

United States Senate

May 19, 2022

Seth Runser
Chief Executive Officer
ABF Freight System, Inc.
8401 McClure Drive
Fort Smith, AR 72923

Dear Mr. Runser:

We are writing to request information on the number of firearms shipped by ABF Freight System during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about ABF Freight System's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



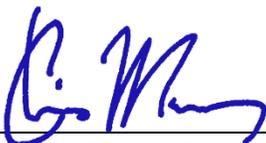
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Kathryn M. Farmer
Chief Executive Officer
Burlington Northern Santa Fe, LLC
2650 Lou Menk Drive
Fort Worth, TX 76131

Dear Ms. Farmer:

We are writing to request information on the number of firearms shipped by Burlington Northern Santa Fe (“BNSF”) during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about BNSF’s policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers’ policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Jean-Jacques Ruest
Chief Executive Officer
Canadian National Railway Comp.
935 de La Gauchetière Street West
Montreal, QB H3B 2M9
Canada

Dear Mr. Ruest:

We are writing to request information on the number of firearms shipped by Canadian National Railway Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Canadian National's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



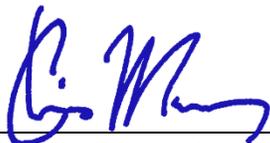
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Keith E. Creel
Chief Executive Officer
Canadian Pacific Railway Limited
7550 Ogden Dale Road S.E.
Calgary, AB T2C 4X9
Canada

Dear Mr. Creel:

We are writing to request information on the number of firearms shipped by Canadian Pacific Railway Limited during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Canadian Pacific's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Tonn Ostergard
Chief Executive Officer
Crete Carrier Corp.
400 NW 56th Street
Lincoln, NE 68528

Dear Mr. Ostergard:

We are writing to request information on the number of firearms shipped by Crete Carrier Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Crete Carrier's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



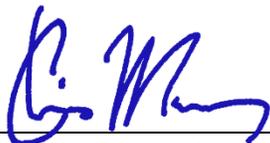
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Hugh Ekberg
Chief Executive Officer
CRST The Transportation Solution, Inc.
201 1st Street SE
Cedar Rapids, IA 52401

Dear Dr. Ekberg:

We are writing to request information on the number of firearms shipped by CRST The Transportation Solution during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about CST's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

James M. Foote
Chief Executive Officer
CSX Corp.
500 Water Street
Jacksonville, FL 32202

Dear Mr. Foote:

We are writing to request information on the number of firearms shipped by CSX Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about CSX's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



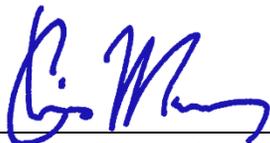
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Jonathan Shepko
Chief Executive Officer
Daseke, Inc.
15455 Dallas Parkway, Suite 550
Addison, TX 75001

Dear Mr. Shepko:

We are writing to request information on the number of firearms shipped by Daseke, Inc. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Daseke's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Rob Estes
Chief Executive Officer
Estes Express Lines, Inc.
3901 West Broad Street
Richmond, VA 23230

Dear Mr. Estes:

We are writing to request information on the number of firearms shipped by Estes Express Lines during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Estes Express Line's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Frederick W. Smith
Chief Executive Officer
FedEx Corp.
942 South Shady Grove Road,
Memphis, TN 38120

Dear Mr. Smith:

We are writing to request information on the number of firearms shipped by FedEx Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about FedEx's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

John N. Roberts, III
Chief Executive Officer
J.B. Hunt Transport Services, Inc.
615 J.B. Hunt Corporate Drive
Lowell, AR 72745

Dear Mr. Roberts:

We are writing to request information on the number of firearms shipped by J.B. Hunt Transport Services during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about J.B. Hunt's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

David A. Jackson
Chief Executive Officer
Knight-Swift Transportation Holdings, Inc.
2002 West Wahalla Lane
Phoenix, AZ 85027

Dear Mr. Jackson:

We are writing to request information on the number of firearms shipped by Knight-Swift Transportation Holdings during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Knight-Swift's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

