



Mexico: 2025 Annual Cargo Theft Report



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Executive Summary

The 2025 annual report on cargo theft in Mexico describes the spatial and temporal patterns of this crime at the national level to help decision makers establish prevention strategies to reduce the risk in their operations.

The modes of operation of the different criminal groups operating throughout the country may vary by identifying hot spots at regional, state and road level, so we recommend the application of Actionable Intelligence to establish targeted strategies by sector or industry, for more information please contact us.

Cargo theft continues to be one of the main problems affecting logistics chains in the country. According to the National Public Security System (SNSP), 82% of the thefts from carriers involved some type of violence, indicating that at least eight out of every ten cargo thefts involved some type of violent behavior.

Overhaul has created collaboration ties with federal, state and municipal authorities, as well as strategic alliances with associations such as ANERP, ASIS and national industry chambers. In addition, Overhaul has established links with concessionaires of the main roads in the country, such as Aleatica, with presence in the State of Mexico and Puebla.

At the same time, Overhaul is part of statistical tables with federal authorities where the National Public Security System (SNSP) participates, as well as the most representative chambers and associations at a national level to follow up on the incidence of cargo theft.

Overhaul shares Actionable Intelligence with these security partners to jointly establish strategies to prevent and mitigate cargo theft in the country. These strategic alliances are designed to improve intelligence and security on the roads, with the goal of ensuring safer roads throughout Mexico.

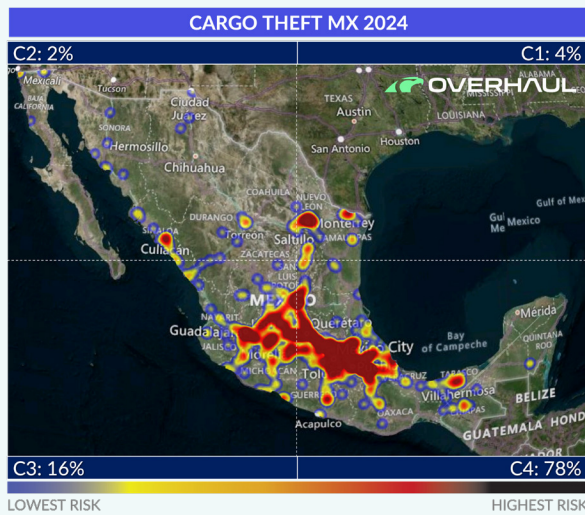




Spatial Analysis of Cargo Theft

The quadratic analysis of nationwide cargo theft in 2025 showed notable shifts compared to 2024. The fourth quadrant, which encompasses the central and southeastern regions, accounted for 65% of all recorded thefts, marking a decrease of 13% from the previous year. Conversely, the third quadrant—primarily covering the West region—concentrated 27% of criminal activity, reflecting an 11% increase.

The second quadrant also saw a rise of 2%, moving from 2% in 2024 to 4% in 2025, with Sinaloa and Coahuila being the most affected states. Finally, the first quadrant maintained a steady 4% share of national cargo thefts, consistent with 2024 levels, with the highest activity centered in Monterrey and its surrounding areas.



In 2025, the distribution of cargo theft shows greater geographic dispersion across the country compared to the previous year. This increase in volume and scope is attributed to a higher concentration of incidents recorded in the third quadrant.

In 2025, 82% of cargo thefts nationwide were concentrated in the Center (51%) and West (31%) regions.

Chart 1: Cargo Theft by Region 2024

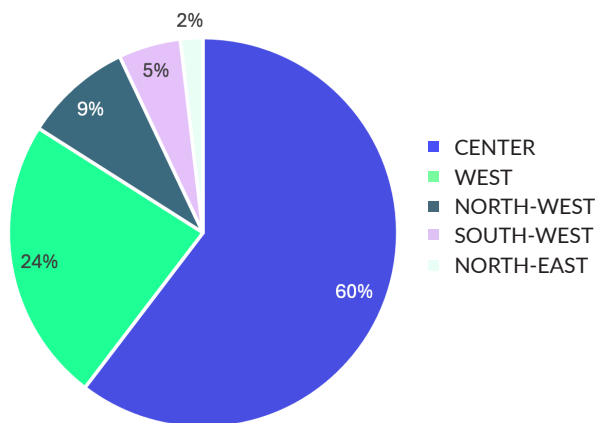
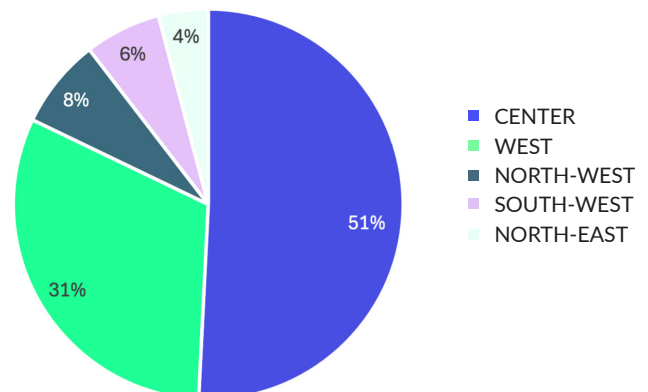


