



Executive Agency, Education, Audiovisual and Culture



**Mobile learning for enhancing key competences
of autonomous workers and owners of SME from
the Road transport / M-ROAD**

Progress Report

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Executive Summary

Road transport sector (freight and passengers) has a central role in the continued growth of EU's economy. In 2008, created more than 5 mill. jobs and the turnover was about 432,331 mill.€ (*Statistical pocketbook 2011, EC*). However, the current economic crisis is affecting the sector considerably. The crisis has cancelled out 6 years of growth (*Trends in EU Road freight transport-Eurostat*). The EU is committed to providing the best conditions for an open market for professional road transport services to ensure the mobility of goods and people, and to enable job creation and economic growth (*Road Transport Policy- DG Energy and Transport, 2006*).

Having this scenario in mind and trying to address the EU 2020 Strategy, which is focused on sustainable, smart and inclusive growth and the European Employment strategy, that persecutes the creation of more and better jobs throughout the EU, it is necessary to provide suitable and flexible learning environments for the promotion of those key competences that contribute to achieve the referred aims. The knowledge, skills and aptitudes of the European workforce are a major factor in the EU's innovation, productivity and competitiveness.

In this context, **M-ROAD project** aims to promote the entrepreneurial skills and ICT competences of the autonomous workers and owners of Road transport SME, encouraging the key competences and skills in the knowledge economy and improving the competitiveness and growth of the transport companies (**strategic objective**).

Considering the previous strategic objective, the **M-Road project** intends to develop an innovative learning tool addressed to autonomous workers and owners of Road transport SME and aimed to develop those key competences needed to face and deal with the challenges of the new economic situation (**general objective**).

M-ROAD partnership is formed by 6 organisations from 5 different countries (Spain, Hungary, Austria, France and Slovakia) representing in a balance way different approach of the issues tackled by the project (transport, training, research ...).

Thus, the project main output will be **M-ROAD mobile learning tool**. It will be based in a mobile learning approach and will include contents to enhance entrepreneurial and digital competences of autonomous workers and owners of SME from the road transport sector in their first phase (1-3 years). The training will be accessible by the most common devices used and it will be very practical and interactive: with games and exercises. The contents to enhance entrepreneurial competences will be more connected with soft skills. The tool will have a space for the exchange of opinions, files, among users.

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1. Project Objectives

Road Transport Sector is a strategic economic input for the European economy. But at the same time, the sector has to deal with different gaps and barriers that can hinder its full development, considering both sector approaches economical (activity, resources, infrastructures ...) and social (human capital).

In the last years, several initiatives have been developed to face transport sector challenges: definition of different policy transport frameworks (at European, national and regional), investment in infrastructures, European policy on transport interoperability and other measure to improve the **human capital** mainly focused on training.

The publication of the Directive 2003/59 in the initial qualification and periodic training of drivers of certain road vehicles together other initiatives as the regulations on safety road and environmental issues represented a qualitative improvement in the social development of the transport sector. However, all these initiatives have forgotten other strategic topics, as the promotion of transversal of **key competences**, which improve and encourage the social capital of the sector.

In this context, **M-ROAD project** aims to promote the entrepreneurial skills and ICT competences of the autonomous workers and owners of Road transport SME, encouraging the key competences and skills in the knowledge economy and improving the competitiveness and growth of the transport companies (**strategic objective**).

Considering the previous strategic objective, the **M-Road project** intends to develop an innovative learning tool addressed to autonomous workers and owners of Road transport SME and aimed to develop those key competences needed to face and deal with the challenges of the new economic situation (**general objective**).

Thus, M-ROAD intends to develop the following **specific objectives**:

- To enhance directly the participation of autonomous workers and small enterprises' representatives in VET.
- To improve the quality of VET methods, including innovative learning approaches and European learning schemes.
- To encourage the European cooperation in VET to support Europe 2020 strategy (COM (2010)296).
- To promote the mobility concept in the training offer and specially in the transport sector.
- To contribute to the development of Lifelong Learning concept through the development of a resource that allows learning in anywhere and in anytime.

Finally, in order to contribute to the fulfilment of the previous set of objectives, M-ROAD has the following **operational objectives**:

- To assess VET offer in road transport sector at European context, especially those initiatives connected with the promotion of the acquisition of key competences by their operators.

