



OVERHAUL

Mexico: Q1-2026 Cargo Theft Report

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Executive Summary

The Q1-2026 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), 79% 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.

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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.

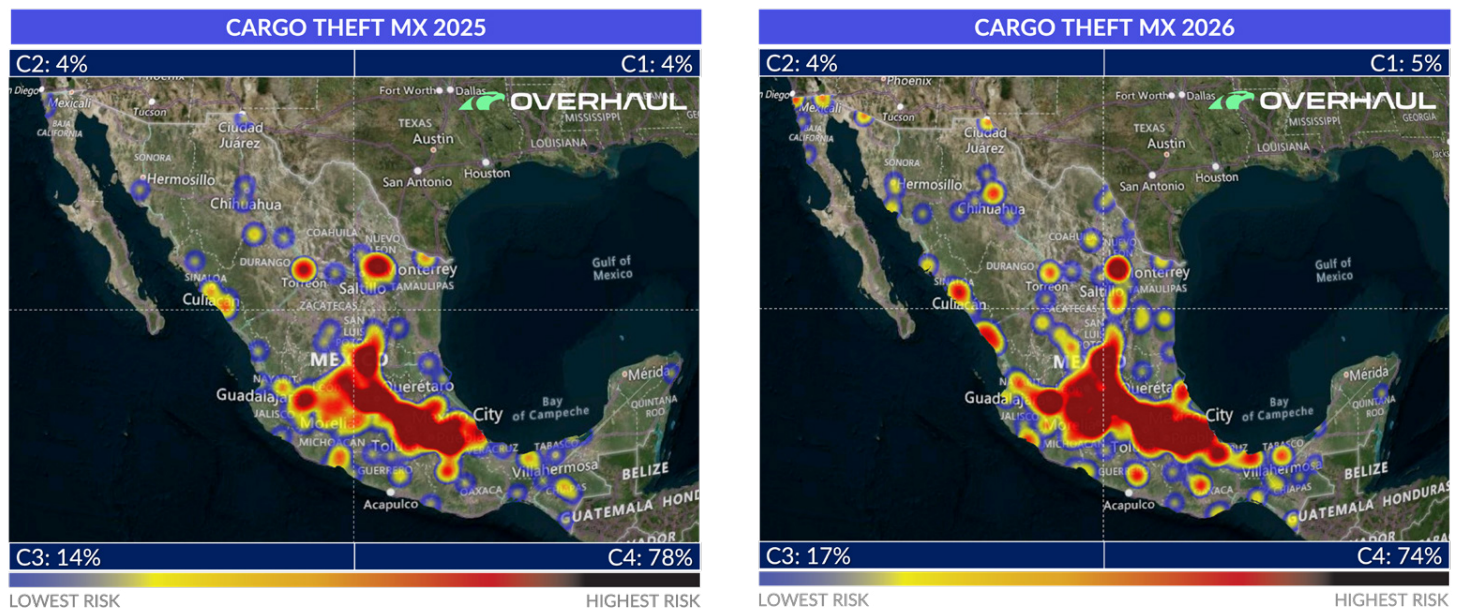
Overhaul shares Actionable Intelligence with these security partners to jointly establish strategies to prevent and mitigate cargo theft in the country. These strategic alliances are designed to improve intelligence and security on the roads, with the goal of ensuring safer roads throughout Mexico.

Spatial Analysis of Cargo Theft

The quadratic analysis of national cargo theft in the first quarter of 2026 revealed a spatial shift from the Central region toward the West. The fourth quadrant, which integrates the central and southeastern regions, accounted for 74% of recorded incidents—a decrease of 4 percentage points (p.p.) compared to the previous year. In contrast, the third quadrant—primarily focused on the West region—accounted for 17% of criminal activity, reflecting a 3-p.p. increase.

Furthermore, the first quadrant also showed a 1 p.p. growth, rising from 4% in Q1-2025 to 5% in Q1-2026, with the highest activity centered in Monterrey and its surrounding areas.

