Two new F-35 fighter jets from the U.S. land at Nevatim Airbase. 14 July 2019. (Israel Defense Forces)

EXPOSING OAKLAND AIRPORT'S MILITARY CARGO SHIPMENTS TO ISRAEL

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OAKLAND PEOPLE'S ARMS EMBARGO

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Executive Summary

This report highlights evidence of ongoing military cargo shipments to the Israeli military through Oakland International Airport (OAK). **Since January 2025, at least 280 military cargo shipments to Israel have been identified departing from OAK, with Nevatim Airbase being the primary final destination**.[1] These shipments have occurred multiple times per week for nearly the entirety of the year and have **included F-35 fighter jet components used to carry and release munitions, guide weapons, power surveillance and targeting systems, and support critical flight operations**—all essential to sustaining the combat readiness of Israel's Air Force.

The frequency of these shipments, particularly when compared to other U.S. airports, **positions OAK as one of the few consistently active logistical nodes in the U.S. military supply chain to Nevatim Airbase**. Based on a sample of 500 shipments to Israel routed through FedEx's Global Superhub between April and June 2025, OAK was the second most frequent transit point nationwide, after Fort Worth, Texas (excluding the Superhub itself).[2] These components were supplied by, or contracted through, Lockheed Martin, and included program logistics overseen by the U.S. Department of Defense's F-35 Joint Program Office (JPO), and physical distribution handled through the Defense Logistics Agency (DLA) Distribution Depot in Tracy, California.[3, 4]

Many of the items shipped—such as bomb release units, weapons bay adapters, surveillance sensors, and flight-critical electronics—are the precise mechanisms that enable the F-35 to fly its bombing missions and to identify, target, and strike with lethal accuracy. The capabilities enabled by these components have been used extensively by the Israeli Air Force in bombing campaigns in Gaza, including the airstrike on Al-Mawasi in July 2024, during which Israel dropped three 2,000-pound bombs on a designated humanitarian safe zone—killing at least 90 people.[5, 6]

Together, given:

1. **The frequency of shipments** is multiple days every week—280 shipments over about six months—with only one week observed limited to a single shipment day, showing that Oakland is a critical and consistently used supply node for Israel's F-35 fleet;

2. **The range of components delivered** is both broad and essential—spanning from lethal systems like the Electro-Optical DAS and bomb release units to small but nec-

1 Based on the exports observed, approximately 96% of shipments (269/280) from OAK to Israel listed Nevatim Airbase as their final destination.

2 The sample of 500 shipment records was randomly selected from data on military cargo to Israel routed through FedEx's Global Superhub in Memphis, Tennessee between April and June 2025. The ranking of transit points excludes Memphis itself, which served as the central hub through which all shipments in the sample were routed prior to international departure.

3 "About Us", F-35 Lightning II Joint Program Office.

4 "DLA Distribution San Joaquin, California", Defense Logistics Agency.

5 "Over 230 Global Organizations Demand Governments Producing F-35 Jets Stop Arming Israel", Amnesty International (2025).

6 "'Buried alive under the sand': How British Weapons Killed Palestinians", Declassified UK (2025).

essary parts like bolts, actuators, and seals—including parts without which the F-35 cannot operate, indicating regular resupply and maintenance servicing;

3. **Nevatim is the final destination** listed for 96% of the 280 shipments, which is the base for Israel's entire F-35I fleet—the only F-35 Lightning IIs permanently stationed there;

4. **Shipments are coming in from DLA Distribution San Joaquin**—officially designated the "Wholesale Air Vehicle Storage and Distribution location for F-35 Lightning II aircraft parts",[7] while Israel's F-35Is are F-35 Lightning II variants;

5. **The F-35 JPO**, responsible for overseeing lifecycle management and sustainment of the F-35 aircraft, plays a direct role in coordination;

6. **F-35s are confirmed to be used by Israel for airstrikes on the people of Gaza**, logging over 15,000 operational flight hours since the start of the genocide;[8]

We are able to conclude, beyond reasonable doubt, that military cargo being shipped out of OAK has been used by the Israeli Air Force to carry out airstrikes and commit genocide in Gaza.

