



JULY 2023

ioreSME Newsletter

PROJECT 101051860

THE GREEN DEAL AND TRANSPORT

The transport system is essential to European businesses and worldwide supply chains since it employs more than 10 million people in Europe and contributes about 5% of the EU's GDP. Nevertheless, the costs of travel to our society include noise, traffic congestion, road crashes, and emissions of greenhouse gases and other pollutants.

Transport emissions represent around 25% of the EU's total greenhouse gas emissions, and these emissions have increased over recent years. Being a climate-neutral continent by 2050 requires ambitious projects and a consistent concerted effort by all stakeholders. The objective is to achieve a 90% reduction in transport-related greenhouse gas emissions by 2050. The first lag is to reduce greenhouse gas emissions by at least 55% by 2030, compared to 1990 levels. In practice this translates into having 55% less emissions from cars; 50% less from vans while new cars will not yield any emissions by 2035. As part of this transition, the EC is also proposing new carbon pricing for the aviation sector; this includes an obligation for planes to use blended fuels for all departures from EU airports. The EC is also proposing the same for the maritime sector. This includes the effort to provide onshore power, and reducing the use of polluting fuels when in port that is currently harming local air quality. To the detriment of residents in port cities across Europe.

The transition to sustainable modes of transport requires an increase in the use of alternative modes of commuting; including the use of EVs; public transportation; cycling and walking. This necessitates a change in road infrastructure – shifting the priority from building roads to service commuting by personal cars to more pedestrianised zones, including more extensive point-to-point cycle lanes and dedicated bus lanes. This shift also includes the availability of charging infrastructure for EVs. The Green Deal also promotes the modal shift to rail transport over road and air for certain distances. Rail transport is generally more energy efficient and produces fewer emissions compared to other modes of transportation.

Read more [Transport and the Green Deal \(europa.eu\)](https://europa.eu).

IN THIS EDITION

The Pact for Skills
Annual Report 2022

Latest Industry News

THE EU PILLAR OF SOCIAL RIGHTS

The Pact for Skills was launched in 2020 as the main initiative to address Europe's future needs for talent. Over 1000 organisations make up the initiative, with a commitment to upskill and reskill people of working age so they can be active in the labour market and society. Pact members consist of organisations, partnerships with different stakeholders and umbrella organisations. Members hail from all EU member states and candidate countries. The first annual report is out, illustrating substantial progress and achievements by the Pact members.

Most Pact members have registered progress across the four main pillars: promoting lifelong learning; building skills partnerships; monitoring skills supply/demand and anticipating skills needs; and working against discrimination and in favour of equality in gender and opportunities. When signing the Pact, members committed to all four pillars and to KPIs to measure progress.

From a survey conducted amongst the members of the Pact, the most common activities undertaken were the development of training programmes (62%); training and mentoring (61%) and delivery of communication or awareness-raising activities on the importance of skills development (60%). By the end of 2022, it is estimated that the following impact on the ground was achieved: nearly 2 million individuals reached by upskilling and/or reskilling activities; over 15,000 training programmes updated and developed; and close to €160 million invested. Members of the Pact have also developed awareness-raising and communication activities on upskilling and reskilling. These are estimated to have reached more than 18 million people.

The Pact for Skills initiative includes the formation of large-scale partnerships (LSPs) that are sector-led initiatives involving employees, education and training providers, social partners, and public authorities to increase the upskilling and reskilling activities across the sector. By the end of 2022, 14 LSPs had been established in areas including agri-food; construction; digital; health; retail, textiles and tourism. LSPs have committed to upskilling and reskilling close to 6 million individuals over the next few years.



Collectively LSPs have already made substantial progress. For example, the Tourism LSP has committed to upskilling and reskilling 10% of the tourism workforce each year until 2030 to tackle the existing skills gaps. The skilling programme is targeted to be offered to 40% of the employed workforce and 80% of the unemployed workforce by 2025. Through the Tourism LSP an estimated 56,500 people were reached through training activities and 1,000 training programmes were developed for the Tourism ecosystem. The Digital LSP aims to equip 80% of people with basic digital skills and employ 20 million ICT specialists in the EU by 2030. Through this LSP, 560,000 people were reached through the training programmes and 5,000 training programmes were developed.