- To identify and compile innovative ICT based practices (m-learning) on training entrepreneurial and digital competences, which can be inspirational for the consortia.
- To define a set of learning objects to train target group on the entrepreneurial and ICT competences and skills.
- To develop a mobile learning tool that improves the learning scenarios of the sector.
- To involve a critical mass of final users in the project implementation allowing the continuous involvement of target groups.

2. Project Approach

Road transport sector (freight and passengers) has a central role in the continued growth of EU's economy. In 2008, created more than 5 mill. jobs and the turnover was about 432,331 mill.€ (*Statistical pocketbook 2011, EC*). However, the current economic crisis is affecting the sector considerably. The crisis has cancelled out 6 years of growth (*Trends in EU Road freight transport-Eurostat*). The EU is committed to providing the best conditions for an open market for professional road transport services to ensure the mobility of goods and people, and to enable job creation and economic growth (*Road Transport Policy- DG Energy and Transport, 2006*).

Having this scenario in mind and trying to address the EU 2020 Strategy, which is focused on sustainable, smart and inclusive growth and the European Employment strategy, that persecutes the creation of more and better jobs throughout the EU, it is necessary to provide suitable and flexible learning environments for the promotion of those key competences that contribute to achieve the referred aims. The knowledge, skills and aptitudes of the European workforce are a major factor in the EU's innovation, productivity and competitiveness.

The background analysis developed in the first project months shows that the most of the training programmes IVET programmes were created after the implementation of Directive 2003/59 into national law. Only France and Austria had IVET programmes for drivers before the implementation of Directive 2003/59/EC. With regard to CVET a number of programmes have been established aside from the mandatory periodic training prescribed by directive 2003/59/EC. These training programmes, however, are not very systematised in the investigated countries and are focused on the acquisition of additional skills (for example driving with dangerous goods or loads, and passenger security). No existing initiative that is designed to enhance the key competences (digital and entrepreneurship skills) of professional drivers and owners of SMEs could be identified in any of the countries in the m-road sample.

This is astonishing when one considers the relative importance of the road transport sector to national GDP and employment in the investigated countries. There is almost no data available on the level of key competences of professional drivers in these countries, and therefore estimations can only be made. The level of key competences was estimated to be quite low in all of the investigated countries. Contributors did report that in France education levels are improving, and that in Spain the younger generation possesses a higher level of key competences (digital as well as entrepreneurial) than the older generation. Nevertheless, the information gathered on the current status of VET with regard to enhancing the key competence levels of autonomous workers and owners of SMEs suggests that there is little to no national training provision for this area.

Therefore, development of a learning tool designed to enhance digital and entrepreneurial skills of the target group is important. Due to the low educational level of the target group the mobile learning tool to be developed in m-road should be kept simple. Furthermore, due to the very different VET systems in place, focusing on entrepreneurial soft skills, rather than on hard skills, is recommended as the hard skills (for example calculation, business law, taxes, etc.) vary considerably between the countries.

M-Road project takes as basis the special need of training that suffer workers from the road transport sector. Inquiries show a shortage of skilled workers in the field, also because of the constant evolution

of the sector which clashes with the relative low tendency to training of its operators. This critical lack of 'learning culture' of the transport sector – highlighted also in other Leonardo da Vinci-funded projects, such as ProfDRV – is particularly evident for the category of autonomous workers and small enterprises. This is why M-road defines as direct target groups these two categories.

M-Road project aiming to overcome the training gap of the above mentioned groups, wants to develop an innovative m-learning tool addressed to autonomous workers and owners of Road transport SME (with businesses in their first phase: 1-3 years) to train them on those key competences needed to compete and face the new economic crisis. M-Road project will take the mentioned two competences as main focus and using a new learning approach, the mobile learning, will create a tool to enhance these competences among these users, and therefore their position and level of competitiveness and sustainability in the sector.

3. Project Outcomes & Results

According to the working plan, the project will develop a total of 28 results and outcomes, each of them answering to a specific project characteristic. Thus, we can distinguish three short of results: development and management results, products for dissemination and valorisation; and project outcomes.

Development and management results are all final materials produce in the project framework to support its implementation: management and evaluation.

Products for dissemination and exploitation are all final products intended to disseminate and exploitate project objectives and results, providing an effective impact in target groups.

