



OVERHAUL

Brazil: Q1-2026 Cargo Theft Report

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Executive Summary

The Q1-2026 Overhaul Report aims to detail the scenario of cargo crime in Brazil, based on detailed studies. The analyses were carried out using a sample of exclusive data collected from public sources, complemented by advanced technological resources and the experience of specialized analysts.

The report considers cargo theft to be all events involving the transportation, attempted transportation and/or recovery of raw materials, components, in-process and/or finished products, as well as the theft of cargo vehicles.

Cargo theft continues to be one of the main problems affecting the country's logistics chains. The Q1-2026 report on cargo theft in Brazil describes the spatial and temporal patterns of this crime at the national level to help decision-makers establish prevention strategies to reduce the risk to 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.

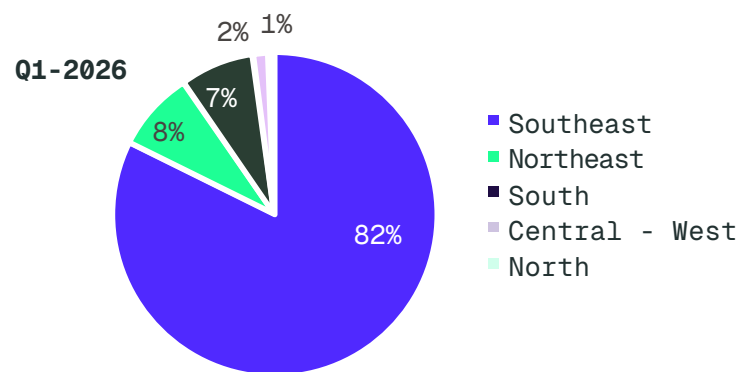
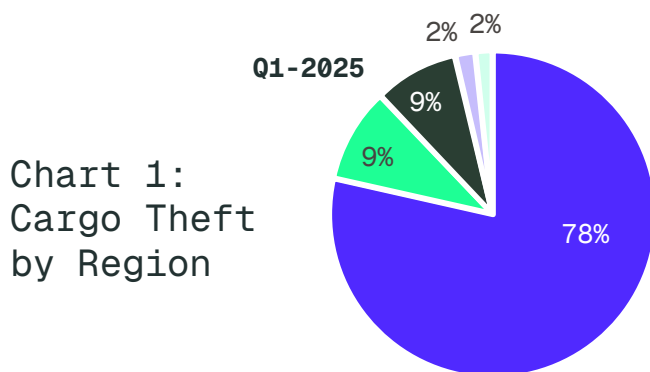
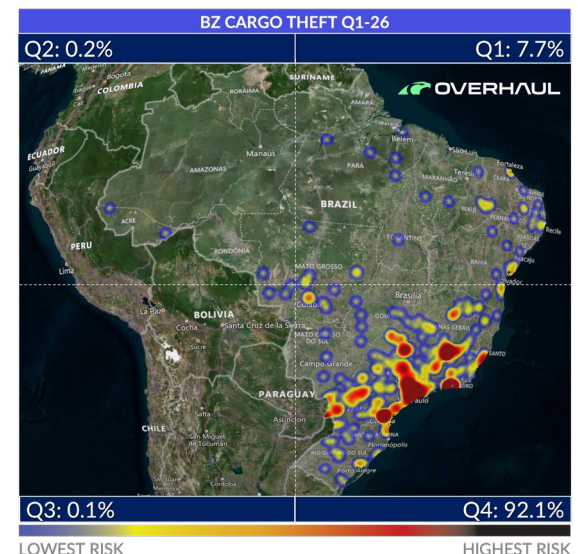
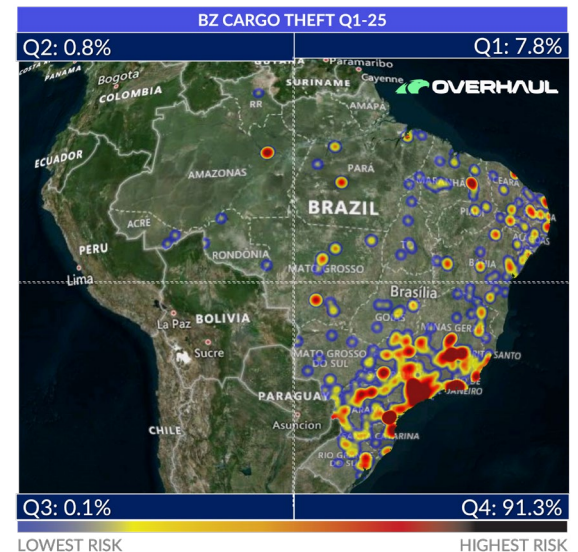
Spatial Analysis of Cargo Theft

