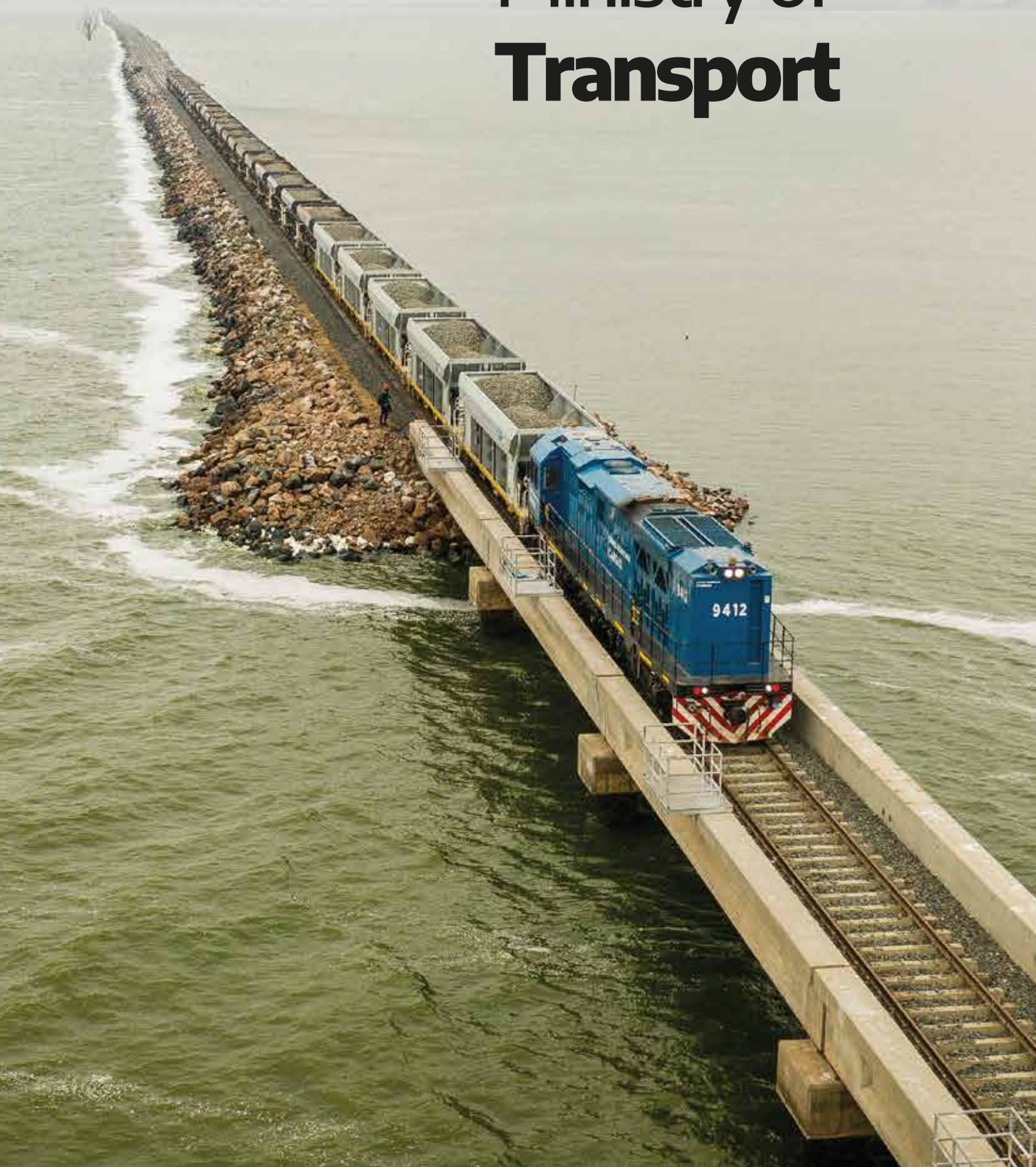
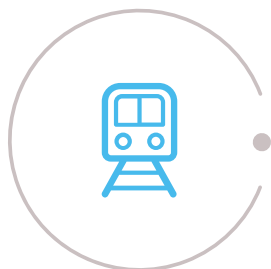


Ministry of Transport



Milestones

Modernization plan for Railway transport



The construction of the railway bypass is on the go and shall allow freight trains to surround Santa Fe city instead of having to go through it, improving security, speed, and efficiency, thus reducing logistic costs by 30%.

The construction of an elevated viaduct is in progress, in order to extend Belgrano Sur line up to Constitución Terminal and connect it with the other metropolitan lines and subways.

The integral renovation of the entry track grid for trains to Retiro on the Mitre line and the long-distance line on the San Martín line was reactivated. They had not been renewed since their construction, 100 years ago.

