



 OVERHAUL

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# United States & Canada Annual Report 2025



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## Executive Summary

Overhaul's 2025 Annual Report is meant to highlight the ways in which cargo theft events in the United States and Canada 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 and Canada theft data collected in 2025 and analyzes trends derived from database content, law enforcement information and industry associates. It also draws on observations by personnel in the field to provide an overview of national cargo theft activity as well as a deep dive into specific focus areas based on our findings. Specifically, we homed in on cargo theft activity in California, Texas, and Tennessee, as well as thefts involving shipments of Electronics.

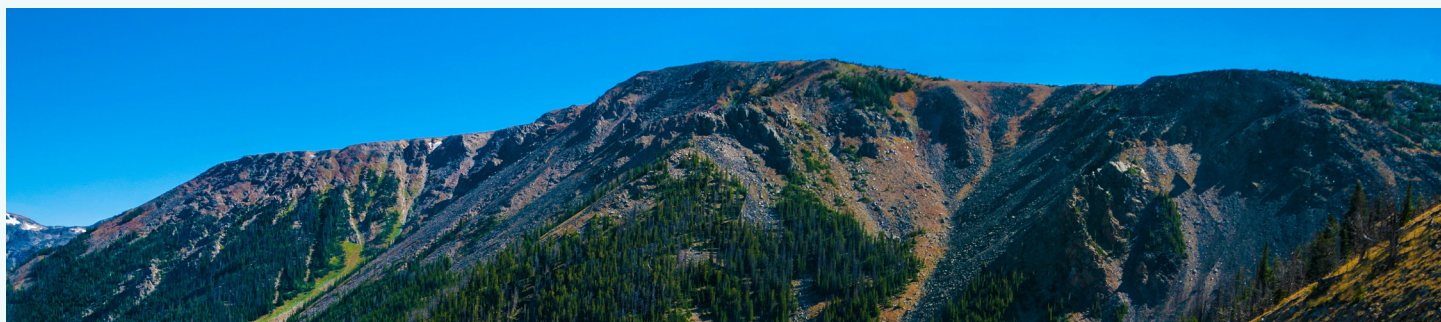
Cargo theft in the United States continues to show higher incidence near freight hubs and large cities, leading to hot spots in states such as California (38%) and Texas (20%), which ranked 1st and 2nd in terms of cargo theft risk. **Electronics** (22%) were especially at risk, followed by **Food & Drinks** (15%), **Home & Garden** (11%), and **Clothing & Shoes** (11%).

In 2026, cargo theft events in the United States are expected to show a relevant increase from 2,576 to 2,910. 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 and Canada during 2025 and how this data has informed Overhaul's predictions for 2026. In turn, these predictions can help you better plan your shipping routes and outfit your carriers with the electronic security and real-time monitoring solutions to best protect your cargo.

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 practice to use updated theft numbers for past timeframes when comparing them to current totals.





## United States: 2025 Cargo Theft Report

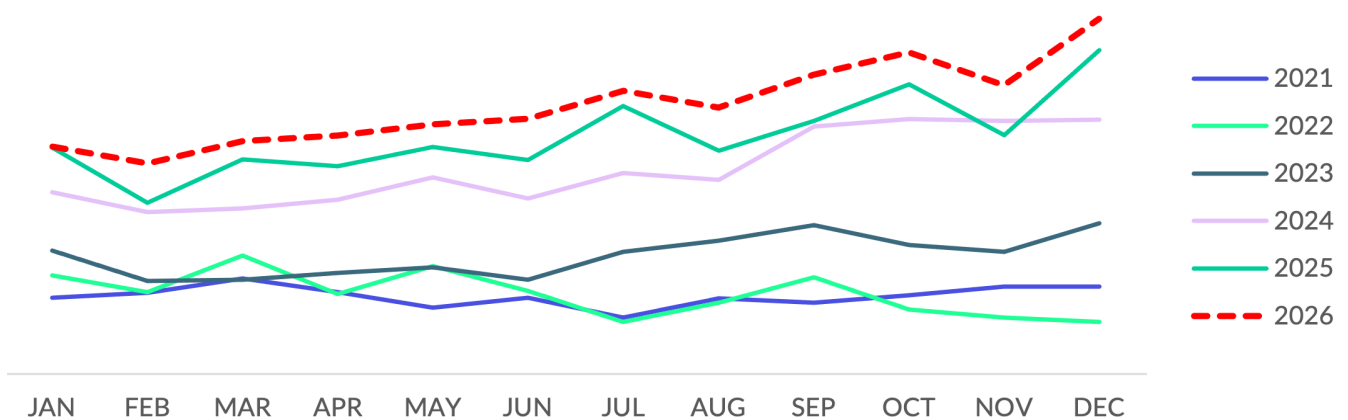
Overhaul recorded a total of 2,576 cargo thefts throughout the United States in 2025, 552 in Q1, 585 in Q2, 671 in Q3 and 768 in Q4. These numbers represent a 16% increase in volume when compared to 2024. With an average of 214.6 reported cargo thefts per month, the United States sustained cargo thefts at a rate of 7.16 per day in 2025, up from 6.07 in 2024.

