Load Balancing in Broadband Multi-Service Networks: A Management Perspective

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Abstract

This paper proposes a hierarchical approach to the routing issue in ATM-based broadband multi-service networks. We show how distributed Route Selection Algorithms embedded within network nodes may be managed by a TMN system, by virtue of a management service called Load Balancing, to increase their adaptivity to network wide conditions and therefore their effectiveness. The proposed management service influences routing decisions by conveying network-wide information and contributes to network load balancing by directing the routing algorithms to route traffic to the least congested network areas. We demonstrate how the processing power of the TMN can be used to ensure that the network is used as efficiently as possible while at the same time ensuring that quality of service is not compromised. The proposed management architecture enables the routing algorithms embedded in the network nodes to be as simple as possible, allowing fast decisions to be made at call set-up times but without having to involve the TMN in on-line decisions and without imposing a communication overhead between the network nodes. The paper presents the issues involved and presents specific algorithms and a TMN architecture fulfilling the objectives of the proposed Load Balancing management service.

1. Introduction

The essential target of future B-ISDN networks is the coexistence of many different services, ranging from the humble telephone service to interactive multi-media conferences, on the same network infrastructure. The notion of ATM has been widely recognized as an ideal network technology for supporting such service integration. The integration of the variety of service types implies that ATM-based B-ISDN networks must be able to guarantee the performance targets of the services at the same time as ensuring that network availability or service call blocking probability is within acceptable levels.

Routing is a critical network design issue with the overall aim of maximizing network throughput in terms of service call admissions, while guaranteeing the performance of the network services within specified levels. Routing in ATM-based networks is based on Virtual Path Connections (VPCs). A route is defined as a sequence of VPCs, where each VPC is defined as a sequence of links being allocated a specific portion of link capacity. Multiple routes for a given source-destination (s-d) pair and for a particular service may be available (alternative routing). Alternative routing is desirable since it reduces the likelihood of blocking, it reduces network vulnerability and enhances routing adaptivity to topological and traffic changes. Experimental studies have verified network performance improvement with alternative routing [3],[14]. The definition of a routing policy involves:

- the definition of a suitable network of VPCs,
- the definition of a Routing Plan comprising a set of admissible routes for each (s-d) pair and CoS (connection type, network bearer service type, making up the network services), based on the defined network of VPCs,
- the definition of a policy for route selection in case of alternative routing.

The design of an efficient routing policy is of enormous complexity, since it depends on a number of variable and sometimes uncertain parameters. The complexity is even greater, considering the diversity of bandwidth and performance requirements of the services that the network must support. The routing policy should therefore be adaptive to cater for traffic and topological changes.

The ITU-T introduced the Telecommunications Management Network (TMN) [21], as a means of provisioning the required network management intelligence and have distinguished between the management and control planes in the operation of communication networks [18], [19]. Following this distinction, the routing functionality introduced above is spread over the control and management planes as follows [7]: the definition of the VPC network and the Routing Plan are of concern to the management

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plane. On the other hand, route selection functionality invoked at call request epochs, is control plane functionality performed within the network itself.

All possible routes for a given (s-d) pair and particular CoS are downloaded by the TMN to network switches (in access nodes only for source node routing, or in both access and transit nodes in the case of distributed -hop-by-hop- routing), where the actual routing decisions are taken at call set-up time. Route selection is done by means of a Route Selection Algorithm (RSA). Without loss of generality, it is assumed that RSAs operate on the basis of parameters (route selection parameters) associated with the available routes. Following the ideas on the taxonomy of routing algorithms [11], [12], several types of RSAs can be distinguished according to the selection method they employ, the information they utilize and the degree of adaptivity they offer.

According to the selection method employed, a Route Selection Algorithm can be:

- Deterministic, whereby route selection is made according to a predefined order. In this case, a priority is assigned to each alternate route and the routes of higher priority are selected first.
- Random, whereby route selection is made based on probabilistic criteria. Each route is assigned a probability or a frequency and the selections are made so that to guarantee this frequency.
- Locally Adaptive, whereby route selection is made based on a policy taking into account the current load on the VPCs, as seen locally (e.g. select the least loaded VPC, or select the minimum expected delay VPC).