Finally, the second quadrant maintained the same share as in Q1-2025, representing 4% of national thefts, with Sinaloa and Coahuila being the most affected states.



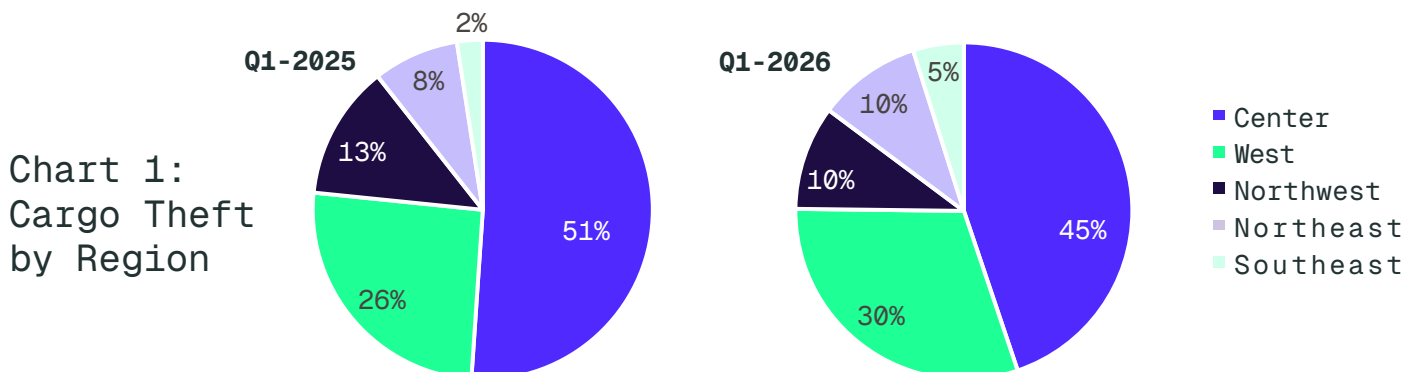
In Q1-2026, the distribution of cargo theft shows greater geographic dispersion across the country compared to the previous year. This increase in volume and scope is attributed to a higher concentration of incidents recorded in the third quadrant. During Q1-2026, 75% of cargo thefts nationwide were concentrated in the Center (45%) and West (30%) regions.

Spatial Analysis of Cargo Theft



Mercado de Abastos, Mexico City

The West region saw a 4-percentage-point growth over Q1-2025 levels, contrasted by a 6-percentage-point decline in the Center region.