As shown in **Graph 1**, cargo theft activity across the U.S. remained relatively stable in 2021 and 2022, with only a small increase in reported incidents. In 2023, cargo theft increased significantly, rising by 36% compared to 2022. A similar trend continued in 2024, with a substantial increase in reported theft events across the year. This growth was more evident during the second half of the year, which became the period of highest risk for cargo movement.

For the 2025 report, cargo theft levels continued to rise, though at a more moderate pace than in the previous two years. All four quarters of 2025 recorded higher theft volumes than the same periods in 2024. As in prior years, the second half of the year accounted for nearly 60% of total incidents, reinforcing a consistent seasonal risk pattern.

After reviewing historical data, Overhaul anticipates that cargo theft in the U.S. will increase by at least 13% in 2026. This projection reflects a shift in the rate of growth, as the increase observed in 2025, while still notable, was less pronounced than the increases seen in 2023 and 2024, indicating a slower pace of growth in these incidents.

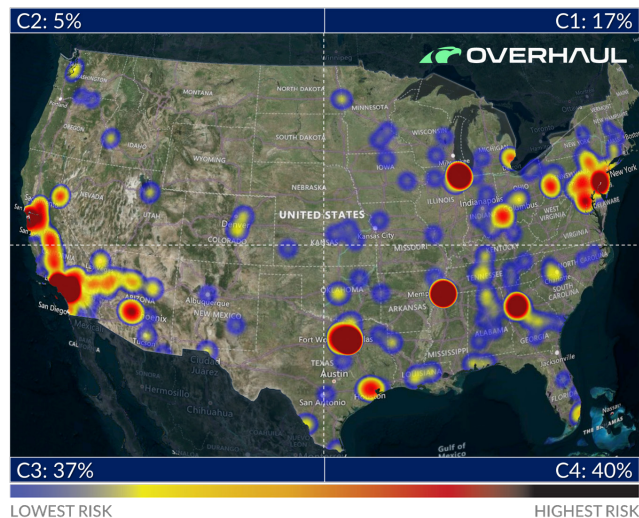
**Graph 1: Cargo Theft Monthly Trends 2021-2025 / Predictive Analysis 2026**





# Spatial and Temporal Analysis of Cargo Theft in the United States

By dividing the country into quadrants, the 2025 data shows a clear geographic shift in cargo theft concentration. Quadrant 4 (C4) recorded the highest share of incidents, accounting for 40% of all reported cargo theft events nationwide. This increase is primarily driven by elevated theft volumes in key logistics hubs such as Memphis, Dallas, and Atlanta. Quadrant 3 (C3) followed closely, representing 37% of total thefts, reaffirming its status as a high-risk region that includes established cargo theft hotspots such as Los Angeles, San Bernardino and San Francisco. Quadrant 1 (C1) accounted for 17% of national theft volume, while Quadrant 2 (C2) remained the least impacted region, with only 5% of all recorded incidents in 2025.



In terms of temporal patterns, cargo theft activity in 2025 remained relatively consistent from January through August, with monthly shares generally ranging between 6% and 8%. Activity began to rise in the second half of the year, peaking in December at 11%.

Quarterly distribution further highlights this trend. The fourth quarter (Q4) accounted for 30% of all cargo theft incidents, making it the most active period of the year. The third quarter (Q3) followed with 26%, while Q2 and Q1 represented 23% and 21%, respectively. This distribution confirms a sustained concentration of cargo theft risk in the latter part of the year.



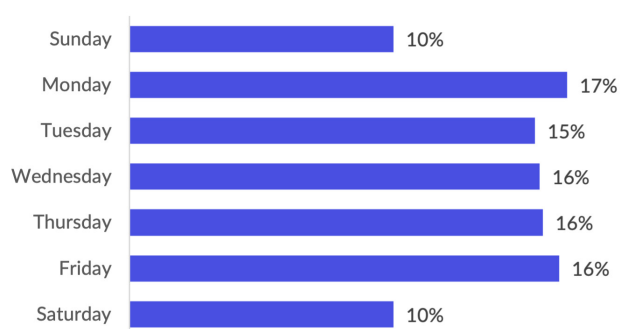


## Thefts Per Day & Hour

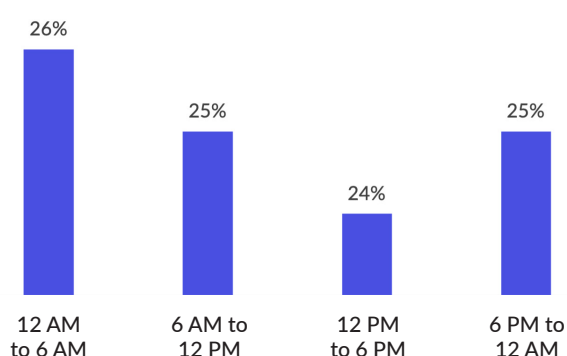
In 2025, cargo theft activity continued to concentrate on weekdays rather than weekends. Mondays recorded the highest share of incidents at 17%, followed by Tuesday, Wednesday, Thursday, and Friday, each accounting for 15%–16% of total thefts. In contrast, weekend days remained the least affected, with Sunday and Saturday each representing 10% of incidents.