Project outcomes are the final products elaborated in the project framework intended to respond to the project objectives and addressed to project target groups and other potential beneficiaries:

Development and management results

D3. Transnational meeting dossier: This dossier includes all the relevant documents generated about the transnational meetings had within the framework of the present project: meetings minutes, agenda and attendance sheets. This document will increase the accountability and the transparency of the whole process of implementation of the project.

D4. Internal management platform based on Moodle This intranet servers as collaborative environment for partnership. It's repository of all the working and final documents, and also as forum for the asynchronous discussion of activities. This way all partners members can access the same information at any moment. It will keep active after the project ending date at least 3 years.

D5. Performance protocol agreement: This agreement facilitates the project management by establishing common rules to regulate core aspects of the project, such as decision making, development of the activities, contacts, long absences notifications, staff changes, etc.

D25. Quality management plan: This document contains the methodology to ensure the project quality and the tools and guidelines to develop the project evaluation process (both internal and external evaluation). Among other, the Quality management plan contains the evaluation questionnaires and indicators intended to evaluate the four main project pillars: meetings, process, products and dissemination measures.

D26. Interim evaluation report: elaborated to be sent together the interim report, this report evaluate all the activities and products developed during the project first year, the mechanisms to improve any deviations occurred.

D27. Final evaluation report: The final report will discuss the quality management measures that have/have not been implemented during the project realization, and will provide detailed information about the reasons of potential lack of implementation of the quality management plan.

D28. External evaluation report: This report will be done by the entity subcontracted for the project external evaluation. The report will make reference to the evaluation of the whole project during its 2 years

Products for project valorisation – exploitation and dissemination

D15. European event with workshop on m-learning for the road transport services. The event has a double objective, in one hand to support the dissemination activities, introducing the main outcomes of the project; and in other hand to obtain the feedback of different experts on training and transport sector, to define the project future exploitation.

D16. Conclusions from the European event developed. This deliverable will summarize the outcomes coming from the event carried out.

D17. Exploitation plan. Exploitation plan wants to identify the viability of the final products and promote initiatives to support the exploitation process.

D18. National exploitation strategies after the end of the project. At the end of the project, all partners will be asked to elaborate a document about the next steps to be undertaken with regards to the main opportunities for future exploitation (i.e.: Transfer of the innovation, involvement of public actors in the use of the tool for other VET needs, etc.).

D19. Dissemination plan. The document defines an appropriate common dissemination strategy for the project.

D20. Project website. The project website contains all basic information about the project as well as the main outputs and results. It's available in this domain <http://m-road.portare.org>

D21. Leaflets. The project will develop two types of leaflet: one initial to disseminate the project and the other final, in order to disseminate the final product and the event in Spain. The

D22. Press reviews. This deliverable will collect the different articles published in national/regional media concerning the project.

D23. Project newsletter. During the project the leader will elaborate 4 newsletters, one each 6 months. The newsletters want to be easy ways to disseminate through e-mail the project progresses and main results.

D24. Dissemination report. This deliverable will collect all the dissemination activities developed by each partner with their corresponding supporting documents along the project life.

In addition, the partnership is using the social networks to improve the dissemination process. For that we have created a Facebook group, twitter and YouTube channel.

Project outcomes – core results

D6. State of the art of VET in road transport: existing initiatives to enhance operators' key competences. The report contains a comparative analysis of the national VET in road transport sector in all project countries, analysing especially the existing initiatives to enhance and train operators' (autonomous workers and owners of SME from the sector) key competences, overall the entrepreneurial and digital competences.

D7. Collection of best practices on Innovative VET methods addressed to increase entrepreneurial and digital competences. The report contains 12 cases of studies, structured as follows: 4 cases focused on general mobile learning, 5 focused on e-learning mobile training for transport and 3 specific cases about e-learning/mobile learning to foster entrepreneurial competences.

D8. Draft of the innovative VET tool for the road transport autonomous workers and owners of SME:

It's a first draft of the new innovative ICT-based m-learning tool. This document has been evaluated by experts and specific

D9. Conclusions from the consultation processes made. This paper contains the feedback about the draft version of the training contents.

D10. Training contents of M-Road m-learning tool: This document will contain the prototype training contents of M-Road tool in English.

D12. Validation Plan: The validation plan will be the main document to be followed by all partners during their validations. The methodology established by this plan will be based in two perspectives making reference both, to the technical content (accessibility of the learning environment, innovation degree etc.) and to the quality of the training contents (adequacy of the content, degree of understanding, usefulness etc.).