The quadratic analysis of cargo theft at the national level in the first quarter of 2026 maintained a distribution like that of the first quarter of 2025. The fourth quadrant, which includes the South, Southeast, and part of the Midwest, was responsible for 92.1% of cargo thefts, representing an increase of 0.8 percentage points (p.p.) compared to the first quarter of 2025. This quadrant includes the states of São Paulo, Rio de Janeiro, Minas Gerais, Paraná, Santa Catarina, Rio Grande do Sul, and Goiás.

In contrast, the first quadrant—focused primarily on the Northeast region—accounted for 7.7% of criminal activity, reflecting a decrease of 0.1 p.p. On the other hand, the second quadrant, composed of part of the North region, accounted for 0.2%, which means a decrease of 0.6 p.p. relative to Q1-25. The third quadrant maintained the same distribution as in Q1-25 at 0.1%.

In Q1-2026, 97.8% of cargo theft nationwide were concentrated in the Southeast (82.4%), Northeast (8.2%) and South (7.3%) regions.

The Southeast region saw a 3.9-percentage-point growth over Q1-2025 levels, contrasted by a 1.2-percentage-point decline in the Northeast.

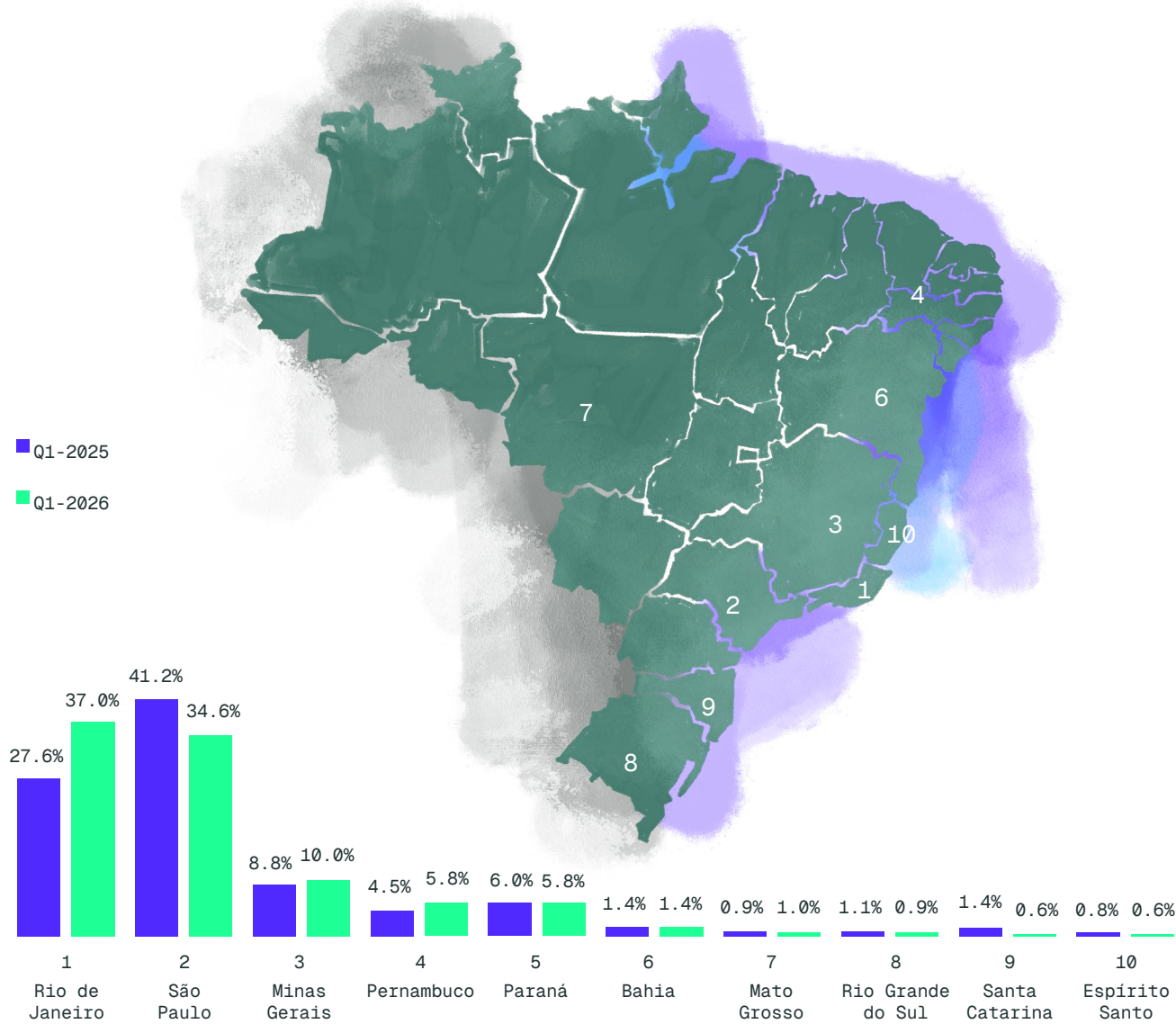


Analysis: Ten Entities with the Highest No. of Cargo Thefts

In Q1-2026, 97.6% of nationwide cargo thefts were concentrated in just ten states. A significant 71.6% of these incidents occurred in Rio de Janeiro (37.0%) and São Paulo (34.6%). Additionally, Minas Gerais, Pernambuco and Paraná held a substantial combined share of 21.6%.

As the country’s primary economic hubs, the high volume of freight movement in São Paulo and Rio de Janeiro creates greater opportunities for criminal activity. Compared to Q1-2025, São Paulo saw a decrease of 6.5 percentage points, while increases were recorded in Rio de Janeiro (9.4 p.p.), Pernambuco (1.3 p.p.) and Minas Gerais (1.2 p.p.).