The main challenges unidentified by the members of the Pact for Skills initiative were lack of financial resources; lack of human resources and administrative burden.

Source: [Pact for Skills Annual Report 2022 - V3 - Final \(1\)_1\).pdf \(europa.eu\)](#).

LATEST NEWS

➤ Earlier this month, the European Commission adopted a package of measures for sustainable use of natural resources including soil. By collecting data on soil health and making it available to farmers; a soil monitoring law will put the EU on a path to healthy soils by 2050. Currently, 60 to 70 per cent of the soils in the EU are unhealthy. In addition, erosion loses a billion tonnes of soil a year, which means that the fertile top layer is rapidly eroding away. Over €50 billion in annual costs are attributed to soil degradation. A thorough and coherent monitoring framework, a standardised definition of soil health, and encouragement of sustainable soil management together with the repair of polluted sites are all included in the proposal for the first-ever EU legislation on soils.

Read more [European Green Deal: sustainable use of natural resources \(europa.eu\)](#).

➤ Results from a recent Eurobarometer reveal that more than seven in ten (77%) EU residents believe that climate change is currently a very significant concern. Most Europeans (56%) believe that the EU, national governments (56%) and business and industry (53%) are in charge of combating climate change. 35% believe they are personally accountable. 58% of EU citizens believe that the use of renewable energy sources, energy efficiency, and the shift to a green economy should all be expedited.

Read more [Climate Change - July 2023 - - Eurobarometer survey \(europa.eu\)](#).

➤ The Commission has awarded over €3.6 billion to 41 large-scale clean tech projects, to be financed through the [EU Innovation Fund](#). The funding will contribute to the greening of sectors that are difficult to decarbonise. The selected projects are located in 15 EU Member States. The supported projects will all enter into operation before 2030, and have the potential to avoid 221 million tonnes of CO2 emissions in their first 10 years of operation.

Read more [Projects selected for grant preparation \(europa.eu\)](#).

➤ The Council Recommendation on enhancing social discourse in the EU was approved by the Council of the European Union last month. The recommendation will assist the Member States in putting into practice Principle 8 of the European Pillar of Social Rights by offering instructions on how to strengthen social dialogue and collective bargaining at the national level, such as: by ensuring that social dialogue frameworks are appropriate for the long term, better including social partners in policy design, promoting the advantages of social dialogue, and enhancing social partner organisations' capability for social conversation.

Read more [Council takes action to strengthen social dialogue in the EU - Employment, Social Affairs & Inclusion - European Commission \(europa.eu\)](#).

➤ The Commission endorsed a proposal for a Council recommendation on creating social economy framework conditions on June 13, 2023 as part of carrying out the social economy action plan. The proposal offers suggestions to Member States regarding - How public policies and legal frameworks might be modified to assist the social economy's activities, especially in underdeveloped areas; How administrative and institutional frameworks might be modified to assist these organisations and interact with sector stakeholders.

Read more [Commission proposal on developing social economy framework conditions - Employment, Social Affairs & Inclusion - European Commission \(europa.eu\)](#).

This newsletter is part of the loreSME project and seeks to provide information pertinent to the business community on the EU Green Deal and European Pillar of Social Rights.

loreSME project aims to raise awareness of and give visibility to the activity/function/responsibility of SME employer organisations in the EU and foster their role as social partners. loreSME seeks to understand the expectations of the members of the Social Partners (SPs) while providing the opportunity for the SPs to raise awareness of their services and their role in the social dialogue discourse in their country.

The Partners of the Project are [Malta Chamber of SMEs \(smechamber.mt\)](http://smechamber.mt); [About | GSEVEE: Hellenic Confederation of Professionals, Craftsmen, and Merchants](#); [CNA | Confederazione Nazionale dell'artigianato e della Piccola e Media Impresa](#); [Home | UNIZO](#); [home - Confartigianato Imprese](#); [SMEunited | Crafts & SMEs in Europe](#); [About us \(ozs.si\)](#)

The project is co-funded by the EU as part of the European Social Fund+ (ESF) Social Prerogatives and Specific Competencies Lines (SocPL)



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