INTERNATIONAL TELECOMMUNICATION UNION

ITU-T E.148

TELECOMMUNICATION
STANDARDIZATION SECTOR
OF ITU

TELEPHONE NETWORK AND ISDN

OPERATION, NUMBERING, ROUTING AND MOBILE SERVICE

ROUTING OF TRAFFIC BY AUTOMATIC TRANSIT EXCHANGES

ITU-T Recommendation E.148

(Extract from the *Blue Book*)

NOTES

1 ITU-T Recommendation E.148 was published in Fascicle II.2 of the *Blue Book*. This file is an extract from the *Blue Book*. While the presentation and layout of the text might be slightly different from the *Blue Book* version, the contents of the file are identical to the *Blue Book* version and copyright conditions remain unchanged (see below).

2 In this Recommendation, the expression "Administration" is used for conciseness to indicate both a telecommunication administration and a recognized operating agency.

Recommendation E.148

ROUTING OF TRAFFIC BY AUTOMATIC TRANSIT EXCHANGES

In the two cases mentioned hereafter it may be advantageous from a general economic point of view (taking into account the loss probability and cost) to route traffic by automatic transit exchanges:

Case 1

Where there is a light traffic load between two countries, it may be desirable to route this traffic through an automatic transit exchange, rather than to provide a small group of direct circuits.

The considerations normally apply to the case where the introduction of semiautomatic operation is considered, but they should be equally valid for traffic which terminates on a manual international trunk exchange, reached through an automatic transit exchange.

Note – The purely economic point of view from which these conclusions are drawn excludes all other considerations, particularly the following:

a) It is necessary that the transit exchanges through which it is desired to route the traffic should be prepared to accept the transit traffic which would be offered to them and Administrations involved should design their circuit groups to satisfy the requirements of Part II of Fascicle II.3 in so far as loss probability is concerned.

b) The provision of direct circuits may be preferred to a routing entirely via a transit centre for other reasons, e.g. the provision of broadcast programme circuits, control circuits for these transmissions, voice-frequency telegraph circuits, etc.

Case 2

In certain cases, particularly where the traffic between two countries is heavy, and when, for instance, it may lead to the deferment of a new installation, it may be advantageous to route a certain proportion of the additional traffic (peak traffic) by way of a transit automatic centre.