James B. Gattoni
Chief Executive Officer
Landstar System, Inc.
13410 Sutton Park Drive South
Jacksonville, FL 32224

Dear Mr. Gattoni:

We are writing to request information on the number of firearms shipped by Landstar System during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Landstar System's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



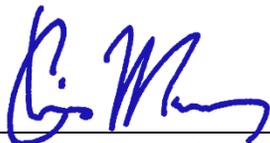
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Alan H. Shaw
Chief Executive Officer
Norfolk Southern Corp.
650 West Peachtree Street NW
Atlanta, GA 30308

Dear Mr. Shaw:

We are writing to request information on the number of firearms shipped by Norfolk Southern Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Norfolk Southern's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



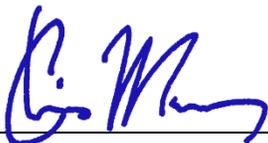
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Greg C. Gantt
Chief Executive Officer
Old Dominion Freight Line, Inc.
500 Old Dominion Way
Thomasville, NC 27360

Dear Mr. Gantt:

We are writing to request information on the number of firearms shipped by Old Dominion Freight Line during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Old Dominion's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Robert E. Low
President and Founder
Prime, Inc.
2740 North Mayfair
Springfield, MO 65803

Dear Mr. Low,

We are writing to request information on the number of firearms shipped by Prime, Inc. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Prime's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Roby Roberts
Chief Executive Officer
R+L Carriers, Inc.
600 Gillam Rd.
Wilmington, OH 45177

Dear Mr. Roberts:

We are writing to request information on the number of firearms shipped by R+L Carriers, Inc. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about R+L Carriers's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Frederick J. Holzgrefe, III
Chief Executive Officer
Saia, Inc.
11465 Johns Creek Parkway, Suite 400
Johns Creek, GA 30097

Dear Mr. Holzgrefe:

We are writing to request information on the number of firearms shipped by Saia, Inc. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Saia's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



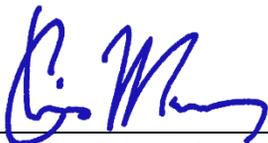
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Mark B. Rourke
Chief Executive Officer
Schneider National, Inc.
3101 South Packerland Drive
Green Bay, WI 54313

Dear Mr. Rourke:

We are writing to request information on the number of firearms shipped by Schneider National during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Schneider National's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



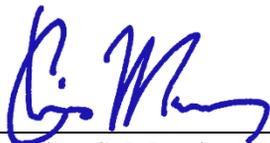
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Tobin Cassels
Chief Executive Officer
Southeastern Freight Lines, Inc.
420 Davega Road
Lexington, SC 29073

Dear Mr. Cassels:

We are writing to request information on the number of firearms shipped by Southeastern Freight Lines during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Southeastern Freight Lines's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



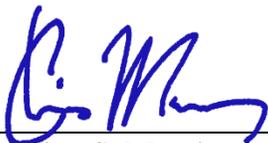
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Alain Bédard
Chief Executive Officer
TFI International, Inc.
8801 Trans-Canada Highway, Suite 500
Saint-Laurent, QB H4S 1Z6
Canada

Dear Mr. Bédard:

We are writing to request information on the number of firearms shipped by TFI International during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about TFI International's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



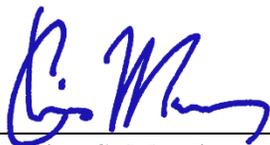
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Lance M. Fritz
Chief Executive Officer
Union Pacific Corp.
1400 Douglas Street
Omaha, NE 68179

Dear Mr. Fritz:

We are writing to request information on the number of firearms shipped by Union Pacific Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Union Pacific's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



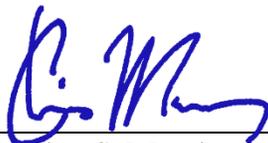
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Carol B. Tomé
Chief Executive Officer
United Parcel Service, Inc.
55 Glenlake Parkway, NE
Atlanta, GA 30328

Dear Ms. Tomé:

