing work opportunities to the same community in which the plants are located. The Recycling Center also serves an educational purpose with its own dedicated education facility and tour path. About 300 students per month receive guided tours at the Center.

Chipping

About 40 tons of forestry are processed per day. These are cut into pieces and separated into coarse and fine materials. The coarse material is sold for private use, whereas the finest chips are added to the organic compost treatment.



Organics

Organic waste that is collected from the city government and private businesses, like restaurants, that opt into the collection service is handled in this plant. Bags collected for composting are manually cut and opened for inspection by a worker. Once it has been verified that the waste is indeed organic, it proceeds to be dropped into three large machines that accelerate the decomposition process. Ten tons per day are managed, and within ten days, the waste turns into a soil-like consistency. The liquid by-product is segregated from the mixture, and worms help decompose the material. Similarly, gasses are extracted and recaptured by a mixture of compost and wood chips. Within approximately two months, the waste has become fully compostable, for use by the city.

Arid Waste

The plant which processes construction material is the only one of the five facilities that operates 24 hours a day with 60-70 employees. The heavy material, weighing about 1.5 tons per cubic meter, is nearly four times heavier than domestic waste. After being broken into different sizes, the largest pieces are returned to the construction companies, and the smaller ones are used by the municipal government in sidewalk construction. The smallest material of a dust consistency is used for leveling the ground before constructing new structures. The city pays less for this management and creates a more circular network than if the waste was to go to a landfill. Additionally, to mitigate the impact on the surrounding community, the ground at the plant is kept wet to avoid dust polluting the air.

PET

PET plastic is one of seven types of plastic, though it is specifically used in non-reusable bottles such as water or soda bottles. These plastics are cut into chips called scales since they mimic the sight of fish scales. A sedimentary water method separates the

denser PET plastic from the lighter plastic labels found on bottles. The label flakes which float in the water are collected and made into items like plastic wood. The denser scales are sold to be made into brushes and broom bristles, with the separated white-translucent plastic scales costing more in the market. About 10 tons of PET plastic waste per day are processed in the plant.

Mixed Recycling Facility (MRF)

The final form of waste processed in the Center is mixed recyclables at the Materials Recycling Facility, or MRF. Of the household waste brought to this facility, about 90-95 percent of it has been correctly sorted into recyclables. These materials then undergo a joint treatment of manual and automated separation. The waste travels through an assembly line where workers manually remove visible non-recyclables. Cardboard and paper are automatically separated; an optical sensor automatically splits PET and other plastic bottles by weight; and a magnet captures metal that may be on the conveyor belt. This is an intricate system that ensures the city's waste is correctly separated to be broken down further for recycling into paper products, plastics, and otherwise.

The prominent symbol at the Recycling Plant stands far above the facilities on the premises—it is a pair of tall chimneys painted all around, representing how waste used to be administered in the city. Since the Kyoto Protocol, waste is no longer burned by the city, but the chimneys have been repurposed as a symbol of sustainability and progress. While limiting air pollution and the production of greenhouse gasses, the decision to not burn waste also avoids negative impacts on the immediate neighborhood. Nonetheless, the impact on the surrounding community of noise pollution from the facilities and air pollution from trucks should not be ignored.



Ecological Coordination Metropolitan Area Society of the State- Coordinación Ecológica Área Metropolitana Sociedad del Estado (CEAMSE)

CEAMSE is an agency that treats the urban solid waste of the greater municipal area of Buenos Aires. Non-recyclable materials collected from Buenos Aires' black containers and those of 44 other municipalities, totaling 16 million residents, are sent to CEAMSE's landfill facilities. The Norte III, or North III, environmental complex processes the most of any facility at about 19000 tons of solid waste per day. Norte III deals with five aspects: landfills, biogas energy production, liquid treatment, composting, and planting.

About 2500 trucks that carry three to four times the waste of a regular-sized garbage truck physically dump urban solid waste into landfill areas 24 hours per day. Beforehand, as these trucks enter Norte III, they are weighed on large scales to determine the amount of trash carried in order to charge corresponding municipalities for the waste processing. As the landfill areas are filled, heavy machinery vehicles flatten and compress the waste to ensure that as much space as possible is filled.

