

REPORT OF ITC-COMMITTEES

Chairman: Prof. A Jensen

REPORT OF THE ITC-COMMITTEE ON "DOCUMENTATION OF THE FIRST SIX INTERNATIONAL TELETRAFFIC CONGRESSES"

During the 6th I.T.C. at Munich a working party was set up to improve the accessibility of the documents related to the first six I.T.C.'s. The working party then consisted of:

R. J. Chapuis from C.C.I.T.T.,
J. W. Cohen from Holland, Chairman,
S. Ekberg from Sweden,
H. Hochmuth from Germany,
R. I. Wilkinson from U.S.A. and
E. P. G. Wright from Great Britain.

To get a better geographical spread Ch. Grandjean from France and J. Rubas from Australia were then asked to join the working party. Both were willing to do so.

The first task of the working party was to collect a complete set of papers read at the six congresses. As far as the fifth and the sixth congress are concerned this was rather easy as nearly all the relevant papers are contained in the proceedings. However, for the older congresses it was not so easy, but at the moment a nearly complete set of all the papers has been built up. This was only possible with the help of a number of participants of the early congresses. Without forgetting the others we must mention: P. le Gall, L. Kosten, F. Pollaczek, H. Störmer and R. Syski. They all donated a large number of papers, for which we are extremely grateful.

Our member H. Hochmuth put at the disposal of the working party all the 27 remaining copies of the proceedings of the 6th I.T.C.

A list of all the papers in possession of the working party is in preparation and will be widely circulated. The working party will further try to collect three or four complete sets of papers. They can be handed over to libraries in various parts of the world, if these libraries agree to supply interested persons with photocopies whenever they are asked to do so.

At the moment photocopies of nearly all the papers as well as proceedings of the 6th I.T.C. can be ordered from the working party directly.

Financially the working party can only rely on the revenues from selling copies of the proceedings of the 6th I.T.C. Until the end of 1972 four copies were sold, whereas one copy was given free to the library of the International Telecommunication Union. This was done in exchange for a publication about the possibility of obtaining copies from the working party in the December 1972 issue of the Telecommunication Journal.

There have been no expenses because the Technological University at Delft has been so kind as to provide the necessary secretarial help and to cover the postal expenses.

On the first of January 1973 the situation is therefore:

Remaining copies of the proceedings of the 6th I.T.C.	22
Copies sold	4
Copies donated	1

Financially at the first of January 1973 the situation is:

Received: payment for one copy of the proceedings of the 6th I.T.C.:	Dfl 92,63
interest	1,24
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	Dfl. 93,87

Still to receive: payment for three copies.

Expenses: nil.

REPORT OF THE ITC-COMMITTEE ON "INTERNATIONAL LEVEL ON TELECOMMUNICATION TRAFFIC ENGINEERING ACTIVITIES"

Committee Members: E P G Wright, Chairman
P le Gall
A Lotze
C W Pratt
B Wallström

Teletraffic Training Facilities

The correspondence Committee, which was established during the 6th Traffic Congress, decided after deliberation, that it was advisable to check the opinion of the participating members of the CCITT before elaborating plans for teletraffic training. In consequence a question was submitted to CCITT Study Group XIII and subsequently a questionnaire on the subject was circulated by the CCITT. During the 7th Traffic Congress the Chairman and Councillor of Study Group XIII met the Correspondence Committee to receive a summary of the replies to the questionnaire.

Replies to the questionnaire were received from Administrations and Private Operating Companies. These replies came from all the continents of the world and were equally divided between countries with more and less than 2 million telephones. Replies were also received from 13 Industrial, Scientific and Academic Organizations.

It was the unanimous opinion that special training was needed for teletraffic engineers.

Although the manner in which ITC might provide guidance was not specified, 98 % of the replies invited the ITC to make proposals.

87 % of the smaller countries welcomed the suggestion that the ITC should give guidance on the qualifications necessary for professional status in teletraffic engineering. This percentage drops to 55 % for the larger countries and 70 % for the other organisations. The need is obviously much less for large Administrations employing many traffic engineers.

The answers to the question concerning the number of engineers already of professional standing and those estimated for future years are indefinite as the qualifications were unspecified. The smaller countries expect an increase of about 200 % in the next 8 years whereas the larger countries and the Industrial Organisations, being already better equipped, expect an increase somewhat less than 100 %.

Only 11 % of the answers state that they have adequate facilities for training teletraffic engineers.

The opinion about sending engineers to attend courses is indicated by 81 % which show interest, 4 % declare no interest and the remainder abstained.

In view of the replies, the Chairman of Study Group urged the Traffic Congress to make more specific proposals as to the manner in which teletraffic training would eventually be made available.

The correspondence Committee suggest that the next step to be taken should be the preparation of a table providing particulars of appropriate courses planned to be given during the next few years. While the table is being completed it should be possible to indicate different ways in which comprehensive training can be obtained.