



CARGO COMPLICITY **MAERSK'S ROLE IN FACILITATING EXPORTS FROM ILLEGAL ISRAELI SETTLEMENTS TO THE U.S.**

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PALESTINIAN
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حركة
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Image: Truck bed carrying a Maersk shipping container in Beit Hagai, an illegal West Bank settlement. July 2024.

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Executive Summary

This report is the first in a series that investigates the role of global logistics corporation **A.P. Møller – Mærsk** (referred to here as **Maersk**) in **sustaining and expanding Israeli settler control over illegally occupied Palestinian and Syrian territories**.

Our analysis of thousands of Maersk shipments to the U.S. reveals that **Maersk facilitates exports from illegal settlements on behalf of businesses operating within them**.

Findings include shipments listing addresses of **illegal settlements in the occupied West Bank (including East Jerusalem)** and the **Syrian Golan Heights** directly on bills of lading. Examples include deliveries on behalf of **Israel Aerospace Industries (IAI)** and **G&T Industries**, which were directly retrieved from an illegal settlement. Shipments were also found to be delivered on behalf of businesses reported in the **UN Office of the High Commissioner for Human Rights (UN OHCHR) database**^{1,2}, such as **Ofertex Industries** and **Twitoplast**, described as having “directly and indirectly enabled, facilitated, and profited from the construction and growth of the settlements.”³ These companies are part of a larger network of businesses operating in settlements—across textile, manufacturing, military, and agricultural sectors—for which Maersk has facilitated shipments.

The full list of businesses in this report underscores **Maersk’s active role in supporting companies that enable the establishment, preservation, and advancement of illegal settlement economies and infrastructure that are in violation of international law**.

With a limited scope **focused only on U.S. imports via Maersk vessels**, this report offers **compelling evidence of complicity** by providing a glimpse of Maersk’s extensive involvement in settlement activities.

*The Mask Off Maersk campaign invites anonymous submissions of data or leads. Contact us at **maerskmaskoff@proton.me***

¹ “Database of all business enterprises involved in the activities detailed in paragraph 96 of the report of the independent international fact-finding mission to investigate the implications of the Israeli settlements on the civil, political, economic, social and cultural rights of the Palestinian people throughout the Occupied Palestinian Territory, including East Jerusalem”, United Nations Human Rights Office of the High Commissioner (2020).

² “OHCHR update of database of all business enterprises involved in the activities detailed in paragraph 96 of the report of the independent international fact-finding mission to investigate the implications of the Israeli settlements on the civil, political, economic, social and cultural rights of the Palestinian people throughout the Occupied Palestinian Territory, including East Jerusalem”, United Nations Human Rights Office of the High Commissioner (2023).

³ “Report of the independent international fact-finding mission to investigate the implications of the Israeli settlements on the civil, political, economic, social and cultural rights of the Palestinian people throughout the Occupied Palestinian Territory, including East Jerusalem”, United Nations Human Rights Council (2013).



The illegal settlement of Maale Adumim in the Occupied West Bank. 28 January 2020. (Lior Mizrahi/Getty)

Approach

The following research highlights evidence of **Maersk's facilitation of shipments from companies operating in illegal settlements**, including shipments originating directly from illegal settlements in occupied Palestinian and Syrian territories. A **bill of lading** is the contract between a carrier company like Maersk and its clients, and can provide crucial details about sea freight shipments. This includes the shipper address, place of receipt, and descriptions of cargo. **This investigation analyzed thousands of data points from publicly available bill of lading records to identify connections between Maersk and illegal settlement activity.**

The scope of the data is limited to **imports into the United States via Maersk vessels⁴ between 20 February 2019 and 8 November 2024** and therefore it should be noted that shipments to other countries were excluded from this analysis. Shipments using freight forwarding to obscure shipment details were also not specifically sought out, and may be underrepresented in the analysis. Consequently, **the evidence presented here represents only a fraction of Maersk's potential activity involving illegally occupied territories.** Rather than serving as a comprehensive account, these findings should be viewed as an indication of a broader pattern of Maersk's involvement in the export of goods for companies operating within illegal settlements.

⁴ This includes Maersk-operated or owned vessels that transported cargo during any stage of the journey from Israeli ports to the U.S.

The flagged shipments were separated into **three categories**, with some overlap between categories 1 and 2:

CATEGORY 1: Shipments from companies in the **UN OHCHR database of businesses involved in activities related to illegal settlements** published in 2020 and revised in 2023. Maersk shipments included here are shipments from such companies originating from Israeli ports.

CATEGORY 2: Shipments from **companies excluded from the UN OHCHR list** but with **bills of lading that directly reference addresses in illegal settlements**, implicating Maersk in the supply chain of operations in such settlements. These references could be present in the shipper address, place of receipt, or notify party address, directly indicative of operations in illegal settlements.

CATEGORY 3: Shipments from **companies associated with illegal settlement activities that are not included in the UN OHCHR list and do not include direct references to settlements in bills of lading for their shipments**. Their involvement in settlement activity is documented by non-governmental organizations and independent research centers, such as Who Profits Research Center (referred to here as Who Profits).⁵

The following section presents our initial findings, organized by each company we reviewed. Each review provides a summary of the company, its connection to illegal settlements, and the evidence linking Maersk to the facilitation of the company's exports to the United States. A full list of settlements that were directly identified on bills of lading related to this report can be found in **Appendix I**.

⁵ "[Who Profits Database of Complicit Companies](#)", Who Profits.