Once landfills are filled, cross-sectional pipes are inserted into the ground every 12 to 15 meters to collect the gas byproduct formed during decomposition. The biogas produced ranges from oxygen to methane, though on average, methane makes up 30 to 65 percent and carbon dioxide is about 20 to 40 percent of the biogas. Although these greenhouse gasses are detrimental to the atmosphere, they have been used since 2012 in the production of renewable energy.

As the biogas is collected through pipes, it travels to a facility on the premises which converts the gas into electricity through a condensation, suction, treatment, cooling, and filtering system. The central plant in Norte III produces 10 MWh of energy per day, whereas the other two on the premises generate 5 MWh each.

The liquid produced from the decomposition in landfills is similarly extracted. Norte III contains one of the world's largest water treatment areas in terms of capacity, in which pools of contaminated fluid are collected and tested to determine bacterial presence. Chemical treatment and filtering make it possible to use this liquid to wet the Norte III routes that trucks travel on to limit the movement of dust and dirt from the ground into the air. Any unused treated liquid is dumped into the river nearby, given that the treated water is cleaner than that of the river itself.

Composting and planting operations are two smaller aspects of the Norte III complex. CEAMSE collects organic compostable material from municipalities other than the City of Buenos Aires, given that the City has its own recycling center that composts organic waste. Moreover, native plant species are planted throughout the premises to create a responsible ecosystem where these plants can survive and where pollinators are attracted.

CEMSE is committed to environmentally safe methods that utilize materials that are otherwise unusable. The agency's objectives reject the unsustainable methods previously used in decades past, such as burning waste and planting non-native species. Though landfills are often considered the final mechanism for ridding society of non-recyclable waste, the Norte III complex innovatively demonstrates the utility of waste.



Green Infrastructure

Revitalizing Informal Settlements

Just a few blocks from Buenos Aires' shining financial district is Barrio Mugica, a longstanding informal settlement made up of immigrants, mostly from countries like Paraguay, Bolivia, and Peru. Although this area has had a robust population since the 1930s, for decades it has existed as an entirely separate informal economy with self-made homes, and no official access to electricity or sewage connections.

The City of Buenos Aires took unprecedented action in 2018 by passing City Law 6129, which invested millions of dollars into improving living conditions in the neighborhood and set up a Participatory Management Council to ensure that all changes kept the community's interests at heart. This comprehensive participatory

governance model has wielded outstanding results for the community.

Through community input and action, the neighborhood now has official street names and house numbers, empowering residents and decreasing the stigma of living in an informal settlement. Furthermore, this community-centered action has also opened the door to new investments in green infrastructure. Residents in Barrio Mugica have had the opportunity to move into new, sustainably built houses fit with solar panels and other top-tier amenities. For those that chose to stay in their existing houses, the City has provided them with official sewage and electrical lines and improvements to building structures. These actions increase resiliency in areas that are prone to flooding and other adverse climate effects.



EcoParque

The EcoParque, or Eco-Park, in the Palermo neighborhood of the city, is a 17-acre area that works to fight climate change by revitalizing biodiversity. The property was a private zoo until 2016 when it closed due to immense controversy and backlash relating to the treatment of animals, many of which were non-native to Argentina. Since then, the space has transformed into a park that reconnects residents to nature and rescues animals that are later released into their natural habitats, therefore serving an educational and conservational purpose.

Visitors to the EcoParque enter free of charge and are encouraged to learn about biodiversity and conservation, especially as it relates to native species. The hope is that city residents, particularly children, who have been unable to connect with wildlife while living in an urban environment can find that connection there. Since the government seized the space from the private company, it has transformed into an institution that does not accept non-native creatures, except to provide sanctuary from animal trafficking and proper re-release into the wild with the help of non-governmental organizations.

The juxtaposition of the educational objectives of the EcoParque with the entertainment quality of the former zoo is reflected in the infrastructure of the property. The same structures that had existed before have been maintained and some slightly changed to fulfill new purposes. On one hand, it is efficient to utilize the space for their own needs like care for plants and animals or the housing of a genetic resource bank to preserve sexual organic cells. And on the other hand, these facilities serve as a reminder of what existed before and how the zoo unjustly displayed and carelessly treated exotic animals.

EcoParque continues its vital work to become more environmentally responsible by providing respite and care for plants and animals in a non-intrusive way. This comprises raising native macaws without direct human contact and allowing Patagonian Maras to freely roam the premises. Nevertheless, as the city faces unprecedented challenges in extreme heat and low frequencies of rain, the EcoParque finds itself playing a more vocal role in climate mitigation. As natural habitats are increasingly impacted by climate change, it has become more important than ever before to educate the public on how their urban practices have consequences not just for themselves, but also for the wild animals that live hundreds of kilometers away.



