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The Work Atlas, the green transition and changing occupations and skills

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Atlas Overview



Definition: The Atlas of Work can be defined as a mapping of the world of labour market and qualifications based on the description of activities carried out in work context

Goal: to achieve a universal description of various jobs in order to monitor and evaluate how the market is moving within an extremely dynamic socio-economic context



Atlas of Work describes the content of the work in terms of activities

Atlas and Qualifications hosts the National Repertory of Education, Training and Professional Qualifications

Atlas and Professions collects the regulated professions (covered by Directive 2005/36/EC) and the repertory of Apprenticeship professions

The website is divided into 3 sections

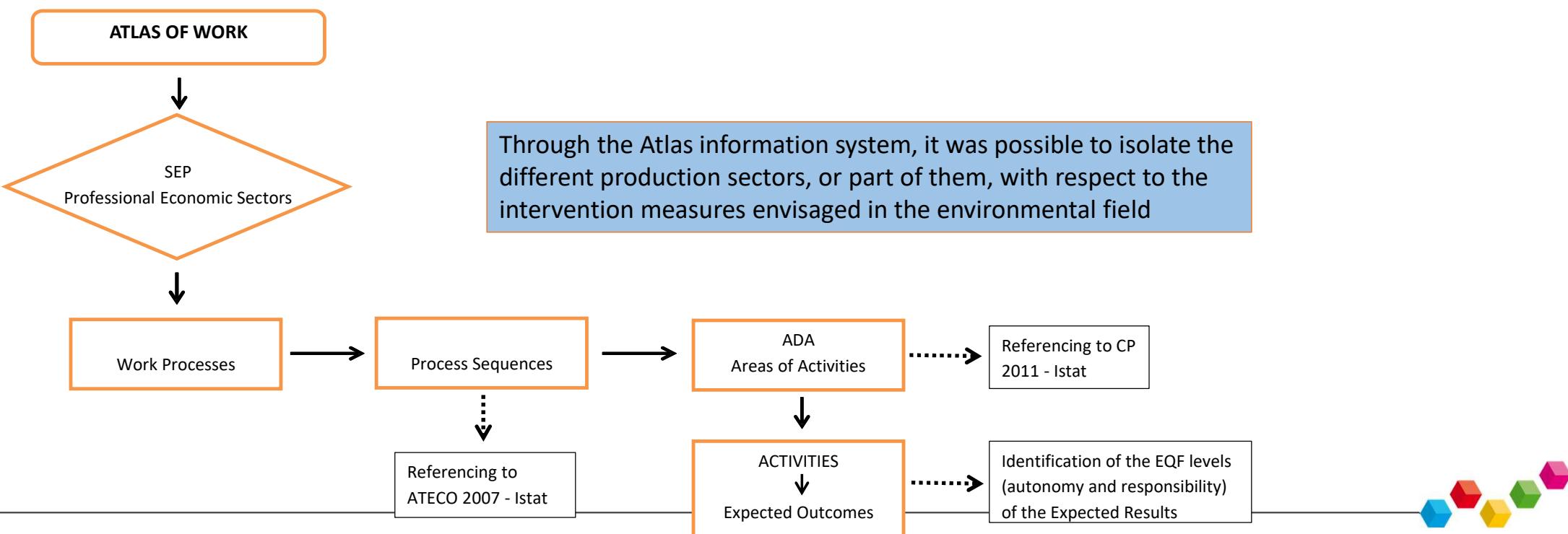
The Atlas of work and qualifications is not a static tool, it is constantly developed and updated. For this reason, the Decree 30/6/2015 sets up procedures for its maintenance



