

these areas and their geographical position as cities with major international airports. At a later date, additional offices may be required if the volume of applications reaches a sufficient level. Although efforts should be made to give geographical balance to the decentralization program that is in keeping with the foregoing principle, it may be that other factors will influence the opening and location of future branch offices. In this respect, there has been some indication that a small office may be required in the Maritimes, probably Halifax, within twelve months after the opening of the three offices previously mentioned. Since Edmonton has a major international airport and Winnipeg is becoming increasingly active as a departure point for charter flights, it may become necessary, in the near future, to consider opening branch offices in these cities.

The following is an examination of the precise role of these offices essential to the determination of work levels, necessary staff and equipment resources as well as accommodation requirements.

GENERAL CONSIDERATIONS

On December 20, 1967, when the first discussion paper was referred to the Under-secretary, outlining in broad terms, plans for the improvement of the Passport Office, it was visualized that branch offices would serve only urgent cases i.e. where there was not sufficient time to mail the application to Ottawa.

Mail Strike Experience

As a result of the experience gained during the operation of temporary offices in the three major terminal cities of Montreal, Toronto and Vancouver during the national mail strike in July, 1968, it became evident that the staff, equipment and accommodation, originally anticipated for the branch offices, would