Findings

CATEGORY 1: Shipments from Companies Listed in UN OHCHR Database

The following describes a list of shipments on behalf of **companies listed on the UN OHCHR database of businesses involved in activities related to illegal settlements** revised in 2023, and originally published in 2020. The breakdown of the primary ports of lading for these shipments can be found in **Appendix II**.

COMASCO LTD.

Company background: Comasco Ltd. is an Israeli company that distributes construction and agricultural machinery. Comasco has contracts with the Israeli Ministry of Defense⁶ and has been listed by British construction equipment manufacturer JC Bamford Excavators (JCB) since 1966.⁷ JCB's equipment is sold to the Israeli Ministry of Defense through Comasco, which also provides maintenance services for JCB equipment at military bases. JCB backhoe loaders have been used by the Israeli military in demolitions of Palestinian homes and property in the occupied West Bank. JCB equipment has also been used in the construction of walls and checkpoints in the occupied West Bank and around the Gaza Strip.⁸

Maersk involvement: On 28 July 2023, the LARS MAERSK transported crane parts on behalf of Comasco that were unladed in Newark, NJ after having been laded in Tangier, Morocco.

⁶ ["JCB Off Track: Evading responsibility for human rights violations committed with JCB machines in the Occupied Palestinian Territories"](#), Amnesty International (2021).

⁷ ["Comasco's History"](#), Comasco.

⁸ ["JCB \(JC Bamford Excavators\)"](#), Who Profits.

EXTAL LTD.

Company background: Extal Ltd. is a private company that develops and markets aluminum solutions for industrial, construction, defense, and automotive sectors. According to its website (as of December 2024), this includes partnerships with Israeli weapons manufacturers, such as Israel Aerospace Industries and Rafael Advanced Defense Systems. Extal operates out of the Mishor Adumim Industrial Zone, located in the illegal Ma'ale Adumim settlement in the occupied West Bank.⁹

Maersk involvement: On 29 April 2019, MAERSK DENVER shipped over 82,000 lbs of aluminum material on behalf of Extal Ltd. to Newark, NJ, after being laded in Algeciras, Spain. The bill of lading lists Ma'ale Edumim (also spelled Maale Edumim or Maale Adumim) in the shipper address.¹⁰

OFERTEX INDUSTRIES (1997) LTD.

Company background: Ofertex Industries (1997) Ltd. (also operating as Ofertex Textile Recreation) is a family-owned textile company, operating its main manufacturing facility in the illegal Barkan Industrial Zone in the West Bank. It specializes in supplying textile products, such as washcloths, bath and kitchen mats, and emergency blankets.¹¹ In the 2012 report *Trading Away Peace: How Europe Helps Sustain Illegal Israeli Settlements*, Ofertex was also listed as a manufacturing company based in settlement industrial zones that exports products to Europe.¹² Between 2008 and 2013, Ofertex faced lawsuits from Palestinian laborers on the basis of labor exploitation.¹³ In the United States, the company operates as Ofertex Corporation in Ladson, SC and Hollywood, FL.

Maersk involvement: From 31 January 2021 to 15 June 2024, Maersk delivered at least five shipments to the U.S. for Ofertex Industries. The bills of lading include Ofertex's address in the Barkan Industrial Zone in the shipper address.

⁹ ["EXTAL Innovative Aluminum Solutions in Construction, Industry, Defense, and Automotive Worldwide"](#), Extal ([Archived](#)).

¹⁰ Two bills of lading were analyzed corresponding to the 29 April 2019 shipment for Extal Ltd: a house bill of lading, which is typically issued by a freight forwarder or Non-Vessel Operating Common Carriers (NVOCCs), and a master bill of lading, which is usually issued by the carrier or shipping line. Both bills of lading appear to be referring to the same shipment and contain Maersk's carrier code (MAEU). A notable difference between the two is that the shipper address in the house bill of lading includes a street name and directly lists the illegal settlement Maale Edumim in the West Bank. However, in the master bill of lading, the shipper address references the same street, but records Jerusalem as the city instead of Maale Edumim.

¹¹ ["About Ofertex"](#), Ofertex ([Archived](#)).

¹² ["Trading Away Peace: How Europe helps sustain illegal Israeli settlements"](#), International Federation for Human Rights (2012).

¹³ ["Non-Enforcement of the Law on Israeli Employers in the Occupied Territories: A Selective List of Israeli Companies Violating Palestinian Workers' Rights"](#), Kav LaOved (Worker's Hotline) (2013).

TWITOPLAST LTD.

Company background: Twistoplast Ltd. is a private company that primarily manufactures plastic accessories for air conditioners and aluminum air grills.¹⁴ It is headquartered in Petah Tikva and operates in the illegal Barkan Industrial Zone in the West Bank.¹⁵ Similar to Ofertex, Twistoplast was also listed in the aforementioned 2012 report as a company based in settlement industrial zones that exports products to Europe.

Maersk involvement: From 26 October 2019 to 8 September 2023, Maersk carried out at least three shipments for Twistoplast, all of which were unladed in Newark, NJ. While Petah Tikva is listed in the shipper address, the most recent delivery was received by Maersk in Barkan (as indicated by the place of receipt in the bill of lading) and transited through Tangier, Morocco. This suggests that Maersk not only shipped cargo on behalf of this company operating in an illegal settlement, but also coordinated the full intermodal transport of these goods from settlement to port to the U.S. The other two shipments were received in Ashdod and transited through the Port of Algeciras, Spain.

