



 OVERHAUL

United States Q3-2025 Cargo Theft Report



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Executive Summary

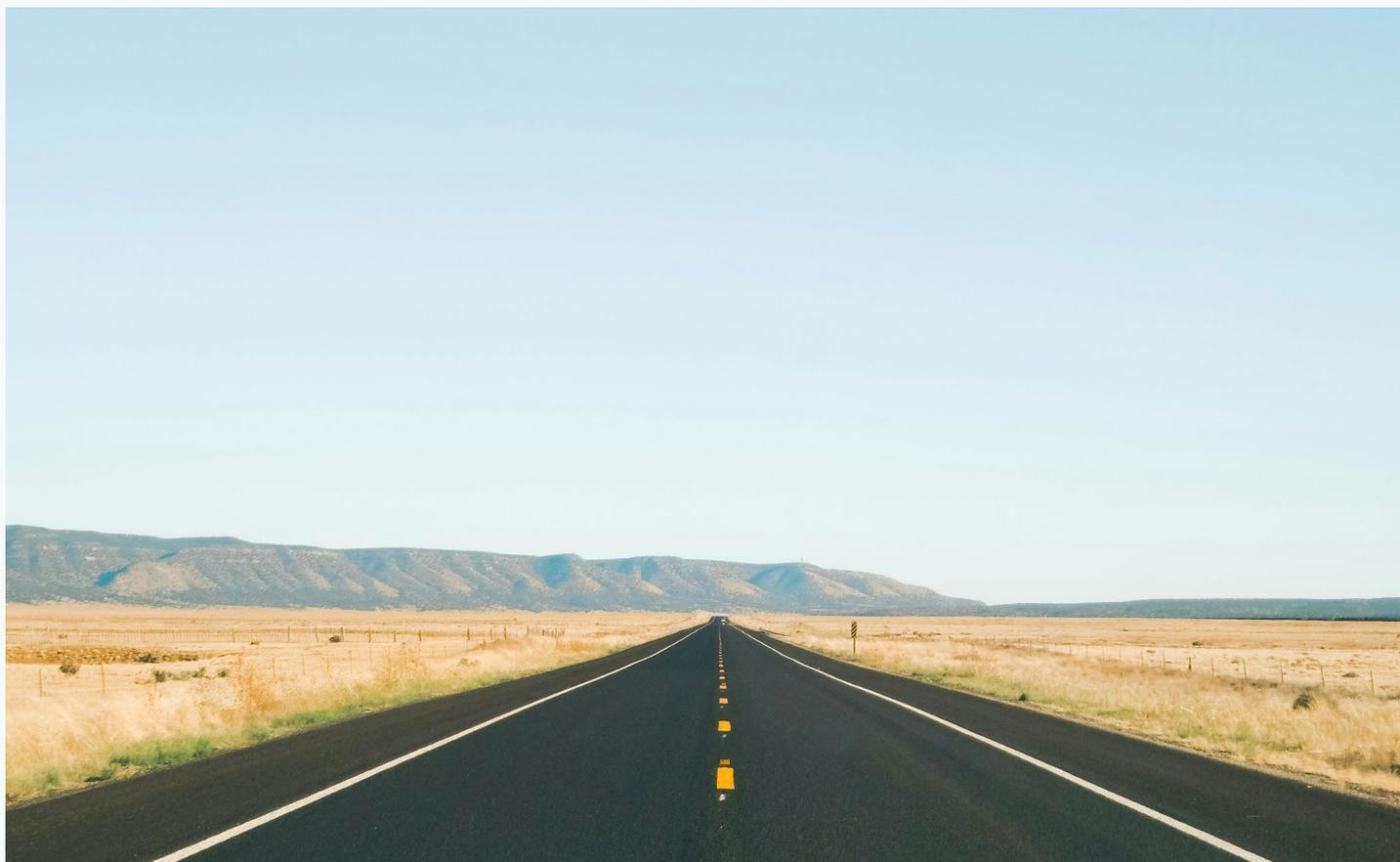
Overhaul's US Q3-2025 Cargo Theft Report is meant to highlight the ways in which cargo theft events in the United States are evolving. This understanding is critical in order to help shippers and drivers prepare for and avoid risks.