Chart 2. TOP 10 Cargo Theft Entities Q1-2026



Temporal Analysis: Cargo Theft

In Q1-2026, 85% of cargo theft occurred on weekdays (Monday through Friday). Criminal activity peaked between Tuesday and Friday, accounting for 73% of all incidents. This temporal pattern remains consistent with the daily theft trends observed in Q1-2025.

During Q1-2026, the highest-risk period for cargo transportation continued to be the morning (06:00 to 12:00 h), accounting for 36% of incidents, which represents an increase of 2 percentage points (p.p.) compared to Q1-2025. The afternoon (12:00 to 18:00 h), which ranks second in incidence with 27% of thefts, also showed an increase of 7 p.p. compared to Q1-2025.

45% of cases occurred between 05:00 and 12:00 h during Q1-2026

Similarly, crimes in the evening (12:00 to 18:00 h) showed a growth of 3 p.p. compared to Q1-2025, totaling 16% of cases. On the other hand, thefts during the early morning (00:00 to 06:00 h) decreased by 11 p.p., reaching 22% of criminal activity.

The decrease in early morning thefts does not imply that this period presents lower risk; it is presumed that the decline is due to the lower availability of units in transit during those hours rather than an absence of criminal activity. It is recommended that units travel during daylight hours when there is a greater police presence.

The highest level of criminal activity during Q1-2026 was concentrated between 05:00 and 12:00 h, accounting for 45%.

Chart 3. Cargo Theft by Day of Week Q1-2026

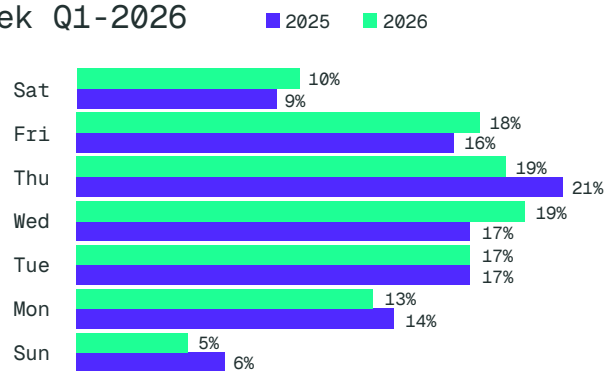
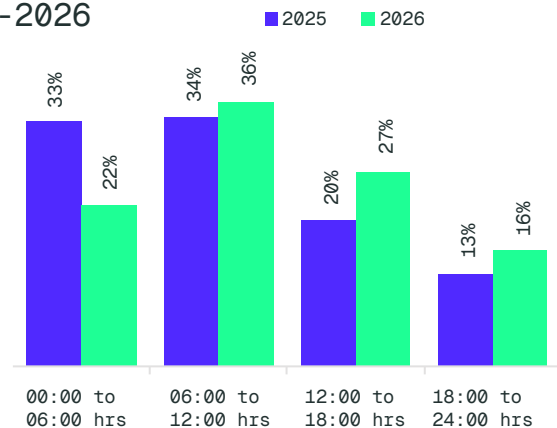