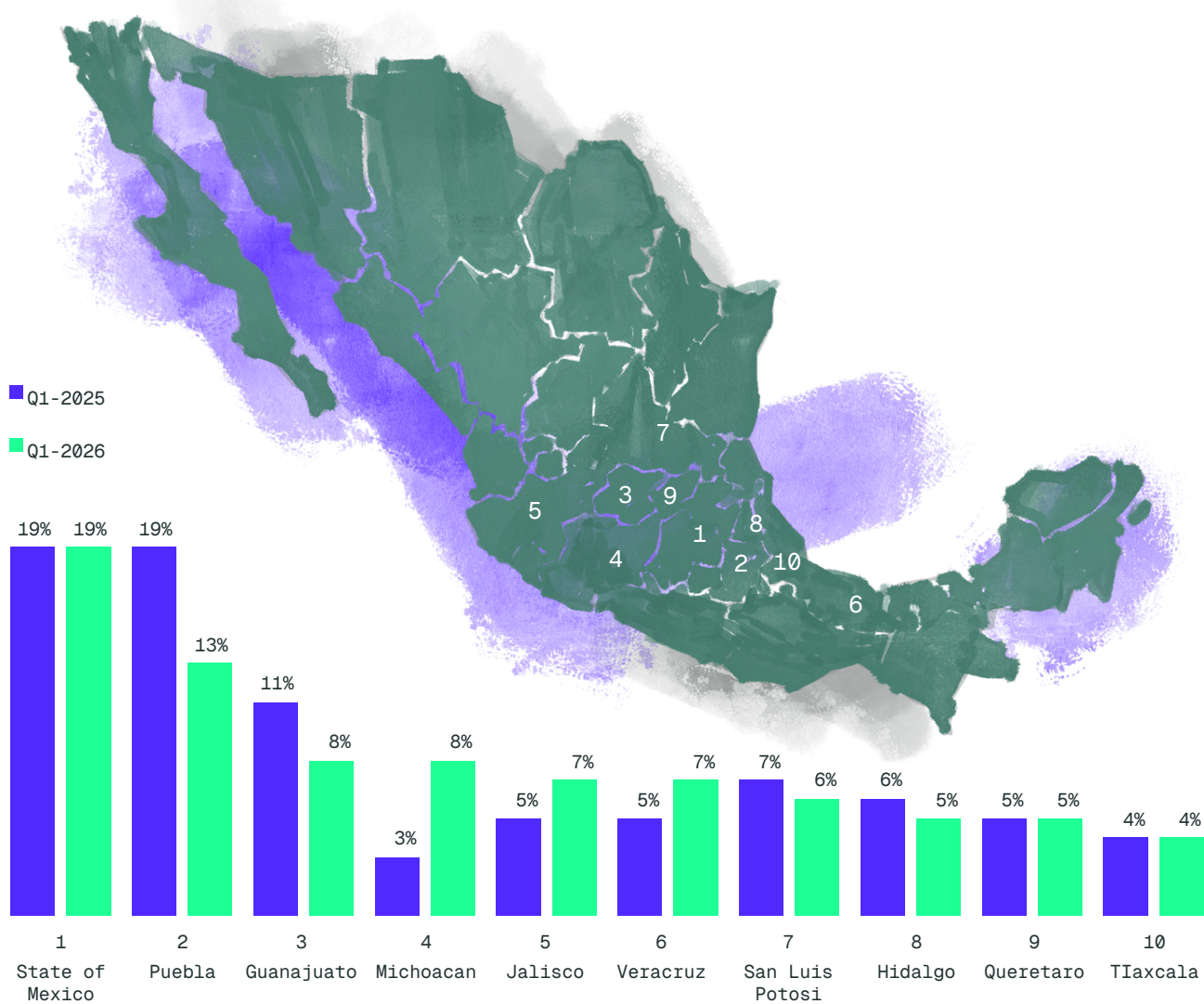


Analysis: Ten Entities with the Highest No. of Cargo Thefts

During Q1-2026, 82% of national cargo thefts were concentrated in ten states, with 32% of the total incidence occurring in the State of Mexico (19%) and Puebla (13%). When comparing these figures with Q1-2025, increases were observed in Michoacán, which saw a five-percentage point (p.p.) rise from 3% to 8%, while Jalisco and Veracruz grew by two percentage points each.

In contrast, other states showed a downward trend: Puebla recorded the largest decrease at 6 p.p., followed by Guanajuato with a 3-p.p. decline, and the states of San Luis Potosí and Hidalgo with a reduction of one percentage point each.

Chart 2. TOP 10 Cargo Theft Entities Q1-2026



Temporal Analysis: Cargo Theft

In Q1-2026, 83% of cargo thefts occurred on business days (Monday to Friday). Criminal activity peaked between Tuesday and Friday, accounting for 70% 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 remained the nighttime hours (18:00 to 24:00 h), accounting for 28% of incidents, which represents a decrease of 3 percentage points (p.p.) compared to Q1-2025. The morning hours (06:00 to 12:00 h) ranked second in incidence with 26% of thefts, reflecting a 2-p.p. decline compared to Q1-2025.

61% of cases occurred between 19:00 and 7:00 during Q1-2026

On the other hand, thefts during the early morning (00:00 to 06:00 h) increased by 2 p.p., also reaching 26% of the criminal incidence. Afternoon crimes (12:00 to 18:00 h) showed changes compared to Q1-2025, totaling 20% of cases and increasing by 4 p.p. against Q1-2025.