The repair of the causeway of the La Picasa lagoon was completed, returning the train to its original route, avoiding diversions and delays of up to one day, and recovering services that were inactive.

Main Navigable Route



The National Entity for the Management and Control of the Main Navigable Route was created. It is an autarchic organism under the Transport Ministry that will have the participation of 7 fluvial provinces with the objective of protecting users, to guard public and private domain goods from the National State and supervise compliance with the laws, regulations, environmental and economic-financial issues of the public works concession for the development of the tasks of modernization, expansion, operation and maintenance of the Main Navigable Way, through which 80% of the national exports and imports occur.

Aerolíneas Argentinas brought 50% of covid-19 vaccines to the country



Along this year, Aerolíneas Argentinas brought over 39 million vaccine doses of Sputnik V, Moderna, Sinopharm and Astrazeneca, on coordinated operations with producer labs through specially prepared planes for transporting end.

This represents 50% of the doses that arrived to the country to immunize the Argentinian population and tackle the pandemic.

Introduction

2021 was a great year for improvements in the transport field in Argentina, which were all possible thanks to every worker's effort and to the Modernization plan that never stopped.

Transport had a leading role this year maintaining connectivity during the pandemic, while multimodalism was enhanced and needed works done to improve logistics and passengers transport in order to carry both more and better opportunities to further regions from the country through railway, automotive, air, river and maritime transport.

To contribute with public transport around the country, and throughout the Compensation Fund and the Federal Social Attribute, economical assistance was offered to all jurisdictions, with a federal and equitable view to guarantee a safe, quality and efficient service for everybody.

These are all fundamental steps to enhance regional economies, to make a more egalitarian, comfortable and safe transport. Putting Argentina on track to improve argentinians life quality.



Work of prologue of the taxiway to header 35 in airport Ezeiza

Public Policy

Rail transport

Rail transport modernization plan

This Ministry through Trenes Argentinos (Argentine Trains) invested more than \$38.900 million - dollars during 2021 in the modernization of passengers and freight rail system, giving users more time to do what they like, reconnecting more towns, reducing logistic costs, transporting more freight at a fewer cost and boosting regional economies through a plan of works to improve infrastructure and interconnect trains with other modes of transport.

Rail Freight Transport

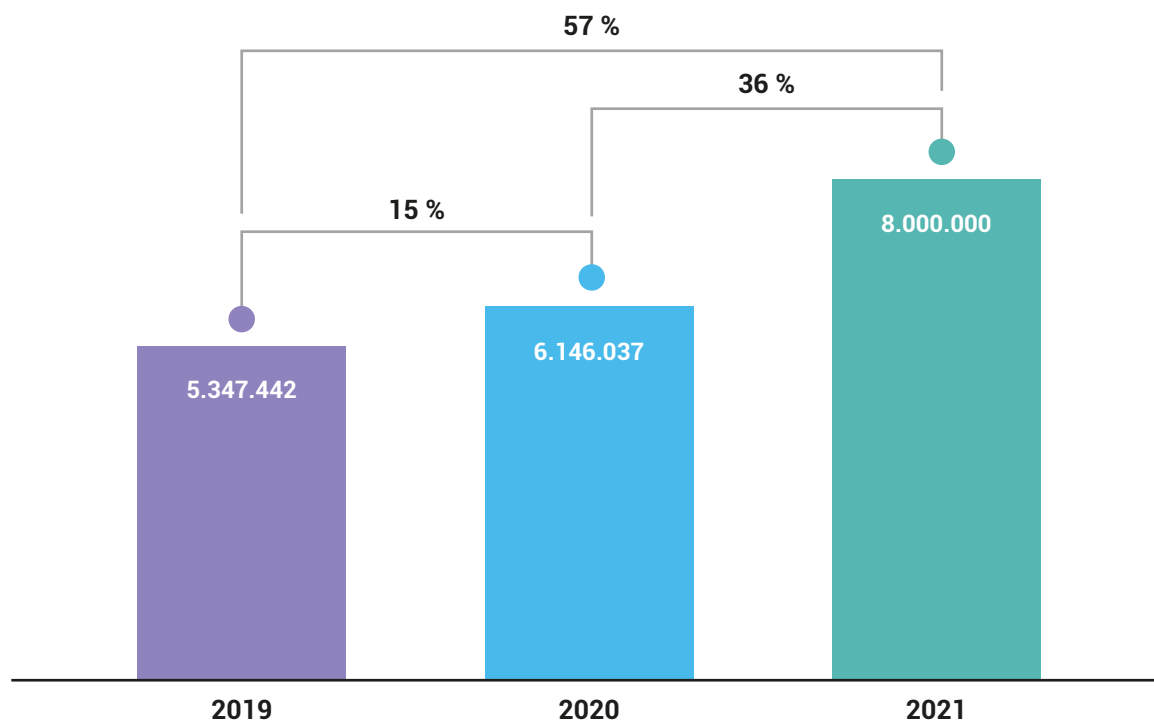
As of January 2021, the Belgrano Cargas project had renewed and reactivated 1,300 km of tracks.