Chart 2: Cargo Theft by Region 2025



The West region saw a 7% growth over 2024 levels, contrasted by a 9% decline in the Center region.



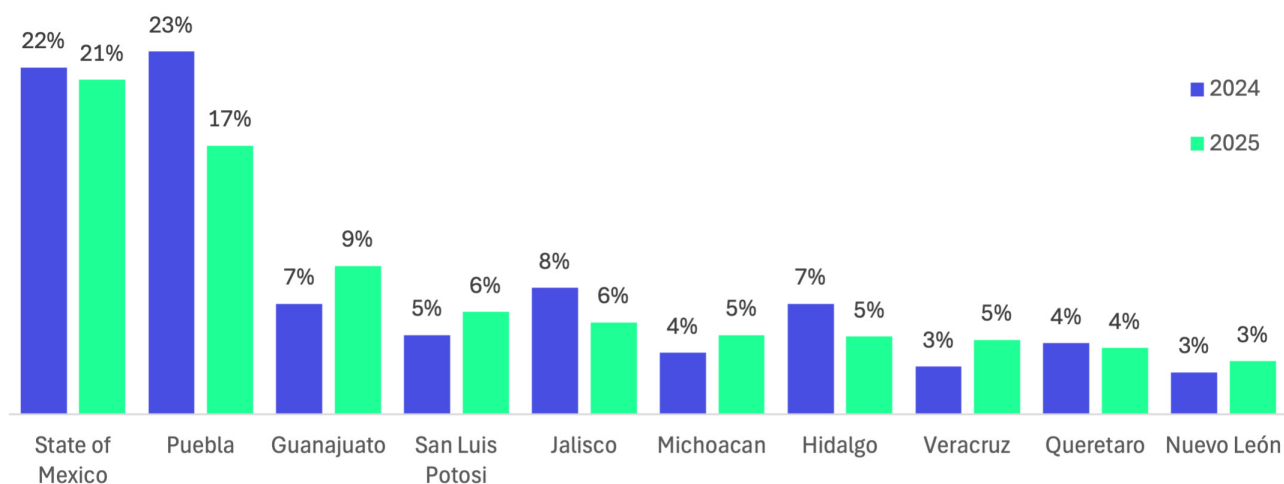
Analysis of the ten entities with the highest number of cargo thefts

In 2025, 82% of nationwide cargo thefts were concentrated in ten states, with 38% of all incidents occurring in the State of Mexico (21%) and Puebla (17%).

Compared to 2024 levels, Guanajuato and Veracruz each saw an increase of 2%, while San Luis Potosí and Michoacán each grew by 1%.