To that end, Overhaul actively compiles data regarding cargo theft activity, categorizing stolen loads by product type, and tracking by date, location, **Modus Operandi** (M.O.), value, and specific product. This report summarizes the United States theft data collected in Q3-2025 and analyzes trends derived from database content, law enforcement information, and industry personnel. It also provides a deep dive into specific focus areas based on our findings. Specifically, we analyzed cargo theft activity related to **Thefts in the Fort Worth-Dallas Hotspot**.

Cargo theft in the United States continues to show higher incidence near freight hubs and large cities, leading to hotspots in states such as California (35%) and Texas (22%), which ranked 1st and 2nd in terms of cargo theft risk. **Food & Drinks** (16%) were especially at risk as well as **Electronics** (16%), followed by **Home & Garden** (13%), and **Miscellaneous** (11%).

These numbers show definitively that cargo theft is an ongoing risk that must be taken seriously, and the range of affected industries and times in which an attack may occur highlight how important it is to have the right tools and technology to keep your shipments safe.

We hope this report helps you better understand the cargo theft patterns observed in the United States during Q3-2025. In turn, you'll be better equipped to plan your shipping routes and outfit your carriers with the electronic security and real-time monitoring solutions to best protect your cargo.





United States: Q3-2025 Cargo Theft Trends

In Q3-2025, Overhaul recorded a total of 645 cargo theft incidents in the United States. This represents a slight increase of 23% compared to Q2-2025 and a more significant increase of 29% compared to Q3-2024.

Historically, the third quarter records higher levels of cargo theft compared to the beginning of the year, as it coincides with an overall increase in commercial and logistics activity across several industries, either marking the beginning or the climax of their peak seasons. In 2025, the trend became evident as early as Q2, when a gradual increase in logistics risk across the supply chain was observed. By Q3, this escalation continued, confirming the risk pattern.

Theft incidents during the third quarter of 2025 were distributed as follows: 36% in July, 29% in August, and 34% in September.

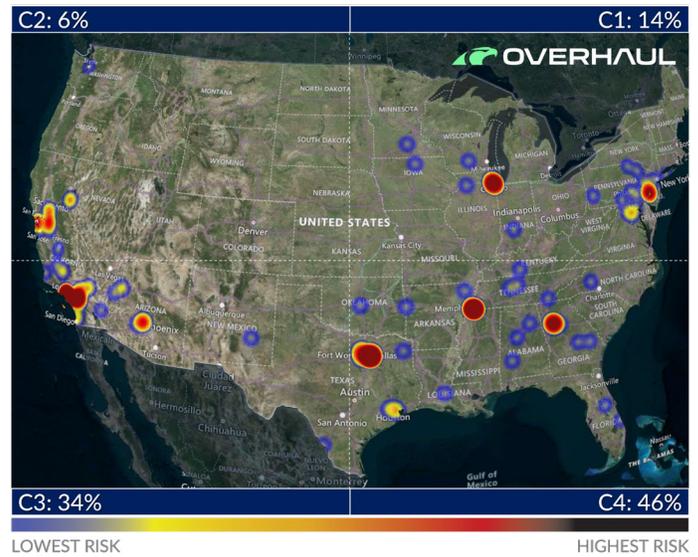




Spatial & Temporal Analysis of Cargo Theft in the United States

By dividing the country into quadrants, as shown on the map, it was observed that in Q3-2025, Quadrant 4 (C4) reported the highest concentration of cargo theft incidents, accounting for 46% of the total. This represents a return to the previous trend seen in Q1-2025, as C4 has historically been one of the most affected areas, particularly around major logistics corridors near Dallas, Atlanta, and Memphis.

Quadrant 3 (C3), which includes Southern California and neighboring states, followed with 34% of the incidents, maintaining a high level of activity but showing a slight decrease compared to the previous quarter. The remaining thefts were reported as 14% in Quadrant 1 (C1) and 6% in Quadrant 2 (C2).