To this total, the year's projects added another 275 kilometers of renewed or reactivated roads.

Railway circulation over La Picasa lagoon was restored after a flood affected the causeway in 2017. Now, the freight train of the San Martín line takes 24 hours less to make its trip from San Juan to Buenos Aires, without having to make a detour of more than 300 kilometers through Córdoba.

In the department of Juárez Celman, province of Córdoba, 54 kilometers of track on the SM12 branch were rehabilitated. This initiative allows the entry of the San Martín Cargas railway to the Cargill Company storage plant enabling the

Tons transported by Trenes Argentinos Cargas



Source: own elaboration based on data for the Ministry of Transport 2021

direct of transport of the agricultural production to the Gran Rosario Agroindustrial and Port Complex in Santa Fe.

Such works demanded an investment of 200 million pesos argentinos and included the platform renovation, the conditioning of the causeway by filling with ballast stone, the dismantling and assembly of the road, the replacement of all the fixings and 10% of the sleepers and rails; in addition to track machining.

Circunvar Santa Fe works in the Belgrano Cargas line have started, which incorporates 60.5 km of tracks between Santo Tomé and Laguna Paiva. This historical project allows the train to surround the city of Santa Fe instead of crossing it, avoiding 61 level crossings in the middle of the urban layout. This improves road safety, reduces up to a quarter traveling time, allowing trains to circulate faster, with more wagons and reducing logistic costs up to 30%. This benefits more than half a million people living around the city and driving through it.

The project Belgrano Cargas had renewed and reactivated 1.300 km of track

These achievements made it possible during 2021 for the freight trains of Trenes Argentinos Cargas (Belgrano, San Martín, Urquiza and a sector of the Mitre) to transport 8 million tons; an increase of 60% compared to the 5,347,441 that were transferred during 2019, and 36% compared to the 6,146,037 in 2020.

Rail Passenger Transport

In the Metropolitan Area of Buenos Aires, works were carried out to benefit more than a million people who use rail services every day.

The Temperley-Haedo service of the Roca Line which is used by more than 10,000 people was restored after an 18 months interruption.

In addition, the railway reactivation of sections that had been abandoned for decades was carried out, such as the González Catán-Marcos

Paz service of the Belgrano Sur line, which had been inactive for 28 years.

After decades of inactivity, the Victoria-Capilla del Señor and Villa Ballester-Zárate branches were linked through the recovery of the Bancalari Junction.

17 stations and their surroundings were renovated to provide more security and improve the quality of life for everyone around. From the Belgrano Norte line, the Retiro, Padilla, Aristóbulo del Valle, Florida, Villa Adelina, Boulogne Sur Mer, Don Torcuato, Villa Rosa, Los Polvorines, Villa de Mayo, Sordeaux, Pablo Nogués and Munro stations; from the Mitre, Delta, Maipú (Tren de la Costa), and Bartolomé Mitre lines; and from the Belgrano Sur line, Merlo Gomez.

Remodeling work began on another 19 stations: on the Mitre line, San Andrés and Malaver; from the San Martín line, El Palomar and Hurlingham; of the Roca line, Lomas de Zamora and Monte; and from the Sarmiento line, Haedo, 9 de Julio, Hornos, Speratti, Zapiola, Jáuregui, Olivera, Francisco Alvarez, Ing. P. Marín, La Reja, Pehuajó and Carlos Casares and Gowland.

An agreement was signed with Tandandor for the construction and installation of modular bridges that allow vehicles to cross the tracks in an elevated manner, improving road safety, railway frequencies and allowing neighborhoods to be linked. Three of the 13 bridges planned for the Sarmiento line have already been installed: one in San Antonio de Padua and two in Ituzaingó. Another 3 are under construction: one in Moreno and another double in Merlo. In addition, one is being installed in Dolores for the Roca line. In total, 50 modular bridges will be built on the metropolitan lines.

31 level crossings were renovated and another 12 are under construction. In addition, 14 level crossings are under construction in the districts of Almirante Brown, Ezeiza, Escobar, La Matanza, San Fernando, Lomas de Zamora, Avellaneda, Malvinas Argentinas, San Vicente, Florencio Varela and Pilar. In addition, 9 agreements were signed for the construction of underpasses in the districts of: Moreno, José C Paz, Almirante Brown, La Matanza, Cañuelas, Tres de Febrero and San Martín.