7 "First shipment of F-35 Lightning II aircraft material arrives at San Joaquin", Defense Logistics Agency (2021) (Archived).

8 "The shipping company Israel depends on for its killer jets", The Electronic Intifada (2025).

About the F-35 Fighter Jet

The F-35 Lightning II fighter jet is a highly advanced combat aircraft that has been used to carry out Israel's aerial bombardment campaign against Palestinians in Gaza.[9] **The F-35 can carry up to 18,000 pounds of munitions—including 2,000-pound "bunker buster" bombs—and uses advanced sensor systems to identify targets, guide bombs, and conduct precision attacks.**[10, 11]

The F-35I "Adir" is a specially-modified version of the U.S.-made F-35A Lightning II and is designed to integrate Israeli weapons and communications systems. Israel is the only member of the F-35 program that operates the F-35I variant, and all of its F-35s are based at **Nevatim Airbase**—a major Israeli Air Force installation in the Naqab (Negev) Desert that serves as the exclusive operational, training, and maintenance center for its F-35I fleet.[12, 13]

While Lockheed Martin is the main contractor for the F-35, over 1,900 companies around the world are involved in the development of its components,[14] including Northrop Grumman, BAE Systems, and L3Harris Technologies. With the global supply chain accounting for approximately 70% of the cost of an F-35 fighter jet, a vast logistical network is required to deliver the various F-35 parts to the companies and countries involved in the program.[15]

Oakland is a key node in the logistical network supplying Israel with F-35 components. DLA Distribution San Joaquin, located in Tracy, California, acquires military cargo from suppliers and coordinates the storage, packaging, and transportation of these goods—relying on OAK for the latter step.[16, 17] Since 2019, DLA Distribution as a whole has been responsible for all North American warehousing and distribution of F-35 Lightning II components, following its designation to this role by the F-35 Joint Program Office (JPO). The DLA Distribution San Joaquin site, which is the second largest of all DLA distribution depots, was chosen as the Wholesale Air Vehicle Storage and Distribution location for F-35 Lightning II aircraft parts. This decision was part of an effort to "transition the [F-35] mission from Lockheed Martin's third-party logistics in Fort Worth, Texas to the distribution center in Tracy, California".[18, 19]

9 "Legal battles loom over supply chain keeping Israeli F-35s flying over Gaza and Lebanon", Middle East Eye (2024).

10 "About the F-35", Lockheed Martin.

11 "Israel's attacks on Gaza: The weapons and scale of destruction", Al Jazeera (2023).

12 "The Israeli F-35s", Air & Space Forces Magazine (2017) (Archived).

13 "Israel's 5th Generation Fighter", Lockheed Martin.

14 "F-35 Lightning II", Lockheed Martin (2022) (Archived).

15 "Statement of Gregory Ulmer Vice President and General Manager of the F-35 Program", House Armed Services Subcommittee (2019) (Archived).

16 "About Distribution San Joaquin", Defense Logistics Agency (Archived).

17 "About the Defense Logistics Agency", Defense Logistics Agency (Archived).

18 "DLA Distribution San Joaquin hosts the F-35 Joint Program Office", Defense Logistics Agency (2022) (Archived).

19 "First shipment of F-35 Lightning II aircraft material arrives at San Joaquin", Defense Logistics Agency (2021) (Archived).

Contents of Military Cargo Transiting Through Oakland

Analysis of export data has revealed **at least 280 shipments of military cargo that departed from OAK** between 21 January 2025 and 4 August 2025 for final delivery in Israel. These shipments typically arrive at Oakland Airport's facilities on weekdays, and are dispatched via FedEx flights on the same day or the following day. While this report focuses specifically on 2025 data, shipment records also exist since early 2024, confirming that this supply chain was **already active prior to 2025**.

The cargo includes components critical to Lockheed Martin's F-35 fighter jet program, with the vast majority of shipments (approximately 96%) marked for delivery to Nevatim Airbase.

Table 1 summarizes key components identified in the shipment data.