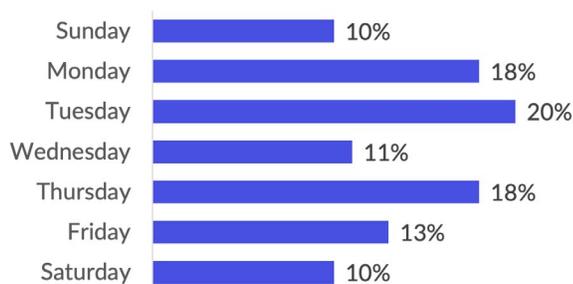


Thefts Per Day & Hour

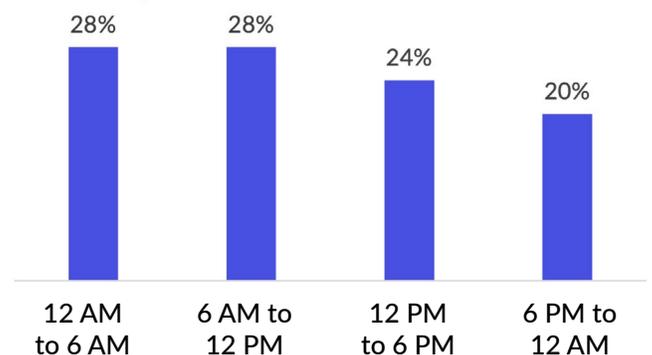
In Q3-2025, cargo theft incidents continued to show a dispersed weekly pattern, with activity spread across most days of the week. Tuesdays and Mondays were the most affected, accounting for 20% and 18% of total incidents, respectively, followed closely by Thursdays with 18%. Fridays represented 13% of the incidents, while Sundays and Saturdays each accounted for 10%. Wednesdays showed slightly lower activity at 11%. This distribution suggests that criminal groups operated consistently throughout the week, with no clear concentration on specific days.

As for timetables, cargo theft incidents in Q3-2025 remained relatively balanced throughout the day, showing no dominant time window. The early morning hours from 12AM to 6AM and the morning period from 6AM to 12PM each accounted for 28% of total incidents, representing the highest activity levels. The afternoon period from 12PM to 6PM followed with 24%, while the evening hours from 6PM to 12AM recorded 20% of incidents. This distribution indicates sustained activity during early and mid-day hours, contrasting with previous quarters where thefts tended to concentrate more heavily after 6PM.

Graph 1: Cargo Theft by Day of the Week Q3-2025



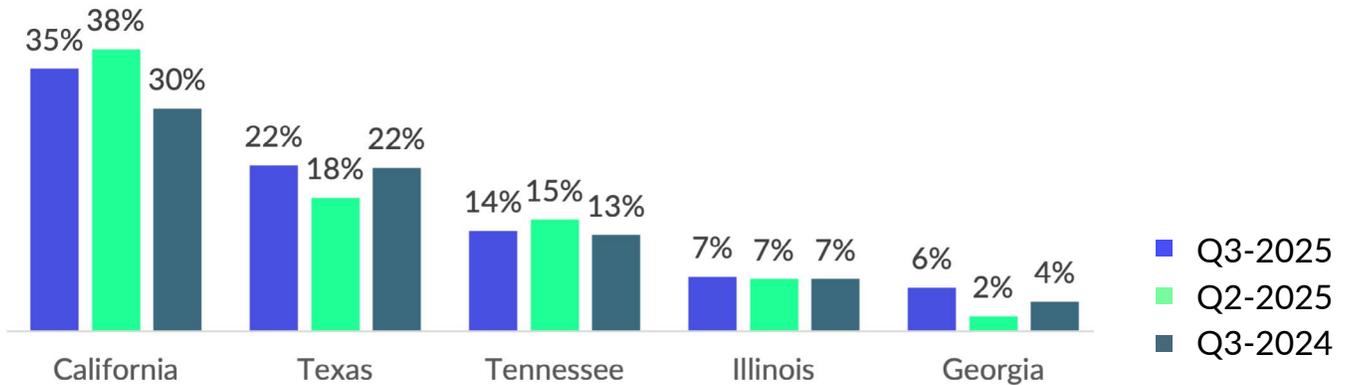
Graph 2: Cargo Theft by Time of Day Q3-2025





5 States with the Highest Volume of Cargo Thefts

Graph 3: Cargo Theft by Top 5 States



In Q3-2025, California remained the leading state for cargo theft incidents, accounting for 35% of the national total. While this represents a slight decrease from 38% in Q2-2025, it remains higher than the 30% recorded in Q3-2024, confirming California's continued dominance as the primary hotspot. The most targeted product categories during this period were **Food & Drinks** (26%), **Electronics** (20%), **Clothing & Shoes** (13%), **Personal Care** (10%), and **Home & Garden** (9%), which together represented 78% of all thefts in the state.