An emblematic work that was reactivated during 2021 is the renovation of the Retiro track grid. It

is about the entry and exit of trains to the terminal of the Miter line and long distance of the San Martín line that, since its construction, more than 100 years ago, had never been intervened in an integral way. In this way, the works will allow to increase the frequencies of the service and operational safety, add trains and reduce cancellations and delays. The work will benefit more than 250,000 users who pass through this terminal every day.

Works began on the track renovation of the Belgrano Sur Line Branch M from Tapiales to Marinos del Crucero General Belgrano, which includes a railway bridge that connects the Tapiales and Aldo Bonzi stations. The tasks eliminate a level crossing and duplicate the track, which improves the operation and allows circulating with a greater number of formations.

Work began on the construction of a viaduct to extend the Belgrano Sur line to the Constitución terminal and connect the 65,000 daily passengers with the rest of the metropolitan lines and the subway. The works require the installation of

10 kilometers of tracks, 4.2 of them elevated.

For regional services, during 2021, works began to refurbish 34 halts and stations and build another 11 completely new halts.

The Buenos Aires-Pinamar service, which had been paralyzed for 5 years, was reestablished, which included the intervention of 100 kilometers of tracks, the improvement of the General Guido, General Madariaga and Divisadero stations, the restoration of the electrical supply and the reinforcement of the railway bridges and crossings. This measure restored connectivity to 63,000 people in those locations and the possibility of traveling by train on their vacations to thousands of people at a lower cost.

The Salta Güemes-Campo Quijano train service, inactive for 51 years, was restored and its more than 7,000 inhabitants once again had service thanks to works that included the improvement and comprehensive conditioning of the 41 kilometers of track laying, bridges and sewers. The Neuquén-Cipoletti service was also exten-



Return the train to Marcos Paz in the line Belgrano Sur

ded and, after 28 years, the Tren del Valle once again stopped in the town of Plottier for its more than 32,000 inhabitants.

Thanks to the work of Laguna La Picasa, the passenger train of the San Martín Line restored its service to the Santa Fe city of Rufino, restoring connectivity to almost 19,000 people in that locality.

The Metropolitan Train of Córdoba was also reactivated and now the more than 1.3 million residents of the capital have rail service. In addition, the Tren de las Sierras was extended from Cosquín to Valle Hermoso thanks to the works on 16 kilometers of tracks and the enhancement of the Casa Grande and Valle Hermoso stations. Works are being carried out to reach with long distance services to: Pehuajó, Monte, Carlos Casares and 9 de Julio.

And new stops were added, in 2021 the train stopped again in Serodino in the service that connects Buenos Aires with Tucumán and in the town of Lima, in the service to Rosario, benefiting almost 14 thousand inhabitants of those localities

The passenger train from the Line San Martín resumed service until Rufino

Expansion and recovery of the railway industry

Improvements were made in 5 passenger train workshops: Remedios de Escalada, Llavallol (Roca line); Liniers (Sarmiento line); Victoria and José León Suárez (Miter line). Improvements were also made in 3 freight train workshops: Alta Córdoba (Belgrano line); San Cristóbal, Santa Fé (Belgrano line) and Palmira, Mendoza (San Martín line).

In addition, the wagons are repaired again in Argentina. Already 20 that were in disuse were repaired in national workshops.

Reactivation of railway branches Rail transport modernization plan



Source: own elaboration based on data for the Ministry of Transport 2021

Automotive Passenger Transport

A more federal assistance to the inland transport

During the year, more than 31,500 million pesos were funded by the Nation, through the Ministry, and transferred to the provinces so that each jurisdiction provides an accessible, comfortable and safe public urban and interurban passenger transport system, through the Interior Compensation Fund and the Federal Social Attribute.

A policy that responds to the objective of making a more federal, transparent and equitable transportation system for all jurisdictions.

The settlements made within the framework of the Compensation Fund are published on the Ministry's website with the details corresponding to each jurisdiction.