We are writing to request information on the number of firearms shipped by United Parcel Service (“UPS”) during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about UPS’s policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers’ policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Eric Fuller
Chief Executive Officer
U.S. Xpress Enterprises, Inc.
4080 Jenkins Road
Chattanooga, TN 37421

Dear Mr. Fuller:

We are writing to request information on the number of firearms shipped by U.S. Xpress Enterprises during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about U.S. Xpress's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



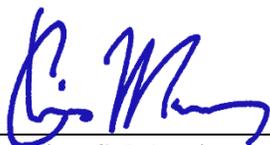
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Mr. Louis DeJoy
Postmaster General
United States Postal Service
475 L'Enfant Plaza SW, Room 10300
Washington, DC 20260

Dear Mr. DeJoy:

We are writing to request information on the number of firearms shipped by the United States Postal Service (“USPS”) during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about USPS’s policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers’ policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



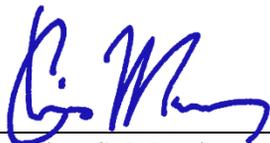
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Derek J. Leathers
Chief Executive Officer
Werner Enterprises, Inc.
14507 Frontier Road
Omaha, NE 68138

Dear Mr. Leathers:

We are writing to request information on the number of firearms shipped by Werner Enterprises, Inc. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Werner Enterprise's policies to secure firearm shipments and prevent their loss and theft.

Federal law impose strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



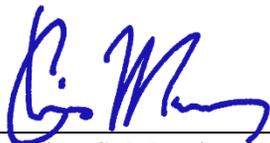
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Brad Jacobs
Chief Executive Officer
XPO Logistics, Inc.
Five American Lane
Greenwich, CT 06831

Dear Mr. Jacobs:

We are writing to request information on the number of firearms shipped by XPO Logistics, Inc. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about XPO Logistics's policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



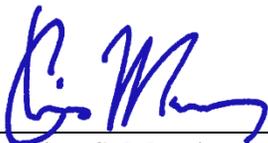
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator

United States Senate

May 19, 2022

Darren D. Hawkins
Chief Executive Officer
Yellow Corp.
501 Commerce Street, Suite 1120
Nashville, TN 37203

Dear Mr. Hawkins:

We are writing to request information on the number of firearms shipped by Yellow Corp. during the last five years. We are concerned that lax shipping security measures are contributing to the epidemic of gun violence in this country by allowing criminals to use stolen firearms to commit crimes. For that reason, we request that you provide information about Yellow Corp.'s policies to secure firearm shipments and prevent their loss and theft.

Federal law imposes strict rules on parties shipping firearms in interstate commerce. Under existing law, only licensed gun dealers and manufacturers — known as Federal Firearms Licenses (FFL) — can ship a firearm across state lines. FFLs can only ship a firearm to another FFL and are required to notify a common carrier (such as UPS and FedEx) that a package contains a firearm. Common carriers are further prohibited from delivering a firearm across state lines without obtaining written acknowledgement of receipt from the recipient. And in 2016, the Bureau of Alcohol, Tobacco and Firearms (ATF) required FFLs — but not shippers — to notify law enforcement within 48 hours if a firearm is lost or stolen in-transit.

Despite these rules, criminals appear to be exploiting shippers' policies and procedures around firearm shipments. Between 2010 and 2014, law enforcement reportedly recovered more than 6,600 guns used in crimes that were traced back to dealers who claimed to have never received them and never reported the theft or loss to law enforcement.¹ According to a recent *Los Angeles Times* report, criminal gangs sold guns that were traced back to a stolen shipment of 36 handguns.² A shipment of 46 stolen shotguns was also linked to a theft at a Southern California railyard. Although government statistics on stolen firearms are incomplete, these stories suggest that firearm shipments are a particularly weak link in a secure firearm supply chain.