METHODOLOGY

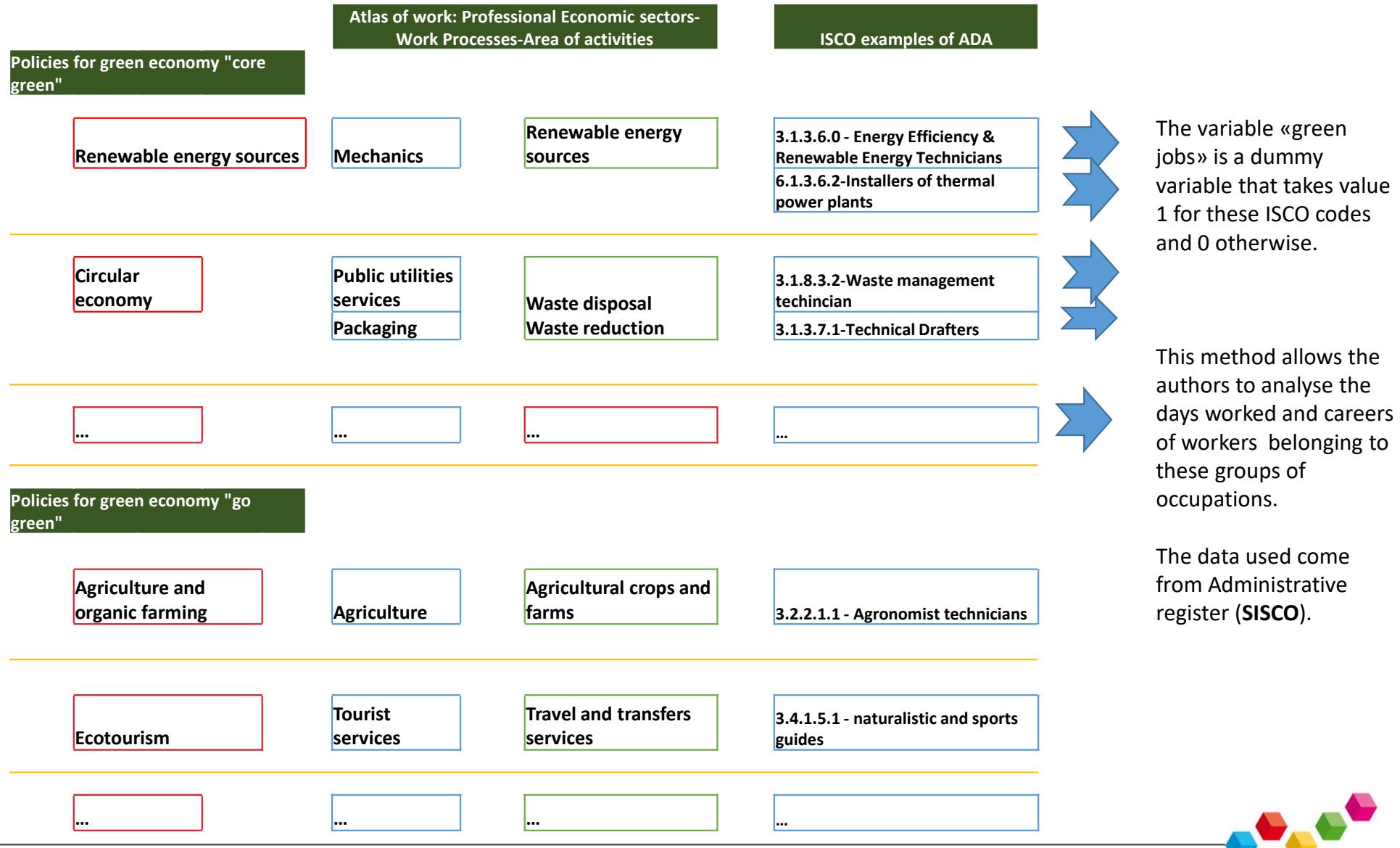
The Work Atlas as it is structured, allows to link micro descriptive elements (such as individual activities or expected outputs in a specific area) with descriptions and data referring to macro-aggregations (sectors, sectors, supply chains, organization, company, etc.).

This simultaneous reading of particular and general elements, as well as stable and dynamic components, makes it possible to have an extremely flexible tool capable of rapidly "translating" the content of a policy measure into statistical codes, in order to extract useful data to the construction of empirical evidence of specific disputes as in the case of this analysis aimed at identifying the economic activities that more than others are, or may be in the medium term, affected by the green economy.