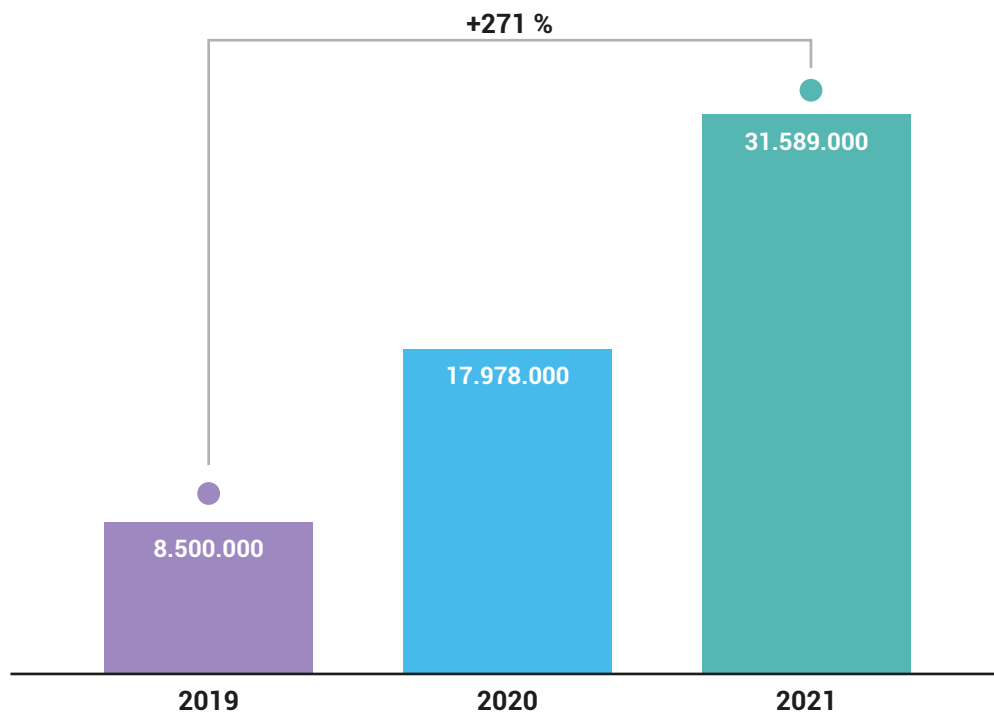
The Ministry brought the SUBE system to 7 new locations and the San Martín-Junín de los Andes (Neuquén) interurban line during 2021, making it available to more than 600 thousand people. In the interior of the country there are already 45 cities that have incorporated this new technology that makes the way to pay for the ticket simpler, makes the trip safer since the drivers do not have to change or count money and also make the trip faster.

It also allows obtaining data to plan, design and implement policies in urban and suburban public transport.

Since October, thanks to Resolution 384/2021, the rights of citizens have been expanded, who can now also access the Federal Social Attribute in the localities that have incorporated the SUBE

Compensation for Transport Public

Expressed in millions of pesos



Source: own elaboration based on data for the Ministry of Transport 2021

system since January 2019, leaving behind the legal impediment established in January 2019. A measure that already allows you to apply for the benefit to 400,000 retirees, pensioners, male and female pensioners, workers in family homes, beneficiaries of the "Universal Child Allowance", social monotributists, beneficiaries of the "Power Work", among others.

The new incorporations to the system are:

Coronel Rosales (Buenos Aires)
 Balcarce (Buenos Aires)
 San Pedro (Buenos Aires)
 Arrecifes (Buenos Aires)
 Concordia (Entre Ríos)
 Reconquista (Chaco)
 San Rafael (Mendoza)
 Intercity Line San Martín-Junín de los Andes (Neuquén)

Compensation for Transport Public by province

Values expressed in Millions

PROVINCE	2019	2020	2021	VARATION 2019 VS 2020	VARATION 2020 VS 2021
Buenos Aires	\$962	\$1.490	\$2.809	55%	88%
Catamarca	\$101	\$238	\$435	136%	83%
Chaco	\$140	\$425	\$702	204%	65%
Chubut	\$114	\$358	\$641	214%	79%
Córdoba	\$1.291	\$3.083	\$5.297	139%	72%
Corrientes	\$227	\$444	\$871	96%	96%
Entre Ríos	\$282	\$570	\$1.087	102%	91%
Formosa	\$96	\$133	\$213	39%	61%
Jujuy	\$472	\$804	\$1.560	70%	94%
La Pampa	\$47	\$62	\$103	33%	65%
La Rioja	\$49	\$99	\$194	103%	97%
Mendoza	\$804	\$1.906	\$3.140	137%	65%
Misiones	\$348	\$830	\$1.420	139%	71%
Neuquén	\$226	\$360	\$655	59%	82%
Río Negro	\$172	\$253	\$468	47%	85%
Salta	\$434	\$1.030	\$1.553	137%	51%
San Juan	\$525	\$856	\$1.639	63%	91%
San Luis	\$130	\$287	\$480	120%	68%
Santa Cruz	\$27	\$34	\$84	25%	147%
Santa Fe	\$1.361	\$2.539	\$4.520	87%	78%
Santiago del Estero	\$10	\$541	\$814	5220%	51%
Tierra del Fuego	\$9	\$36	\$103	313%	189%
Tucumán	\$675	\$1.601	\$2.806	137%	75%
Total	\$8.500	\$17.978	\$31.590	112%	76%

Source: own elaboration based on date for the Ministry of Transport 2021

Urban and Interurban Modernization Transport Plan

The Ministry assists provinces and municipalities from the country for the improvement and development of urban and interurban transport.

