

If you hold DHL to the rule that 75% of its shareholders must be US citizens, the DOT must be prepared to hold UPS and FEDX to the same ruling. If all three conditions must be present for a carrier to be considered a US citizen, the all three should be checked to insure their compliance to the stated 75% ownership rule. How can a Mutli National Corporation like UPS or FEDX argue shareholder citizenship. Are they prepared to relinquish their priviledges as an airline should they fail the test of US citizenship? I am a Transportation professional. Believe me when I say that US companies pay to much for parcel services because of the lack of competition. UPS and FEDX know their margins will shrink if competition is allowed to prevail, which is why they've pull out all the stops. Pls be fair in the test of citizenship by applying it to DHL, UPS, and FEDX before you pass judgement on DHL