Texas ranked second with 22% of total incidents, showing an increase from 18% in Q2-2025 and aligning with the same level observed in Q3-2024. The most affected categories were **Home & Garden** (33%), **Electronics** (20%), and **Building & Industrial** (20%), indicating a strong focus on high-value and easily resold goods.

Tennessee followed with 14% of thefts, slightly lower than the 15% seen in Q2-2025 but consistent with previous years. **Electronics** remained the top product type stolen in the state, maintaining its position as a primary target for criminal groups.

Illinois accounted for 7% of total incidents, matching the levels of both Q2-2025 and Q3-2024. The state continued to experience thefts concentrated in **Electronics** and **Home & Garden** products, reflecting a stable trend across quarters.

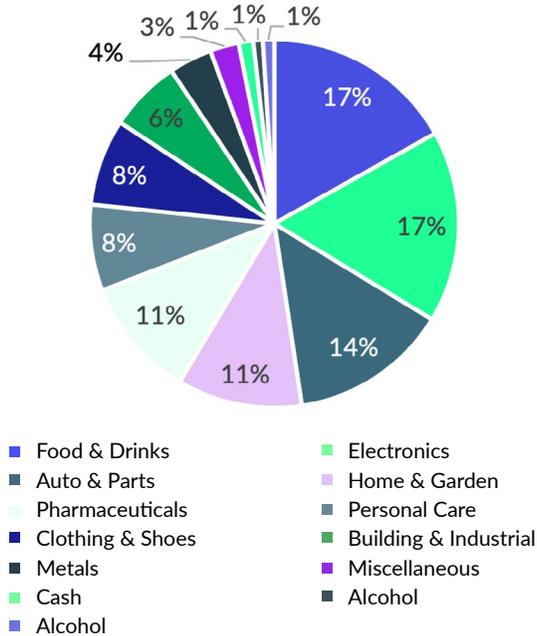
Georgia entered the top five for the quarter, reporting 6% of national thefts, up from 2% in Q2-2025 and 4% in Q3-2024. **Auto & Parts** was the most frequently stolen product type.





Cargo Theft by Product Type & Value

Graph 4: Cargo Theft by Product Type Q3-2025



In Q3-2025, **Electronics** and **Food & Drinks** once again ranked as the most targeted product categories, each accounting for 17% of total thefts. Within the **Electronics** category, Audio & Video equipment led with 26%, followed by Batteries & Panels at 18%, and Televisions & Displays at 16%.

Food & Drinks thefts were largely focused on easily transportable and valuable items, with Meats representing 31%, Nuts at 22%, and Canned & Dry Goods at 11% of the category total.

Auto & Parts ranked third with 14% of total thefts, overwhelmingly driven by Tires, which accounted for 91% of incidents within the category. **Pharmaceuticals** products and **Personal Care** followed, representing 11% and 8% respectively, reflecting sustained targeting of both consumer and healthcare-related goods. Together, these top five categories made up 66% of all thefts during Q3-2025.

Product Type	Q3-2025	% Change Q2-2025	% Change Q3-2024
Alcohol	1%	-31%	-30%
Auto & Parts	14%	36%	16%
Building & Industrial	6%	29%	125%
Cash	1%	-72%	5%
Clothing & Shoes	8%	-19%	-14%
Electronics	17%	6%	-42%
Food & Drinks	17%	6%	56%
Home & Garden	11%	-13%	14%
Metals	4%	-34%	373%
Miscellaneous	3%	-77%	-86%
Personal Care	8%	86%	531%
Pharmaceuticals	11%	417%	557%

In Q3-2025, five product types experienced an increase in theft rate over both comparative quarters, Q2-2025 and Q3-2024 (highlighted in red). **Pharmaceuticals** thefts increased most significantly with +417% over Q2-2025 and +557% over Q3-2024. Within this product type, 62% of thefts took place in California. **Personal Care** increased 86% and 531% over Q2-2025 and Q3-2024 respectively. Theft events within the category also took place primarily in California, which concentrated 72% of all theft events for this Product Type.