Through the Bus Terminal Modernization Program, which commits investments of more than \$10.5 billion, the Ministry signed 76 agreements to refurbish or build new terminals in 17 provinces: Buenos Aires, Catamarca, Chaco, Corrientes, Entre Ríos, Jujuy, La Rioja, Mendoza, Neuquén, Río Negro, Salta, San Luis, Santa Cruz, Santa Fe, Santiago del Estero, Tierra del Fuego, Tucumán.

The localities that received disbursements in 2021 for more than \$1,100 million and are making progress for the committed works are: Coronel Suárez, General Pinto, Junín and Castelli (Buenos Aires); Villa Regina, El Bolsón and Sierra Grande (Río Negro); San José de Feliciano, El Pingo, Hernández and Diamante (Entre Ríos); Presidency of the Plaza, Castelli and San Martín (Chaco); Río Gallegos (Santa Cruz); Río Grande (Tierra del Fuego).

Each terminal built or renovated improves the connectivity of the localities, brings more opportunities to towns and cities and generates a better first impression for receptive tourism, in addition to ordering and making vehicular traffic more fluid, which favours road safety.

Through Resolution 219/2021, the Safe Stops Program for Urban Buses was made official, by which 39 agreements with districts of the Metropolitan Area of Buenos Aires have already been formalized. These shelters include: 360° cameras, anti-panic button, loudspeaker, intercom and the possibility of Wi-Fi connectivity; It seeks to improve the safety of urban motor transport passengers and improve their experience when traveling.

More than 60% of the committed funds were transferred to 35 municipalities for an amount that exceeds \$3.1 billion.

Through the construction of cycle paths, a plan to promote sustainable and alternative means of transport by promoting the use of bicycles and skateboards as urban, accessible, healthy, safe and inclusive means of transport, 14 agreements were signed to build more than 250 km of cycle paths with municipalities in the provinces of La Rioja, Catamarca, Río Negro, Santa Fe, Buenos Aires, Corrientes, Entre Ríos and Mendoza.

Multimodalism

Nodos logísticos

The Logistics Nodes allow to improve the articulation between the railway, automotive, port and airport systems, in addition to providing cargo services, including sites for cargo consolidation and deconsolidation, where storage, division, packaging and conditioning can be carried out for its transportation and sale.

Works are underway on the Intermodal Logistics Node and General Güemes Dry Port, Salta with an investment of US\$20 million. The area is a key point where two important railway branches converge, such as the C14 branch that goes to Chile and the C15 branch to Bolivia, and is crossed by National Route No. 34, one of the most used routes for transporting merchandise and products of all kinds.

Public works in progress of the Intermodal Logistic Node and Port Seco General Güemes

As a result of the joint work between the Ministry of Transport, the Ministry of Agriculture, Livestock and Fisheries and the AFIP, through Joint Resolution 5017/21, it was set the mandatory use of electronic receipts called "Waybill for the Railway Transport of Grains" and "Consignment Document for the Automotive Transportation of Grains", as the only valid documents to support the transfer of grains not intended for planting -cereals and oilseeds- and dried vegetables -beans, peas and lentils-, as well as those seeds not yet identified as such by the Competent Authority, to any destination within the Argentine Republic by means of motor or rail transport.

Work was carried out in a coordinated manner for the 2021 Harvest Operation, in which the Ministry of Transport, the Ministry of National Security, the Ministry of Agriculture, Livestock and Fisheries, the National Commission for Transport Regulation, the National Directorate of Roads, the Road Safety Agency, Santa Fe Secretary of Transport, Santa Fe Police and Regional Chiefs in order to order heavy traffic at the time of heavy harvest.



Charge the Rollizos en Santo Tomé, line Urquiza Cargas

New adherences will be promoted by the port entities to the Obligatory Shift System for Unloading in Ports (STOP in spanish) of grains. The system consists of the delivery of shifts electronically by port entities, currently non-mandatory, throughout Argentina to order and control cargo movements. In 2021, 4 more ports were added to the stop system, making a total of 48 throughout the country. An amount of 3,442,970 shifts were granted and 80,529,275 tons of grains were transported by means of automotive cargo transport.

Sea and River Transport

Ports and Navigability Modernization Plan

10 specific agreements were signed to improve the operating conditions of 9 public ports throughout the country, which allows promoting exports, boosting regional economies and the development of the provinces. In addition, during 2021, 2 framework agreements were signed with the provinces of Santa Cruz and Santa Fe.

These agreements are part of the implementation of the Public Ports Modernization Plan, through which more than \$2,500 million were executed during 2021 (217% increase compared to the execution of 2020).

The 9 ports are: Dock Sud, Punta Quilla, Caleta Paula, Puerto Deseado, Santa Fe, Reconquista, Concepción del Uruguay, Ushuaia and San Pedro. In addition, dredging and maintenance is carried out for the ports of Mar del Plata, Dock Sud, Rawson, Diamante and Ibicuy.