The information that a Route Selection Algorithm utilizes may be: local information, global network information, or no information at all. According to its degree of adaptivity (rate at which used information is renewed), a Route Selection Algorithm can be: static (no adaptive at all) or dynamic. Another parameter associated with adaptivity is how adaptivity is provided. It can be provided through inter-node exchange, periodically or at exception, or only locally at connection acceptance/release times, or from TMN periodically or at exception.

Examples of random, dynamic (at the order of connection acceptance/release) Route Selection Algorithms without requiring any information are the Dynamic Alternate Routing (DAR), Linear Reward Penalty and Linear Reward Inaction algorithms, proposed for telephone traffic routing [6], [8]. An example of dynamic deterministic algorithm is the DNHR algorithm used by AT&T long distance telephone network [15].

The adaptivity of RSAs should not be confused with the quasi-adaptive nature of the Routing Plan. The Routing Plan has been constructed on the basis of predicted network usage; and it is redefined whenever, significant changes in network predictions are verified. The adaptivity of RSAs refers within the timeframe of network usage predictions, where the Routing Plan is stable. Such adaptivity is desirable since it compensates for inaccuracies in traffic predictions and/or network usage fluctuations around the predicted values. It can be argued that adaptive RSAs have the potential of responding efficiently to varied load patterns and network resource failures; thus improving network performance.

The above analysis indicates that there is scope for RSA management and proposes that the issue of routing management encompasses two levels: a higher level for the management of the Routing Plan and a lower level for the management of RSAs. This view was first suggested in [7] where a hierarchical management system for VPC and routing management was proposed. Within this framework, the paper focuses on policies for managing RSAs, assuming a given VPC network and a specified Routing Plan.

There is a significant research in the area of network routing and the problem of RSA management has been tackled in the overall context of routing algorithms (e.g. [2], [3], [5], [6], [10]-[14]). However, the majority of these studies do not take into account the different bandwidth and performance requirements of the multi-class network environment. Moreover, these studies do not address the issue of RSA management in the overall context of network management and they do not offer a clear distinction between the management and control plane functionality. There is an emerging trend [4], [7], [16], [17], to move towards the automation of the monitoring, decision making and configuration management loop by enhancing the intelligence of the management functions.

Recognizing the need for enhanced network management systems and adopting the framework of routing management presented previously (cf. [7]), the paper proposes a management architecture and specific management algorithms for managing the RSAs run in the network switches.

A TMN approach is adopted. Given the VPC network and the Routing Plan, the paper defines an appropriate management service, the Load Balancing management service, for RSA management. The proposed Load

Balancing management service, taking a network-wide view, makes the RSAs network-state adaptive, by conveying global network information and contributes to network load balancing, by regulating load distribution. The paper proposes specific algorithms for route selection management taking into account the wide range of traffic types coexisting in broadband multi-service networks. The proposed algorithms are built around the concept of 'route potentiality' (for setting-up new connections). The route(s) with the highest potentiality are then recommended for routing; therefore influencing the routing decisions to route new connections through the least congested areas. A centralized algorithm for finding highest potentiality routes is described. The paper also presents a management architecture fulfilling the objectives of the Load Balancing management service.

The paper is organized as follows: Section 2 puts the Load Balancing management service into the perspectives of network management. It describes its objectives, its interactions with other management services/components as well its interface with the control plane functionality. Sections 3 and 4 describe the principles of the functionality of the Load Balancing management service proposing specific algorithms. Section 5 presents a TMN functional architecture for the Load Balancing management service. Finally, section 6 presents the conclusions and highlights aspects of future work.

2. The Load Balancing management service

This section describes the scope of the Load Balancing management service in the overall context of ATM network management, specifying its goals and how does it relate with other management services.

Within a multi-class ATM-based broadband network environment, the objectives of the Load Balancing management service are:

- to manage the Route Selection Algorithms run in the network switches according to network-wide traffic conditions,
- to monitor the network with the purpose to provide warnings of
    - ◊ deterioration in route availability
    - ◊ load deviations at link level

  indicating inefficient use of transmission facilities.

The Load Balancing management service operates within a defined set of VPCs and a specified Routing Plan (set of routes per CoS). The scope for RSA management has been introduced in the previous section. It aims at making efficient use of the network resources defined for routing (VPCs) -by the Routing Plan- and it is achieved by tuning the route selection parameters. Taking into account the multi-class network environment and the fact that the routes of all network CoSs share the same VPC infrastructure, route selection management should not aim at making efficient use of the VPC resources only at the level of a single CoS, but at the overall CoS level.

