



**URGENT
BRIEFING**

THE WEAPONS WAREHOUSE ARMING THE GAZA GENOCIDE





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The vast majority of all U.S. military sea cargo sold to the Israeli Ministry of Defense (IMOD) passes through a single warehouse in Jersey City, NJ. Located at 1A Colony Road and owned by Interglobal Forwarding Services (IFS), this facility handles over 1,000 tons of IDF-bound military cargo every week.

According to public bill of lading data, everything that enters and exits this warehouse is bound for the Israeli Military. IFS has handled at least **878 tons of sea cargo per week** in 2025, as well as handling an estimated **263-525 tons per week of air cargo.**

This warehouse is effectively an overseas logistics department of the IMOD. It ships military cargo and coordinates U.S. Military transport for large amounts of ammunition when required, working hand in hand with the Israeli procurement office for weaponry in the U.S. — the IMOD Mission purchasing office, located at the Israeli Consulate at 800 2nd Ave in New York.



Sea Cargo

91 percent of sea exports that don't touch a US Military base pass through the IFS warehouse. It is the default location for any export of military goods to Israel: according to the IMOD,¹ all cargo ordered by IMOD must be directed to IFS (with exception).

Key exceptions, when IMOD military cargo does not flow through IFS, include:

- **Large quantities of ammunition:** usually, the U.S. Military ships direct to Israel — usually either via airlift at an Air Mobility Command, or through Military Ocean Terminal Sunny Point (MOTSU) in North Carolina.² These shipments can both be direct transfer from the U.S. Military to IMOD through arms deals, or special procurements by the IMOD, shipments for which IFS has historically chartered and arranged, both out of MOTSU and Dover Air Force Base.³
- **Prime contractor shipping:** Major weapons contractors, such as Lockheed Martin, General Dynamics, and RTX, or the U.S. Government itself typically deliver to IMOD either via commercial air cargo (for spare aircraft parts⁴ and smaller explosives deliveries⁵) or a chartered sealift or airlift done by the US Military (see first exception above).
- **Supply to Israeli companies:** although IFS does handle some IMI and Rafael shipments, most Israeli companies such as Elbit Systems have their own system of shipping and procurement outside of IMOD, as well as their own routes.
- **Heavy shipments:** When an individual shipment exceeds 6,500 tons, IFS will arrange for other warehouses to handle excess cargo.

¹ Per IMOD's own [website](#): "Following is the required marking for each piece of the shipment: Ship to: GOI /MOD c/o G&B Packing Company, Inc. 1A Colony Road Jersey City, NJ 07305" for all shipments from the U.S. procured by the IMOD.

² See the Palestinian Youth Movement (PYM) [report](#) on the MV Sagamore, which has delivered MK-84 bombs to IMOD via MOTSU at least twice.

³ According to a 2015 pamphlet by G&B Packing, the sister company of IFS, IFS had chartered a "full ocean vessel for explosives through Military Ocean Terminal Sunny Point" and "Coordinated chartered monthly military aircraft out of Dover Air Force Base".

⁴ See PYM [report](#) on F-35 program spare parts program via Fort Worth and Oakland airports.

⁵ In May 2025, 14 tons of nitrocellulose (a TNT equivalent) were [shipped](#) out of JFK to Israel.



Shipment Contents

In 2025, the shipments follow a general pattern. On weekly Maersk vessels, heavy cargo, like steel armored plates, boots, helmets, Merkava tank parts, and armored and unarmored cars,⁶ travel from the IFS warehouse to Port Newark–Elizabeth Marine Terminal, where they are loaded onto a Maersk vessel on the [MECL](#) line, dropped off in Tangier, Morocco, and picked up by another Maersk vessel on the [Med Loop C](#) to be taken to Haifa.

Occasionally IMOD (through IFS) charts ZIM vessels to make special ammo trips (e.g., ZIM VIRGINIA on 1/28/25 and 8/17/25 and ZIM ASIA on 3/28/25). These vessels travel directly from Newark to Israel, rather than trans-shipping in Tangier like the weekly Maersk ships. The warehouse seems to have a capacity of 6,000 tons, as this is the largest observed cargo shipment out of IFS. These shipments have delivered thousands of MK-84 bomb bodies, HEMTTs and FMTV's, armored personnel carrier hulls, artillery vehicles, and 364 tons of highly explosive smokeless powder.

IFS also handles shipments for Israeli Military Industries (IMI) and Rafael Advanced Systems. In 2025, there were 5 shipments to IMI, all of which were redacted but one containing 340 tons of rifle ammunition⁷:

*AES X20250108546506 SHIPPERS LOAD AND COUNT 400
SKID(S) SL AC HAZARDOUS CARGO 400 SKDS @4DRUMS EA
PLT@12,500 RND UN0012, CARTRIDGES, SMALL ARMS 1.4S HS
CODE 9306.30 400 TOTALS*

Raw Bill of Lading Description

⁶ Prior to November 2024, these Maersk shipments contained Oshkosh HEMTT's, Namer Tank Hulls, MK-84 bomb bodies, bullet core, along with many redacted entries. After international outrage over Maersk shipping weapons and [violating](#) the Spanish arms embargo by trans-shipping through Algeciras, many of the weapons shipments moved over to the more infrequent ZIM trips.