Chart 4. Cargo Theft by Schedule Q1-2026



Cargo Theft by Product Type

The five most stolen types of products in Q1-2026 were **Food & Drinks** (38.8%), **Auto Parts** (16.4%), **Miscellaneous** (13.0%), **Home & Garden** (3.9%), and **Agro** (3.7%).

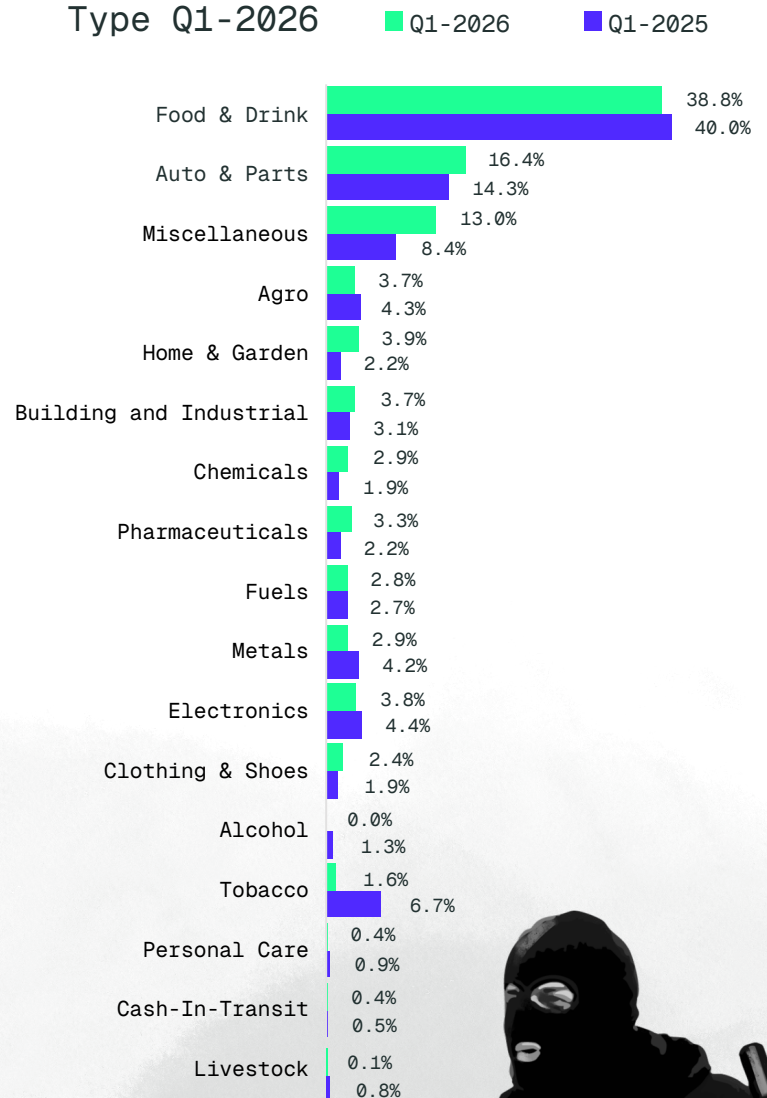
Overhaul data showed a 2.1-percentage-point increase in **Auto Parts**, rising from 14.3% to 16.4% compared to Q1-2025; within this sector, criminals mainly target batteries, tires, and luxury vehicles.

Miscellaneous theft records also rose, increasing from 8.4% in Q1-2025 to 13.0% in Q1-2026, a category that has historically seen high theft volumes primarily involving mixed cargo and parcel services.