Policies - ISCO codes

Green jobs



PRINCIPAL FINDINGS: Green jobs

Methods: Estimates of the relationship between the number of days worked in 2017 and core green profession (0/1), individual characteristics, sectoral and geographical specialization

The application of simple linear regression models (OLS) allows the authors (Mazzarella et al., 2019) to demonstrate that

1. Being employed in a green job («core») is positively associated with an increase of 17 days worked
2. Being employed in a green job («core») is positively associated with an higher number of days worked (+2) in Italian central regions, on the other hand is correlated with a lower number of days worked in the South and in the Islands
3. The variable «people employed in green jobs («core»)» is correlated with an increase of 41 days worked and 45 days worked in Agriculture and Private Social Services et al. respectively, instead in other sectors they find a decrease of days worked.
4. The interacted variable «graduates employed in green jobs («core»)» is positively associated with an higher number of days worked (+1.6 days); the interacted variable «fixed term contracts in green jobs («core»)» is associated with +2.1 days worked ; the interacted variable «women working in green jobs (core)» is associated with an increase of 4 days worked



Electromobility

Code ATECO/NACE	Ateco	Areas of Activities	Code ISCO	ISCO	ATECO+ISCO
331260	Repair and maintenance of agricultural machines	ADA.10.02.15 - circuit board prototyping	31340	Electronic technicians	33126031340
951100	Repair and maintenance of computers and peripheral equipment		31340	Electronic technicians	95110031340
452099	Other maintenance and repair of motor vehicles	ADA.10.03.01 - maintenance and repair of motor vehicles	62311	Motor vehicle mechanics and repairers	45209962311
454030	Maintenance and repair of motorcycles	ADA.10.03.01 - maintenance and repair of motor vehicles	62311	Motor vehicle mechanics and repairers	45403062311
383110	Car demolition	ADA.10.03.03 - Installation, maintenance and repair of electrical and / or electronic parts of motor vehicles	62415	Auto electricians	
452099	Other activities of maintenance and repair of motor vehicles	ADA.10.03.03 - Installation, maintenance and repair of electrical and / or electronic parts of motor vehicles	62415	Auto electricians	
454030	Maintenance and repair of motorcycles	ADA.10.03.03 - Installation, maintenance and repair of electrical and / or electronic parts of motor vehicles	62415	Auto electricians	
383110	Car demolition	ADA.10.03.04 – Wheel repair and replacement	62312	Tire repainer	
452099	Other activities of maintenance and repair of motor vehicles	ADA.10.03.04 – Wheel repair and replacement	62312	Tire repainer	
454030	Maintenance and repair of motorcycles	ADA.10.03.04 – Wheel repair and replacement	62312	Tire repainer	
383110	Car demolition	ADA.10.03.05 - Motor vehicle body repair	62181	Coachbuilder	
452099	Other activities of maintenance and repair of motor vehicles	ADA.10.03.05 - Motor vehicle body repair	62181	Coachbuilder	
454030	Maintenance and repair of motorcycles	ADA.10.03.05 - Motor vehicle body repair	62181	Coachbuilder	
452099	Other activities of maintenance and repair of motor vehicles	ADA.10.03.06 – Demolition of motor vehicles	84310	Unqualified personnel from industrial activities and similar professions	
454030	Maintenance and repair of motorcycles	ADA.10.03.06 – Demolition of motor vehicles	84310	Unqualified personnel from industrial activities and similar professions	



The workers with the E-mobility codes composed by ATECO+ISCO takes value 1 and 0 otherwise.

This method allow us to describe employment in electric mobility.

The data used come from ISTAT (Labour force survey).



PRINCIPAL FINDINGS: electromobility

Methods: Estimates of the number of workers involved in the electric mobility transition's;
Estimates of the relationship between unemployment and electromobility (ATECO+ISCO codes) taking into account individual characteristics.

1. 4% of Italian workers will be involved in the electric mobility transition's: some of them will carry out the same tasks, others, will require upskilling or reskilling

2. Workers in the electric mobility industry are less likely than the rest of workforce to lose their job (-2 p.p.);

3. In 2019, workers in electric mobility industry display a higher probability of becoming unemployed than the workers of the same industry in 2004.

4. It is important to take into account that routinization could affect employment dynamics. The results of the robustness check show that routinization of tasks affects the probability of becoming unemployed and the effect of electromobility transition decreases slightly.





THANK YOU
for your attention

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