The table below contains a list of the **Maersk vessels** identified to have carried shipments for UN OHCHR listed companies in Category 1.

Table 1. Maersk vessels involved in shipments for companies listed in the UN OHCHR database.

Maersk Vessel	IMO Number	Companies Involved in Shipments
LARS MAERSK	9294379	Comasco
LAURA MAERSK*	9190731	Ofertex
LEDA MAERSK	9190755	Twitoplast
LEXA MAERSK	9190767	Twitoplast
MAERSK BATAM	9355331	Twitoplast†
MAERSK DAKAR†	9302449	Ofertex
MAERSK DENVER	9332999	Extal‡
MAERSK KANSAS	9311701	Ofertex
MAERSK SENANG	9315240	Ofertex
MAERSK SERANGOON	9315214	Ofertex

* Renamed to LOUIS MAERSK in 2021.

† As of June 2024, MAERSK DAKAR (IMO number 9302449) was renamed MSC EAGLE III and has been sailing under the flag of Liberia. Maersk remained the carrier for the associated Ofertex shipment throughout this month.

‡ Shipments occurred before release of the UN OHCHR's 2020 report.

¹⁴ "About Us", Twitoplast.

¹⁵ "Israel's West Bank businesses face growing pressure to uproot", Reuters (2016) (Archived).

CATEGORY 2: Shipments with Direct References to Illegal Settlements in Bills of Lading

The following list describes **companies with settlements directly listed in their associated bills of lading for shipments facilitated by Maersk**. The breakdown of the ports of lading for these shipments can be found in **Appendix II**.

EXTAL LTD. see page 5

G&T INDUSTRIES & COMMERCE LTD.

Company background: G&T Industries & Commerce is an Israeli company that manufactures a range of metal products, including steel, stainless steel, and aluminum. According to the company website (as of December 2024), their products are developed for both civilian and military sectors, and their clients include the Israeli Ministry of Defense, Israel Aerospace Industries, and Elbit Systems. This company has offices in Tel Aviv and their factory operates in the illegal Karnei Shomron industrial area in the West Bank.¹⁶

Maersk involvement: On 15 July 2022, Maersk transported vehicle parts on behalf of G&T Industries & Commerce, which were laded onto the MAERSK SELETAR in Algeciras, Spain and unladed in Newark, NJ. The consignee is the Defense Distribution Depot Susquehanna in New Cumberland, PA, which is a Defense Logistics Agency-managed installation that distributes military and commercial supplies to the U.S. military and other countries.¹⁷ Both the shipper address and the place of receipt in the bill of lading for this shipment list the illegal Karnei Shomron settlement. This suggests that Maersk not only shipped cargo on behalf of this company operating in an illegal settlement, but also coordinated the full intermodal transport of these goods from settlement to port to the US.

¹⁶ “[Metal Processing](#)”, G&T Industries & Commerce ([Archived](#)).

¹⁷ “[DLA Distribution Susquehanna, PA](#)”, Defense Logistics Agency (DLA).

GREEN NETS FOR AGRICULTURE LTD.

Company background: Green Nets for Agriculture Ltd., also known as GreenNets, is a company specializing in the development and manufacture of agricultural netting solutions.¹⁸ While its operations in occupied territories are not widely publicized, bills of lading for its shipments via Maersk vessels contain addresses for the company in illegal settlements.

Maersk involvement: Between 22 May 2020 and 26 November 2023, Maersk delivered seven shipments on behalf of Green Nets. Five of the bills of lading reference the illegal Yafit settlement in the West Bank in the company's shipper address. There is also one bill of lading which lists the company's name under 'Notify Party 1' with the address attributed to it being Yair Azulay Farm, located in the illegal Tomer settlement in the West Bank.

ISM MAGEN GOLDMAN SAFES ENCLOSURE LTD.

Company background: ISM Magen Goldman Safes Enclosure Ltd. is an Israeli manufacturer of security products such as safes and vaults. It is headquartered in the illegal Barkan Industrial Zone in the occupied West Bank.¹⁹

Maersk involvement: On 18 February 2024, Maersk transported cargo for this company to ISM Safes USA in Hayward, CA, with the cargo being unladed in Oakland, CA. This shipment listed the illegal Barkan Industrial Zone in the bill of lading shipper address.

ISRAEL AEROSPACE INDUSTRIES

Company background: Israel Aerospace Industries is Israel's major public aerospace and aviation manufacturer which produces military and civilian aerial parts and vessels.²⁰ This involves but is not limited to the production of F-35 wing sets and skins in partnership with Lockheed Martin.^{21,22}

¹⁸ "[GreenNets](#)", GreenNets Agricultural Nets.

¹⁹ "[About Us](#)", ISM Magen Goldman ([Archived](#)).

²⁰ "[Company Profile](#)", Israel Aerospace Industries.

²¹ "[IAI Inaugurates New Line for F-35 Wing Skins](#)", Lockheed Martin (2018).

²² "[IAI delivered the 10th F-35 Fighter outer wing ship-set to Lockheed Martin](#)", Israel Aerospace Industries (2016).

ISRAEL AEROSPACE INDUSTRIES

Maersk involvement: On 4 June 2024, the MAERSK DETROIT shipped a container of aircraft parts to Newark, NJ, having transited through Algeciras, Spain. The place of receipt listed in the bill of lading for this shipment is the illegal settlement Karnei Shomron. The consignee was the Defense Distribution Depot Susquehanna in New Cumberland, PA. Since Israel Aerospace Industries is a client of G&T Industries & Commerce, which operates in Karnei Shomron, it is possible that this shipment could be connected to this relationship.