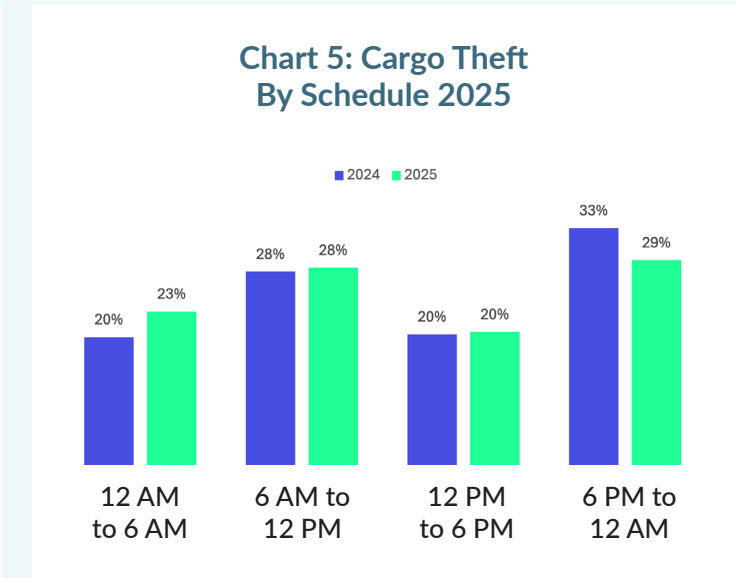
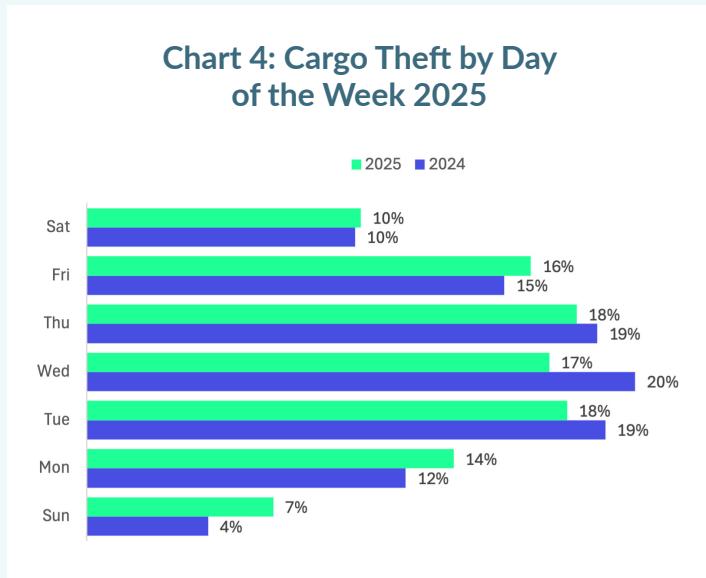
Conversely, several states reported decreases: Puebla saw the most significant decline at 6%, followed by Jalisco and Hidalgo with a 2% drop each, and the State of Mexico with a one-percentage-point reduction.

Chart 3. Top 10 Cargo Thefts Entities 2025



Temporal Analysis of Cargo Theft

In 2025, 83% of cargo theft occurred on weekdays (Monday through Friday). Criminal activity peaked between Tuesday and Friday, accounting for 69% of all incidents. This temporal pattern remains consistent with the daily theft trends observed in 2024.



In 2025, the highest risk period for cargo transport remained the night shift (6PM-12AM), accounting for 33% of incidents, despite a 4% decrease compared to 2024. The morning hours (6AM-12PM) ranked as the second most frequent window for cargo theft, holding steady at 28%.

Similarly, afternoon crimes (12PM-6PM) showed no change from 2024, totaling 20% of incidents. In contrast, overnight thefts (12AM-6AM) surged by 3%, now accounting for 23% of the total activity.

The peak of criminal activity in 2025 was concentrated within two primary timeframes: between 5AM-10AM, which accounted for 28% of all thefts, and between 6PM-11PM, which represented 31% of the total.





Cargo Theft by Product Type

In 2025, the five most targeted product categories were **Food & Drinks** (31%), **Building & Industrial** (8%), **Auto & Parts** (8%), **Miscellaneous** (8%), and **Fuel** (7%).

When analyzing shifts in theft distribution compared to 2024, the most significant increase occurred in the **Auto & Parts**, **Fuel**, and **Electronics** sectors.

Auto & Parts saw a 3% rise, with tires, components, pickups, and SUVs being the primary targets.

The **Fuel** category also grew by 3%, driven largely by the theft of gasoline and diesel.

Additionally, the **Electronics** sector experienced a 2% increase, with televisions, cell phones, and gaming consoles identified as the most frequently stolen items.

Chart 6: Cargo Theft by Type of Product Type 2025

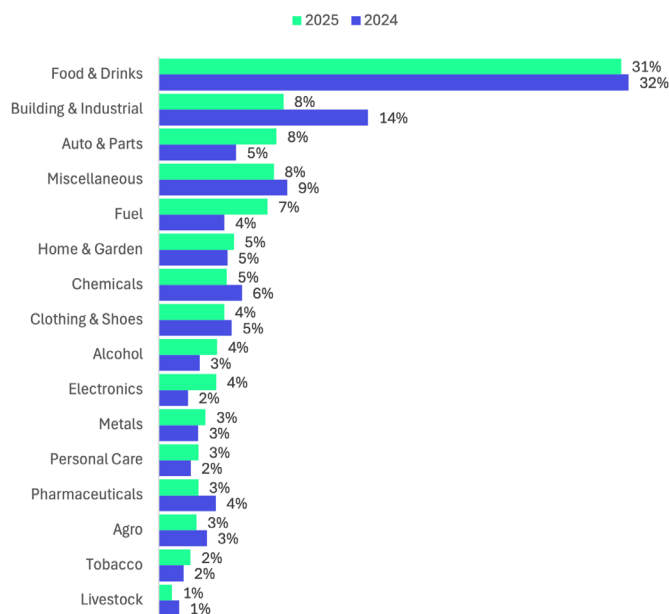
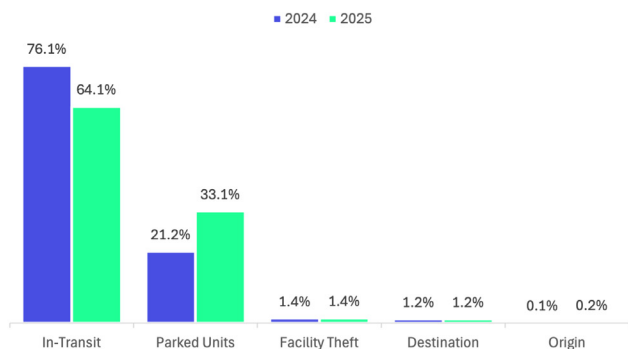