15-Minute City Model

Part of Buenos Aires' move towards becoming a greener, more sustainable city is a move towards localized neighborhoods. The 15-minute-city model emphasizes neighborhoods in which residents can obtain the services they need by walking within a 15-minute radius. These amenities include grocery stores, schools, medical services, parks and open spaces, and areas to exercise. Investments in train and bus networks are necessary aspects of green infrastructure because residents should have the ability to move freely throughout the city, but decentralization means that residents don't need to leave their locales for crucial services.

C40 emphasizes that 15-minute cities are not just positive from an urban planning perspective, but they reduce emissions because residents do not need to use cars or other modes of transit to get their basic needs met. The City of Buenos Aires has emphasized this attitude as it transforms from a more car-centric city. This change is a key part of the City's plan to reduce 53 percent of its emissions by 2030 and over 84 percent by 2050.

Green Streets

The Ministry of Public Space and Urban Hygiene, in partnership with the Ministry of Transportation, has pursued a "Green Streets" program alongside the city's 15-minute strategy. The goal is to reduce the prevalence of concrete by planting trees, shrubs, and the like to create more livable and desirable areas for residents. These green spaces take shape in various forms, from newly built grassy plazas to tree-lined blocks. Green Streets prove effective beyond their aesthetic quality, however, by advancing sustainability, equity, and

recovery within the city of Buenos Aires.

Green spaces have proven to reduce the urban heat island effect in urban areas as general research has shown. Given that Buenos Aires recently experienced its longest-ever heat wave, and increasingly continues to be affected by extreme heat, green streets do well to mitigate the effects of climate change. Some green streets have also replaced roads meant for vehicular travel that do not serve as necessary arterial streets for automobile passage. Hence, road-diet measures that are at times implemented as part of these projects can simultaneously lessen residents' reliance on cars for travel, thus potentially reducing emissions.

The Buenos Aires city government is prioritizing areas that do not presently have many green spaces, as these tend to be the areas where the urban heat island effect is at its worst. Despite its benefits, community pushback has been felt during these attempts to implement green streets. The city responded by undergoing a decision-making process that directly incorporates community perspectives and voices to increase community satisfaction with green streets.

The Ministry of Public Space and Urban Hygiene plans to create 65 new blocks of green streets over the next four years. Those plans include transforming the central business district, Microcentro, into a greener area. As part of the city's COVID-19 pandemic recovery, the government hopes to revitalize Microcentro as this highly commercial area no longer contains great portions of in-person workers. The green streets initiative aims to convert the center into a more attractive place for residential housing.



Transportation

Transportation accounts for 30 percent of carbon dioxide emissions in the city of Buenos Aires, caused mostly by private motor vehicle and cargo vehicle usage. The objective of reaching net zero emissions by 2050 faces a great challenge from the 8.4 million daily trips originating or concluding within the city. As such, modal shifts and energy efficiency are part of the city's strategy for encouraging more environmentally conscious mobility by residents.

The Ministry of Transportation's sustainable mobility initiative has prioritized public transit in its infrastructural changes throughout the city since 2009. Bicycle lane and bus lane additions have been the focus of these changes. Dozens of kilometers of lanes were constructed in recent years, especially during the height of the COVID-19 pandemic. The city presently has a 300-kilometer bike lane network and 62.5 kilometers of designated lanes for the Bus Rapid Transit (BRT) system. The current test is to continue the pace of infrastructural transformation without risking increased community resistance.

Bike lane developments have received community pushback when residents feel that street parking of their cars is at risk of removal.

However, the parallel orientation of bike lanes with car parking spots has mitigated this concern and is an effective tactic for growing the bicycle network without compromising many parking spaces. The government's dialogues with *comunas*—resident-led local governing bodies—have advanced public support. Yet, car reliance remains strong, so more can be done to shift the culture toward sustainable mobility. Adding more protective barriers, trees, and lighting by bicycle lanes is a good start to incentivize bicycle and other micro-mobility usage.