As for timetables, cargo theft in 2025 was more evenly distributed than in previous years. The early-morning window between 00:00 and 06:00 hours remained the most active period, accounting for 26% of all incidents, though slightly lower than the concentration observed in 2024. Theft activity during 06:00–12:00 and 18:00–24:00 each represented 25%, while incidents occurring between 12:00 and 18:00 accounted for 24% of the total.

**Graph 2: Cargo Theft per Day of the Week 2025**



**Graph 3: Cargo Theft by Time of Day 2025**



## Analysis of the 10 States with the Highest Volume of Cargo Thefts

In 2025, the top two states accounted for 58% of all recorded cargo theft incidents nationwide. California remained the most affected state, increasing its share to 38% of total thefts, up from 32% in 2024. This shift reflects a renewed concentration of cargo theft activity within major logistics corridors and metropolitan areas across the state.

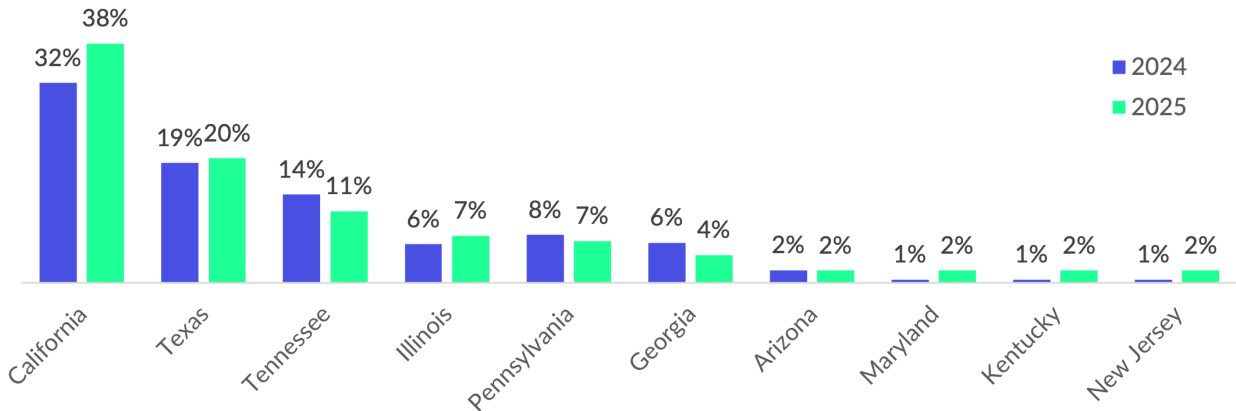
Texas continued to rank second, representing 20% of national cargo theft volume, reflecting a sustained upward trend compared to the prior year. Together, California and Texas dominated cargo theft activity in the U.S. during 2025.

Other states experienced more moderate changes. Tennessee's share declined to 11%, while Illinois increased slightly to 7%. Pennsylvania also represented 7% of total incidents, showing relative stability. Georgia decreased to 4%, indicating reduced concentration compared to 2024.

Several secondary states, including Maryland, Kentucky, and New Jersey, each accounted for 2% of total cargo theft incidents, suggesting a gradual expansion of theft activity beyond traditional hotspots, though at significantly lower volumes.



Graph 4: Cargo Theft by Top 10 States 2024-2025



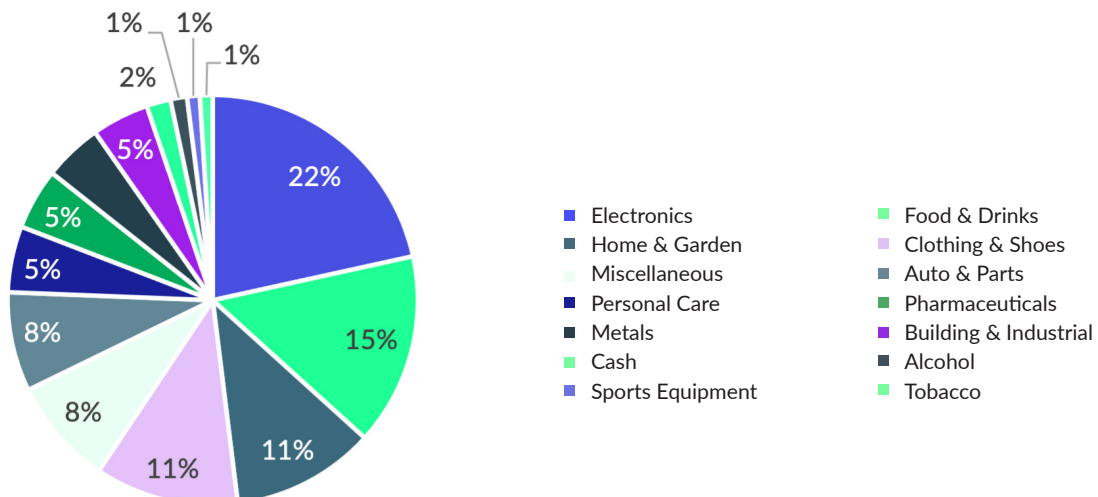
## Cargo Theft by Product Type

For the fifth consecutive year, **Electronics** was the most stolen product type among recorded cargo theft incidents, registering 22% of total thefts, a slight 2% decrease from 24% in 2024. **Food & Drinks** increased its share to 15%, reflecting a rise of 5 percentage points versus 2024, making it the second most stolen product category in 2025. **Miscellaneous**, which ranked second in 2024 at 15%, declined to 8% in 2025, marking a decrease of 7 percentage points.