The highest level of criminal activity during Q1-2026 was concentrated between 19:00 and 07:00 h, accounting for 61% of cases.

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

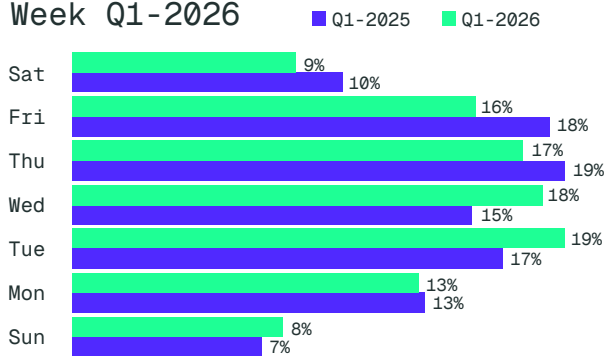
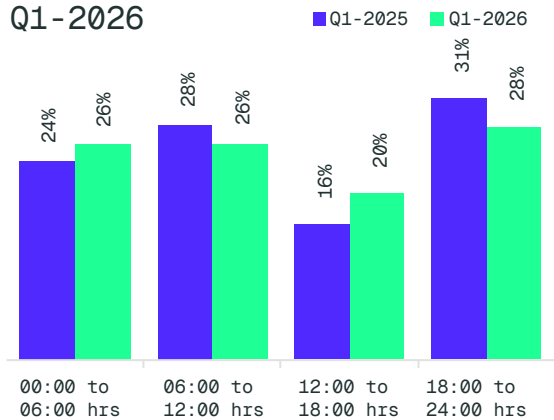


Chart 4. Cargo Theft by Schedule Q1-2026



Cargo Theft by Product Type

During Q1-2026, the five most stolen product categories were **Food & Drinks** (26%), **Auto & Parts** (12%), **Fuel** (10%), **Miscellaneous** (9%), and **Building & Industrial** (8%).

When comparing the distribution of thefts against Q1-2025, the most significant increases were detected in the **Auto & Parts**, **Fuel**, **Miscellaneous**, and **Chemicals** sectors.

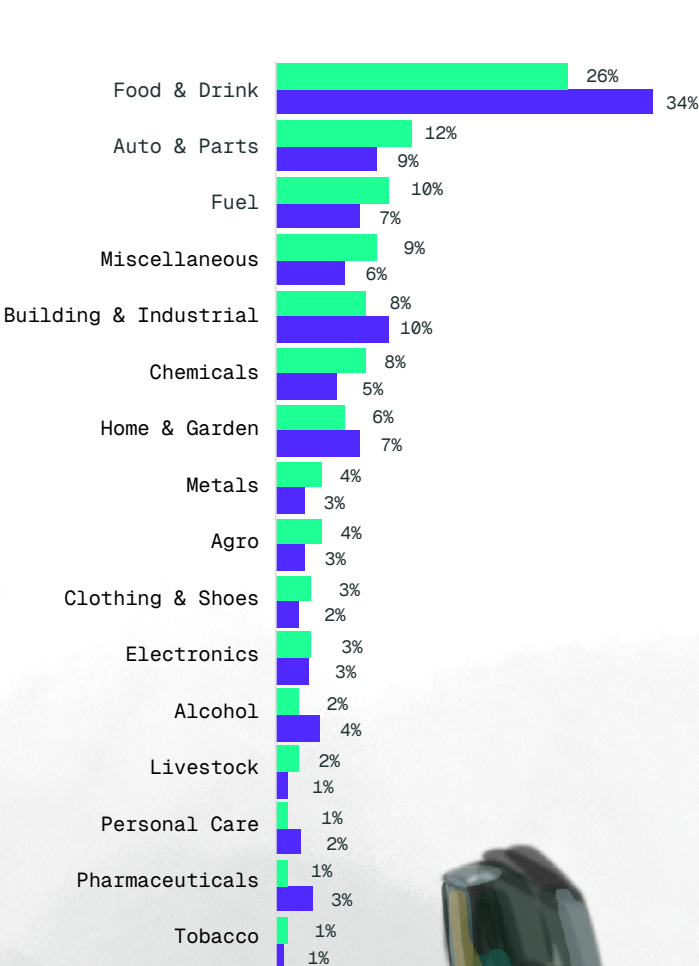
Theft of **Auto & Parts** increased by three percentage points (p.p.), with tires, spare parts, pickup trucks, and SUVs being the primary targets of criminal activity.