Chart 7: Cargo Theft by Type of Location 2025



Cargo Theft by Location

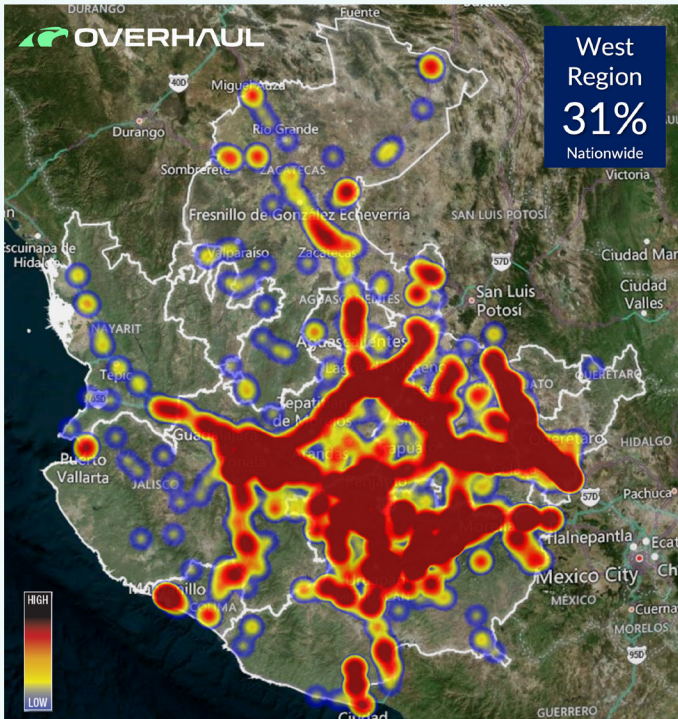
In 2025, the primary *modus operandi* in Mexico was the interception of cargo units in transit, accounting for 64.1% of cases—a 12% decrease compared to 2024.

The theft of parked units ranked as the second most common method, with 33.1% of incidents. Most of these events occurred in high-risk areas such as “cachimbas” (roadside diners) or “huachicoleras” (clandestine fuel stops). This modality has trended upward since the second half of 2024, seeing an 11.9% increase this year. For a detailed analysis of the locations where this trend is occurring, please consult Overhaul.

Facility thefts remained steady at 1.4%, as did thefts at destination—occurring while units waited to enter receiving docks—which held at 1.2%. Finally, thefts at origin (defined as those occurring within a 100-meter radius of the point of departure) saw a slight 0.1% increase, representing 0.2% of all incidents in 2025.