D13. Report on validation results: This report will gather the results obtained in the validation processes carried out. It will make reference both, to technical contents (accessibility, facility to download contents, ease use of mobile learning devices) and to training contents (suitability, degree of understanding, usefulness).

D14. M-Road mobile training tool: This will be the main outcome of the project. It will be based in a mobile learning approach and will include contents to enhance entrepreneurial and digital competences of autonomous workers and owners of SME from the road transport sector in their first phase (1-3 years). The training will be accessible by the most common devices used (defined by deliverable n°8) and it will be very practical and interactive: with games and exercises. The contents to enhance entrepreneurial competences will be more connected with soft skills. The tool will have a space for the exchange of opinions, files, among users. This will increase the interactivity level of the tool and also the community idea among the users. (We have omitted the Deliverable 11 that it's the prototype of the M-Road training tool).

4. Partnership

M-ROAD partnership is composed of six partners from 5 different countries. Each partner comes from different expertise areas ensuring the efficient fulfillment of project objectives.

Thus each partner will provide M-ROAD with the experience to achieve the proposed objectives and outcomes and to ensure the impact not only in the target groups addressed by the project, but in other latent groups and collectives.

TCM-UGT CyL is one of the most representative transport sector trade unions at both national and regional level in Spain. It is a non-profit entity that represents drivers and autonomous drivers interest so it has first-hand information and experience on this field. TCM is also aware of the importance of continuous training in the sector in order to face the new economical situation. In this sense, they always put special attention in subjects such as: risk prevention, training, entrepreneurship and road safety. In addition, the institution also elaborates and implements research activities focused on the social approach or transport sector.

Along the years TCM has developed a great job with regards to training and studies, being their studies and publications recognised by several public bodies, professional associations, universities and training centres.

During the last years, TCM has reinforced its presence in Europe by promoting four Leonardo da Vinci Projects with regards to the compulsory training established by Directive 2003/59/EC; to risk prevention training and to new learning environments for the training in transport and logistics fields. Some examples of the promoted projects are: INMETT (2009-1-ES1-LEO05-10393); SPA-ROAD (2010-1-ES1-LEO05-21000); CT-TRANS (Agree.nº ES/06/B/F/PP-149518) and NEOTRAN (LLP-LdV/TOI/2007/ES/149073). In addition, TCM-UGT CyL has also experience as partner in other European projects like Eurotranslog (LLP-LdV/TOI-2008-FR-117038).

Web site: <http://tcmugtcyl.org>. (Information just available in Spanish).

XXI INVESLAN S.L. is a private organization, located in Bilbao (Spain), working in fields of social innovation, research and development. Since 2000 we have worked in several fields such as education, employment, social inclusion, entrepreneurship, equal opportunities and diversity, policies assessment, projects and training evaluation; and transversally the application of ICTs to these areas.

In the area of research and development, we focus on the development of innovative learning solutions addressed to specific groups, mainly vulnerable collectives or with special training needs. Besides the integration of different methodologies based on ICT is an especial expertise field of our organization. Since 2000 INVESLAN has promoted and implemented more than 100 initiatives at local, regional, national, European and International level involving different stakeholders (training experts from different educational levels, social actors, policy makers, stakeholders) in their implementation.

Web site: www.inveslan.com

NET-MEX Innovation and Training Ltd (HU) is a SME oriented to the development of training tools and contents at national level in Hungary. The organisation has as core activities the followings: the management and innovation in training processes, the development of training materials based on

ICT, and the organization of training courses addressed primarily for SMEs. The activities of NET-MEX Ltd can be characteristic by a creative and multidisciplinary approach. Therefore their team includes engineers, patent attorney, teachers and economist. NET-MEX took part in the development of the Hungarian Venture Capital portal and Logistic Portal.

NET-MEX team has extensive experiences in the organization and coordination of national and EU projects. The organisation was involved as partner in EU projects like: YET, CT-TRANS, SPA-ROAD and Blended learning project.

Web site: <http://net-mex.hu/>

3s research laboratory is one of the leading VET-research organisations in Austria. They are experienced in the design of projects in the fields of knowledge, learning and work, and in the development of methods, tools and instruments for anticipating and assessing qualifications and competences.

