

The Military Traffic Management Command traces its organizational lineage to the Army's former Office of the Chief of Transportation, established July 31, 1942. Fourteen years later, the Defense Department established a separate agency to carry out traffic management functions. On May 1, 1956, MTMC's original mandate began when the Secretary of Defense designated the Secretary of the Army as the single manager for military traffic within the United States. On July 1, 1956, the Army established the Military Traffic Management Agency (MTMA) to carry out those single manager functions. Originally, MTMA did not operate military ocean terminals, a function held by the U.S. Army Transportation Terminal Command (a Transportation Corps component).

MTMA lasted only five and one-half years. Then, as part of his overall DOD restructuring, Secretary of Defense Robert McNamara transferred the organization to the newly established Defense Supply Agency (DSA). On January 1, 1962, here -designated MTMA as the Defense Traffic Management Service (DTMS). The Army Materiel Command then took over the military ocean terminals. However, DOD and congressional concern over duplication in military logistics soon led to further reorganizations. After a detailed reexamination of the Defense Transportation System, McNamara designated the Secretary of the Army as the single manager for military traffic, land transportation, and common -user ocean terminal on November 19, 1964. To execute this centralized management concept, a joint service planning staff formed to establish an agency--the Military Traffic Management and Terminal Service (MTMTS).

DOD then formally activated MTMTS as a jointly staffed Army major command on February 15, 1965. MTMTS assumed all responsibilities assigned to the Defense Traffic Management Service and the terminal operations functions of the U.S. Army Supply and Maintenance Command (a component of the Army Materiel Command). With the approval and publication of its single manager charter on June 24, 1965, MTMTS joined the Military Air Transport Service (now Air Mobility Command) and the Military Sea Transport Service (now Military Sealift Command) in providing complete transportation services to the Department of Defense. In 1966 the Transportation Engineering Agency, Fort Eustis, VA, the Army's only activity with traffic and transportability engineering expertise, became a major component of MTMTS. On July 31, 1974, MTMTS was re-designated as the Military Traffic Management Command to make its title more readily identifiable with its mission.

MTMC's responsibilities and scope of operations have increased significantly since its activation. Major functions transferred to MTMC include:

1. Transportation Engineering functions (July 1, 1966)
2. Operation of water terminals in Northern and Central Europe (July 1, 1976)
3. Operation of ocean terminal and common -user land transportation in Okinawa (October 1, 1977)
4. Operation of Army common -user ocean terminal operations in Japan (February 1, 1978)
5. Operation of Army terminals in Korea (October 1, 1978)
6. Responsibility for sealift cargo, passenger booking and associated contract administration functions (October 1, 1981)
7. Management of car rentals for the entire federal government (1985)
8. Liner service and container management. (1996)

The original MTMA did not feature report commands but did include five regional offices: eastern (Pittsburgh, PA), western (Oakland, CA), central (St. Louis, MO), southwestern (Dallas, TX), and southeastern (Atlanta, GA). This arrangement essentially lasted until 1965. Only the Oakland headquarters remained the same after that time. MTMA and then DTMS called the field offices "traffic regions."

The formation of the Military Traffic Management and Terminal Service in February 1965 meant a change in the command's organization. Since MTMTS now operated military ocean terminals, it focused its area command structure on ports. Upon the command's formation the former eastern traffic region headquarters moved to Brooklyn, NY, and became Eastern Ar ea.

Western Area (formerly a traffic region) headquarters remained at Oakland, CA. MTMTS abolished the southwestern and southeastern field offices. For two years, however, MTMTS retained its central area command in St. Louis, MO. To streamline operations further, the command then disestablished that headquarters in early 1967 and transferred its function to Eastern Area. That same year, Eastern Area Headquarters itself moved from Brooklyn, NY, to Bayonne, NJ.

In late 1984 MTMC created the Transportation Terminal Command, Far East, as a subordinate command of MTMC Western Area. A few years later, MTMC, along with the Military Sealift Command and the Military Airlift Command (now the Air Mobility Command), became components of the United States Transportation Command on October 1, 1988. Created on April 18, 1987, TRANSCOM began official operations on October 1, 1987, as DOD's single unified transportation command. Its mission is to integrate global air, land and sea transportation in support of national security objectives. It is the focal point for the integration of wartime mobility procedures. MTMC, MSC and AMC remain as major commands of their parent services and continue to perform service -unique missions under the direction of their military departments. On 14 February 1992, DOD gave TRANSCOM control of service -operated transportation in both peace and war.