The Load Balancing management service is regarded as a component of an overall routing management service. In [7] the above Load Balancing management service has been proposed as the lower level of a two-level hierarchy for routing management. The higher level of the routing management hierarchy deals with the management of the sets of routes defined for each CoS.

The Load Balancing management service contributes to the efficient operation of networks from several aspects which in turn further justify its existence. These aspects are discussed in the following. Through its actions Load Balancing makes routing decisions network-state adaptive. Network-state adaptive routing has been recognized as a useful merit of routing algorithms as it is proved by the huge quantity of literature in the subject; indeed, network performance improvement has been verified under adaptive routing [3], [8], [11], [12]. Moreover, through RSA management, distribution of network load may be regulated; therefore enabling network load balancing. Balanced networks have been widely accepted as a valid objective of network design and routing policies[5], [9]; for they allow better utilization of free bandwidth across the network, they are better able to withstand variations in requirement level and they ensure that network availability for new connections is as even as possible over the whole network. Apart from its active role in routing management, Load Balancing contributes to preventive management as well. By taking a future perspective, it notifies the management functions responsible for route definition, of undesirable trends in network availability (to accept new connections). Thus, the appropriate actions to prevent deterioration of network availability will be taken in advance before the network becomes really unavailable.

It should be stressed that the introduction of a management service like Load Balancing, does not make the RSAs obsolete nor does it implies that the management plane is involved in routing decisions at call set-up times. On the contrary, it enhances them by conveying network wide information. By placing it in the management plane, the network switches are relieved from the burden of processing their routing information as well as the inter-node exchange of routing information is avoided. Therefore, the required routing intelligence in the network switches is reduced, resulting in faster routing decisions; an essential target of future broadband networks. In this sense, the Load Balancing management service implies a semi-dynamic type of routing policy combining the merits of centralized and decentralized (based on local information) routing policies. Semi-dynamic routing policies have been introduced since the traditional data networks and improvement in network performance has been confirmed under such schemes[11], [14].

The Load Balancing management service belongs to the performance management functional area. Figure 1 shows the relationship of the Load Balancing management service with other management services/components and the TMN users.

The boundaries of the management responsibility of the Load Balancing management service are shown in Figure 2 which depicts the interactions between the management and control planes from the point of view of Load Balancing management service.

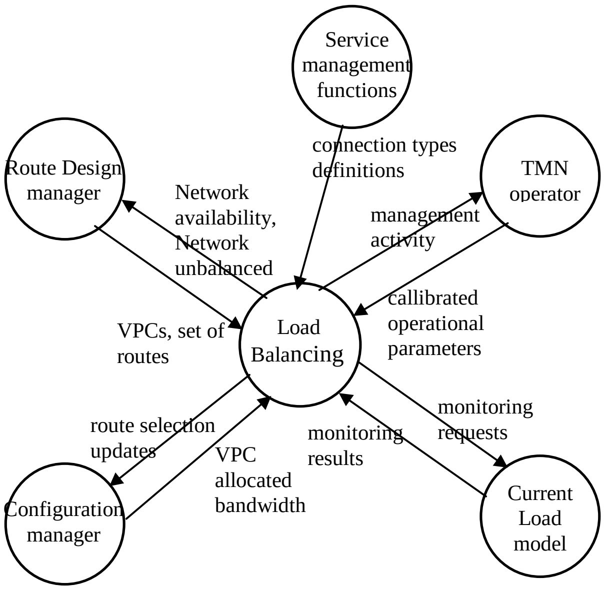

Figure 1: Enterprise view of the Load Balancing management service.

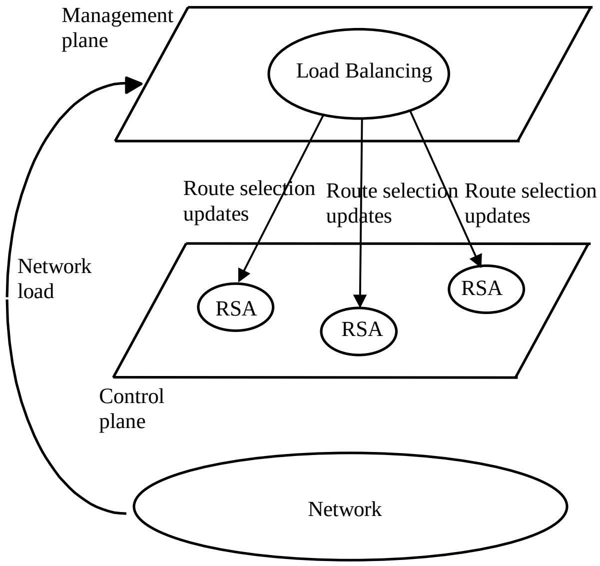

Figure 2: Management and Control plane interactions.