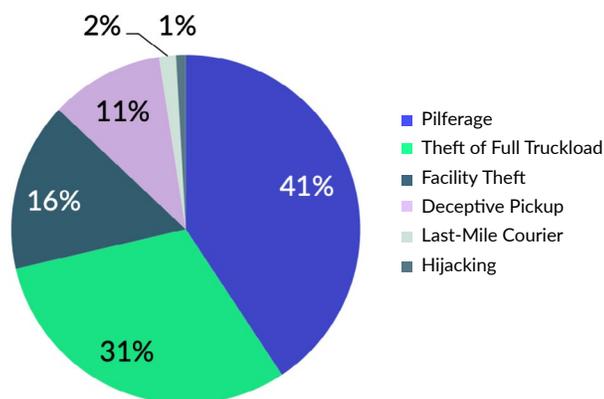


In Q3-2025, three product types recorded lower theft rates compared to both previous quarters (highlighted in yellow). **Miscellaneous** posted a theft rate of 3%, marking a 77% decrease from Q2-2025 and an 86% reduction from Q3-2024. This reduction was mainly due to a decrease in thefts involving Parcel Service Shipments; however, this trend is expected to shift in the coming months as we approach the holiday season. **Clothing & Shoes** reported a 8% theft rate, experiencing a light 19% decrease from Q2-2025 and a 14% drop from Q3-2024. Lastly, **Alcohol** theft rate was 1%, with a 31% decline from Q2-2025 and a 30% fall from Q3-2024.



Cargo Theft by Event Type & Location

Graph 5: Cargo Theft by Type of Event Q3-2025



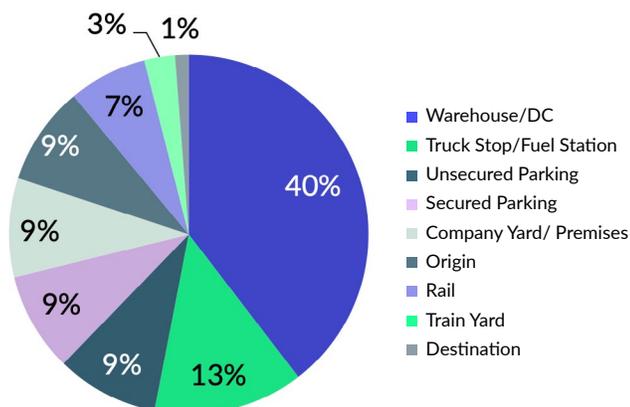
In Q3-2025, **Pilferage** remained the most common method of cargo theft, accounting for 41% of all reported incidents. The highest concentrations were recorded in California (40%), Texas (21%), Tennessee (19%), and Pennsylvania (12%), reflecting the continued presence of localized theft activity in Metro Areas.

Theft of Full Truckload ranked second, increasing to 31% of total incidents. Most reports originated from Texas (49%), followed by Georgia (23%) and Illinois (13%).

Facility Theft represented 16% of the total, with California emerging as the main state affected, consistent with its concentration of warehouses and distribution centers. **Deceptive Pickup** incidents rose notably to 11%, also led by California, highlighting continued exploitation of procedural and identity-based vulnerabilities within the logistics process.

Last-Mile Courier thefts remained limited at 2%, with Illinois being the most affected state. **Hijacking** incidents decreased to 1%, primarily reported in Pennsylvania.

Graph 6: Cargo Theft by Location Q3-2025



In Q3-2025, **Warehouse/DC** remained the most frequently targeted theft locations, accounting for 40% of incidents where a location was specified. The majority of these occurred in California (40%), Texas (26%), and Tennessee (25%), showing consistent concentration in major logistics hubs.