The **Fuel** category also grew by three p.p., with gasoline and diesel among the most stolen products.

Similarly, **Miscellaneous** increased by three percentage points, with Mixed Loads and Parcel Services presenting the highest risk.

Theft of **Chemicals** also rose by three percentage points, with the primary targets for criminals being polyethylene, plastics, and detergents.

Chart 5. Cargo Theft by Product Type Q1-2026



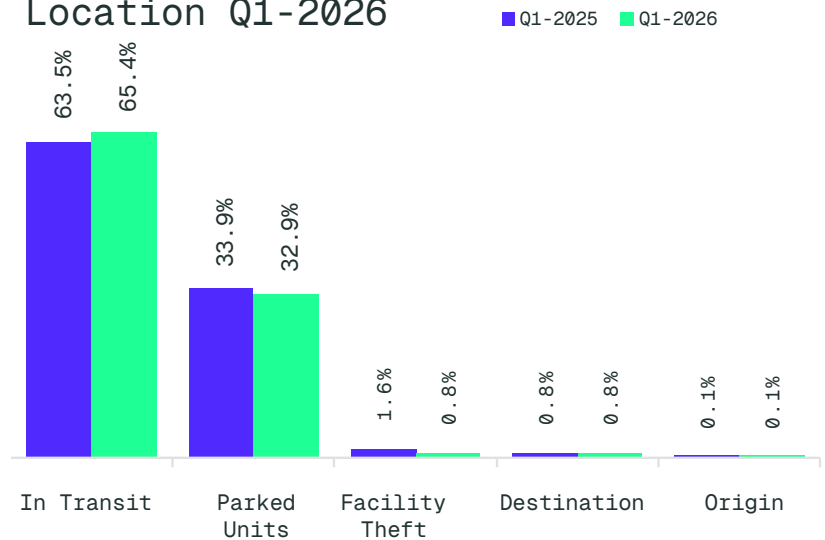
Cargo Theft by Location

The primary modus operandi in Mexico during the first quarter of 2026 was the interception of cargo units in transit, representing 65.4% of cases, which signifies a 2-percentage point (p.p.) increase compared to the first quarter of 2025.

The theft of parked units ranked as the second most common modality with 32.9% of the incidence, resulting in a 1 percentage point decrease relative to the first quarter of 2025. Most of these events occurred in high-risk areas such as “cachimbas” (roadside stops) or “huachicoleras” (illegal fuel sale points). This modality has shown an upward trend since the second half of 2024. For a more detailed analysis of the sites where this trend is emerging, you may consult Overhaul.

On the other hand, thefts at facilities fell to 0.8%, showing the same percentage as thefts at destination (0.8%)—which occur while waiting to enter receiving docks. Finally, thefts at origin (defined as those occurring within a 100-meter radius of the departure point) maintained the same proportion, representing 0.1% of the total events in the first quarter of 2026.