3. The Load Balancing algorithm

This section describes the main aspects and proposes specific algorithms for the functionality of the Load Balancing management service. As implied by its objectives, the Load Balancing functionality encompasses:

- management of RSAs, and
- network load surveillance for reporting network unavailability and link load deviations.

3.1 The route selection management algorithm

The essence of the proposed algorithm is to assign to routes a figure of merit and subsequently influence the RSAs to route traffic towards routes of higher figures of merit. This view is in accordance with the traditional view of routing according to which routing schemes are variants of shortest path algorithms [12].

In the context of connection-oriented networks, like ATM-based broadband networks, it is natural to consider that route merit refers to the *potentiality* of the route to accommodate new connections. In traditional data networks route merit relates to the network delay implied by the route. The route figure of merit should be a function of the spare capacity along the route and it should take into account the different CoS may share the same (part of) route(s).

Adopting the above approach, *route potentiality* is calculated for all possible routes that exist -defined by the Routing Plan- between a given network switch and a particular network destination, for each CoS.

The routes available at a network switch are defined in terms of route selection entries associating a particular network destination and CoS with a VPC starting from the switch. Therefore, route selection in fact refers to the selection of a particular VPC. Considering a network switch and a specific VPC starting from this switch, for a given network destination and CoS, more than one route may have been defined on this VPC; all these routes use this VPC as an exit from this node. The potentialities of all these routes can therefore be accumulated, giving rise to a figure of merit of selecting this VPC as the next step in the route. The figure of merit of VPC selection reflects the potentiality of the network to accommodate new connections in the route(s) starting from this VPC.

The VPCs at each switch are therefore graded with a figure of merit, *VPC selection potential*, according to the potentiality of the routes their selection indicates. The algorithm then recommends VPCs for routing according to their figure of merit (selection potential). This is done by setting appropriately the route selection parameters so that VPCs with the higher figure of merit have advantage over the ones with lower figure of merit. In case of deterministic RSAs, VPCs are prioritized in the order of their merit; and RSAs make the selection according to this order. In case of random RSAs, VPCs with the highest figure of merit are assigned higher frequency. In case of locally adaptive RSAs, VPCs are classified into equivalent groups according to the significance in the difference of their figure of merit; VPC selection is done in the order of the equivalent sets and by applying local criteria for the VPCs within a set. The latter routing policy enhances the concept of δ-routing [11] proposed for data networks.

It could be argued that with the proposed algorithm for route selection management, network load is spread as evenly as possible, therefore network availability for new connections is as even as possible. Hence load balancing is obtained. Moreover, adaptivity to network conditions is achieved, since network load is taken into account in the calculation of route potentialities.

It should be noted that the proposed algorithm is not simply a widest path routing algorithm trying to route traffic over routes with the highest potentiality. It is a *highest potentiality(HP) path* routing algorithm, trying to achieve routing over the network part(s) that have the highest potentiality to accommodate new connections. Figure 3 outlines this point. Under widest path routing, VPC A corresponding to route R1 should be selected for going from node 1 to node 6. Under highest potentiality path routing, VPC B, corresponding to route R2 or R3, is selected. Therefore, under highest potentiality path routing, full advantage of route alternatibility, not only locally (at the vicinity of a node) but also remotely, is taken. In this sense highest potentiality path routing outperforms widest path routing.

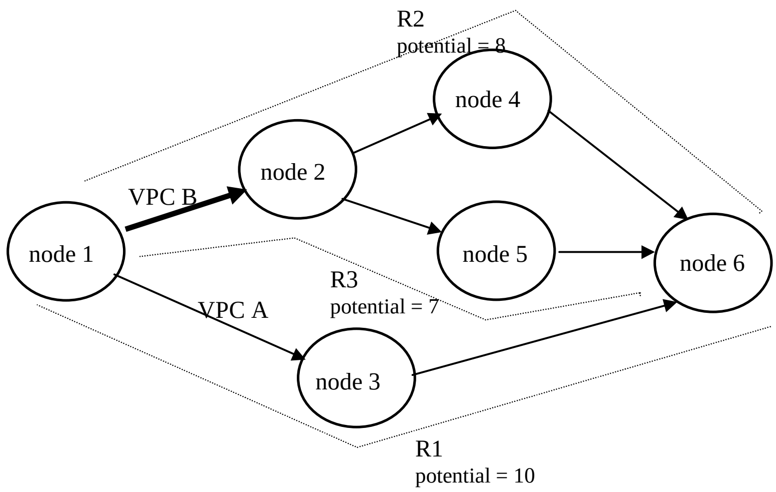

Figure 3: Widest path vs. HP path routing.