The Bus Rapid Transit system similarly provides residents with a more accessible means of transport. The main obstacle here is not community resistance so much as the electrification of the bus fleet as new lanes are made. A fully electric fleet is difficult to achieve since the BRT is federally controlled, risking Buenos Aires falling further behind other cities, like Bogotá, in the green transportation transition. Possible means for achieving the transition include acquiring enough funding to cover bus subsidization for a city-controlled fleet or lobbying the national government for an all-electric transition. In the meantime, the city government of Buenos Aires can set more ambitious transportation goals to grow the bus and bike lane network and to incentivize its use by city residents.



Regenerating Coastal Area

Approximately three million people commute into the city of Buenos Aires every day. This has caused the city to face imminent hurdles regarding infrastructure and mobility services.

The Paseo del Bajo is one of several coastal development projects in Buenos Aires aimed at improving connectivity and reducing traffic congestion in the city center. Paseo del Bajo involves the construction of a new underground highway and the creation of public spaces along the waterfront. The build aims to connect the southern and northern parts of the city more efficiently, and it's expected to reduce travel time and improve air quality in the area. Additionally, the new public spaces along the waterfront comprising basketball courts and open-air gyms will provide opportunities for recreation and cultural activities enhancing the overall quality of life for residents and visitors.

Other coastal development undertakings in Buenos Aires include the revitalization of the Puerto Madero district, the renovation of the Costanera Sur Ecological Reserve, and the expansion of the bike path network along the coastline. These projects are all aimed at improving the urban landscape and making the most of the city's natural resources.

Buenos Aires is still expanding coastal revitalization in cooperation with other private and public stakeholders. For example, through coastal revitalization, the city is planning on securing community space such as sports fields, parks, and

entertainment facilities through a concession agreement with landowners.

Buenos Aires City Hall

Ciudad Casa de Gobierno (Buenos Aires' city hall) was designed by award-winning British architect Norman Foster and was inaugurated in March 2015. The building houses offices for the Mayor and 1500 employees in the Parque Patricios area of the city. It was designed using sustainable principles and has received a LEED Gold Certification.

Despite being a structure without divisions, with glass facades, and without suspended ceilings, the interior temperature is always constant and comfortable. All floors are connected by top-lit circulation routes and punctuated by two large, landscaped patios. The activity spaces are open, naturally lit, and visible ensuring good communication between departments and promoting a sense of community.

Further facilities include a café and a 300-seat wood-paneled auditorium. Externally, the city hall is characterized by its flowing roof canopy, which is supported by pillars and extends in a deep overhang providing shade to the entrance plaza. Inside, the concrete barrel-vaulted roof is textured and exposed. The use of industrial materials mimics the formerly industrial character of Parque Patricios, while the thermal mass of the concrete soffits, combined with chilled beams, help to naturally regulate the temperature, and keep the offices cool.



Green Jobs

The 2022 World Mayors Summit featured the announcement that C40 cities would drive the creation of 50 million good, green jobs by 2030. The City of Buenos Aires is taking action to meet this goal.

Recycling and Waste Employment as Pathway to Inclusion

The economic and social crises of the last few decades have led many in Argentina to survive by sorting through urban waste. These individuals, known as “cartoneros,” are often on the margins of society and are exposed to violence and abuse from warehouse owners where they sell the materials they recover.

Buenos Aires stands out for how it has sought to include cartoneros in the city’s waste and recycling programs. The city has succeeded in formalizing over 6,000 workers who now wear city uniforms and work in one of 12 cooperatives to separate waste. The formalization of their labor affords these workers wage stability and protections like appropriate equipment and time off. In addition to these “urban recoverers” who organize waste, the city also has an “environmental ambassadors” scheme, consisting of citizens tasked with educating their neighbors about the importance and ease of recycling. By educating citizens and deploying containers within 150 meters of every residence, the city has a goal to increase the separation of recyclables at the point of discard from about 50 percent to 80 percent.

Recent crises, such as the disruptions caused by the COVID-19 pandemic, put additional pressure on these workers. The decrease in the amount of waste produced in the city led to a reduction of work available to cartoneros.

This dynamic is expected to continue in line with climate progress: increased separation of recyclable materials at their point of origin and reduced waste generation, which are beneficial on the climate front, will reduce the amount of work available to waste sorters. As part of its efforts to formalize and include marginalized workers in its waste and recycling efforts, the city must ensure the alignment of incentives for meeting climate goals and providing a sustained livelihood to workers.