KINGDOM OF HALVA AND TAHINI 2013

Company background: Kingdom of Halva and Tahini is a sweet boutique store based in Mishor Adumim, an illegal settlement in the West Bank.²³

Maersk involvement: On 5 July 2023, the MAERSK SENANG transported nine pallets of halva and tahini from this company to Miami, FL, having transited through Valencia, Spain. The shipper address in the bill of lading references the company's address in Mishor Adumim (transliterated as "Mishor Adomin").

MAPAL COOPERATIVE SOCIETY

Company background: Mapal Cooperative Society is a manufacturer that produces polypropylene and polyethylene rolls and sheets. It is based in the illegal settlement Mevo Hama in the occupied Syrian Golan Heights.²⁴

Maersk involvement: Between 10 April 2020 and 10 December 2022, four shipments via Maersk vessels—totaling about 342,000 lbs—arrived in the U.S. after transiting through Algeciras, Spain. The bills of lading for each of these shipments list the illegal Mevo Hama settlement in the shipper address.²⁵

²³ "Our Story", Kingdom of Halva and Tahini and "Contact Us", Kingdom of Halva and Tahini ([Archived](#)).

²⁴ "About Us", Mapal Plastics ([Archived](#)) and "Mapal Agricultural Cooperative Society Ltd.", Dun & Bradstreet ([Archived](#)).

²⁵ The earliest bill of lading references Mevo Hama and the same zip code (corresponding to the occupied Syrian Golan) as the other bills of lading, but also references the city of Haifa in that particular shipper address. It is unclear why this is the case.

MAYA FOOD INDUSTRIES MTM LTD.

Company background: Maya Foods specializes in the production and distribution of a wide range of food products. The company caters to ultra-Orthodox religious consumers with strict kosher standards. Maya Foods regularly exports to the U.S. and is a wholesale supplier for multiple supplement and candy companies. As of December 2024, their website lists their address in Mishor Adumim, located in the occupied West Bank.²⁶

Maersk involvement: On 13 September 2021, MAERSK SENANG delivered a shipment from Maya Food Industries to Miami, FL, after transiting through Valencia, Spain. The bill of lading included the illegal settlement of Mishor Adumim (transliterated as “Mishor Adomin”) in the shipper address.

OFERTEX INDUSTRIES (1997) LTD. see page 5

PSAGOT WINERY LTD.

Company background: Psagot Winery is a privately owned company located in the illegal Sha’ar Binyamin Industrial Zone in the West Bank. It moved to this location in 2020 from its previous headquarters in the illegal Psagot settlement (also in the West Bank). The company maintains vineyards in other West Bank settlements, including Kida, Gush Etzion, Alon Moreh, and Har Bracha.²⁷ Since 2019, Psagot Winery has challenged EU ethical consumption laws requiring product origin labels to indicate origination from illegal settlements.²⁸

Maersk involvement: On 19 April 2022 and 17 March 2024, Maersk delivered cargo from Psagot Winery to Newark, NJ. The shipper address in both of the bills of lading for these shipments lists the illegal settlement Psagot, which is a part of the Binyamin Regional Council in the occupied West Bank.

²⁶ “[About Maya](#)”, Maya Food Industries M.T.M LTD ([Archived](#)).

²⁷ “[Psagot Winery](#)”, Who Profits ([Archived](#)).

²⁸ “[EU legal opinion likens Israeli wine to apartheid South Africa goods](#)”, *Electronic Intifada* (2019).

RODITMAN ENGINEERING LTD.

Company background: Roditman Engineering Ltd., based in Petah Tikva, specializes in manufacturing ventilation, heating, air conditioning, and related products. They primarily supply these products to Flare Fireplaces LLC, located in Texas.²⁹

Maersk involvement: On 2 April 2023 and 13 April 2023, two shipments of fireplaces from Roditman Engineering were delivered to Houston, TX, having used Maersk vessels and logistics for part of their transportation to the U.S. The shipper addresses in both of the bills of lading reference Barkan—an illegal settlement in the occupied West Bank.

ROTEM AMFERT NEGEV LTD./ICL ROTEM

Company background: Rotem Amfert Negev, now operating as ICL Rotem, is a subsidiary of ICL Group Ltd. that specializes in phosphate mining and processing in the Negev desert region. While the parent company has been implicated in settlement enterprises and services,³⁰ it is unclear how ICL Rotem operates in occupied Palestinian territories. However, bills of lading for shipments on behalf of this company list the illegal Mishor Adumim settlement in the West Bank in the shipper address, which implicate this subsidiary's operations in illegal settlements.

Maersk involvement: At least 539 shipments, totaling over 73 million lbs of fertilizer and related products, were sent to the U.S. for ICL Rotem via Maersk vessels—four of which listed the illegal West Bank settlement Mishor Adumim in the shipper address. Each of these shipments were laded in Algeciras, Spain. The shipments that arrived on 19 March 2021 and 23 April 2021 were unladed in Newark, NJ, and the two shipments that arrived on 5 November 2020 were unladed in Houston, TX.

²⁹ Obtained from import/export data.

³⁰ "[ICL Group Ltd.](#)" Who Profits ([Archived](#)).

TIREHALALI LTD.