Truck Stops/Fuel Stations ranked second, representing 13% of thefts, with the highest occurrences in Texas (44%) and California (33%). **Unsecured Parking**, **Secured Parking**, **Company Yard/Premises**, and **Origin** each accounted for 9% of reported thefts, reflecting exposure across different stages of the supply chain.

Rail thefts represented 7% of total incidents, mainly in California (48%) and Illinois (39%), while **Train Yards** accounted for 3%.

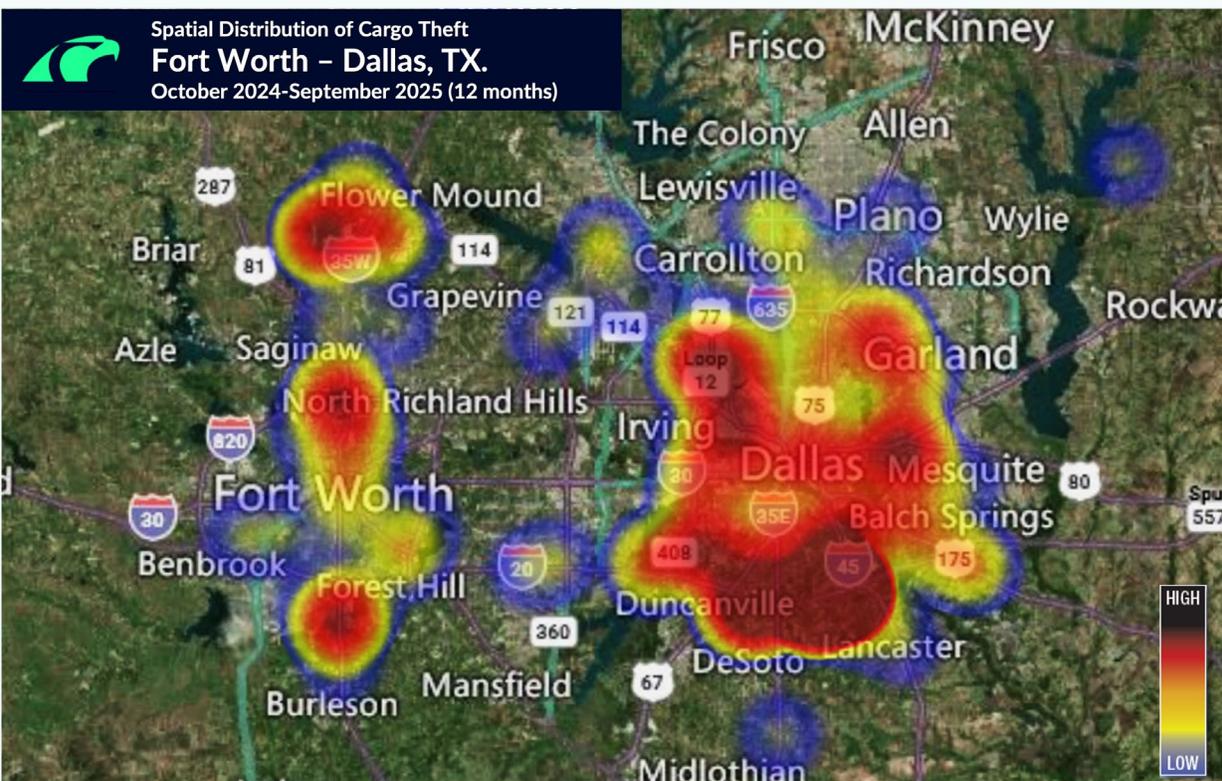
Quarterly Spotlight: Fort Worth-Dallas (Hot Zone)

To better serve the security-minded logistics community, Overhaul spotlights one product category, theft type, geographical area, or trend in each US cargo theft report. This quarter's spotlight focuses on cargo theft risk in the state of Texas, specifically in the Fort Worth, Dallas Hot Zone. This area has historically been the riskiest region for Cargo Shipments in the state and one of the top five nationwide.



The Fort Worth–Dallas area is a major commercial, production, and logistics hub, hosting numerous factories, warehouses, and distribution centers. Its strategic location and high volume of shipments make it a key target for cargo theft in Texas and one of the top-risk regions in the country.