In the following, we formulate the notions of *route potentiality* and *VPC selection potential* introduced previously and propose specific formulas for their calculation. *Route potentiality* is defined in terms of the notion *VPC acceptance potential* which is introduced next.

For a given VPC, say v, *VPC acceptance potential*, denoted by $VPt_a(v; c)$ for CoS c, is defined as the number of VCCs of this CoS that can be potentially accommodated in the VPC, taking into account the current load on the VPC. The fact that a number of CoSs may share the same VPC in their routes needs also be taken into account. The following heuristic is proposed for their calculation.

Considering a VPC, the $VPt_a(.)$s are calculated as solutions of the following linear system with respect to k(.)s:

$$\sum_{i=1}^{C} \delta(i)B(i)k(i) = S \qquad (1)$$

$$\frac{B(i)\,k(i)}{B(j)\,k(j)} = \frac{g(i)}{g(j)}, \; i \neq j, \; i,j = 1...C, \; \delta(i)=\delta(j)=1 \qquad (2)$$

where

- $\delta(i)$ is a Boolean taking the value 1 if CoS i uses the VPC in its routes, and the value 0 otherwise.
- B(i) is an estimate of the VPC bandwidth that CoS i will consume when it is accepted on the VPC. It can be the mean or the peak bandwidth requirement of CoS i, or it can be its effective bandwidth as calculated by the CAC network algorithm.
- S is an estimate of the VPC spare bandwidth. It is recommended to be in the form of a moving average and not in the form of instantaneous value for reducing sensitivity to traffic fluctuations and increasing estimate accuracy.
- C is the number of the different CoSs supported by the network.
- g(i) are weights differentiating the access of each CoS on the VPC. They reflect the frequency with which CoS i is using the VPC.

The weights g(.)s are closely related to the Routing Plan. They can be calculated either dynamically, from network measures, or statically, directly from the Routing Plan. In the latter case, the following is proposed:

$$g(i) = \sum_{j=1}^{O(i)} 1/a(j) \qquad (3)$$

where

- O(i) is the number of selection occasions on which CoS i may select the VPC. Note that for a given CoS, a particular VPC may belong to routes to one or more destinations. Therefore, O(i) equals the number of possible destinations that CoS i may reach through the given VPC.
- a(j) is the alternatibility factor i.e. the number of routing alternatives for routing occasion j.

Equation (1) is intuitively evident, taking into account that a VPC can accommodate connections of different classes. Equation (2) says that the ratio of the bandwidth to be consumed by two different CoSs is taken to be proportional to the visit ratio of these CoSs to the VPC; note that the product B(i)k(i) is the amount of VPC's bandwidth to be given away to CoS i connections.

The system of the equations (1), (2) yields the following solution

$$VPt_a(v;c) = \frac{g(i)}{B(i)} \frac{S}{\sum_{j=1}^{C} g(j)}, \; i=1..C \qquad (4)$$

As it can be seen from (4), the *VPC acceptance potential* for a CoS depends:

- on the bandwidth characteristics of the CoSs
- on the spare bandwidth of the VPC
- on the alternatibility with which the VPC is used for routing

Note that because the alternatibility with which a CoS uses a VPC has been taken into account, a CoS with alternative routes is discouraged to occupy a VPC at the expense of the CoSs that use that VPC as a unique option.

Having defined the notion of *VPC acceptance potential*, the notion of *Route potentiality* is defined next.

For a given route, say r, *Route potentiality*, denoted by RPt(r; c) for CoS c, is defined as the number of VCCs of this CoS that can be potentially established in the route, taking into account the current load of the VPCs along the route. The fact that a number of CoSs may share parts of the route needs also be taken into account. *Route Potentiality* is defined in terms of *VPC acceptance potential* as follows:

$$RPt(r;c) = \min \{ VPt_a(v;c) \ \ \forall v \in V(r) \} \qquad (5)$$

where V(r) denotes the set of VPCs that make up route r.