Company background: Tirehalali is a tire supplier based in the illegal settlement of Gilo in occupied East Jerusalem.³¹

Maersk involvement: Two Maersk vessels transported a total of over 83,000 lbs of goods from Tirehalali to the U.S. across two dates: 20 August 2020 and 27 August 2021. Shipments were transported to Savannah, GA and Philadelphia, PA. The shipper address in both of the bills of lading references Har Homa, an illegal settlement in occupied East Jerusalem.

TWITOPLAST LTD. see page 6

TOP GREENHOUSES LTD.

Company background: Top Greenhouses is an Israeli company that designs, produces, and markets greenhouses to its clients. It has a facility in Ariel, an illegal settlement in the occupied West Bank, adjacent to the illegal Barkan Industrial Zone.³²

Maersk involvement: On 12 July 2019 and 18 August 2019, cargo for Top Greenhouses was delivered to Newark, NJ, using Maersk vessels and logistics for part of their journey to the U.S. The shipper address in both of the bills of lading references Barkan—an illegal settlement in the occupied West Bank.

Table 2 below contains a list of the Maersk vessels identified to have carried the shipments described in **CATEGORY 2**. This means that these vessels carried shipments where illegal settlements were referenced in the bills of lading.

³¹ Obtained from import/export data.

³² “[Top Greenhouses](#)”, Who Profits ([Archived](#)).

Table 2. Maersk vessels that delivered shipments with illegal settlements in bills of lading.

Maersk Vessel	IMO Number	Companies Involved in Shipments
GERD MAERSK	9320245	Green Nets For Agriculture
GERNER MAERSK	9359002	Green Nets For Agriculture
LARS MAERSK	9294379	Mapal Cooperative Society
LAURA MAERSK*	9190731	Ofertex
LAUST MAERSK	9190743	Psagot Winery
LEDA MAERSK	9190755	Green Nets For Agriculture, Rotem Amfert Negev
LEXA MAERSK	9190767	Green Nets For Agriculture, Mapal Cooperative Society, Twitoplast
LICA MAERSK	9190779	Green Nets For Agriculture, ISM Magen Goldman Safes Enclosure, Rotem Amfert Negev
LUNA MAERSK	9190781	Green Nets For Agriculture
MAERSK ATLANTA	9348649	Tirehalali
MAERSK BATUR	9402029	Top Greenhouses
MAERSK BULAN	9355343	Top Greenhouses
MAERSK DAKAR†	9302449	Ofertex
MAERSK DENVER	9332999	Extal
MAERSK DETROIT	9333034	Israel Aerospace Industries
MAERSK HARTFORD	9333008	Mapal Cooperative Society
MAERSK KANSAS	9311701	Ofertex
MAERSK NEWBURY	9231470	Tirehalali
MAERSK PITTSBURGH	9342176	Roditman Engineering
MAERSK SEBAROK	9315238	Rotem Amfert Negev
MAERSK SELETAR	9315197	G&T Industries & Commerce
MAERSK SEMBAWANG	9315226	Green Nets For Agriculture
MAERSK SENANG	9315240	Kingdom Of Halva And Tahini, Maya Food Industries, Ofertex
MAERSK SENTOSA	9315202	Roditman Engineering
MAERSK SERANGOON	9315214	Ofertex

* Renamed to LOUIS MAERSK in 2021.

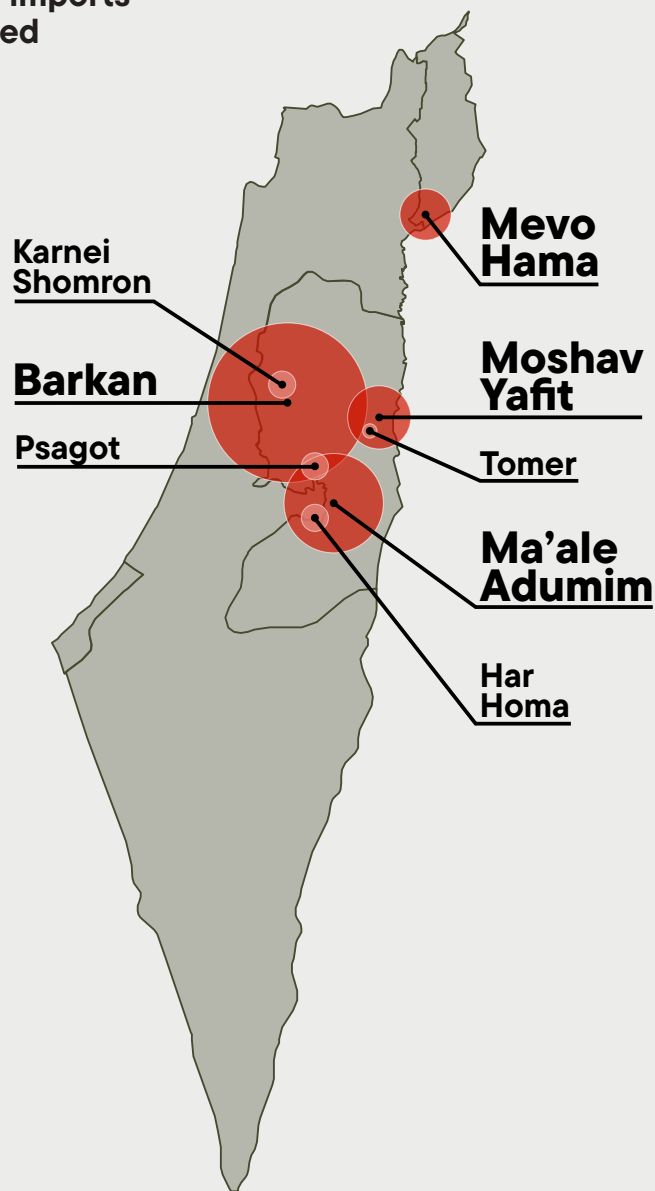
† As of June 2024, MAERSK DAKAR (IMO number 9302449) was renamed MSC EAGLE III and has been sailing under the flag of Liberia. Maersk remained the carrier for the associated Ofertex shipment throughout this month.