In the heatmap shown, hotspots are concentrated primarily around industrial zones and areas with a high density of logistics infrastructure, including Hutchins, Brownlee Park, Duncanville, North Dallas, Everman, Melody Hills, and Alliance. Truck stops located south of Dallas along I-20 near Hutchins pose a significant risk for shipments due to frequent thefts, including both **Pilferage** and **Theft of Full Truckloads**. In terms of location, **Truck Stops/Fuel Stations** accounted for 37% of incidents, followed by **Warehouse/DC locations** at 29%, **Unsecured Parking** at 13%, **Company Yards/Premises** at 11%, **Secured Parking** at 4%, **Train Yards** at 3%, and **Rail** at 1%.



Incidents occurred throughout the day, with peaks between 12PM and 6PM at 30% and the and between 6PM and 12AM at 28%. Early morning and morning hours each represented 21% of thefts. Weekly distribution showed the highest activity on Fridays at 19%, followed by Mondays at 16%, Wednesdays and Thursdays at 14% each, Saturdays at 14%, Tuesdays at 13%, and Sundays at 11%.

The most targeted products in the Fort Worth–Dallas area were **Electronics** at 28%, **Home & Garden** items at 24%, **Food & Drinks** at 9%, **Miscellaneous** products at 7%, and **Metals** at 5%.

Similar to Southern California, this area exhibits multiple active modus operandi. Criminals engage in **Pilferage** and **Theft of Full Truckloads** while shipments are unattended, as well as various forms of Strategic Theft. **Theft of Full Truckload** incidents accounted for 49% of events, **Pilferage** for 41%, **Facility Theft** for 5%, and **Deceptive Pickups** for 3%.

This analysis highlights the persistent cargo theft risk in Fort Worth–Dallas, driven by industrial concentration, high shipment volumes, and the variety of criminal strategies employed in the region.



Recommendations

Overhaul considers the threat of cargo theft in the United States to be HIGH and on the rise due to the continued increase in the level of organization and sophistication of criminal groups focusing on high-value cargo, as evidenced by the ongoing upward trend observed in atypical theft types such as **Deceptive Pickup** and **Pilferage**. This trend is further apparent in the targeting of **Rail** shipments and the increase in average loss values.

Steps should be taken to verify the authenticity of all shipment related activity, particularly any entity which has been engaged to either move or store a shipment. Driver and business verification, prior to releasing any shipment, is paramount. Overhaul recommends that shippers practice extreme diligence in vetting all carriers and drivers, particularly those operating out of Southern California and/or those handling highly targeted products such as **Electronics**. Thorough documentation should be kept that includes photos from origin, the driver's CDL, the back of the trailer with seal affixed (seal number visible), tractor and trailer identifying markings and license plates, and BOL. In addition, origin personnel should be on the lookout for red flags such as temporary placards or logos, as well as recently painted-over logos, paper/missing license plates, and drivers not matching their CDL photo. Red flags should disqualify any offending driver from departing with a load. An immediate escalation with a path to effective law enforcement engagement is critical to recovering stolen cargo.

Additionally, tracking technology should be fully utilized on the conveyance power unit, separate cargo area, and the cargo itself to maintain visibility of the shipment. This helps in detecting suspicious route deviations, unauthorized stops, and any separation of the cargo from the conveyance.



Disclaimer

It is inherent that the reader understands that any cargo theft report is an indirect representation of the overall cargo theft footprint; it is not a direct reflection. Overhaul records only those cargo thefts reported by reliable sources, such as transportation security councils, insurance companies and law enforcement organizations. While this does not result in the 100% capture of incidents, it provides a sufficient cross section of cargo thefts and allows Overhaul to identify trends and deliver in-depth, accurate analysis of the scope of cargo theft in the United States and Canada. Additionally, Overhaul only records incidents involving the theft of cargo, not standalone conveyances such as trailers, containers, or bobtail tractors.

It should be noted that delays in incident reporting typically cause measurable increases in theft volumes in the weeks following publication of Overhaul reports. As such, the most recent totals for the year are expected to rise above those recorded thus far. It is Overhaul's practice to use updated theft numbers for past timeframes when comparing them to current totals.