Item	Explanation
Weapon-Mounting Structures	
BRU-68	A bomb release unit specifically designed to carry and eject lethal munitions from the F-35 Lightning II fighter jet. It is capable of holding up to 2000-lb bombs and ejecting them with a force of 5000 pounds per square inch.[20]
Weapons Bay Adapter	A component that integrates with the F-35 fighter jet's internal weapons bay, allowing it to carry a range of munitions, including 1,000-lb GBU-32 JDAM bombs. Internal weapon storage helps the aircraft "reduce [its] radar signature", supporting its stealth capabilities.[21] Some models, such as the Low-in-Bay or High-in-Bay adapters, are specifically designed to secure the BRU-68 in the correct position within the weapons bay.[22]
Avionics	
AN/AAQ-37 Electro-Optical Distributed Aperture System (DAS) Sensors	A part of the sensor suite for the F-35. DAS includes six infrared cameras (imaging sensors) located around the aircraft, which gather information and display real-time surveillance footage on the pilot's helmet-mounted display.[23] The system equips the pilot with a 360 degree view, enables night vision and mid-wavelength infrared (MWIR) surveillance capabilities,[24] and allows the pilot to create "targeting information".[25] According to Lockheed Martin, the DAS "increases the survivability of the aircraft".[26]

20 "Pneumatic Single Carriage and Release Systems", L3Harris Technologies and "Release Systems Product Catalog", L3Harris Technologies (2023).

21 "About the F-35", Lockheed Martin.

22 "Internal Weapons Bay Adapters", Marvin Engineering Company.

23 "Outsight In: F-35 Sensor Fusion in Focus", Lockheed Martin (2024).

24 "F-35 Mission System Designs, Development, and Verification", Lockheed Martin (2018).

25 "Electro-Optical Distributed Aperature System", Raytheon.

26 "Unrivaled Capabilities", Lockheed Martin and "'INTO THE COCKPIT': Experience the World's Most Advanced Aircraft", YouTube. Uploaded by Lockheed Martin (19 June 2023).

Item	Explanation
	The DAS is considered one of the parts that "most frequently lead[s] to an F-35 being unable to carry out its mission"—highlighting its significance to the operation of the F-35.[27]
Communications, Navigation, and Identification (CNI) Battery Housing Units	Components that help power the CNI system, which enables precise radio navigation, surveillance, and tactical data exchange for the F-35.[28]
Fast Steering Mirror	A component of the F-35's Electro-Optical Targeting System (EOTS), an advanced sensor that provides the F-35 with precise targeting capabilities for laser-guided and GPS-guided bombs—including 2000-lb GBU-31 JDAM bombs, which are likely the bombs that Israel deployed during the Al Mawasi massacre in July 2024.[29] Fast steering mirrors enable precise laser beam alignment, which is necessary for EOTS' laser spot tracking and laser designation capabilities. These capabilities allow pilots to precisely deliver laser-guided munitions, such as GBU-12 bombs, "from their own aircraft or other allied platforms".[30, 31, 32, 33, 34]
Fuselage Remote Interface Unit	A system that helps control weapons attached to the aircraft. Fuselage remote interface units provide the interface between the avionics and all of the weapon stations on the F-35. They distribute GPS signals to weapons and perform "the weapons arming, release and emergency jettison functions".[35]
Electronic Warfare Pre-Processor Module	A part of the F-35's Electronic Warfare System, which enables electronic attack operations, such as radar jamming. The pre-processor handles initial data processing for electronic warfare operations.[36]
Panoramic Cockpit Display Electronic Units	The processing system for the interface that displays the F-35's systems and performance indications.[37, 38] These systems provide pilots with "total situational awareness"—enhancing the pilot's surveillance capabilities.[39]
Standby Flight Displays	Display systems in the cockpit front panel that provide the pilot with information like altitude, airspeed, vertical velocity, and angle of attack.[40]

27 "GAO blasts contractor-led F-35 maintenance as costly, slow", Defense News (2023).

28 "F-35 Mission Systems Design, Development, and Verification", Lockheed Martin (2018).

29 "Major civilian casualties: Danish-equipped fighter jets behind bloody attack in Gaza", Danwatch (2024).