Figure 1 below is a **map of settlements** implicated in **CATEGORY 2** of this report. Most of the settlements from which Maersk has facilitated shipments are located in the **West Bank** (including East Jerusalem), with an additional settlement identified in the occupied **Syrian Golan** (Mevo Hama). In all areas with illegal Israeli settlements, Maersk has facilitated shipments that contribute to their economies by enabling the export of products to the United States.

Figure 1.

Settlements from which US imports shipped by Maersk originated (Category 2)

The size of the circles overlaid above each settlement indicated on the map corresponds to the volume of Maersk shipments found that involved that settlement.



CATEGORY 3: Shipments on Behalf of Other Companies Known to Operate in Illegal Settlements

The following section lists **companies associated with illegal settlement activities that Maersk has shipped for, but fall outside the scope of CATEGORY 1** (those listed in the UN OHCHR database) and **CATEGORY 2** (those with settlement addresses explicitly noted in bills of lading). While their direct involvement in settlements is not explicitly documented in the bill of lading data we analyzed, these companies are **implicated in sustaining illegal settlements through potential exports from, services to, and/or operations in occupied territories** based on reports from non-governmental organizations and independent research centers, such as Who Profits. As a result, **shipments are flagged in this category due to their potential connection to settlement activity or companies that service them.**

LEGEND

- SERVICE** Provides services such as agricultural consultation to settlements
- RESOURCE EXTRACTION** Extracts natural resources from occupied territories
- SETTLEMENT FACILITIES** Operates manufacturing or other facilities in settlements
- MILITARY** Provides military infrastructure or surveillance systems for illegal settlements

ADAMA LTD. **SERVICE**

Company background: ADAMA Ltd. formerly known as Makhteshim-Agan, is a crop protection company. The company has a R&D center as well as a manufacturing facility in Ashdod, Israel. It employs regional specialists for the Jordan Valley and the Syrian Golan (illegally occupied territories), and has authorized distributors in the settlements of Avnei Eitan in the Golan as well as Tomer and Na'ama in the Jordan Valley. The company was involved in a feasibility study to adapt the Cormorant, an Israeli military aircraft, for aerial spraying.³³

Maersk involvement: Between 1 March 2019 and 29 March 2024, Maersk facilitated at least 367 shipments of ADAMA products to the U.S.

³³ [“Adama”](#), Who Profits ([Archived](#)).

DEAD SEA WORKS LTD. **RESOURCE EXTRACTION** **SETTLEMENT FACILITIES**

Company background: Dead Sea Works is a potash company that extracts mineral products from the Dead Sea through a contract it was granted during the British Mandate. It is a subsidiary of Israeli Chemicals Ltd., or ICL-Group, a company that produces a variety of consumer products through the extraction of resources throughout Israeli territories and the occupied West Bank.³⁴

Maersk involvement: Between 1 March 2019 and 31 October 2024, Maersk helped transport at least 327 shipments from Dead Sea Works to the U.S., totaling over 88 million lbs of salt products..

ELBIT SYSTEMS LTD. **MILITARY**

Company background: Elbit Systems Ltd. is Israel's largest private defense contractor and a key partner of the Israeli Ministry of Defense, which accounted for 17% of its revenue in 2022. The company supplies a range of weapons and technologies, including unmanned aerial vehicles (UAVs), munitions, artificial intelligence-based combat systems, and advanced systems for armored combat vehicles such as Merkava tanks and Armored Personnel Carriers (APCs), all used in Israel's military operations across occupied territories. Elbit's Hermes 450 UAV, for example, was documented carrying out an attack on an aid convoy in Deir al-Balah, Gaza, on 2 April 2024, killing seven aid workers.³⁵ The Hermes 900 UAV has been deployed in attacks on Gaza, including during the 2014 offensive and subsequent operations, often for targeted killings and surveillance. Elbit also provides surveillance and control systems for the West Bank apartheid wall and Gaza border fence, enforcing the occupation and blockade.³⁶

Maersk involvement: On 8 April 2024, the MAERSK PUELO delivered Skystriker UAV systems and accessories for Elbit Systems to Houston, TX. The cargo was laded in the port of Sines, Portugal.

³⁴ "ICL Group Ltd." Who Profits ([Archived](#)).

³⁵ "7 WCK team members killed in Gaza", World Central Kitchen (2024).

³⁶ "Elbit Systems", Who Profits ([Archived](#)) and "Elbit Systems Ltd", American Friends Service Committee ([Archived](#)).