Partnering with Industry to Scale Sustainable Businesses and Train Workers

The research team also visited the Centro Metropolitano de Diseño, a former fish market that the city has transformed into an innovation incubator. The workshop grants space free of charge to local small businesses often with a social mission, like one we visited which manufactures t-shirts and other clothing for local organizations, employing individuals recovering from addiction.

The CMD is also home to a few training courses developed in partnership with multiple industries. For example, the National Tanners Association funds a program that offers cost-free training for individuals to become skilled in tannery and other leatherwork. Given the ties to the industry, the graduates are often placed directly into jobs at sponsoring organizations. Students are trained using scrap materials from the tanneries, which would have ordinarily been discarded. Artisanal leatherworks have a deep-rooted history in Argentine history and culture; the training program aims to preserve it by training a local workforce. A similar training module for furniture production, mostly aimed at domestic consumption, is also held at the CMD.



Green Schools

The city's education ministry runs the "Green Schools" program which incorporates environmental education into secondary schooling through curricular and extracurricular offerings. The research team visited the Escuela Técnica 34 "Ingeniero Enrique Martín Hermitte" in the Chacarita neighborhood where Students, faculty, and administrators from the school explained the scope and applications of the curricula.

In the schoolyard was a vegetable patch developed by the students in a previously blighted area. The newly rejuvenated ground has served students' application of agricultural knowledge outside the classroom and on a volunteer basis. The students also shared their proposal for the city to develop green roofs, vertical gardens, and green corridors throughout Buenos Aires and a proposal to develop a mobile application for citizen knowledge-sharing on

climate action, both of which won regional awards at the C40 summit.

As a technical school, this institution offers students the ability to earn a technical degree (equivalent to a vocational or trade degree) with an additional year of schooling, readying them to enter the workforce. The degrees offered mostly relate to construction and infrastructure which are highly relevant to climate action and adaptation. Green Schools are an efficient way to introduce environmental education into the existing school system, imparting technical abilities that will provide an environmentally skilled workforce to the city. For students from underserved communities who face a higher risk of unemployment or underemployment, the Green Schools provide critical skills certain to be in demand leading to immediate high-quality employment, in line with the C40 goal of creating green jobs in cities.



Frameworks

Participation and Equity

Extending equity within all projects around climate change is not only a critical part of C40's mission but represented in key initiatives by the City of Buenos Aires. In particular, meaningful participation with impacted communities was deployed as a main tool to advance sustainable and just solutions.

The research team especially witnessed this in two programs; efforts by the Ministry of Public Space and Urban Hygiene to create green streets, transforming informal settlements into safer places to live by the IVC (the City Housing Institute), and a methodological approach by the Ministry of Urban Development to revitalization.

Expanding green streets to reduce the urban heat island effect and create more public space required a transformation of people's neighborhoods and everyday routines. Before undergoing each green street development, community buy-in is needed and sought by the Ministry of Public Space and Urban Hygiene to ensure upkeep and minimal friction. The participation process developed by this ministry included two prongs, the first was involving other departments within the city government like the Ministry of Transportation to ensure routes should be realigned (as streets were no longer drivable) and the second included neighborhood dwellers. For residents, the Ministry brought them in through participation in design like choosing the trees, furniture, and other aspects of the green spaces.

Some of the largest informal settlements in Argentina are in Buenos Aires populated by those most marginalized. Many people living within these areas are used to being ignored and treated as outcasts. However, IVC in an innovative strategy decided to improve these communities not by eradicating homes but instead by generating pathways to formalization.

This required active endorsement by those living in these homes, and therefore a sustained method of building trust.

Participation processes were adapted according to the barrio. For example, in Barrio Rodrigo Bueno, a younger and smaller settlement, roundtable sessions were able to accommodate a majority of the residents and even be organized by block. For Barrio Mugica, one of the largest, oldest, and most sprawling barrios in the city, a more politically organized approach was needed using elected representatives from each portion of the area. Still, in both the barrios, participation was ongoing and remained consistent to maintain channels of communication and trust.

