Motive Power Sector Outlook

Overall employment for Motive Power Sector trades is expected to decline modestly between 2017 and 2022. However, over the same period, replacement demands (deaths and retirements) will result in the exit of over 1,000 workers. Table 1 shows the anticipated change in employment, retirements, and total hiring requirements for Motive Power Sector trades in Nova Scotia between 2017 and 2022.

Table: 1 Change in Employment and Net-Hiring Requirements for Nova Scotia Service Trades 2017 – 2022

Motive Power Trades	Employment Growth		Replacement Demand	Total Hiring Requirements
	% Chg.	#	#	#
Partspersons and Storekeepers	2.1%	28	158	186
Heavy-duty equipment mechanics	-2.7%	-22	148	126
Automotive service technicians, truck and bus mechanics and mechanical repairers	-1.0%	-45	670	625
Motor vehicle body repairers	-0.8%	-6	95	89
Motorcycle, all-terrain vehicle and other related mechanics	-0.7%	-1	18	17

Source: Provincial Occupational Modelling System (POMS), Stokes Consulting.

Average annual growth in consumer expenditures on durable goods and services is expected to slow to under 1% over the next 5 years, well below the average over the previous 5 years. Slowing consumer expenditures for goods and services will limit growth in retail sales and major purchases such as new vehicles. Although this decline may lower demand for Automotive Service Technicians at dealerships, the need to maintain the stock of older vehicles for longer is anticipated to sustain overall demands for Automotive Mechanics and Service Technicians.

Rising demands in non-residential construction and the Industrial Manufacturing Sector will likely raise fleet maintenance requirements sustaining employment for Heavy Duty Equipment Mechanics.

Estimates of Trade Certification

It is estimated that just over half (54%) of individuals working as Automotive Service Technicians and truck and bus Mechanics hold a Certificate of Qualification (CofQ). As journeypersons progress through their careers many go on to work in other, often “related”, occupations thereby taking their certification with them. Table 2 maps automotive service related trade certifications to the trades and occupations in which workers also hold those certifications. Trades with a significant estimated percentage of certified workers in a particular trade are defined as “related trades and occupations”.

Analysis shows that a large share of mechanical contractors, supervisors and partspersons present an important driver for demand for the certification.

Table 2 – Estimate of Trades Certification and Related Occupations

Tracked Program Groups		Automotive service technicians, truck and bus mechanics
Related Occupations	% of LF with CofQ	54%
Motor vehicle body repairers	41%	25%
Motorcycle, all-terrain vehicle and other related mechanics	34%	22%
Contractors and supervisors, mechanic trades	39%	21%
Other repairers and servicers	22%	19%
Machine fitters	31%	13%
Other automotive mechanical installers and servicers	15%	10%
Bus drivers, subway operators and other transit operators	16%	9%
Storekeepers and partspersons	10%	6%
Supervisors, motor transport and other ground transit operators	16%	6%
Heavy equipment operators (except crane)	11%	5%
Public works maintenance equipment operators and related workers	7%	4%
Retail and wholesale trade managers	6%	4%
Manufacturing managers	13%	3%
Mechanical engineers	6%	3%
Other instructors	7%	2%
College and other vocational instructors	11%	2%
Retail salespersons	3%	2%

Source: CANTRAQ

The CANTRAQ system, developed by Prism Economics, tracks requirements for apprenticeship qualifications for individual trade programs in every province across Canada. The system translates employment and replacement demands across principle trades and the related occupations which draw on the specific trade certifications. The analysis tracks anticipated changes in employment, relpacement demands, apprenticeship registrations and completions, levels of trade certification and completion rates.