Similarly, **Home & Garden** theft grew by 1.7 percentage points compared to Q1-2025 (from 2.2% to 3.9%), with appliances and furniture standing out as high-demand targets.

Finally, **Pharmaceuticals** theft increased by 1.1 percentage points, moving from 2.2% to 3.3%, with the main targets being medications for pharmacies, hospitals, and veterinary clinics.

Chart 5. Cargo Theft by Product Type Q1-2026



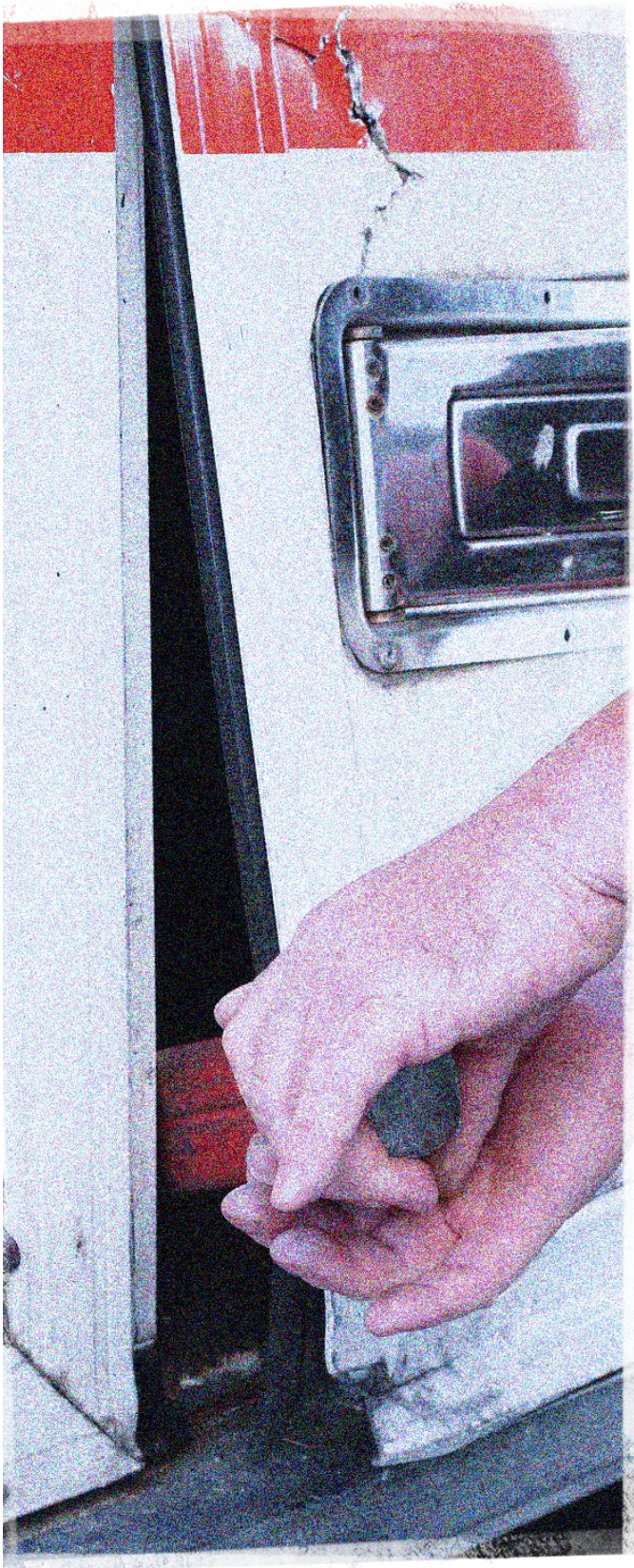
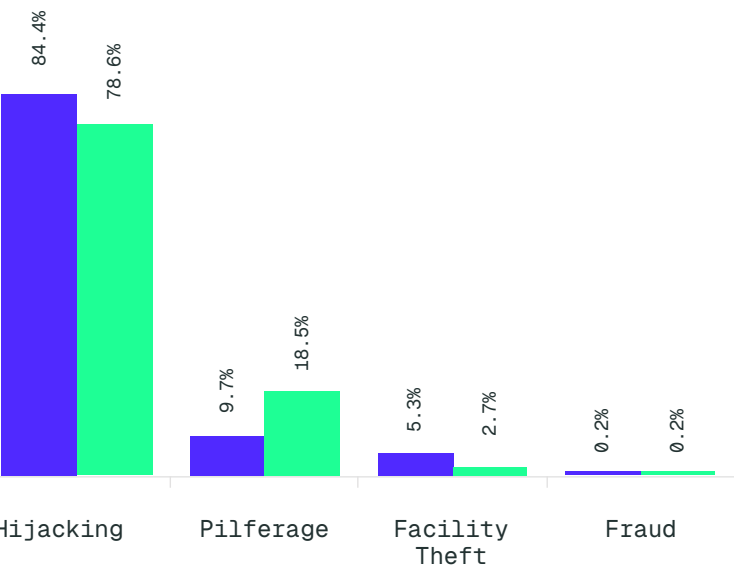
Cargo Theft by Event