Equity was a core value in the formalization of informal settlements within Buenos Aires. Elements that stood out were:

- Bringing along other ministries to provide formal services to Barrios like waste management to these barrios through forming partnerships and by countering stereotypes of low-income housing residences
- Requiring all businesses that set up within the area to have 20 percent of their employees from within the barrio
- For those whose houses were demolished and relocated, the act of demolition was seen as their down payment for owning the new home
- Moving not only people into formal housing but their businesses attached as well, allowing them a legal pathway to generating wealth
- Providing job training and workshops on managing financial expenses like utilities while encouraging a transition to solar power panels to lower energy bills
- Building community centers within these barrios allowing for areas to convene and organize



The Ministry of Urban Development approached participation with more of a quantitative method, collecting and conducting surveys throughout neighborhoods before each revitalization project to ensure that they were meeting people's needs. For each construction plan Sociologists and Anthropologists employed by the Ministry would carry out 400 to 500 surveys. For the revitalization of the Buenos Aires coast, more than 1,000 people participated, guiding what kind of public spaces would be installed.

It should be noted that the drive to create more public spaces throughout Buenos Aires is intrinsically rooted in equity, making sure that there are free, safe, open, and accessible spaces for all people within the city.

Knowledge Sharing with Other Argentine Cities

To bring other Argentine cities along, there must be pathways created to share knowledge to build capacity to succeed in making Argentina a more climate-adaptive nation. Although already encapsulated by Buenos Aires' leadership role in bringing together the Declaration of Argentine Cities there is an opportunity to utilize more technically specific knowledge networks that are already in place by specific initiatives.

The conservation specialists at Ecoparque described to the research team their robust and wide-reaching efforts to protect wildlife within Argentina by returning animals they save to their native habitats outside of the city. Moreover, the IVC mentioned that the World Bank and IDB had reached out to them specifically around sharing strategies for urban revitalization which should be transferred.

Historical Narratives and Symbolism:

Creating a Shared Narrative

Building a shared narrative around programs that advanced climate change efforts that invoked pride, ownership, and leadership was central to communication strategies for multiple initiatives planned by the Buenos Aires city government. Specifically highlighted in retaining parts of the infrastructure that were adapted for more sustainable use, whether it was keeping the chimneys that used to incinerate garbage in the new waste management plant or parts of the historical zoo in the new Ecoparque. Both were described to the research team as a symbol of the city's past while expressing its new path forward to repurposing and recovery.





Recommendations

by Objective

Recommendations

Objective: Position the City of Buenos Aires as a national, regional, and global climate leader

Leverage partnerships in Latin America to maximize long-term impact and probability of success. Historically, Latin America has failed to organize and speak with one unified voice at COP, missing the opportunity to attract important climate financing. As a regional leader in climate action, Buenos Aires should convene key cities in the region to develop collective messaging and requests that cities can bring to the global convening. This convening can take place in Buenos Aires in August or September prior to the December COP meeting in Dubai. As COP themes are set close to the conference date and increasing attention is given to Loss & Damage and climate finance, this represents a real opportunity to set the agenda.

To maximize impact and chances of success, Buenos Aires should leverage some of its natural partnerships in Latin America like Bogotá with whom it served as regional co-chair of C40. Specifically, Buenos Aires should highlight its work revitalizing informal settlements as an issue that affects several Latin American cities. 15-minute-cities have also received support from larger International Governmental Organizations as a new frame for climate resilience and sustainability. Overall, its work on the Green

Infrastructure theme is a natural recipient of financing and a good theme around which to convene other cities.

Become the leading urban voice for international climate financing for cities.

Given that this was one of the top issues for the Buenos Aires C40 summit, it is natural for the city to adopt this role as part of the legacy of the summit. This is an issue that is relevant to cities all over the world and especially in the Global South. Buenos Aires is emblematic of how political interference from the national government and less-than-ideal sovereign risk conditions harshly limit its ability to fund necessary infrastructure. Buenos Aires should organize cities in the region and globally to bring this message to the leading development banks and international bodies. Akin to the process for the Argentine declaration, this initiative should begin with a few key cities and progressively add others to maximize the number of signatories and supporters. The city should leverage its global relationships to maximize impact, such as its status as a co-founder of the U20 along with Paris. A partnership with Paris would be especially beneficial because the different political backgrounds of the mayors should help bring together a diverse coalition around their mutual commitment to the 15-minute cities model and Green Infrastructure.



Develop and maintain a database of projects that are eligible for international financing. A

key component of requesting more international climate finance for cities involves demonstrating potential progress when existing obstacles are removed. The city should prepare a database of such projects and should encourage other cities to do so as well, to crystallize the Green Infrastructure needs in the region. The database will be helpful in its communications with the International Finance Corporation and the World Bank, and can be developed using new tools such as the World Bank's APEX Green Cities Program.