30 "F-35 EOTS: The Optical Nerve of Stealth Precision Warfare", Bolt Flight (2025) (Archived).

31 "F-35 Mission Systems Design, Development, and Verification", Lockheed Martin (2018).

32 "Electro-Optical Targeting System for the F-35", Youtube. Uploaded by Lockheed Martin (13 May 2021).

33 "'INTO THE COCKPIT': Experience the World's Most Advanced Aircraft", YouTube. Uploaded by Lockheed Martin (19 June 2023).

34 "Why Use Fast Steering Mirrors?", Ulsis.

35 "Smiths Aerospace systems on F-35 Lightning II Joint Strike Figher first flight", Smiths (2006).

36 "F-35 Mission Systems Design, Development, and Verification", Lockheed Martin (2018).

37 "Panoramic Cockpit Display", Elbit America.

38 "Lynx and CoreAVI deliver secure virtualized GPUs for F-35 Lightning II Panoramic Cockpit Display", Lynx (2020).

39 "F-35 Lightning II: Mission-Critical Technology", L3Harris Technologies.

40 "Smiths Aerospace systems on F-35 Lightning II Joint Strike Figher first flight", Smiths (2006).

Item	Explanation
Fiber Channel Switches	Devices that direct data requests from servers to specific storage devices.[41] This component is vital to the function of the F-35's processing system, which uses fiber optic interfaces to connect with systems like the Electro-Optical Targeting System.[42, 43]
Vehicle Management Computers (VMCs)	A system that provides advanced computing and hardware for the F-35's fuel, electrical, and hydraulic system controls.[44] According to the developer of the VMC—BAE Systems—it "provides the high integrity processing required to implement the advanced control algorithms that enable the platform's critical missions".[45]
UHF/VHF Power Amplifier	Devices that boost the strength of ultra high frequency (UHF) and very high frequency (VHF) signals. They enable secure radio communication and tactical data exchange over wide ranges.[46]
Aerostructures	
Nacelle Fans	Nacelle systems are noise-reducing aircraft structures that help protect the engine from debris and lightning, enhance the airflow around it, and minimize drag.[47] They are a part of the center fuselage, which is the main body of the F-35 where the engine, a portion of the aircraft's internal weapons bay, and the internal fuel reservoir are housed.[48] The nacelle fan is considered one of the parts that "most frequently lead[s] to an F-35 being unable to carry out its mission"—highlighting its significance to the operation of the F-35.[49]
Weapons Bay Door Uplock System Hook	A mechanical hook that secures the weapons bay doors when closed.[50]
Molded Boots	Protective layers around the contours of the aircraft that shield the surface from erosion.[51]
Power	
270V Battery Charger	Charger for 270V batteries, which provide power to start the engine while the aircraft is on the ground, restart the engine during an in-flight emergency, and power flight control systems if the F-35 loses power.[52]

41 "Fibre Channel switch (FC switch)", TechTarget Inc (2023).

42 "Fiber Optic Communication within the F-35 Mission System", IEEE Conference Avionics Fiber-Optics and Photonics (2006).

43 "F-35 Lightning II Electro-Optical Targeting System", Lockheed Martin.

44 "BAE Systems achieves key production milestones for the F-35 fighter", BAE Systems (2022).

45 "BAE Systems successfully flight tests next-generation vehicle management computer for the F-35 Lightning II", BAE Systems (2023).

46 "Elbit Systems of America to Provide Full Motion Video Data Link Power Amplifiers for the F-35 Lightning II", Elbit Systems of America (2020).

47 "Nacelle Systems", ST Engineering.

48 "F-35 Lightning II", Northrop Grumman.

49 "GAO blasts contractor-led F-35 maintenance as costly, slow", Defense News (2023).

50 "Industrial Participation —Joint Strike Fighter Program", Government of Canada (2011).

51 "Aircraft Erosion Protection", PM Research Inc.

52 "Air power: why the newest fighter jet carries Li-ion batteries", Saft.