The Persian Gulf War

The million soft tons of cargo and thousands of troops moved to support Operation DESERT SHIELD/DESERT STORM marked the largest test of the military's logistical capability since the World War II Normandy invasion. During the Gulf War, MTMC personnel successfully managed the movement of 85% of the unit equipment shipped to Saudi Arabia. They operated out of 33 ports worldwide and loaded more than 945,000 pieces of equipment equaling 6.5 million measurement-tons onto 564 ships bound for Saudi Arabia. At the peak of operations, MTMC activated 12 transportation units, 225 volunteers, and 73 Individual Mobilization Augmentees from the Reserve component to support DESERT SHIELD missions. Under the Special Middle East Shipping Agreements, MTMC booked 37,000 forty -foot commercial containers with sustainment supplies aboard commercial liners bound for Southwest Asia.

After the Gulf War: Organizational Changes

The Gulf War caused some aftershocks for MTMC. In 1991, MTMC re-designated its Transportation Terminal Command Far East as MTMC Pacific and moved it from Korea to Hawaii. Headquarters then assigned MTMC Europe as a subordinate command of MTMC Eastern Area in July 1992. This arrangement meshed with HQMTMC's relationships with Western Area and MTMC Pacific. The Command's February 1993 reorganization created an organization that provided improved quality service and optimum strategic deployability of America's forces in support of national defense. The directorates of international traffic, inland traffic, passenger traffic, personal property and safety and security were centralized into a single Operations Directorate. There organizational also combined personnel and logistics into a single directorate.

In general, the Cold War's end meant continuous change for MTMC. Even before the Berlin Wall fell, Congress had established the Base Realignment and Closing Commission (BRAC). Throughout the 1990s, this group shuttered growing numbers of well -established but less -used bases around the country. MTMC survived the first few BRAC cycles (1988, 1991, 1993), but not the 1995 round of proposals. At that time the Defense Department recommended closing the Oakland and Bayonne military ocean terminals. BRAC accepted its recommendations, which meant abolishing MTMC's Eastern and Western Area Commands. According to plan, MTMC would close down those ocean terminals by 2001.

To replace its two area headquarters, HQMTMC planned to establish a single continental United States (CONUS) command. HQMTMC formed a selection team, which evaluated a large variety of sites. In early 1997, Secretary of the Army Togo D. West reviewed the site team

recommendations and decided on Fort Eustis, Virginia as the single area command's headquarters.

Loss of the area commands meant gain in other areas. As a result of recommendations by its Organizational Excellence team, HQ MTMC made MTMCEurope (since 1992 a component of Eastern Area) and MTMCPacific (a component of Western Area) separate commands in late 1996. f

In an effort to make its organizations more recognizable as regular Army units, MTMC redesignated its port units on 1 October 1997. The previous four -digit designations changed to three digits and the major and medium port commands changed to groups, battalions, and companies. For example, MTMCEurope became the 598th Transportation Group (Terminal) and MTMCPacific became the 599th Transportation Group (Terminal).

On 15 October 1997, MTMC established the Deployment Support Command (DSC) at Fort Eustis. Its Eastern and Western Area Commands were consolidated into the DSC. On 30 September 1999, MTMC closed its Military Ocean Terminals at Bayonne and Oakland.

Contingencies

MTMC men and women have actively participated in peacekeeping and disaster relief operations during the past several years. Our efforts spread over CONUS as well as Europe, Africa, South America and Asia. We participated in the areas of port operations, traffic management and passenger movement to ensure equipment and supplies arrived on time and where needed. We formed a critical link in: Ad Dammam, Saudi Arabia; Ash Shuybah, Kuwait; Port-au-Prince, Haiti; Iskenderun, Turkey; the former Soviet Union; Mogadishu, Somalia; Mombasa, Kenya; Kigali, Rwanda; Rijeka, Croatia; Thessaloniki, Greece; Homestead, FL; Beaumont, TX. MTMC supplied disaster relief after Hurricanes Andrew, George and Mitch. In 1996, MTMC provided crucial transportation support for the Summer Olympics. As the U.S. Military ends its presence in the Panama Canal Zone by the end of 1999, MTMC unit has directed the relocation efforts from that country.

Conclusion

Since the command's establishment on February 15, 1965, there has hardly been a transportation or logistics issue within DOD that MTMC's actions have not influenced positively. We are proud to have a motivated, competent, well-trained workforce within our corporate structure that is dedicated to providing responsive transportation support to American forces in peace and war. MTMC stands ready to meet future challenges with the same professionalism and dedication demonstrated throughout its proud history.