Plan of Modernization of Ports and Navigability



Main Waterway

The National Entity for the Control and Management of the Trunk Waterway was created through decree 556/2021, which makes the management and control of the Trunk Waterway more federal, participatory and transparent. The body will have the mission of ensuring the quality and adequate provision of services, the due protection of users, the safeguarding of public and private domain assets of the State and compliance with the laws.

The Entity is a decentralized body with administrative, functional and economic-financial autonomy that functions within the scope of the Ministry, with its own legal personality and capacity to act in the field of public and private law. The provinces of Buenos Aires, Chaco, Corrientes, Entre Ríos, Formosa, Misiones and Santa Fe participate.

The Entity, in addition, will be in charge of preparing the specifications for the tender of the Main Navigable Way, meanwhile, Decree No. 427/2021 provided that the General Administration of Ports S.E. (AGP in Spanish) manage the key route through which 80% of national exports transit for one year, carry out maintenance of the signaling and dredging system and granted it powers to make the necessary contracts in order to keep it operational from kilometer 1238- Ascending - from the Paraná River, called "Confluencia", to the Natural Deep Water Zone in the outer La Plata River.

Magdalena Channel

Through Ministerial Resolution No. 33 of 2021, the Executing Unit of the "Canal Magdalena" was created to assist and advise the call and processing until the award and signing of the National and International Public Tender contract for the execution of the dredging tasks of opening, signaling and maintenance of the system in the so-called Magdalena Channel, from the pair of Signals No. 22 (Km 143,900) of the Punta Indio channel -area called "El Codillo"-, to the isobath that defines the initial 11 meter depth.

The Executing Unit has already submitted to the Ministry the preliminary bidding projects, which are being studied by the legal and technical team to move forward with the bidding process, opening and study of bids for the construction of the canal that will allow the union of the Argentine maritime system and the river system, recovering sovereignty and economic independence.

Air Transport

Air Transport Modernization Plan

In 2021, through the Air Transport Modernization Plan, almost \$6,000 million were invested to carry out works and incorporate technology throughout the country.

As a result of the pandemic, to the extent that the progressive opening of activities was carried out, the infrastructure works were restarted at the airports of: Bariloche, Córdoba, Comodoro Rivadavia, Esquel, Ezeiza, Iguazú, La Rioja, Jujuy, San Fernando and San Juan.

Through the coordination of the Regulatory Body of the National Airport System (ORSNA) together with Aeropuertos Argentina 2000, between August 2020 and March 2021, necessary works were carried out to modernize Aeroparque, which became international again and now has a new runway, a new beaconing system and a complete redesign of the international terminal, expanding the arrivals and departures sector. With a total investment of almost \$6,000 million, framed within the Air Transport Modernization Plan and having generated 3,000 direct and indirect jobs, the works generate greater comfort, safety and convenience for the 30,000 daily passengers who use the facilities.

In Bariloche, the work that allowed 24 new check-in stations, a new baggage system with two carousels and a new exclusive drop-off for oversize luggage was completed. This also includes the expansion of the terminal, the modernization of the building infrastructure, and expansion of the boarding area. The public departure hall was renovated and a third new telescopic sleeve was added.

Through the Argentine Air Navigation Company (EANA) and with the aim of improving the safety of air navigation, the quality of communications, airworthiness and simplifying the work of workers in the sector, airport technology was modernized with: 5 Voice Switching Systems at the airports of Córdoba, Resistencia, Mendoza, Comodoro Rivadavia and Ezeiza; digital VHF (Very High Frequency Communication) equipment in the entire network of advanced VHF aeronautical stations of the 5 Flight Information Regions (FIR) where their hub airports also have state-of-the-art digital Voice Switching Systems; 7 new ILS (Instrument Landing

Systems) at Aeroparque, and the Posadas, Córdoba, Corrientes, Santa Rosa, Ushuaia and Resistencia airports; and VOR systems (VHF Omnidirectional Radio Beacon) at the international airports of San Fernando and Mar del Plata.

Building infrastructure works were launched, involving the generation of new work spaces and the modernization and refurbishment of the control towers at the Morón, Mar del Plata, Río Grande airports and at the Ezeiza Digital Communications Center.

And new Automatic Weather Observation Systems (AWOS) were installed at Rosario, Comodoro Rivadavia and Aeroparque airports.

Furthermore, during the year, Aerolíneas Argentinas played a central role in the Vaccination Plan. Since December 24, 2020, the airline brought more than 39 million of the Sputnik V, Sinopharm, Moderna and Astrazeneca vaccines in planes specially prepared for this purpose. This number represents 50% of the doses that arrived in the country.