**Home & Garden** and **Clothing & Shoes** each represented 11% of total thefts in 2025. Notably, **Clothing & Shoes** increased its share compared to 2024 (9%).

Mid-tier product types showed a more even distribution in 2025. **Miscellaneous** and **Auto & Parts** each accounted for 8% of incidents, while **Personal Care** and **Pharmaceuticals** represented 5% each.

Graph 5: Cargo Theft by Product Type 2025





## Product Type Drilldown: Electronics

**Electronics** comprised 22% of total thefts in 2025. California (56%) remained the top state for **Electronics** thefts, followed by Texas (15%) and Arizona (5%) to represent a combined 76% of total **Electronics** thefts.

Graph 6: Electronics Theft by Subtype & Value 2025



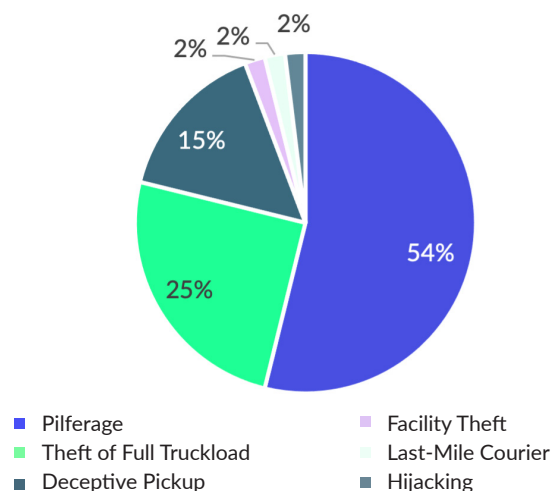
Within the **Electronics** sector, out of all theft incidents, 22% were attributed to **Televisions & Displays** products representing a decrease of 1 percentage points versus 2024. **Batteries & Panels** accounted for 18%, an increase of 8 percentage points from 2024. By theft type, In 2025, **Deceptive Pickup** was responsible for 39% of all **Electronics** thefts this represents an increase of 17 percentage points, while Pilferage decreased from 48% in 2024 to 33% in 2025, **Theft of Full Truckload** (16%) showed also a decrease of 6 percentage points.

## Product Type Drilldown: Food & Drinks

**Food & Drinks** ranked second in 2025, representing 15% of recorded cargo theft events. **Pilferage** was the most common method at 54%, followed by **Theft of Full Truckload** at 25% and **Deceptive Pickup** at 15%.

Within this category, **Mixed & Miscellaneous** were the most stolen product (20%), followed by Nuts (15%). With **Candy, Cookies & Snacks** and **Coffee, Energy & Sports Drinks** each accounting for 14%, and **Meats** at 11%. California saw the highest concentration of these thefts (60%), reflecting its role as a key distribution hub, while Pennsylvania (17%) and Texas (8%) ranked second and third.

Graph 7: Food & Drinks Theft by Type of Event 2025





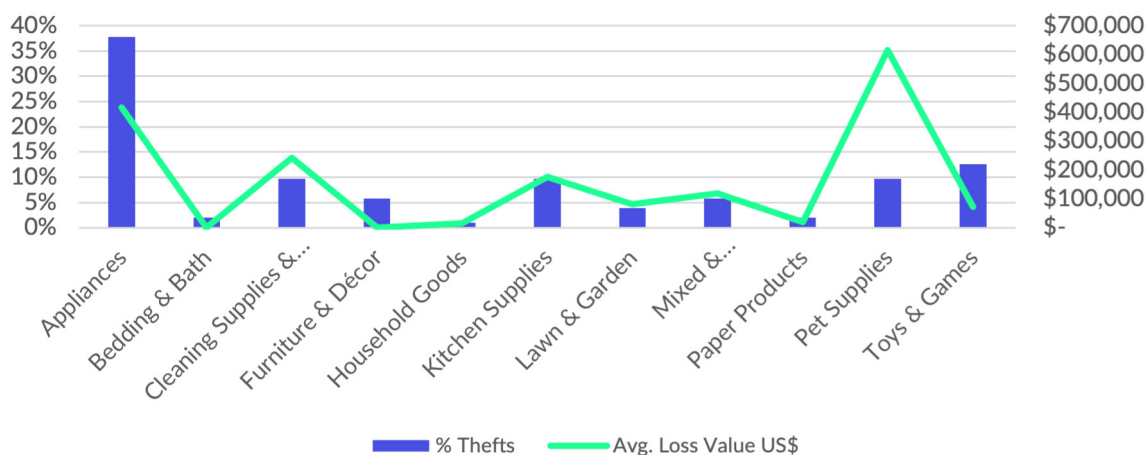
## Product Type Drilldown: Home & Garden

In 2025, **Home & Garden** was the third most stolen product type behind **Electronics** and **Food & Drinks**, accounting for 11% of the total; an increase of one percentage point in comparison to 2024.