HAIFA NEGEV TECHNOLOGIES LTD. SERVICE

Company background: Haifa Negev Technologies (“Haifa Group”) is a multinational corporation that specializes in the manufacture of plant fertilizers. According to Who Profits, the company has distributors in the illegal Avnei Eitan settlement in the occupied Syrian Golan and the illegal settlements Tomer, Na’ama, and Fatsa’el in the occupied West Bank.³⁷

Maersk involvement: Between 26 December 2020 and 4 November 2024, Maersk facilitated at least 983 shipments of fertilizer products (totaling over 177 million lbs) from Haifa Negev Technologies to the U.S.

KETER HOME AND GARDEN PRODUCTS LTD. SETTLEMENT FACILITIES

Company background: Keter Home and Garden Products Ltd., a subsidiary of Keter Group, is an Israeli manufacturer that specializes in plastic household and garden products, such as outdoor furniture, storage solutions, and sheds. Keter operates a factory in Barkan Industrial Zone in the West Bank, and was included in the previously-mentioned *Trading Away Peace* report as a settlement-based company exporting to Europe.³⁸ In June 2013, the United Church of Canada included Keter as a potential boycott target due to their operations in Barkan³⁹, and on 21 March 2014, the Who Profits Research Center documented two Keter trucks parked in the yard of a factory in Barkan.⁴⁰

Maersk involvement: Between 18 September 2021 and 6 October 2024, at least 49 shipments totaling over 3 million lbs for Keter Home and Garden Products were transported on Maersk vessels to the United States, with the majority having been laded onto the vessels in Algeciras, Spain.

³⁷ “[Haifa Chemicals \(Haifa Group\)](#)”, Who Profits ([Archived](#)).

³⁸ “[Trading Away Peace: How Europe helps sustain illegal Israeli settlements](#)”, International Federation for Human Rights (2012).

³⁹ “[United Church of Canada settlement boycott campaign begins](#)”, BDS Movement.

⁴⁰ “[Keter Plastic \(Keter Group\)](#)”, Who Profits ([Archived](#)).

NETAFIM LTD. **SERVICE**

Company background: Netafim is a leading global provider of drip irrigation systems headquartered in Tel Aviv. The company upholds settlement infrastructure by providing irrigation solutions to settler-owned farms, including Kalia, Gilgal, Dolev, and Geshur.⁴¹

Maersk involvement: 114 shipment records were found for Netafim related to the delivery of irrigation equipment to the U.S. via Maersk vessels between 1 March 2019 and 17 October 2024.

YAMIT FILTRATION & WATER TREATMENT LTD. **SETTLEMENT FACILITIES**

Company background: Yamit Filtration & Water Treatment Ltd., formerly known as Yamit ELI, specializes in water filtration and treatment systems. The company operates a manufacturing plant in the Nitzanei Shalom Industrial Zone, which is located in the occupied West Bank. In 2021, Yamit Filtration's Palestinian employees went on strike in protest of the company's policy of offering individual contracts, which allowed Yamit to exploit Palestinian workers by offering them fewer benefits than their Israeli counterparts. The CEO has also declared that Palestinian workers should not have the same rights as Israelis.⁴²

Maersk involvement: Nine shipments from this company to the U.S. were facilitated by Maersk from 29 March 2019 to 1 December 2023. Shipments primarily consisted of filters and filtration parts, and were laded in Algeciras, Spain, prior to arrival in the U.S.

⁴¹ "[Netafim](#)", Who Profits ([Archived](#)).

⁴² "[Palestinian workers force Israeli firm to pledge fairer treatment](#)", *Electronic Intifada* (2021) ([Archived](#)).

Conclusion:

Maersk profits from illegal settlements

The investigation provides clear evidence that **Maersk has facilitated shipments for companies implicated in settlement activities**, including through the direct coordination of shipments originating within illegal settlements in occupied territories. Despite its global prominence and multi-billion-dollar operations, **Maersk has failed to uphold its ethical duty by continuing to engage with businesses operating in illegally occupied territories**, including companies identified by the UN OHCHR and other human rights organizations as complicit in violations of international law. Moreover, this report finds that Maersk's actions extend beyond passive involvement, with the company **knowingly coordinating exports from settlements**.

Maersk is aware of their obligation to uphold human rights given the global scale of their operations and influence in international trade. For example, Maersk suspended operations and divested assets from Russia following the onset of the Russo-Ukrainian war,⁴³ indicating that Maersk has the capacity to investigate the actions of its clients and make decisions accordingly. However, Maersk has not made any indication that they will halt serving shipments from illegal settlements in occupied Palestinian and Syrian territories. Maersk's failure to do so emphasizes their participation in upholding structures of oppression and violations of international law.

The investigation also revealed that **numerous shipments were facilitated by Maersk after 7 October 2023, during a period of escalated settler violence, military raids, and intensified repression in the West Bank.**⁴⁴ Shipments within this context raise serious concerns about Maersk's willingness to engage in settlement operations, even when under significant international scrutiny. Given the ongoing threat of additional illegal annexation of occupied territories (as suggested by Israeli leaders⁴⁵), Maersk's current practices are suggestive of a potential for expanding collaboration with businesses involved in further violations of international law.

Maersk holds an undeniable responsibility to uphold human rights and ensure its operations align with international law.⁴⁶ This obligation extends not only to Maersk itself but also to the ports and states complicit in allowing settlement products to transit through their countries. European ports, in particular, played a critical role as ports of lading for a number of the shipments identified. This report serves as a call to action for Maersk, its partners, and relevant authorities to reassess their roles in the global supply chain of illegal settlement goods and cease complicity in such settlements' activities, thereby setting a standard for upholding international law and ethical trade.