Item	Explanation
Integrated Power Package (IPP) Controller	Controller for the IPP, a system that generates power to start the engine and feed the F-35's cooling system. It is also used as a back-up power source in the case of in-flight emergencies.[53, 54]
Hardware	
Actuators	Devices that convert an input signal into motion, used throughout the F-35 to open weapons bay doors, move flaps, and perform other mechanical functions.[55, 56]
Gaskets Washers O-Rings Bolts Nut Plates Seals	Mechanical seals, metal components, and accessories that play critical roles in sealing, fastening, and integrating systems throughout the F-35 fighter jet.
Polyalphaolefin (PAO) Pump Controller	Controller for the polyalphaolefin (PAO) pump, which circulates PAO, a synthetic coolant, throughout the aircraft to cool the F-35's avionics systems—keeping them operational and preventing overheating.[57, 58]
Filter Manifolds	Modules that filter out contaminants from fluids critical to the function of various F-35 components. Fuel distribution, lubrication systems, and avionics systems all depend on filter manifolds to operate properly.[59]
Filter Element	Components of the engine lubrication filter sub-assembly.[60]
Emergency Equipment	
Automatic Back-Up Unit Automatic Deployment Unit Parachutes Leg Restraint Assembly	Components of the F-35 ejector seat.[61]

Table 1: **Descriptions of Israel-bound military cargo that departed from Oakland between 21 January 2025 - 4 August 2025**[62]

53 "Innovative F-35 Surprisingly Easy to Fly", NBC News (2011).

54 "Unique Integrated System Starts F-35 Engine in Joint Test by Lockheed Martin, Pratt & Whitney", Lockheed Martin.

55 "Actuators and Servo Actuators", Moog Inc.

56 "F-35 Air Technology Overview", Lockheed Martin.

57 "An Insider's View of Options to Fix the F-35's Cooling Crisis", Aviation Week Network (2023).

58 "Liquid Cooling: Thermally Managing Next-Generation Avionics", Aviation Today (2019).

59 "Aerospace Modules/Manifolds", PTI Technologies.

60 Ibid.

61 "US16E For F-35 Lightning II", Martin-Baker and "Martin-Baker Mk US16E Ejection Seat", Martin-Baker.

62 Table 1 highlights selected F-35 components documented in the shipment data to illustrate the breadth of items delivered and their essential role in enabling the aircraft's operations. The complete set of components shipped is broader than those listed here.

Figure 1: **Six highlighted Electro-Optical DAS infrared cameras positioned around the F-35 (top) and the surveillance footage they capture (bottom).**[64]

Figure 2: **A close-up view of an F-35's internal weapons bay. Weapons bay adapters enable the aircraft to carry a range of munitions, including 1,000-lb GBU-32 bombs, within this compartment.**[65]

Departures and Flight Information

Domestic and international routing patterns have been identified for military cargo transiting through Oakland en route to Israel. These shipments typically arrive at OAK's FedEx cargo facility between Monday and Friday and are consolidated into outbound freight flights routed through hubs in other states (e.g., Memphis International Airport [MEM] and Indianapolis International Airport [IND]) before continuing to additional transit points on their way to Israel.

The flights identified as being used for these transfers are **civilian-operated cargo planes**, not military aircraft. While they do not carry passengers, these FedEx Express flights **operate out of a commercial airport shared with public air traffic**, serving the broader Bay Area. This means that military cargo destined for the Israeli Air Force is routinely shipped through infrastructure embedded in **densely populated civilian areas**. Based on the data observed (21 January to 4 August 2025), **shipments departed OAK on multiple days every week**, with only one week limited to a single shipment day.

Table 2 shows the **two most common** OAK-specific flights identified in 2025 as frequently carrying the military cargo destined for Israel.

63 Images retrieved from "'INTO THE COCKPIT': Experience the World's Most Advanced Aircraft", YouTube. Uploaded by Lockheed Martin (19 June 2023).

64 Image retrieved from "F-35 Closer To Carrying Six AIM-120 Missiles Internally", The War Zone (2023). Image source: the United Kingdom's Ministry of Defence.