Within the **Home & Garden** category, **Appliances** continued to be the most stolen subtype, accounting for 38% of all thefts, followed by **Toys & Games** at 13%. **Pet Supplies**, **Cleaning Supplies & Products** and **Kitchen Supplies** each accounted for 10% of the total volume within the category.

Most **Home & Garden** thefts involved **Theft of Full Truckload** (43%), followed by **Deceptive Pickup** (27%) and **Facility Theft** (11%). Geographically, incidents were heavily concentrated in California (56%), with Texas (9%) and Georgia (7%) trailing at a distance.

Graph 8: Home & Garden Theft by Subtype & Value 2025



## Cargo Theft by Event Type & Location

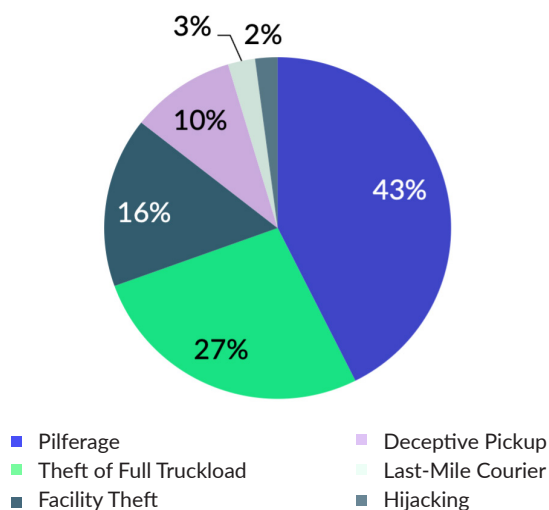
Cargo theft activity in the United States has continued to evolve since the shift observed in the second quarter of 2023, when criminals began relying less on opportunistic theft and more on strategic and deceptive methods to access cargo. This evolution remained evident through 2024 and further shaped theft patterns in 2025, influencing both the distribution of event types and the locations most frequently targeted.

In 2025, **Pilferage** remained the most common type of cargo theft event, accounting for 43% of all recorded incidents, despite a 10% decrease compared to 2024. **Theft of Full Truckload** represented 27% of events a 5% decrease versus 2024. **Facility Theft** continued to rise, accounting for 16% of incidents. **Deceptive Pickup** showed the strongest growth in 2025, increasing 35% compared to 2024 and representing 10% of all recorded events.

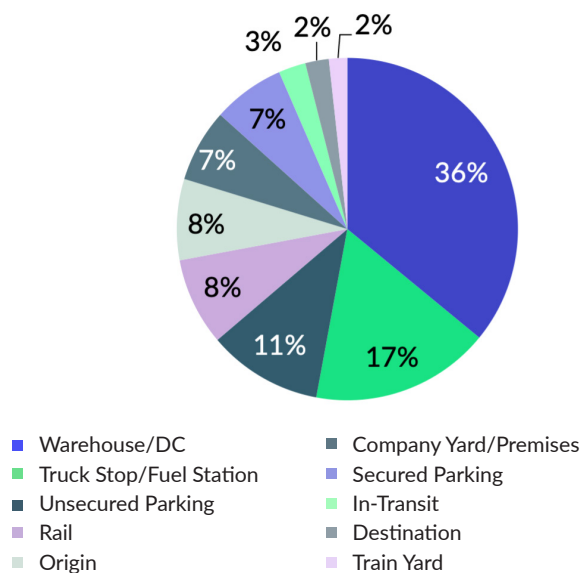
From a location perspective, **Warehouse/DC** remained the most affected location in 2025, accounting for 36% of all cargo theft events and increasing 10% compared to 2024. **Truck Stop/Fuel Station** followed at 17%, recording a 29% increase compared to 2024. **Unsecured Parking** declined sharply to 11%, representing a 52% decrease. Notably, **Rail** locations increased to 8% of total incidents, reflecting a 44% rise versus 2024.



Graph 9: Cargo Theft by Type of Event 2025



Graph 10: Cargo Theft by Location 2025



## Special Report 2025

The Overhaul Intelligence Center prepared a special report focused on **Deceptive Pickup** events, following a sustained increase in this type of cargo theft throughout 2024 and 2025. This report examines the growth of **Deceptive Pickup** incidents, the types of products most frequently targeted, and the spatiotemporal patterns associated with these events, as organized criminal groups continue to exploit procedural and identity-based vulnerabilities within the supply chain.

### Deceptive Pickups, the fastest growing and most widely distributed type of event in recent years.

**Deceptive Pickup** activity began to re-emerge gradually after the pandemic; however, it was during the second half of 2023 that incident volumes increased at an alarming rate. This escalation coincided with a growing number of criminal groups and a higher level of organization and specialization among them. Strategic theft methods based on fraud and deception have since become the fastest growing and most widely distributed mode of operation nationwide. From 2021 to 2022, **Deceptive Pickup** incidents increased by 18%, followed by a 91% surge from 2022 to 2023, a 57% increase from 2023 to 2024, and a further 35% rise from 2024 to 2025. Despite this deceleration, growth remains significant, leading to a projected minimum increase of 18% in 2026.