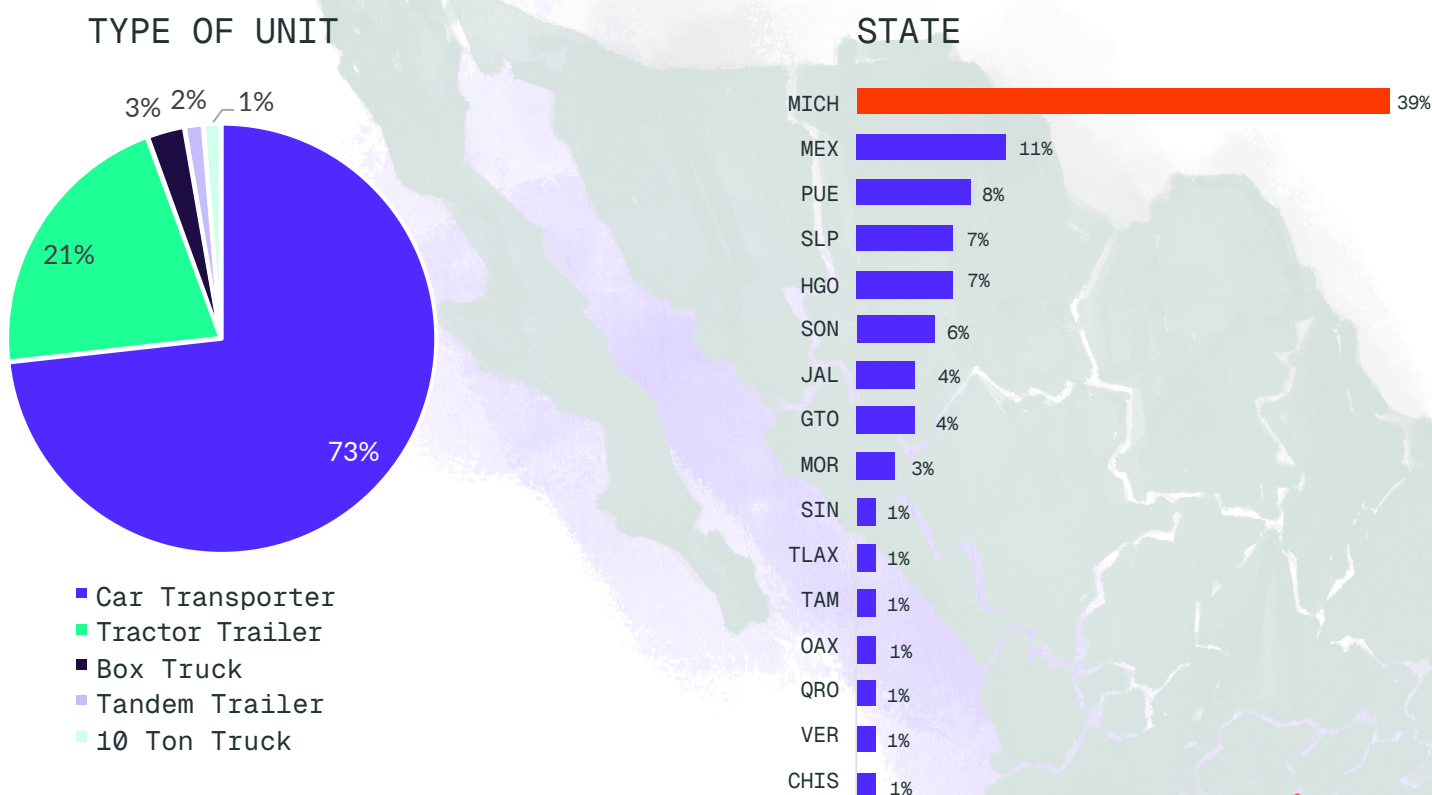
Chart 6. Cargo Theft by Type of Location Q1-2026



Spotlight Q1-2026: Auto & Parts Cargo Theft

In the first quarter of 2026, the automotive sector accounted for 12% of cargo theft nationwide, representing a 4-percentage point increase compared to the first quarter of 2025. Approximately 80% of automotive thefts were concentrated in two regions: 49% in West and 31% in the Central region.