Through the Modernization Plan of Air Transport were invested almost \$6,000 million

Transportation Security

The provincial delegations of the National Transport Regulation Commission (CNRT) of San Luis, Tierra del Fuego and Paraná were reopened and the zonal delegations of the Province of Buenos Aires in Mercedes, Junín and San Pedro and Olavarría were put into operation.

In addition, in order to decentralize the Metropolitan Area of Buenos Aires, the Operational Bases of Greater Buenos Aires were created, in Tigre, Morón and Lanús / San Martín.

The CNRT put into operation and completed the pilot test of connectivity and the "Electronic

notebook" prototype, an innovative control tool that guarantees compliance with the right to rest of long-distance bus drivers. In this way, it seeks to avoid accidents due to non-compliance with the working day and rest times, in addition to replacing the current paper notebook. Within the framework of Resolution 22/2020, its conclusions were communicated to the Ministry and the Ministry of Labor.

In order to continue with the modernization of the administration and the equipment, 18 Mobile Control Units and portable technological devices (PDA) were acquired, thus fulfilling the objective of going paperless and managing efficiency. In addition, the first stage of the development of the application for mobile devices APP/CNRT, a digital tool for consultation and access to the Agency's information for all citizens, was completed.

The National Road Safety Agency (ANSV) advanced with the objective of promoting the implementation of policies and measures for the development of safe traffic throughout the national territory through -among other actions- the opening of Operational Bases to have strategic geographical points. In 2021, 8 new operating bases were inaugurated throughout the country: Ushuaia (Tierra del Fuego), Mendoza, Caucete (San Juan), Tecnópolis (Buenos Aires), Mercedes (Buenos Aires), Rosario (Santa Fe), Las Flores (Buenos Aires).

With the signing of new agreements, the Federal Network of Assistance to Victims and Relatives of Victims of Road Accidents, reached 100% of the national territory with this assistance that accompanies and advises victims of road accidents and their families, free of charge; providing legal, psychological, social and rehabilitation advice in the post road emergency throughout the country. In addition, through joint work with the Ministry of Social Development of the Nation, it was possible to grant low-income victims or their relatives a temporary subsidy if family income is affected due to an accident.

In addition, thanks to the federal alcohol control initiative, the problem of alcohol in driving can be addressed in a national and unified way. Based on coordinated work between the Nation, provinces and municipalities, the ANSV carries out blood alcohol tests every month and simultaneously throughout the national territory. During 2021, 12 sessions were held. The records with

the results of all the operations carried out are compiled digitally in order to form a far-reaching statistical base.

The "Viajé Seguro" operation was launched to take care of Argentines who go on the road during vacations and has the presence of the CNRT, the JST and the ANSV. More than 950 agents, 400 automobiles, 40 control motorcycles, 195 breathalyzers, 40 radars, 12 drones and 77 operating bases, among other resources, will be deployed.

This year, the operation aims to strengthen the use of seat belts both in private cars and in long-distance buses, and also to eliminate alcohol consumption when driving.

And, for the first time in history, during the "Travel Safely" control operations carried out during the summer season, families traveling with children under 10 years of age without the child restraint system (SRI), or child seat, the ANSV gives them one on loan for 48 hours, suitable for the size and weight of the boy or girl so that they can circulate safely. In addition, it provides them with the necessary information and training to use it correctly.

The operation "Viajé Seguro" was launched, to take care of the Argentines who leave to the route during the holidays

An inclusive and equal transport

Gender and Diversities

With the aim of amplifying the national campaign for the dissemination of Line 144 to accompany people in situations of gender violence, the SUBE system cards have information on Line 144 and the WhatsApp contact number printed on the back. Through this dissemination action, during 2021 it was possible to reach more than 1 million people.

In addition, in coordination with the National Road Safety Agency, an initiative was implemented to mainstream the gender perspective with the incorporation of a mandatory module that addresses the issue of gender perspective for all those who want to obtain their first National Driver's License

In addition, for the dissemination and development of the gender perspective with different actors in society and having as its axis the institutional articulation with different sectors, the Transport Gender Lab 2021 of the Inter-American Development Bank was chaired for the first time.

The gender table was created in the ReconstruirSE program, developing public-private articulation with companies in the sector and the federal Gender and Transportation table was promoted with all the country's provinces with the aim of carrying out and applying policies of gender throughout the Argentine territory.

Protection of railway history.

The Itinerant Train Museum began to roll, a project carried out by Human Capital Argentine Trains, it is made up of nine vehicles that constitute a representative sample of both the different passenger cars used in the main historical trains of the country, as well as the customs of passengers and railroad employees. The cars were fully restored at the Junín Minister Mario Meoni Workshop.



We work for an inclusive transport with more women drivers in the different modes of transport