Flight Number	Approx. Departure Time (PDT)	Days of Operation	Destination
FX1268	~7:00 PM	Monday-Friday*	Memphis, Tennessee
FX1645	~7:00 PM	Monday-Thursday	Indianapolis, Indiana

**Although FX1268 continued to operate on Fridays, no shipments of military cargo were matched to its Friday departures after April 2025.*

Table 2: **Outbound OAK flights identified in 2025 as frequently carrying Israel-bound military cargo**

While most military cargo shipments observed departed OAK between Monday and Friday on these two flights, Friday shipments after April were not consistently matched to a specific recurring flight. Occasional weekend departures were also observed, including flight FX5078 on Saturday mornings, as well as some shipments departing outside the typical 7:00 PM window. Therefore, departures via FX1268 and FX1645 represent the most frequent pattern but do not constitute a comprehensive list of all flights used for such shipments. Other FedEx-operated flights may be used less frequently or on an ad hoc basis depending on logistical needs.

Oakland: A National Node Compared to Other Cities

Data related to Memphis, TN—FedEx Express's global "Superhub" and corporate headquarters—shows thousands of shipments of military cargo originating from across the United States, including Oakland, transiting through its facilities en route to Israel. Analyzing shipments through this hub provides a glimpse into how FedEx commonly routes military cargo in its network, with Memphis serving as its primary hub for international air exports.

To analyze these shipments, detailed route information for a select sample of 500 shipment records was accessed, spanning 1 April to 30 June 2025 and including intermediary stops prior to delivery in Israel. The data (represented in **Figure 3**) **reveals OAK to be one of the main transit locations for such cargo prior to exiting the U.S**.

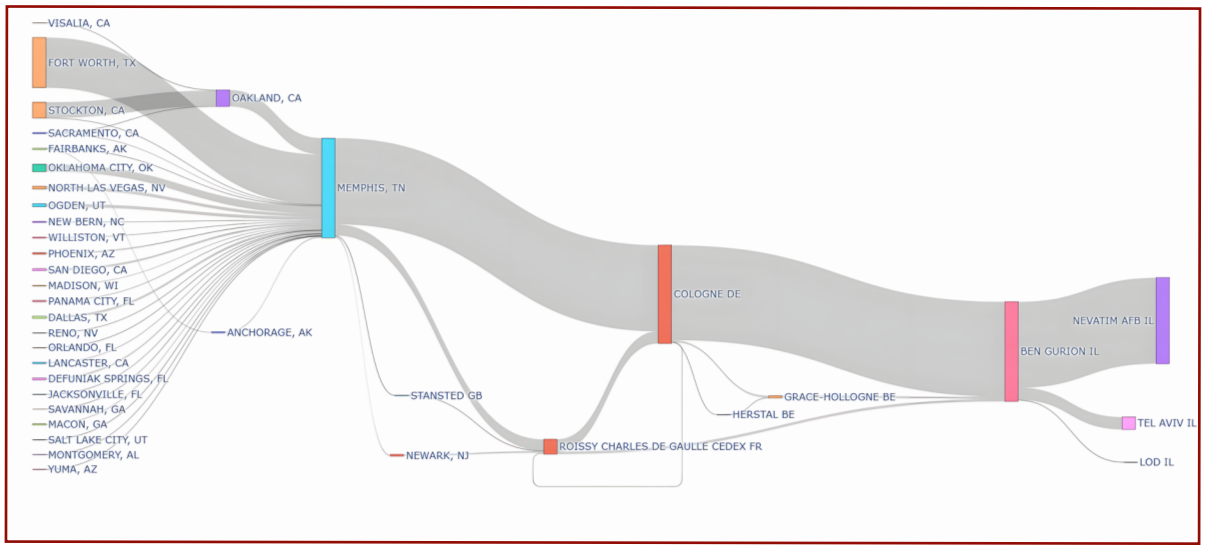

Figure 3: **U.S.-wide flow of Lockheed Martin military goods through MEM to Israel, based on a sample of 500 shipments (1 April 2025–30 June 2025).**

Approximately **16% of shipments** (82 of the 500 observed) transited through OAK before being transferred to other locations en route to Israel. This means, prior to international departure from Memphis, **departures from Oakland represent the second largest share of military cargo shipments to Nevatim and Tel Aviv** from the U.S. in this sample, second only to Fort Worth, Texas—the location of Lockheed Martin's main F-35 production facilities. This suggests that Oakland functions as a critical node in the military cargo supply chain to Israel for Lockheed Martin's F-35 program, serving **as one of the few major and recurring transit locations** for such shipments routed through FedEx's primary global hub.