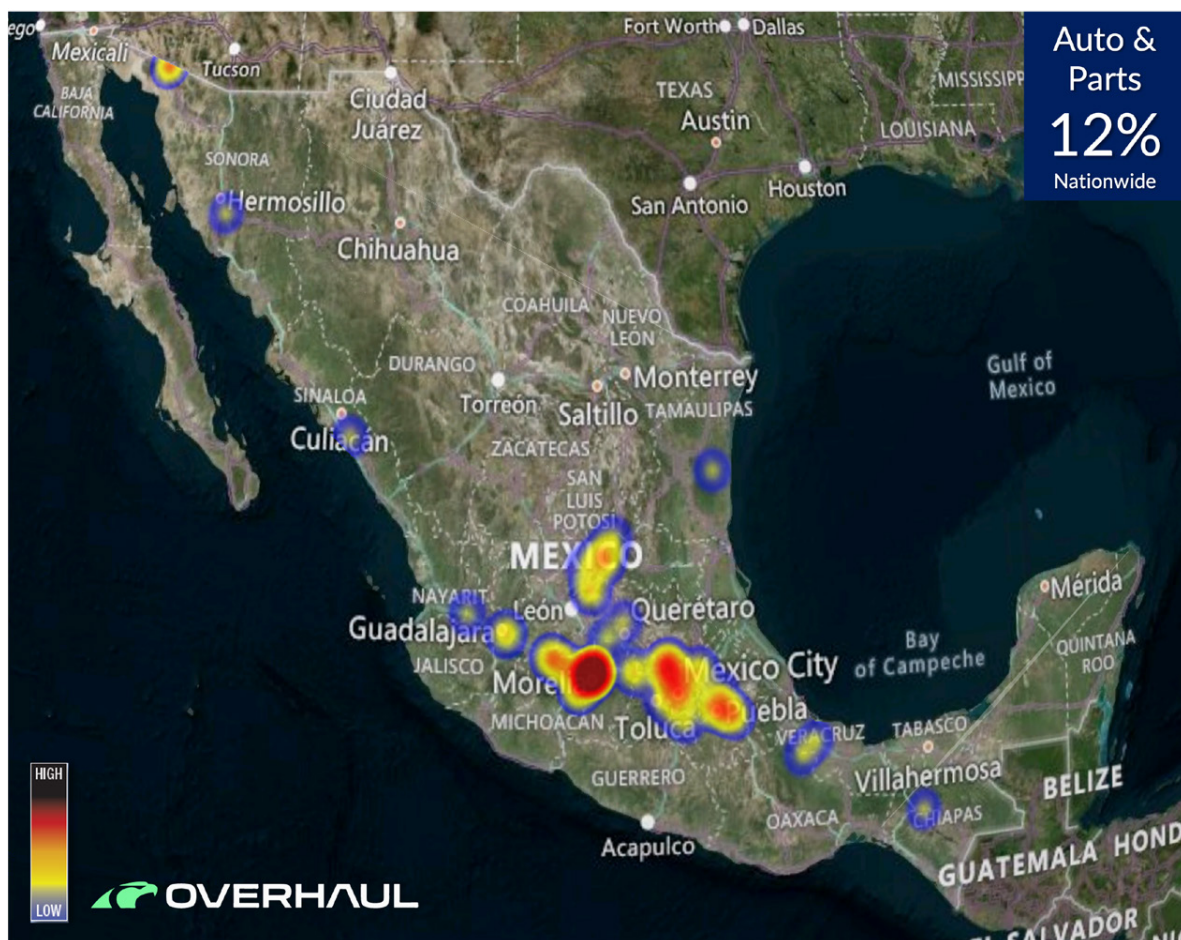
Furthermore, 86% of the incidents in this area were focused within eight states: Michoacán (39%), State of Mexico (11%), Puebla (8%), Hidalgo (7%), San Luis Potosí (7%), Sonora (6%), Guanajuato (4%), and Jalisco (4%). Likewise, 43% of these events occurred on six main routes: the Atlacomulco-Zapotlanejo highway (MEX-15D) with 25%, México-Matehuala (MEX-57/D) with 8%, México-Veracruz (MEX-150D) with 4%, Pátzcuaro-Copándaro (MEX-37D) with 3%, and México-Tulancingo (MEX-132/D) with 3%.



Spotlight Q1-2026: Auto & Parts Cargo Theft

The incidence of automotive theft is primarily concentrated in the following municipalities of Michoacán: Copándaro (17%), Tarímbaro (7%), Pátzcuaro (3%), Contepec (3%), Panindícuaro (3%), and Ecuandureo (3%), while the industrial zone of San Luis Potosí also stands out.