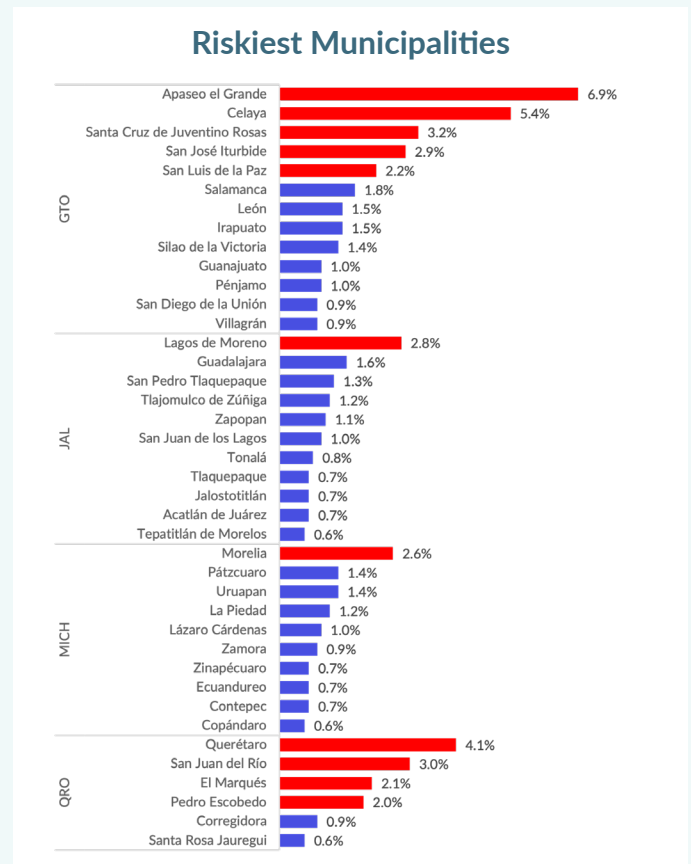
Spotlight 2025: West Region



In 2025, the West region accounted for 31% of cargo thefts nationwide, representing a 7% increase compared to 2024. Within this region, 94% of the incidents were concentrated in four states: Guanajuato (36%), Jalisco (22%), Michoacán (19%), and Querétaro (16%). Furthermore, 38% of the occurrences took place on four main highways: Querétaro-León (MEX-45D) with 16%, Querétaro-San Luis Potosí (MEX-57D) with 10%, Guadalajara-Lagos de Moreno (MEX-80D) with 6%, and Atacomulco-Zapotlanejo (MEX-15D) with 6%.

The municipalities with the highest incidence of cargo theft in the West region are located primarily in the state of Guanajuato: Apaseo el Grande (6.9%), Celaya (5.4%), Juventino Rosas (3.2%), San José Iturbide (2.9%), and San Luis de la Paz (2.2%). Other high-risk areas include Querétaro (4.1%), San Juan del Río (3.0%), El Marqués (2.1%), and Pedro Escobedo (2.0%) in the state of Querétaro; Lagos de Moreno (2.8%) in Jalisco; and Morelia (2.6%) in Michoacán.

The primary *modus operandi* in this region is the interception of units in transit (64%), followed by theft during stops along the route (34%). Regarding the temporal pattern, 73% of the incidents occurred from Tuesday to Friday, with continuous criminal activity throughout the day and night.





Success Story Q4-2025: Overhaul Recovery Clothing & Shoes

In October 2025, MSOC activated an emergency protocol after being alerted at 05:30 AM by the escort patrol regarding the interception of two cargo units on the Querétaro-León highway (MEX-45D), near Celaya, Guanajuato. The incident occurred when two pickup trucks carrying uniformed males with tactical training intercepted the convoy, leading to the units being diverted toward the town of Juventino Rosas, Guanajuato. In a coordinated action with the transport line, MSOC immediately requested the activation of the engine cutoff and validation of the satellite lock status to stop the vehicles' progress. Thanks to this technological intervention and close collaboration with the National Guard, the case was a success.

General Recommendations

Some general recommendations for cargo units transiting the country are to use a combination of physical and electronic security measures, as well as to transit with daylight. Electronic security and monitoring measures reduce the risk to cargo, and Overhaul recommends that these measures be present in all cargo units transiting through Mexico.

Overhaul has a risk monitoring platform that integrates the various actors in the supply chain to ensure that all parties involved are in constant communication, allowing timely alerts of risk situations.

Overhaul is committed to helping our customers mitigate the risks associated with cargo theft violence in Mexico. Through advanced technology and data analytics, we provide control and security from origin to destination.

One of the keyways Overhaul helps customers secure their goods in Mexico is through its advanced tracking and monitoring capabilities, which provide real-time visibility into the location and status of cargo. Overhaul's platform also provides alerts and notifications in case of any unusual activity or route deviations. In this way, companies can take immediate action to address potential security threats. Another way we help customers protect their products in Mexico is through our advanced analytics capabilities. By leveraging data from a variety of sources, such as GPS tracking, weather data and historical crime data, our platform provides insight into potential security threats and enables companies to proactively identify and address them. This can include identifying high-risk areas and routes, as well as recommendations for additional security measures.

Finally, the Overhaul platform offers a number of tools and resources to help companies manage their supply chain security more effectively. This includes access to a range of security experts and consultants, as well as training and education resources to help companies develop and implement effective security protocols. In addition, our platform offers a range of reporting and analysis tools that enable our customers to track and measure the effectiveness of their security.

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