

High-tech cars require computer-sharp mechanics

Neighborhood garages, staffed with technicians able to care for your car's every need, may soon be a thing of the past. The automobile service industry faces a looming shortage of skilled mechanics that is close to a crisis.

Today's high-tech cars rely heavily on computers and electronic gear. Service stations are finding it difficult to get enough skilled workers who understand the electronic machinery used to determine what's wrong and who can repair the vehicles of the

1990s. Fewer people are learning the skills to work on today's new cars, and the experienced technicians are retiring. Soon, dealerships may be the only places with the expertise and equipment

to carry out full service. The Canadian Automotive Repair and Service Council was formed two years ago to find ways to attract more people to the automotive services industry.



In the meantime, those who remain in the trade and those prepared to accept the challenge of a new career, will continue to be busy and very well paid.

Despite high wages, young people aren't choosing auto mechanics as a career. Some mechanics earn up to \$75,000 per year and \$40,000 is common.

The council is working with the provinces to standardize training and apprenticeship programs throughout the country as well as to improve the service industry's image as a career.

Without diploma it's tough to crack job market

The Canadian labor market is getting harder on high school dropouts, said a 1991 Decima survey of 1,500 people across Canada.

Conducted for Employment and Immigration Canada, on behalf of the Minister of State for Youth, the survey found the majority of Canadians polled thought dropping out had an adverse affect on an individual's opportunities in the job market.

Seventy per cent said it was harder to be hired for interesting jobs, up from 53 per cent a year ago. Similarly, 69 per cent said it was harder to find a good-paying job, up from 56 per cent last year.

More than half, 53 per cent, said it was harder to find steady work compared with 37 per cent in 1990.

The federal government, through the Minister of State

for Youth, has undertaken a national Stay-in-School initiative. It is designed to encourage youth to further their education and to encourage others, such as community groups and business, to help them.

The survey found 83 per cent of respondents thought activities to encourage young people to stay in school were effective: 21 per cent said very effective, and 62 per cent said somewhat effective.

Encouragement and support from parents were considered effective by 59 per cent of respondents. Talking to former dropouts about the problems they encountered was a close second, at 52 per cent.

Respondents also felt strongly — 82 per cent — that business and labor should be working with educators to encourage young people to finish high school.

Truck driving into the 21st century

The job of the truck driver has been changing over the years and will continue to do so into the next century. With added emphasis on safety and improved customer service, there will be an increase in the basic qualifications required. Today, and more so in the future, a driver will perform a wide range of tasks in addition to driving the truck. Trucking is no longer an easy occupation for an individual with limited literacy and mathematical skills. The new image of the driver is someone with a briefcase.

Some major changes made in truck driving now make it a job requiring new skills and higher qualifications.

▼ **Time pressures:** With increased attention to reliable scheduling and just-in-time deliveries, new time pressures are put on drivers.

▼ **Paperwork:** Log books are one example of the increasing amount of paperwork drivers are responsible for completing. Technological changes may alleviate some of the paperwork, but not the need for information.

▼ **Independence:** As new tracking technologies are adopted, carriers will monitor drivers more closely by the use of satellites and on-board computers. Some technologies will enable more centralized control of

trip planning, with a computer telling the driver what route to take and how fast to go.

▼ **Traffic congestion:** Increased volumes of traffic, both within cities and on highways, will add to the driver's safety challenge.

These changes within the industry as well as the increased attention being placed on safety regulations governing the trucking industry, has and will affect the qualities demanded in drivers. Firms whose drivers relate more effectively to customers will also have an increased advantage over competitors in an already competitive market.

The truck driver of the 90s and the next century must have good literacy and mathematical skills, as well as the ability to adapt to new technologies, such as on board computer systems. Good interpersonal skills and the ability to deal effectively with stress will be two qualifications firms will look for in drivers. A clean driving record and no criminal record will also be necessary, as trade barriers come down increasing the need to transport goods between countries.

Truck drivers of the future will be professionals and well qualified. Experienced drivers who have the necessary skills to meet the challenges of the trucking industry in the 21st century will be in high demand.

What does the environment offer you?

A challenge, a cause for concern, a chance to contribute to a better world, perhaps a career in one of Canada's fastest growing industries... yes, the environment is now big business all over the world.

Canada, with its huge land and water base, is a major environmental player. We must use our resources more wisely and safely. This demands good management, lots of skills and billions of dollars.

What jobs are at stake?

The environment is physical. So the front lines will see engineers, scientists, planners, lab technicians, engineering technologists, computer analysts and operators, a wide variety of trades.... And they'll need all the usual office occupations in support.

What will the industry be doing?

In many cases, it will be correcting problems. Oil and toxic chemical clean-up, waste treatment (water and solid waste), packaging redesign, pollution control and reduction.

Prevention is another focus - designing and setting up systems

which don't pollute, inventing ways to do things which are environmentally-safe, monitoring air quality, water purity and land use.

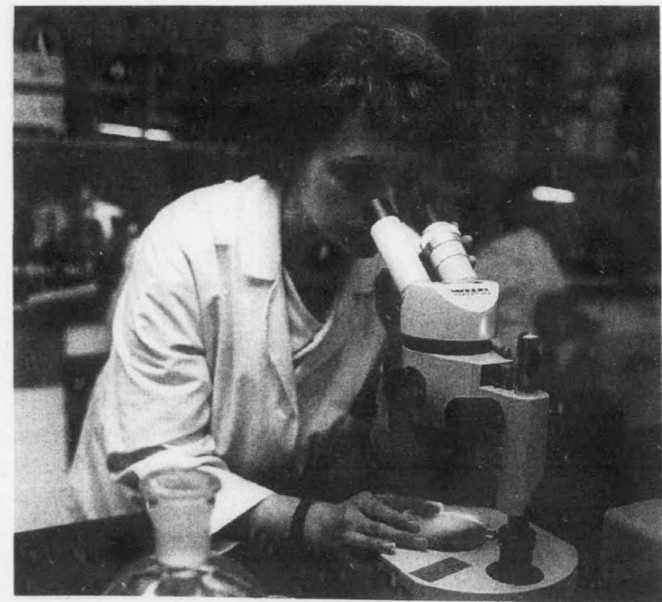
curiosity about how things work. Yes, you'll need maths, because both the problems and the solutions demand measurement.

And you'll have to be able to communicate clearly, because you'll work with such a range of people with vastly different skills.

You'll have to be logical, and express yourself effectively on paper, as well as when speaking. A lot of what you'll do will be worked out on the job. You'll be in a workplace where discoveries force you to learn new techniques all the time.

Hydrography, cartography, geomatics and global positioning may not be parts of your daily speech today, but environmental work will teach you lots that's new.

For many people, the environment is something to worry about. For others, it's a challenge in the way they live. But for those who want to see its opportunities, Canada's environmental industry is a source of jobs that improve world and hold the promise of really satisfying careers.



These are practical, worthwhile, profitable tasks.

The growth rate projected for New Brunswick's environmental industry is five times the rate for the economy at large. And our industry is involved with contracts around the world.

What will you need in order to participate?

You'll need a technical frame of mind and a vision for the future. You'll have a problem-solving attitude, a fix-it drive and a deep