Be present at international climate fora. City leaders should be present at global climate forums such as COP, NYC Climate Week, the UN General Assembly, and surrounding events to communicate the Latin America climate agenda. Sustained, in-person

attendance will help establish the perception of Buenos Aires as a leading city on climate and the role of cities in climate action, leading to increased attention to its initiatives and requests.

Bid to host future COP summits in Buenos Aires. The city has already served as host of the UNFCCC COP twice, matched by Marrakesh and surpassed only by Bonn, which has hosted three times. The city should consider bidding to host the conference once more. This would help bring attention to the city, the country, and the region. Should Brazil be unable or unwilling to host in the coming years, Buenos Aires should highlight its efforts on biodiversity to position itself as a befitting replacement. The city should also consider hosting other climate-related summits to raise its profile, including the biodiversity COP and any other sectoral or regional convenings related to climate.



Objective: Advance the progress made at the federal cities summit for city-led climate action in Argentina

Create a national agency focused on city climate action within the federal Ministry of Environment. Key stakeholders from different city governments in Argentina reiterated the need to coordinate city-to-city cooperation at a national level and to receive assistance from the central government. While the authority to create such an agency lies outside the City of Buenos Aires's remit, it should encourage a future government to create such an agency. The agency would focus specifically on helping cities measure and execute climate action. A national agency focused on cities may unlock financing for major projects and help continue the process started by Buenos Aires to share best practices, knowledge, and technical expertise with municipal and regional governments.

Continue federal cities summit framework to accelerate city-led climate action in Argentina. Thanks in part to its inclusive and deliberative approach, the first federal cities summit was a success. The Declaration of Argentine Cities has signatories from over 150 cities of different sizes, locations, resources, and political leanings. The legacy of the declaration will depend on its implementation, which will be achieved through sustained effort and iterative working sessions. The City of Buenos Aires should ensure that the framework continues. There are several options to pursue this, including passing on the leadership of the program to existing organizations, such as the *Red Argentina de Municipios frente al Cambio Climático* (RAMCC) and the *Alianza de Ciudades por el Clima*, or continuing the summit-based model which affords cities more flexibility on the nature and cadence of the process.

To make the Declaration more inclusive, the city should consider a rotating chairship model and should continue the effort to host each workshop in a different city, bringing the forum to them instead of the other way around. To overcome any political differences, the work should focus on narrow issues of non-partisan agreement, such as infrastructure, transport, waste, and technical capacity-building. This initiative should particularly serve to advance the city's agenda around the Circular Economy and Green Jobs theme.

Objective: Propose a framework to the C40 to promote the adoption of a federal cities approach

Prior to the next C40 Summit prepare a host city guide proposing a federal cities summit model for other member cities. Buenos Aires should make a lasting contribution to the C40 World Mayors Summit by proposing the implementation of the federal cities summit to future host cities. In addition, the city should be prepared to work directly with the next World Mayors Summit host city in a bilateral capacity to facilitate the development of their national federal cities summit, if amenable.

Present outcomes of the federal process at the next C40 World Mayors Summit. Regardless of whether the next host city decides to adopt the model, Buenos Aires should showcase the progress made domestically as a result of its federal cities summit. This would show attendees the impact that C40 cities can have in their countries beyond the municipalities' direct remit. This would also help cement the process as part of the legacy of the Buenos Aires summit.





Going Forward

and Looking Ahead



Going Forward and Looking Ahead

This report provides a path forward for the City of Buenos Aires to position itself as a leader in sustainability, nationally, regionally, and globally. By continuing the successful Federal Cities approach from the 2022 C40 Summit, Buenos Aires can accelerate climate action within Argentina. On a global scale, Buenos Aires can cement the leadership that it demonstrated as C40 host by convening Latin American cities prior to COP28 in Dubai, taking the helm of the movement to provide greater access to climate financing for cities around the world, and taking on a

leadership or host role in future climate summits.

In the immediate future, city leaders can further this vital work by continuing to partner with the Columbia University School of International and Public Affairs through the capstone process. The capstone team identified and met with several key stakeholders in the multilateral climate financing space. The Buenos Aires City government can bolster these relationships by continuing to meet with these stakeholders and their organizations.



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