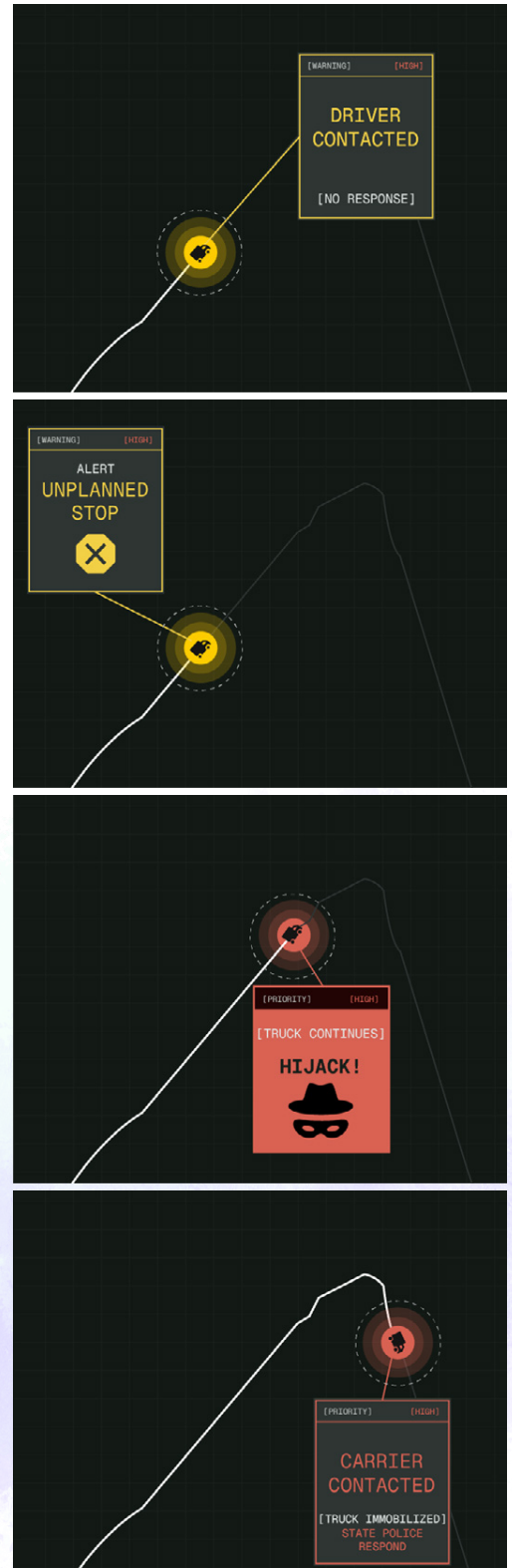
The primary modus operandi in the region is the interception of units in transit (80%), with criminals mainly targeting car transporters at 73% and tractor-trailers at 21%. Regarding temporal patterns, 50% of incidents were recorded between Thursday and Friday. The highest-risk period is at night between 20:00 and 07:00 h, accounting for 58% of events, while another significant concentration of criminal activity occurs between 11:00 and 14:00 h, representing 39% of cases.



Success Study Q1 2026: Overhaul

Recovery Food & Drinks

In February 2026, at approximately 07:30 h, the MSOC detected a cargo unit stopped on the Circuito Exterior Mexiquense (CEM) near the Tultepec toll booth. After receiving no response from the driver during the validation protocol, the MSOC activated the emergency protocol, requesting a remote stop engine from the Carrier and coordinating support with the State Police, Aleatica (the CEM concessionaire), ANERPV, and the Secretariat of Security of the State of Mexico. Thanks to agile management and the constant exchange of evidence, the incident was addressed immediately, thwarting the attempted robbery and resulting in the arrest of a suspect, who was subsequently transferred to the Prosecutor's Office.



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.

Electronic security

and monitoring measures reduce the risk to cargo

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 key ways 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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