They are an experienced co-ordinator of Leonardo da Vinci Projects (e.g. VQTS – that has received the Helsinki Award 2006 and the Lifelong Learning Award 2007 in gold; CVTS II revisited; DISCO) and experienced partner in several European projects (Leonardo da Vinci, Socrates, LLL, EC). The institution is member of the Austrian Reference Network from CEDEFOP and is providing expertise to Austrian Ministries (e.g. regarding EQF/NQF and related topics like the implementation of ECVET in Austria etc.).

Presently, 3s is providing expertise to the European Commission for further development and implementation of the EQF and is involved in several European projects related to EQF/NQF/sectoral QF and ECVET.

Web site: <http://3s.co.at/>

AFT is the leading organisation for training in transport, logistics and tourism in France. It represents 32 professional bodies and has 24 000 company members. With its 2 000 employees, the AFT trains over 200,000 persons per year.

Its objectives are: to develop vocational training in transport and logistics for young and adults, to provide training courses for the firms of the transport and logistics sectors, to supply technical and educational support to the education and university system, to participate in the definition and development of transport and logistics qualifications and approved vocational training diplomas as well as in the elaboration of training policies at national and European levels.

Within the Research and Institutional Affairs Directorate (DRIE), the DETL (Transport and Logistics Research Department) combines expertise in complementary fields, within the social partners, the public authorities, transport companies and logistic departments.

Web site: <http://aft-iftim-est.com/>

ZAS is an **Association of Driving Schools in the Slovak Republic**. Main tasks of members of Association are the preparation people to obtain or keep a driving licence, which is important condition for catch a lot of works. On base of knowledge, skills and abilities ZAS produced a few training materials for its own training centre and for customers. Centre is involved to structure for support local groups of SME. It has participated in preparation of training materials for disabled group of people and

in producing training modules for increasing level of work in SME with base of transport people and goods.

The institution activities are based on well-founded due to experience and ability in analytical work and in preparation training materials. It is based on previously participation in the projects with results for additional training of driving instructors, training small transporters for their participation in Europe's transport sector and producing educational goods for healthy and disabled people.

Web site: <http://www.zdruzenieautoskol.sk/>

5. Plans for the Future

During this first project year M-ROAD partnership has implemented the steps addressed to set the main background for developing the project core products, as follows:

- Developing the plan and document to ensure the project quality management;
- Elaboration of the dissemination plan to define the main guidelines for project promotion and involvement of target groups;
- Development of the main elements for dissemination as web site, project leaflet and newsletter;
- Definition the exploitation strategy aimed to ensure project sustainability and products capitalisation;
- Identification of regional, national or European key contact to support the valorisation strategy of the project (dissemination + exploitation),
- Background assessment focused on the training activities and schemes on the topic tackled by the project;
- Comparative Analysis of the VET systems and the status of the activities included in these areas to promote the entrepreneurial and ICT competences;
- Selection of different practices developed in participant countries intended to develop entrepreneurial key competences and ICT skills;
- Setting the main guidelines to develop the core project product: M-ROAD mobile training tool (including the involvement of some experts in a pre-assessment of the training contents).

Thus, during the second project year M-ROAD partnership will develop the steps intended to:

- Development of M-ROAD training contents;
- Technological implementation of M-ROAD mobile learning tool;
- Implementation of testing activities among final users and experts;
- Full development of the M-ROAD training too;
- Implementation of dissemination activities at national and European level by project partners (including a Final Conference in Valladolid); and
- Ensure the project sustainability and impact through exploitation and dissemination and involving end users in the project activities.

Considering the above, the following activities will be developed by partners:

Elaboration of M-ROAD training contents

Currently the partners are developing the training contents that will be included in the M-ROAD training tool. INVESLAN, as leader of the work package intended to develop the training contents, is coordinating all the process. The training contents will be available at the end of February in all languages of the partnership.

M-ROAD mobile training solution

Although, the activities to develop the WP4 (intended to elaborate the technological environment of the mobile tool), partners agreed to start the technological development on November 2013, in order to ensure the compatibility between the training contents and technological solution. The prototype of mobile tool will be available in March 2014, and after the testing activities, NET MEX will develop the full application.

Testing activities

Between January and June 2014, partners will develop the validation activities. In each country about 20 end users will participate in these pilot experiences. Besides about 5 expert per country will validate the prototype. Their main task will be to test the training materials and the technical solution. The results and conclusions obtained will improve the training material and provide with a feedback about the use of mobile technologies for learning. ZAS will guide all the process.