⁴³ "[Maersk nears complete Russia exit after selling logistics sites](#)", Reuters (2023).

⁴⁴ "[How Israeli settlements are taking over the West Bank as Gaza war rages](#)", Al Jazeera (2024).

⁴⁵ "[Far-right Israeli minister orders preparations for West Bank annexation](#)", Al Jazeera (2024).

⁴⁶ "[Human Rights](#)", Maersk.

Appendix I

List of illegal settlements identified in Maersk shipment data, and the associated companies (**CATEGORY 2**)

Table 3. List of Illegal Settlements Included in **CATEGORY 2**

Settlement	Location	Companies/Shipments Linked
Barkan/Barkan Industrial Zone	West Bank	Ism Magen Goldman Safes Enclosure, Ofertex, Roditman Engineering, Top Greenhouses
Maale Edumim / Ma'ale Edumim	West Bank	Extal
Mishor Adumim / Mishor Adomin	West Bank	Kingdom Of Halva And Tahini, Maya Food Industries, Rotem Amfert Negev
Har Homa	West Bank (East Jerusalem)	Tirehalali
Karnei Shomron	West Bank	G&T Industries & Commerce, Israel Aerospace Industries
Yafit / Moshav Yafit	West Bank	Green Nets For Agriculture
Tomer	West Bank	Green Nets For Agriculture
Mevo Hama	Syrian Golan	Mapal Cooperative Society
Psagot	West Bank	Psagot Winery

Appendix II

List of ports of lading for reported shipments

The following tables list the **ports of lading** involved in each Maersk shipment to the U.S. by category, along with the settlement-connected companies associated with those shipments. These ports serve as **transit points for the illegal settlement shipments to the U.S.**, recorded in the bills of lading we analyzed.

Table 4. Ports of lading for **CATEGORY 1** (Shipments from UN OHCHR Listed Companies)

Ports of Lading	Companies Linked
Algeciras, Spain	Extal, Ofertex, Twitoplast
Haifa, Israel	Ofertex
Rotterdam, Netherlands	Ofertex
Sines, Portugal	Ofertex
Tangier, Morocco	Comasco, Twitoplast

Table 5. Ports of lading for **CATEGORY 2** (Shipments with Direct Reference to Illegal Settlements in Bills of Lading)

Ports of Lading	Companies Linked
Algeciras, Spain	Extal, G&T Industries & Commerce, Green Nets For Agriculture, Israel Aerospace Industries, Mapal Cooperative Society, Ofertex, Psagot Winery, Rotem Amfert Negev, Tirehalali, Top Greenhouse
Ashdod, Israel	Green Nets For Agriculture, Ism Magen Goldman Sages Enclosure, Roditman Engineering
Bremerhaven, Germany	Green Nets For Agriculture
Haifa, Israel	Ofertex
Rotterdam, Netherlands	Ofertex
Sines, Portugal	Ofertex
Tangier, Morocco	Green Nets For Agriculture, Psagot Winery, Twitoplast
Valencia, Spain	Kingdom Of Halva And Tahini, Maya Food Industries

Table 6. Ports of lading for **CATEGORY 3** (Non-UNHCR Listed Shipments from Israel, Without Direct Reference to Illegal Settlements in Bills of Lading)

Ports of Lading	Companies Linked
Algeciras, Spain	Adama Makhteshim, Dead Sea Works, Haifa Negev Technologies, Keter Home And Garden Products, Netafim, Yamit Filtration & Water Treatment
Ambarli, Turkey	Adama Makhteshim, Haifa Negev Technologies
Antwerp, Belgium	Dead Sea Works
Balboa, Panama	Haifa Negev Technologies
Bremerhaven, Germany	Adama Makhteshim, Haifa Negev Technologies
Bur Said, Egypt	Adama Makhteshim
Felixstowe, United Kingdom	Dead Sea Works
Freeport, Grand Bahama Island, Bahamas	Keter Home and Garden Products
Genoa, Italy	Adama Makhteshim
Lazaro Cardenas, Mexico	Haifa Negev Technologies
Manzanillo, Panama	Haifa Negev Technologies
Nansha, China (Mainland)	Haifa Negev Technologies
Ningbo, China (Mainland)	Haifa Negev Technologies
Pusan, South Korea	Adama Makhteshim, Dead Sea Works, Haifa Negev Technologies
Qingdao, China (Mainland)	Haifa Negev Technologies
Rotterdam, Netherlands	Dead Sea Works, Haifa Negev Technologies
Salalah, Oman	Haifa Negev Technologies
Shanghai, China (Mainland)	Adama Makhteshim, Netafim
Sines, Portugal	Elbit Systems, Keter Home And Garden Products, Netafim
Singapore, Singapore	Dead Sea Works

Continued on following page.

Table 6 (con't). Ports of lading for **CATEGORY 3** (Non-UNHCR Listed Shipments from Israel, Without Direct Reference to Illegal Settlements in Bills of Lading)

Ports of Lading	Companies Linked
Tangier, Morocco	Adama Makhteshim, Dead Sea Works, Haifa Negev Technologies, Keter Home And Garden Products, Netafim
Valencia, Spain	Adama Makhteshim, Dead Sea Works, Haifa Negev Technologies, Keter Home And Garden Products, Netafim
Veracruz, Mexico	Dead Sea Works
Yangshan, China (Mainland)	Adama Makhteshim, Dead Sea Works, Haifa Negev Technologies

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The **Palestinian Youth Movement (PYM)**
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