

Reporting of the Working Party on Teletraffic Training

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During the period 1973/1976 the Chairman of the Training Working Party, E.P.G. Wright died suddenly in October 1974. Up till his death he was actively planning the further work of this Working Party.

On the proposal of its Chairman, Arne Jensen, The International Advisory Council approved the appointment of A. Elldin, formerly of ITU but now in Sweden and C.W. Pratt, Australia, as joint Chairmen of the Training Working Party.

The Working Party met on 11 November 1976 and reviewed activities in teletraffic training since the previous Teletraffic Congress in Stockholm 1973.

The committee concluded that the orientation of its activities has evolved towards assisting developing countries in training their traffic specialists, since there are already acceptable training possibilities in developed countries.

A two-week seminar on traffic engineering and network planning was held by ITU ESCAP Region on 24 November - 5 December 1975 in New Delhi. The purpose of the seminar was to present up-to-date traffic engineering methods. 50 participants from 17 developing countries of the ESCAP Region participated. Well known ITC participants acted as lecturers. The necessary funds were provided by the Swedish International Development Authority (SIDA).

A 4-week course, "Introduction to Practical Teletraffic Engineering", was held in Benghazi, Libya, from 12 January to 8 February 1976 for participants from Middle East countries, North Africa and the East African Administration. In all 35 persons from 18 countries attended the course. A team of four lecturers from ITC (Sweden, U.K. and U.S.A.) prepared the course material required and conducted the course under the auspices of the ITU. The costs of the course were paid from ITU/UNDP funds.

A two-week seminar on simulations was held in Delhi on 25 October - 5 November 1976 and was attended by 25 participants from the Indian Telecommunication Administration. It was run by ITC delegates K.M. Olsson and T. Fried, Sweden. The seminar was financed from an Indian ITU/UNDP project.

About 20 participants of this Congress will have participated in Stop-over Seminars in 7 developing countries on their way to or from Melbourne. Such seminars were arranged in East Africa, Malaysia and Thailand before the Congress and will take place in Hong Kong, Papua New Guinea, Singapore and Sri Lanka after the Congress. Requests from Ethiopia and Zambia for such seminars could not be met. It is estimated that in all, between 200 and 400 persons will have attended.

The demand for traffic engineering training has increased greatly in the developing countries since the 7th Congress especially in the ESCAP Region, where ITU under UNDP funding provided its first regional expert in traffic engineering and economics during the time 1.9.1971 - 31.3.1976, to assist the countries of the region.

The great number of participants from a large number of countries in all the abovementioned seminars shows that there is decided interest in improving the quality of traffic engineering and planning in these countries. This has been expressed not only by the participating countries in actually attending the seminars, but also by participants' statements at the seminars and by letters from the administrations to ITU after the seminars.

The reports of the Regional ITU Traffic Engineering Expert as well as other reports indicate clearly that developing countries can make considerable savings, or alternatively use their investments much more effectively, if proper traffic engineering methods are applied in the planning and operation of their telecommunication systems.

Practically no developing country has facilities for training traffic engineers within itself. They must be trained on fellowships in developed countries. There is strong competition for fellowships between different activities within and outside telecommunications. It is therefore desirable that developing countries be provided with the capability for adequate local training of a requisite number of traffic specialists.

At the present time, there exists a great number of traffic engineering courses in developed countries. None of these courses seems however to cover all aspects of traffic engineering. They also assume different background knowledge of their students.

The Working Party agreed that efforts should be continued to promote course activities in the field. Such courses should include necessary fundamentals and the exercises should be based upon the students' own practical problems.

The managements of telecommunication administrations in developing countries should be briefed on the importance of adequate traffic engineering in their planning and on the possibilities of saving considerable amounts of invested capital in this way.