

Nebraska and a master's degree in Business Administration from Shippensburg State University, Pa.

His awards include the Silver Star with one oak leaf cluster, Defense Superior Service Medal, Legion of Merit with one oak leaf



(left to right) General Maxwell R. Thurman, Vice Chief of Staff, United States Army, shakes hands with Lt. Gen. John D. Bruen, as Maj. Gen. Harold I. Small, passes the flag to CSM W.V. Rucker, HQ MTMC, during Change of Command ceremony held at Fort Meyer, Va.

cluster, Distinguished Flying Cross with three oak leaf clusters, Meritorious Service Medal with two oak leaf clusters, Joint Service Commendation Medal, Army Commendation Medal with two oak leaf clusters, Purple Heart, Air Medal with 23 oak leaf clusters, Good Conduct Medal, the Vietnamese Cross of Gallantry with Palm and two Silver Stars, the Presidential Unit Citation, Valorous Unit Award with one oak leaf cluster, Meritorious Unit Citation with four oak leaf clusters, Korean Presidential Unit Citation, and Vietnamese Civil Action Medal.

General and Mrs. Small, the former Shirley Jernigan of Fayetteville, N.C., have three sons and one daughter: Harold I., Jr.; Robert, Captain, U.S. Army Judge Advocate General Corps, on active duty in Germany; Michael; and Cheryl. Ⓢ

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## The MTMC TTCE History

Although the Military Traffic Management Command Transportation Terminal, Europe has been operational since January 1981, its history can be traced to the early days of post World War II.

On June 7, 1945, a U.S. Port was established in Bremerhaven, Germany under the Command of the 17th Major Port. Later, the Bremerhaven enclave was designated the Bremerhaven Port of Embarkation and assumed control of all the U.S. Army ports in the United Kingdom.

In 1957, the sub-ports of Mannheim, Germany and Rotterdam, the Netherlands were activated and added to the Bremerhaven Port of Embarka-

tion in support of U.S. Forces in the Central European Theater of Operations. Then on May 1, 1964, the Bremerhaven Port of Embarkation was redesignated as the U.S. Army Terminal Command with jurisdiction extending to the port of Saint Nazaire, France. With the withdrawal of U.S. forces from France, three years later, the Saint Nazaire facility was deactivated.

The United Kingdom Terminal was assigned to the United States Army Transportation Command, Europe in April 1968 while the Lisbon Terminal was simultaneously activated and joined the Command in support of DOD activities in Portugal.

The expanding European-wide

Transportation Terminal Group was again renamed the United States Army Transportation Terminal Group, Europe, in 1969 and organized as a subordinate unit of the United States Army Transportation Command, Europe. With this redesignation, the Command assumed control of all DOD terminal activities in Northern Europe, the United Kingdom and Portugal. In 1970, the Headquarters was relocated from Bremerhaven to Rotterdam.

Transportation and redesignation of the U.S. Army Transportation Terminal Group, Europe from the 4th Transportation Brigade USAREUR to the Military Traffic Management Command Eastern Area occurred in July

1976. The Rotterdam based headquarters then became known as the Military Traffic Management Command, Transportation Terminal Group, Europe (MTMC TTGE).

MTMC TTGE became a major subordinate command of HQ, MTMC with the addition of transportation terminal units in Japan, Greece, Spain and Turkey in 1977.

In recognition of the vital service and important wartime mission which MTMC TTGE provided for the projection of U.S. Forces into Europe, MTMC TTGE was redesignated in January 1981 as the MTMC Transportation Terminal Command, Europe (TTCE) and the Cargo Booking and Contract Administration functions belonging to MSC were transferred to MTMC worldwide.

This change resulted in the formation of the Military Export Cargo Offering and Booking Offices (MECOBOs) in Bremerhaven, Germany, Naples, Italy, and London, England.

In June 1982, Detachment 33-1, TTU Istanbul became an outpost under Detachment 33-2, TTU Izmir; and in July 1983, TTU Iskenderun also became an outpost of TTU Izmir.

The present MTMC TTCE organization includes the Command headquarters, seven terminals, six manned outposts and three MECOBOs extending over eight countries. MTMC TTCE's mission is to command assigned water terminal operations in the European area; provide transportation terminal planning in support of mobilization plans and military operations; and perform Military Sealift Command (MSC) functions in specified ports and cargo booking clearance and contract administration functions.

#### **MTMC TTCE's Workload**

During 1982, MTMC TTCE was responsible for the port han-

dling and routing of almost 100,000 containers. Approximately 15,000 of these are used for the shipment of privately-owned vehicles (cars, motorcycles, campers) belonging to service members and U.S. civilians, arriving or departing from Europe. Also shipped in containers are Army Air Force Exchange Service goods, Commissary goods, spare parts and household goods.

The primary responsibility of all MTMC TTCE terminals is to ensure that the documentation (Customs forms) for these containers is available and correct when they are discharged or loaded and to make timely transportation of the cargo to final destination possible.

MTMC TTCE supervises the discharging or loading of privately owned vehicles to or from roll-on/roll-off ships. Since nearly all cargo handling activities in MTMC TTCE controlled ports are performed by local contractors, MTMC TTCE personnel constantly monitor the contractors' performance. Cargo is monitored from the vehicle processing parking area, to the ramp and into the ship until it is properly secured on one of the ship's decks.

In addition to containerized cargo, MTMC TTCE also supervises the handling and distribution of general cargo, such as goods on pallets, in bundles or in cartons. Because of the relatively small and often odd-shaped sizes of the individual pieces of cargo, the loading or discharging of a vessel carrying this cargo is a time-consuming and intricate process. The high quality control standards on the documentation and supervision efforts conducted by MTMC TTCE personnel make the job even more difficult.

The most regulated operation under MTMC TTCE responsibility is the discharging or loading of ammunition. Each year the Command handles more than 100,000

tons of ammunition through its terminals. Close liaison with representatives of the host nation government, railroad officials, local contractors and representatives at the ultimate destination are an absolute requirement to ensure an uninterrupted and safe operation.

In a number of MTMC TTCE controlled ports, local legislation does not allow for an ammunition vessel to berth at a pier in the port area. The discharge or loading operation is then performed while the vessel is anchored several miles off-shore.

The ammunition which is transported to or from the vessel by small coasters, adds significantly to the safety and related planning difficulties because of the importance of timing at both the pier and the ship. Also, changes in the tide, which at times in the United Kingdom can fluctuate as much as 50 feet, must be considered in the plans.

Next to military or commercial highway and railroad systems, the inland waterways are regularly used by MTMC TTCE to transport cargo to or from inland distribution points.

Self-propelled barges carry the cargo across the various rivers and canals. Barges are frequently used to transport ammunition to and from an ocean-going vessel over nearly 500 miles of inland waterways.

Proper timing of shipments and assuring that all the required cargo documentation is available, are key responsibilities of MTMC TTCE personnel when barges are used for transportation.

Despite the day-to-day pressures of working in an overseas environment, the capable men and women at MTMC TTCE are dedicated to carrying out their mission with pride and a feeling of accomplishment.