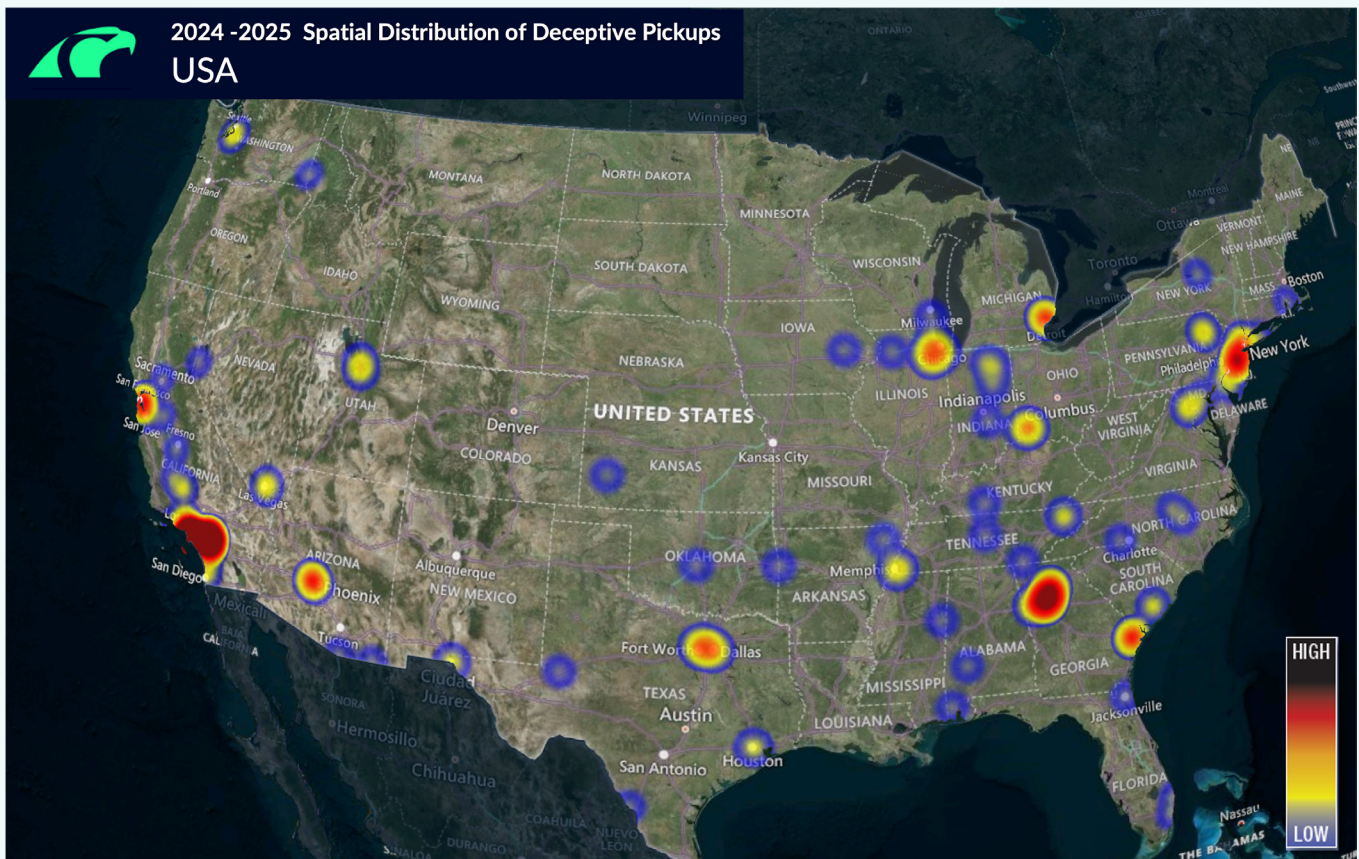
The expansion of **Deceptive Pickup** is closely tied to changes in technology and the structure of the logistics industry. Criminal actors increasingly exploit digital brokers, document-editing tools, and gaps within technology platforms to impersonate legitimate carriers and brokers. Fraud and cargo theft have become blended activities, where tactics such as double and triple brokering, hacked emails, stolen Load IDs, phishing calls, and carrier or driver impersonation are used to gain control of shipments. These attacks are faster, more coordinated, and harder to trace, while the range of targeted commodities has expanded beyond electronics to include food, pharmaceuticals, and metals.



More recently, criminal networks have begun leveraging AI-powered fraud, including voice cloning, email spoofing, and synthetic identities, making these schemes scalable rather than opportunistic. Groups often establish fake companies, acquire new MC numbers, exploit states with weaker ID requirements, and embed members within legitimate carriers to gather operational intelligence. Techniques such as Shorted Load / Altered BoL (S.L.A.B.) allow losses to go undetected for extended periods, particularly at high-volume facilities with rigid receiving procedures. Together, these practices reflect a mature and adaptive threat model, where Deceptive Pickup is no longer an isolated tactic but a core component of strategic cargo theft operations.