Finally, the notion of *VPC selection potential* is defined.

Considering a VPC, say v, starting at a specific network node, say n, *VPC selection potential*, denoted by $VPt_s(v; c,d)$ for CoS c and destination node d, is defined as the number of VCCs that can be potentially established in all possible routes to the particular destination starting with this VPC. It can be defined as follows:

$$Vpt_s(v;c,d) = \min \{ Vpt_a(v;c), \sum_{r \in R(n,d;c)} RPt(r;c) \} \qquad (6)$$

where R(n,d;c) denotes the set of all routes from node n to destination node d defined for CoS c.

3.2 Network load surveillance

Taking a future perspective, Load Balancing monitors network load with the purpose to notify the management functions responsible for the definition of the Routing Plan of deterioration in network availability for new connections and significant deviations in link load -which might indicate inefficient use of the physical resources. Based on the analysis presented in the previous section, network availability for new connections can be estimated by extending the notion of potentiality at the node level.

For a given network node, say n, *Node Potentiality*, denoted by NPt(n;c,d) for CoS c and destination node d, is defined as the number of VCCs that can be potentially established from node n to node d over all possible routes starting at node n, taking into account the load in the network i.e.

$$NPt(n;c,d) = \sum_{r \in R(n,d;c)} RPt(r;c) \qquad (7)$$

Considering access nodes, the above formula provides a measure for network availability for specific source-destination pairs and CoSs.

Load deviations at the link level can be measured by calculating the difference of link utilization from the network-wide average value.

Warnings are emitted as threshold crossings events. The threshold values as well as the parameters of the measurements (e.g. moving average method, observation period) are provided as input to the Load Balancing management service by the Routing Plan management components.

3.3 The Load Balancing algorithm

Table 1 summarizes the previous algorithms, offering a complete view of the Load Balancing algorithm.

The algorithm may be activated periodically or at exception by threshold crossing events related to network usage. Moreover it is triggered whenever the management components responsible for the management of the Routing Plan update the VPC infrastructure and the sets of routes.

- For each VPC get its current load and calculate its acceptance potential for each CoS (cf. (4)).
- For each CoS consider its network of routes and view it as a (directed) graph.
  - For each node from which there are more than one VPC, say there are k alternatives, k>1
    - Find the k-HP paths restricted to have different first VPCs i.e. calculate the VPC selection potential, for each destination (cf. (6)). An algorithm for establishing HP routes is presented in the next section.
    - Grade the VPCs and determine the values of the associated route selection parameters; if they differ from the ones determined in the previous invocation time, send appropriate management actions.
    - Calculate node (access or transit) potentiality measure (cf. (7)) and emit appropriate alarms if necessary.
- Measure link utilization, determine deviations around the network-wide average and if necessary emit alarm.

Table 1: The Load Balancing algorithm.

4. Establishing HP routes

A centralized algorithm for establishing HP routes between all source-destination pairs of a directed graph is presented in this section. This algorithm is used by Load Balancing for grading the VPCs out of each node (see Table 1). The algorithm is based on the well-known shortest path algorithms of Dijkstra and Floyd [1]. The notation introduced in section 3 is preserved. For simplicity, the CoS dependency is dropped. Note, from Table 1, that the algorithm runs for each CoS separately; CoS multiplexing is taken into account while calculating the measures related to VPC and route potentialities.

The essence of the algorithm is as follows: Starting from a given destination node, remote nodes are added according to their distance (in number of VPCs) from the destination node. A node is said to be l-level predecessor if its distance from the destination node is l-VPCs long. The *VPC selection potential*s are continuously updated as the algorithm progresses level (distance). Indeed, the VPCs starting from the newly added nodes are updated according to the updates of *Node Potentiality* made in the previous level. The algorithm terminates if no more nodes can be added and it is repeated for all destination nodes.