⁷ Estimated weight, based on weight per cartridge matching the 5.56 cartridge for the Tavor X95, the standard-issue Israeli rifle.



Air Cargo

While IFS does not handle all military air cargo going to Israel, there is evidence that it handles a significant share thereof.

A former employee of IFS states on his LinkedIn profile that the warehouse handled “5–10 pallets of air cargo a day” in 2015 for IMOD. Assuming the pallets are loaded to max capacity, this comes out to 263 to 525 tons per week.⁸

According to U.S. Census Data, JFK Airport is the largest port of exit of HS Code 93 (Arms and Ammunition) exports to Israel, handling 40 percent by weight. While it cannot be confirmed that IFS is responsible for this figure (as air cargo data is not publicly available like sea cargo), IFS has been seen to ship explosives through JFK before, thanks to a Freedom of Information request in Belgium by Vredesactie.⁹

700 JFK 7413 4244		Shipper's Account Number		700-74134244	
Shipper's Name and Address		Shipper's Account Number		Not Negotiable	
INTERGLOBAL FORWARDING SERVICES INC 1A COLONY ROAD JERSEY CITY NJ 07305 22-2443386				CAL CARGO AIRLINES LTD C/O LUFTHANSA BUILDING 261 JFK INTL AIRPORT JAMAICA NY TEL. NO. :	
Consignee's Name and Address		Consignee's Account Number		Copies 1, 2 and 3 of this Air Waybill are originals and have the same validity	
GOVERNMENT OF ISRAEL, M. MISRAD HABITACHON HAKIRYA KAPLAN ST, TEL AVIV, ISRAEL 500100581				It is agreed that the goods described herein are accepted in apparent good order and condition (except as noted) for carriage SUBJECT TO THE CONDITIONS OF THE CONTRACT ON THE REVERSE HEREOF. ALL GOODS MAY BE CARRIED BY ANY OTHER MEANS INCLUDING ROAD HEREON BY THE SHIPPER, AND SHIPPER AGREES THAT THE SHIPMENT MAY BE CARRIED VIA INTERMEDIATE STOPPING PLACES WHICH THE CARRIER DEEMS APPROPRIATE. THE SHIPPER'S ATTENTION IS DRAWN TO THE NOTICE CONCERNING CARRIER'S LIMITATION OF LIABILITY. Shipper may increase such limitation of liability by declaring a higher value for carriage and paying supplemental charge if required.	
Issuing Carrier's Agent Name and City		Accounting Information		DATE 27 FEB 24	
INTERGLOBAL FORWARDING SERVICES, INC 1A COLONY ROAD JERSEY CITY, NJ 07305		FILE# 01NJAE24671771 FLT # 0522 SHP REF 01NJAE24671770		BILL IFS001	
Agent's IATA Code		Account No.			
0119839012/					
Airport of Departure (Addr. of First Carrier) and Requested Routing		Prepared by		Additional Shipping Information	
J.F. KENNEDY AIRPORT		LINA			
To By First Carrier		To By		To By	
TLV C.A.L. CARGO AIR LIN					
Airport of Destination		Requested Flight/Date		Amount of Insurance	
BEN GURION AIRPORT		0522/27		XXX	
Handling Information		DANGEROUS GOODS AS PER ASSOCIATED SHIPPER'S DECLARATION CARGO AIRCRAFT ONLY		Diversions contrary to U.S. law prohibited	
LOT # E002938 DEST: AA HAWB# 178436 PO# 4441023630		P.O. BOX 7022, TEL AVIV, ISRAEL		DIMS: 3058X12X5	
These commodities, technology or software were exported from the United States in accordance with the Export Administration Regulations. Ultimate destination ISRAEL					
No. of Pieces	Gross Weight	kg	Class	Commodity Item No.	Chargeable Weight
3	35.3	K	M		35.5
ECCNS: 9A610.					
Rate		Total		Nature and Quantity of Goods (incl. Dimensions or Volume)	
Charge		143.00		UN0257 FUZES, DETONATING CLASS 1.4B, P/I:141 EX-2021056000 ATTACHED HS#3603.20	

Copy of Air Waybill for Detonating Fuses, sent from IFS

⁸ A standard air cargo PMC pallet has a maximum capacity of 7.5 tons. Assuming pallets are loaded to max capacity, 5–10 pallets a day comes out to 37.5–75 tons a day.

⁹ See the March 2024 [report](#), Belgian arms exports to Israel: The discrepancy between words and deeds in export control policy. Most flights analyzed were Challenge Airlines, an Israeli operator that runs multiple flights every week from JFK airport.

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