This problem likely worsened during the COVID-19 pandemic. Over the past two years, gun sales have skyrocketed, in part because the Trump administration declared that FFLs were essential businesses and therefore exempt from many pandemic restrictions. This decision allowed dealers to sell more guns than ever before. To meet this demand, firearm manufacturers

¹ Brian Freskos, *Guns Stolen From UPS and Other Shipping Companies Are Turning Up at Crime Scenes*, THE TRACE (Feb. 8, 2018), <https://www.thetrace.org/2018/02/stolen-guns-ups-shipping-companies/>.

² Richard Winton & Rachel Uranga, *Scores of guns stolen from trains cause more problems in L.A.*, L.A. TIMES (Jan. 29, 2022), <https://www.latimes.com/california/story/2022-01-29/gang-members-stole-36-handguns-and-46-shotguns-from-la-cargo-trains-last-year>.

and dealers shipped guns across state lines in huge numbers, providing new opportunities for criminals to exploit the weak regulation and lax security measures in the shipment process.

For these reasons, we are concerned that shippers are not taking the necessary steps to protect firearm shipments and do their part in addressing the gun violence crisis facing this country. To better understand the scope of this problem, we request that you provide the requested information and answer the following questions by June 9, 2022:

- 1) Please explain your company's policy and procedures regarding the transport and delivery of packages containing firearms. If applicable, please provide responses for both your company's freight and parcel delivery lines of business.
 - a) Does your company permit the shipping of packages containing firearms? If so, by whom and under what conditions? Do you require proof of identity by the seller and, if so, what proof is acceptable?
 - b) How does your company define "firearms" for these purposes? Are imitation firearms, frames, receivers, ammunition, and silencers included in this definition?
 - c) Does your company restrict the delivery service options available for shipping packages containing firearms (e.g., all shipments containing firearms must be sent by overnight secure service)?
 - d) What type of notice does your company require from the sender about the contents of any shipment containing firearms? Does this notice vary depending on whether or not the sender is a federal firearms licensee?
 - e) How do your company's disclosure requirements for shipping packages containing firearms compare to those for other, though more strictly regulated, hazardous products such as lithium ion batteries or pharmaceuticals?
 - f) How does your company satisfy its obligation under 18 U.S.C. § 922(f)(2) to obtain written acknowledgment of receipt from the recipient of a package or other container in which there is a firearm? Does your company require proof of identity from the recipient prior to the release of such packages?
 - g) In the last 24 months, has your company changed any of its policies regarding the transport and delivery of packages containing firearms? If so, how have any policies changed and why?
 - h) Does your company report to local or federal law enforcement, the sender, or the intended recipients any lost or stolen packages containing firearms?
- 2) How many packages containing firearms did your company transport between January 1, 2017 and December 31, 2021?
 - a) How were these packages transported (e.g., air, train, ground delivery)?

- b) How many of those packages were reported lost or stolen prior to delivery to their intended recipients?
 - c) Did your company report to federal law enforcement these lost or stolen firearms?
- 3) What additional security measures, if any, does your company take when transporting packages containing firearms to ensure safe delivery to their intended recipients?
- a) Do those security measures extend throughout the shipping process (i.e., even if subcontractors are used for any part of the shipment or delivery)? If so, how does your company ensure that subcontractors provide this level of security?
 - b) Does your company, as a matter of policy, require additional clearances (e.g., background checks) for employees responsible for handling packages containing firearms?
 - c) How do these security requirements compare to those for other highly regulated and potentially dangerous products such as lithium ion batteries or pharmaceuticals?
- 4) What records does your company keep and maintain about lost or stolen shipments, generally? What records does your company keep and maintain regarding packages containing firearms?

Thank you for your attention to this important matter. If you have any questions about these requests, please contact Danny Vinik of Senator Markey's staff at Danny_Vinik@markey.senate.gov.

Sincerely,



Edward J. Markey
United States Senator



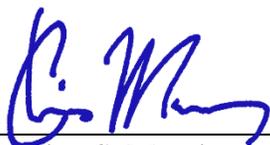
Richard Blumenthal
United States Senator



Cory A. Booker
United States Senator



Dianne Feinstein
United States Senator



Christopher S. Murphy
United States Senator