Table 2 describes the HP algorithm in pseudo-code.

```
For every destination node, d {
        Initialize: NPt(n)=0 for every node n , VPt_s(v)=0 for every VPC v, l = 1 //the level
                  SetOfNodes(1) = {}
                  //it keeps the nodes to be  considered in the next level; they are kept in the form:
                  // <n, prevn>: n is the node to be considered,  prevn: is the node that put node n into the current level
        //Deal with 1st level predecessors
        For every node n: predecessor of d
                For every route from n to d, say corresponding to VPC v
                        VPt_s(v) = VPt_a(v),
                        NPt(n) += VPt(v).
        //Find the 2nd level predecessors
        l = 2
        For every node n: predecessor of d: n≠d.  Add <n,d> to SetOfNodes(l)
        //Deal with the general level: l
        while SetOfNodes(l) ≠ {} {    // l is the current level
                For every <n,pn> in SetOfNodes(l)
                        For every route from n to d, say corresponding to VPC v
                                VPt_s(v) = min [ VPt_a(v), NPt(pn) ]
                                NPt(n) += VPt(v)
                        // Determine the (l+1)-level nodes
                        For every node prevn: predecessor of n
                                if <prevn, n> ∉ SetOfNodes(l)
                                        Add <prevn,n> to SetOfNodes(l+1)
                l += 1
        } //while
} //for d
```

Table 2: The HP algorithm.

5. Functional architecture

Adopting a TMN approach [21], this section presents the functional architecture of the Load Balancing management service. Based on the methodology of the ITU-T Recommendation M.3020 [22], the Load Balancing management service is decomposed into management service components (MSCs) which in turn are decomposed into management functional components (MFCs) which are then mapped to the layers of the TMN hierarchy. The following decomposition into MCSs and MFCs is proposed:

- a *network load balance* MSC consisting of two MFCs:
    - ◊ RSA management
    - ◊ link load deviation surveillance

- a *configuration manager* MSC, consisting of a single MFC which includes the network model,
- a *current load model* MSC, consisting of a single MFC which is responsible for providing the required statistics,
- a *connection type model* MSC, consisting of a single MFC which is the repository of the connection classes that the network supports.

The first MSC is specific to the Load Balancing management service. The functionality involved in this component as well as specific algorithms have been described in sections 3, 4. The latter three MSCs are generic and can be considered as individual MSs in their own right.

Figure 4 shows the allocation of MFCs to OSFs and their allocation to the TMN architectural layers. The ICF, MF management functions [21] have been included to guarantee access from the network layer to the network element layer information models, and to enhance the network element specific information model, respectively.