Conclusion: Oakland Must End Its Complicity in Genocide

The findings presented in this report confirm the **central role OAK has been playing in facilitating military cargo shipments to Israel, particularly in support of its F-35 fighter jet fleet during the ongoing genocide in Gaza**. With at least 280 shipments recorded between 21 January to 4 August 2025 alone—96% of which were marked as bound for Nevatim Airbase specifically—**Oakland has functioned as one of the most consistently active logistical nodes** in the U.S. military supply chain for Israel's F-35 fleet.

The frequency, consistency, and content of these shipments underscore Oakland's role not as a peripheral transit point, but as a **dependable conduit for critical military technologies**. Many of the items shipped to Israel—from bomb racks and weapons bay adapters to sensors and surveillance systems—are the very mechanisms that enable the F-35 to function as a lethal weapon. These components allow the jet to load and release up to 2,000-lb bombs (e.g., using the BRU-68), maintain 360-degree infrared surveillance with sensor system like the Electro-Optical DAS, and deliver precision strikes guided by advanced cockpit navigation, communications, and display units. **Without these parts, the F-35 cannot fly its missions, target, or fire.**

These exact systems have been deployed in Israeli airstrikes on Gaza—for example, on 13 July 2024, when Israel used F-35 jets to drop three 2000-lb bombs on Al-Mawasi, killing at least 90 people.[65, 66]

Given that the shipment patterns documented in this report have been **observed since at least early 2024**, and considering the scale, regularity, and nature of OAK's involvement in sustaining the operational capacity of the Israeli Air Force—OAK cannot be viewed as neutral or insignificant. These shipments are coordinated through Lockheed Martin, the Joint Program Office, the Defense Logistics Agency, and FedEx's global routing network, but **they rely on Oakland International Airport** as a key and recurring transfer point. It represents a striking example of **civilian infrastructure being used** to sustain and enable a military campaign that leading human rights organizations have described as genocide under the Genocide Convention.[67, 68, 69]

If these shipments go unchallenged, so does Israel's genocidal campaign against Gaza. **Accountability requires that these supply chains be exposed, questioned, and addressed** in compliance with international humanitarian law, the U.S. Leahy Law prohibiting

65 "Over 230 Global Organizations Demand Governments Producing F-35 Jets Stop Arming Israel", Amnesty International (2025).

66 "'Buried alive under the sand': How British Weapons Killed Palestinians", Declassified UK (2025).

67 "Israel's Crime of Extermination: Acts of Genocide in Gaza", Human Rights Watch (2024).

68 "Amnesty International Concludes Israel Is Committing Genocide Against Palestinians in Gaza", Amnesty International (2024).

69 "The Unfolding Genocide Against the Palestinians Must Stop Immediately", International Federation for Human Rights (2023).

aid to foreign forces committing gross human rights abuses,[70] and the Genocide Convention, to which the U.S. is a party.

Oakland, as a key and recurring site of these transfers, must be placed at the center of this conversation. The evidence presented here places an urgent responsibility on civil society, labor, and local institutions to confront the complicity embedded in this infrastructure—both in honor of Oakland's long-standing legacy of anti-war and anti-apartheid organizing, including the ILWU Local 10's principled refusal to handle military cargo bound for Israel,[71] and in accordance with its obligations under international and domestic human rights frameworks.

Taken together, the evidence demonstrates beyond a reasonable doubt that military cargo being shipped out of OAK has been used by the Israeli Air Force to carry out airstrikes and support the genocide in Gaza. Responsibility to end this complicity now rests with the people and institutions of Oakland.

70 "About the Leahy Law", U.S. Department of State.

71 "Dockworkers Push Union Resolution to Block Shipment of Israeli Military Cargo", Truthout (2024) and "Local 10 Caucus Resolution on the war in Gaza and in the West Bank", ILWU Local 10 (2024).

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