Among the trends observed during 2025, **Deceptive Pickup** events stand out due to their accelerated growth and evolving operational patterns. This type of event recorded a 35% increase compared to 2024; however, this growth was not evenly distributed throughout the year. During the first half of 2025, **Deceptive Pickup** incidents increased by only 9% compared to the first half of 2024. The escalation became more pronounced in the second half of the year, when incidents rose by 46%, with July, October, and November emerging as the most active months. Throughout 2025, Identity Theft was the most frequently recorded mode of operation, accounting for 44% of **Deceptive Pickup** events, reflecting the increasing reliance on impersonation and credential misuse to gain control of shipments.

From a geographic perspective, **Deceptive Pickup** activity in 2025 remained concentrated in major logistics hubs but continued to expand beyond traditional freight corridors. California (44%) and Texas (15%) accounted for the majority of incidents, followed by Kentucky (10%), New Jersey (4%), and Georgia (4%). This expansion into secondary states and counties with lower logistics density suggests that criminal groups are deliberately targeting areas with less operational awareness and fewer controls, increasing the risk exposure in regions not historically associated with this type of cargo theft.



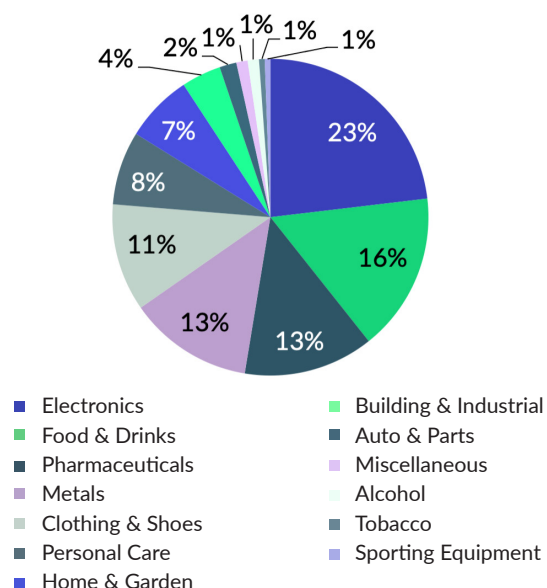


Temporally, **Deceptive Pickup** incidents showed a clear concentration in the latter part of the year. Q4 accounted for 31% of all recorded events, followed by Q3 at 26%, Q2 at 24%, and Q1 at 18%. Weekday activity was dominant, with Wednesday and Friday each representing 23% of incidents, followed by Tuesday (19%) and Monday (15%). Weekend activity remained limited, with Saturday (3%) and Sunday (4%) recording the lowest volumes.

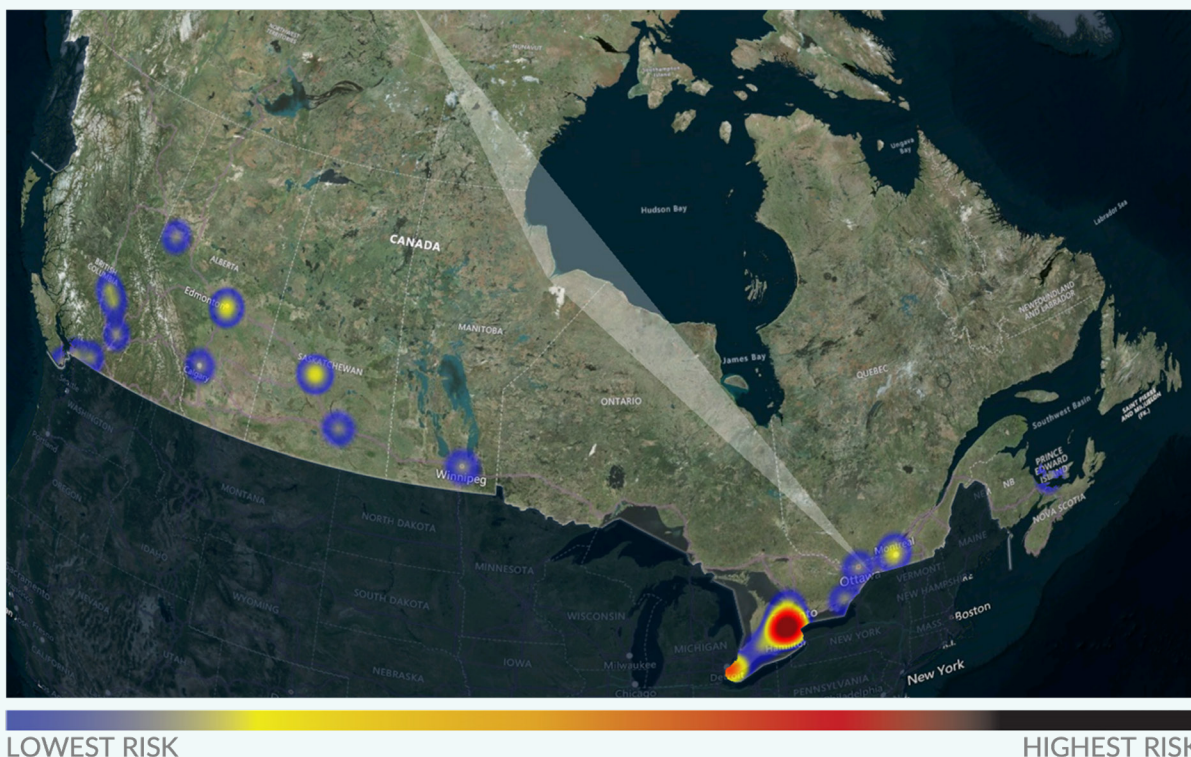
In terms of targeted cargo, **Electronics** remained the most affected product type in **Deceptive Pickup** events, accounting for 23% of incidents in 2025. **Food & Drinks** followed at 16%, while **Pharmaceuticals** and **Metals** each represented 13%. **Clothing & Shoes** completed the top five at 11%, underscoring the broad range of commodities now being targeted through deceptive and fraudulent pickup schemes.