In Q1-2026, the distribution of event types remained consistent with Q1-2025. Armed robbery (hijacking) continues to be the primary threat, accounting for 78.6% of offenses—a 5.8 percentage point decrease compared to Q1-2025.

Pilferage, the second most common event, saw an increase of 8.8 p.p., representing 18.5% of recorded incidents. Facility thefts dropped by 2.6 percentage points compared to Q1-2025, with a participation of 2.7% in Q1-2026.

Fraud—defined as the involvement of employees or third parties who facilitate cargo access, share sensitive information, or manipulate internal processes—remain the same as in Q1-2025, accounting for 0.2% of total events.

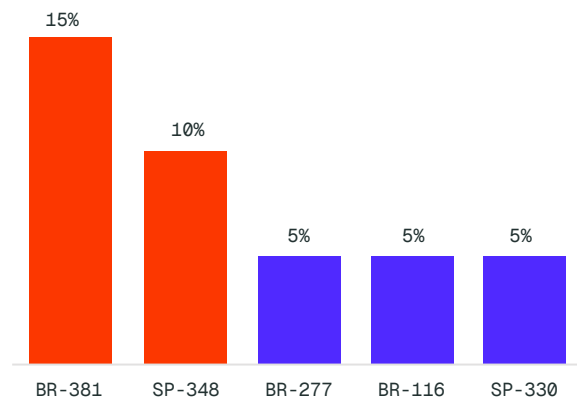
Chart 6. Cargo Theft by Type of Event Q1-2026



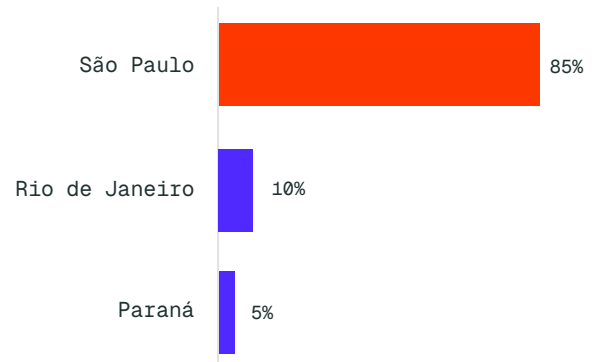
Spotlight Q1-2026: Pharmaceuticals Theft

In Q1-2026, pharmaceuticals theft represented 3.3% of all cargo theft incidents nationwide. The risk is highly concentrated geographically in São Paulo (85%). Furthermore, highway infrastructure plays a critical role in these figures, as 40% of all pharmaceutical thefts took place on five primary routes: the BR-381 (15%), SP-348 (10%), BR-277 (5%), BR-116 (5%) and the SP-330 (5%).