In addition to the previous operational activities, the transversal task will continue in the next months. The main objective of these tasks is to support all the previous activities and ensure the project impact and sustainability.

Project Management and coordination

The partnership will develop the different activities intended to ensure the quality of the project development. Different reports, administrative and financial tasks, etc ... will ensure the development of all project activities. In addition, the partners will meet in in Nagykovascsi (Hungary) in February 2014 (3rd project transnational meeting) to analyse and discuss about the prototype, and to agree the definitive work plan for testing. Last transnational meeting will be held in Paris at the end of June or Beginning of July 2014, where the results of the testing and the last project steps will be agreed by partners.

Exploitation activities

Exploitation is a key activity in the project development, and the main activities will be developed during the second project year. Partners will finish identifying the target contact for exploitation, and will develop the exploitation activities as well as the collection of experts' feedback about exploitation activities. In September 2014, partnership will develop a Conference and workshop where the main steps for project exploitation will be defined.

Project valorisation activities

Together with exploitation, dissemination activities are key tasks to ensure the project impact and sustainability. Through these activities the partnership will involve and attract not only the target groups (autonomous drivers and owners of SME transport sector companies) and other potential beneficiaries. Web site updating, publications, partners' participation in conference and workshops, will be the main activities in this working area. In September 2014, the partnership will develop a European conference in Spain, to present the main project outcomes.

Evaluation and monitoring activities

Finally, we will continue the evaluation and monitoring activities. All activities (together with the project management and coordination) are addressed to ensure the project quality, and to develop the

necessary adjustments to obtain the final results. For that, periodic internal evaluation activities and specific external evaluation activities will be developed.

6. Contribution to EU policies

Transport, as other economic activities, is a transversal sector that covers different areas of the European policies from social issues to legislative, from training to urban planning.

Transport policy

The European Commission is developing a set of common rules and strategies to reinforce the transport sector. In 2009 the Council approved the Regulation n° 1071/2009, intended to establish some criteria to access to the of road haulage operator and road passenger transport operator in the European Union.

According to the regulation, operators must fulfill **some criteria to access to the regulation, as (among other):**

- **Good repute** criterion, which shall ensure the adequate entrepreneurial ethical conduct.
- **Professional competence**, which assesses the practical knowledge and aptitude of professionals in the sector by means of an obligatory exam with common arrangements, marking and certificates.

M-ROAD will contribute to the development of this regulation, providing a training pathway and contents to promote entrepreneurial competences. It's important to highlight that till now there is not specific training to encourage this type of competences in the transport sector.

Competitiveness and growth policies

In 2009 the Commission approved the document '**Small Business Act**', which describes some inputs to promote entrepreneurial tissue and competitiveness of European business. Considering that about the 95% of the companies have less than 250 employees, the entrepreneurial tissue has to deal with different and specific challenges.

In the other hand, Small firms depend on entrepreneurs - the individuals who have the ideas and are willing to take the risks necessary to get a firm off the ground. Europe needs more entrepreneurs and the Commission is looking at ways in which potential entrepreneurs may be encouraged to set up firms (the contribution to the entrepreneurial policy).

In this sense, the project aim is to create a mobile learning tool which allow the acquisition of key entrepreneurial and digital competences for the creation of sustainable business and growth of a European key sector. One of the target of the strategy Horizon 2020 for European enterprises.

Road transport is subject to relevant changes in the near future, mainly influenced by environmental and energetic matters: operators must be then trained to face these changes, grabbing the opportunities technological and normative legislations will bring. The project matches then the goals of COM(2008)868, especially for what is about the promotion of entrepreneurship and the support to SMEs.

So, all these initiatives to promote entrepreneurial culture contribute to the promotion of the European business competitiveness and growth.

Training and education

Finally, the project definitively contributes to the development of the new trends of training and education policy

The project tackles the issue of integration between VET and a key policy of the EU (COM(2010) 296), promoting the development of a sectorial entrepreneurial and digital culture inspired by the principle of EU 2020 strategy.

It also promote the guidelines contained in the Communication **New skills for new jobs (COM(2008) 868)**: The project foresees the creation of a learning tool able to anticipate future requirements of the specific sector by the acquisition of competences like innovation and creative thinking.

And the project follows the guidelines set by the Bruges Communiqué on enhanced EU cooperation in VET, promoting a EU2020-driven promotion of VET and combining the different experiences of participating countries to enhance the integration and the flexibility of the learning tool.