The evolution of **Deceptive Pickup** events highlights the need for heightened verification and monitoring across the supply chain. Common red flags include mismatched driver credentials, altered trailer hardware, temporary or obscured signage, and reused contact information across multiple carriers. Criminals increasingly rely on impersonation and procedural gaps, making carrier vetting, independent verification through SAFER and online sources, and the use of remote compliance monitoring is critical to identifying fraudulent activity before a load is released.

**Graph 11: Deceptive Pickup Events by Product Type 2025**



## Canada





Historically an area of low reporting, the cargo theft issue in Canada is nonetheless well known. Industry-wide reporting still trails behind that of the United States, yet organized cargo thieves in Canada are just as sophisticated as they are in the United States, often utilizing the same methods and criminal networks not only to target products, but also to liquidate them.

In 2025, cargo theft activity in Canada increased moderately while showing clear changes in how thefts were executed. **Theft of Full Truckload** remained the dominant event type, accounting for 61% of all recorded incidents. At the same time, **Last-Mile Courier** represented 22% of thefts, reflecting a significant rise compared to the previous year, while **Deceptive Pickup** continued to expand, accounting for 10% of total events.

Geographically, Ontario continued to account for the majority of cargo theft incidents in Canada, representing 65% of all recorded events and remaining heavily concentrated around the Greater Toronto Area. However, this marked a decline compared to prior years, indicating a broader distribution of cargo theft activity across the country. British Columbia recorded the most notable growth increasing from 5% to 15% of total incidents.

As for timetables, cargo theft incidents in 2025 were primarily concentrated on weekdays. Mondays (37%) and Fridays (22%) recorded the highest volumes, while weekends accounted for a smaller share of incidents. In terms of time of day, theft activity was most frequent during overnight and morning hours, with 30% of incidents occurring between 24:00 and 06:00 hrs and another 30% between 06:00 and 12:00 hrs.

In terms of locations, **Company Yard/Premises** remained the most affected location type, accounting for 42% of all incidents, followed by **Destination** at 29%, highlighting elevated risk during final delivery stages. **Unsecured Parking** accounted for 8% of reported events.

When examining product types, **Home & Garden** was the most frequently stolen category in 2025, representing 21% of total thefts. **Electronics** followed at 15%, while **Food & Drinks** accounted for 13%. **Miscellaneous**, **Building & Industrial**, **Clothing & Shoes**, and **Tobacco** each represented 8–10%, reflecting a broad range of targeted commodities.

While industry incident reporting lags behind, cargo crime in Canada is likely to rise until cargo theft specific legislation is passed and better data is available to understand the problem.

## Recommendations

Overhaul considers the threat of cargo theft in the United States and Canada to be HIGH and on the rise, despite the expected decrease in theft volume in 2024. This is due, in part, to the continued increase in the level of organization and sophistication of criminal groups focusing on high-value cargo, as evidenced by the sustained upward trend observed in atypical theft types such as Deceptive Pickup.

Steps should be taken to verify the authenticity of all shipment-related activity, particularly any entity engaged to move, broker, or temporarily store a shipment. Driver, carrier, and business verification prior to releasing any shipment is paramount and should go beyond standard procedures, incorporating multi-layer validation controls designed to detect Deceptive Pickup attempts, especially in scenarios involving last-minute changes, urgent reassignments, or third-party intermediaries.

As Deceptive Pickup events typically rely on social engineering rather than force, Overhaul recommends reinforcing process integrity at the point of cargo release. This includes strict adherence to pre-approved carrier lists, controlled communication channels, segregation of duties, and mandatory secondary confirmation before authorizing any pickup. Even minor procedural deviations can create exploitable gaps for organized groups operating under legitimate appearances.

Given that a significant proportion of thefts continue to occur while cargo units are stopped, Overhaul recommends that any location where cargo would either intentionally or unintentionally come to rest, even for brief periods of time, should be as secure as possible. Factors to consider when selecting a secure area or lot include controlled access, adequate lighting, congestion, personal or video surveillance, the estimated duration of the stop, as well as past intelligence of localized cargo theft activity. This is especially critical when shipments are staged or awaiting pickup, as these moments present elevated exposure to deceptive collection attempts.

In all cases, tracking technology should be used to its fullest extent on the conveyance power unit, cargo area when separate, and the cargo itself, maintaining visibility of the shipment to identify suspicious route deviations, unauthorized stops, separation of the cargo from the conveyance, or behavioral anomalies consistent with Deceptive Pickup scenarios, even in the absence of forced entry indicators.

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