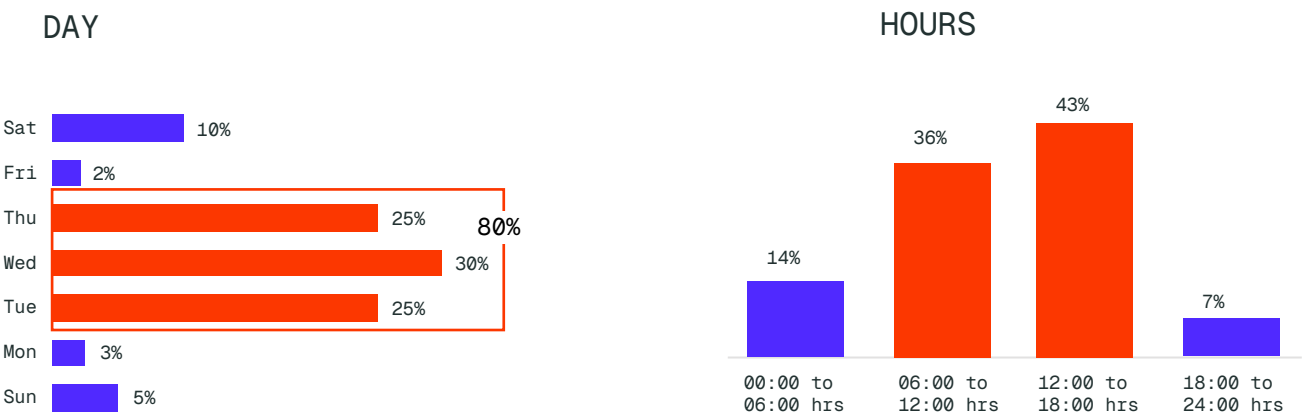
RISKIEST HIGHWAYS



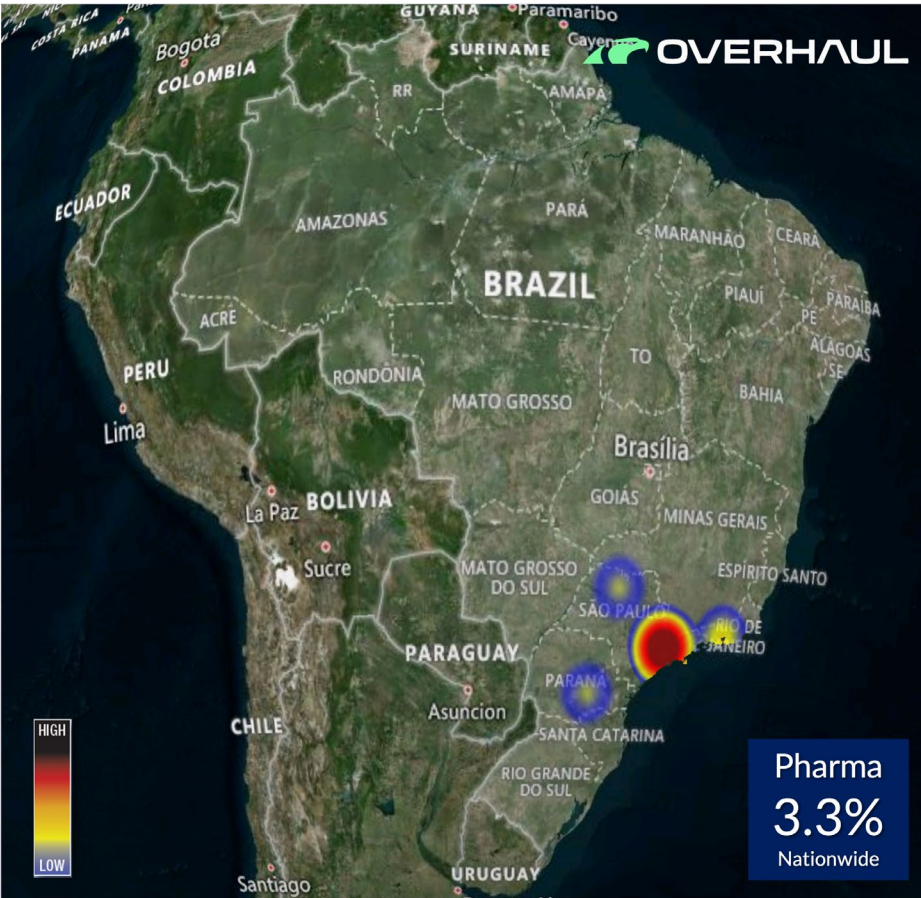
STATE



Spotlight Q1-2026: Pharmaceuticals Theft



Regarding temporal patterns, 25% of pharmaceuticals thefts occurred between 05:00 and 10:00 AM. and 34% between 01:00 and 02:00 PM. Criminal activity peaked during weekdays, particularly from Wednesday to Friday, accounting for 80% of all incidents.



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 Brazil.

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.

DAYLIGHT hours are recommended for safer transit.

Overhaul is committed to helping our customers mitigate the risks associated with cargo theft violence in Brazil. 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 Brazil 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 Brazil 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 several 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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