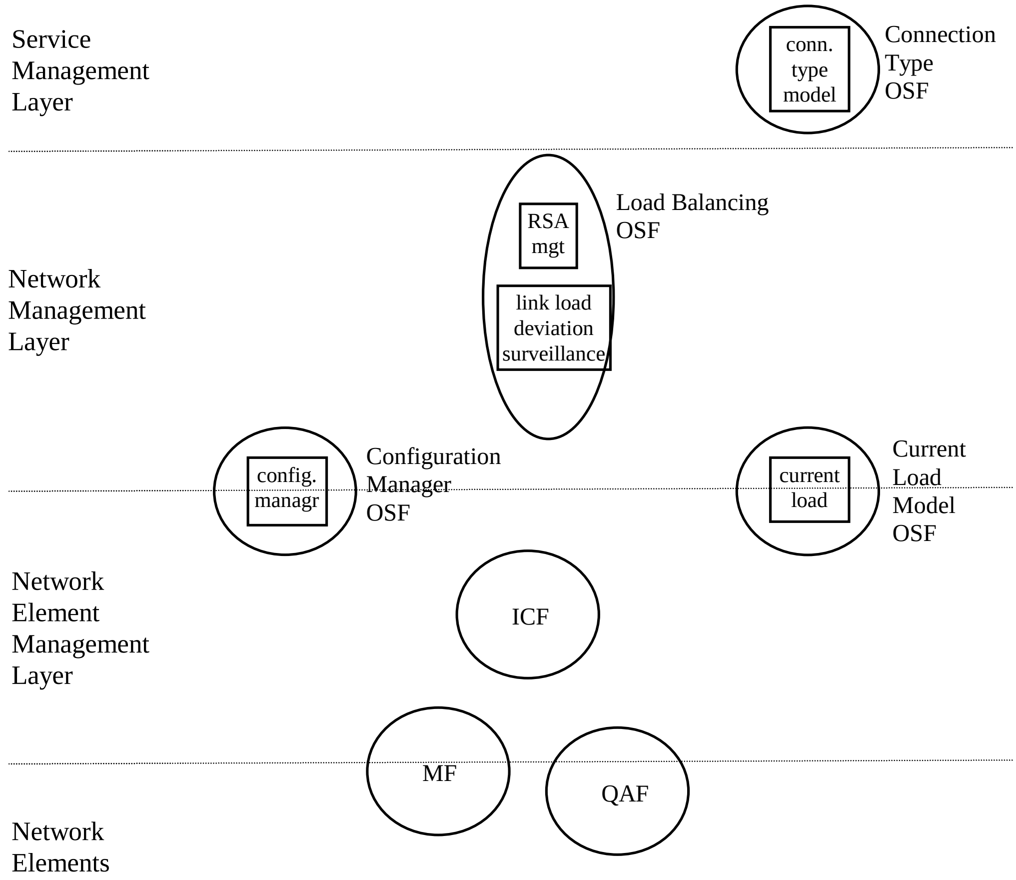

Figure 4: Load Balancing TMN functional architecture.

The functionality of the Load Balancing management service has been placed at the network management layer following the directives implied by the decomposition of the logical TMN architecture; for, it concerns with management of network entities, relating information from a number of network elements. Alternatively, it could be placed at the network element management layer, requiring the existence of a distributed algorithm for finding HP routes. In this case, the interactions between the network and network element management layers for conveying network measures would be substituted by the interactions between the network element management layers for the exchange of the information required by the distributed algorithm. Additionally in this case, the interactions with the other components of the network management layer (e.g. the ones responsible for managing the set of VPCs and the routes) as well as the cost of meta-management (e.g. s/w maintenance) would be increased. The magnitude of these tradeoffs depends on the TMN transmission infrastructure and the physical location of the TMN hosts. The decision as to which architectural option to choose is therefore left open to the TMN system designers.

It should be stressed that the choice of the distributed solution should not be taken as an implication that the Load Balancing functionality is a control plane functionality nor that it is placed at the network elements. By placing the Load Balancing functionality in the management plane, using a hierarchical TMN architecture, which as pointed out may well be distributed, the intelligence required for the efficient operation of the network is distributed over nodes other than the actual network elements. This results in reduced intelligence required by the managed network elements, having a positive impact on their design cost and their effectiveness in processing revenue earning traffic. On the other hand, the architecture of the TMN hierarchical system should be designed to avoid the management communications overhead inherent in centralized systems e.g. by pushing management intelligence and frequently used management functions as close as possible to the network elements.

6. Conclusions and future work

In this paper we dealt with the issue of load balancing in broadband ATM-based multi-service networks. Adopting a hierarchical framework for routing management, the issue of load balancing was tackled through adaptive routing, namely through management of the RSAs which run in the network switches and actually take the routing decisions. A complete management approach (management service definition, algorithms and architecture) was followed based on TMN principles.

The paper introduced the Load Balancing management service for RSA management. Its relation with other management services and its interactions with the control plane were discussed and analyzed. The proposed management service, taking a network-wide view, makes the RSAs network-state adaptive by conveying global network information and contributes to network load balancing by regulating load distribution.

The Load Balancing management service is beneficial to network operation, primarily because it inherits the merits of state-dependent routing and balanced designs. Moreover, by aiming at influencing the routing decisions so that the least congested route is selected, the signaling overhead and hence the connection set-up time is reduced. Furthermore, by monitoring route availability and comparing link loads, it acts in a preventive way to avoid network call-blocking, enabling the appropriate actions from TMN to be taken before the network actually becomes unavailable for some services.

The paper proposed specific algorithms for route selection management taking into account the wide range of traffic types coexisting in broadband multi-service networks. The proposed algorithms are built around the concept of 'route potentiality' (for setting-up new connections). The routes with the highest potentiality are established and subsequently are recommended for routing to the RSAs. A centralized algorithm for finding highest potentiality routes was described.

The paper also elaborated on a management architecture fulfilling the objectives of the Load Balancing management service. By placing the Load Balancing functionality in the management plane, the switches are relieved from the burden of managing their RSAs. Note that this is essential in IBCN since the switches should incorporate very fast decision algorithm without causing any routing overhead in the network.

The proposed architecture and algorithms has been prototyped and demonstrated in real and simulated network environment.

Future work is mainly concerned with the detailed performance assessment of the proposed system both at architectural and algorithmic levels. Other aspects of future work include research on some functional issues such as: determining appropriate activation periods or conditions and refinement of VPC metrics for deriving route potentiality. All this work is currently undertaken in the RACE II ICM project.

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