



 **OVERHAUL**

**Brazil: Q2-2026**

**Cargo Theft Report**

# Table of Contents

|                                                           |    |
|-----------------------------------------------------------|----|
| Executive Summary                                         | 3  |
| Spatial Analysis of Cargo Theft                           | 4  |
| Analysis: 10 Entities with highest number of cargo thefts | 5  |
| Temporal Analysis of Cargo Theft                          | 6  |
| Cargo Theft by Product Type                               | 7  |
| Cargo Theft by Type of Event                              | 8  |
| Spotlight Q2-2026: Pilferage                              | 9  |
| General Recommendations                                   | 10 |



# Executive Summary

The Q2-2026 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 Q2-2026 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 second quarter of 2026 maintained a distribution like that of the second quarter of 2025. The fourth quadrant, which includes the South, Southeast, and part of the Midwest, was responsible for 96.23% of cargo thefts, representing an increase of 1.42 percentage points (p.p.) compared to the second 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 3.37% of criminal activity, reflecting a decrease of 1.36 p.p. Also, the second quadrant, composed of part of the North region, accounted for 0.27%, shows a decrease of 0.14 p.p. relative to Q2-25. The third quadrant accounted for 0.13%, representing an increase of 0.08 p.p. compared to Q2-25.

In Q2-2026, 94% of cargo theft nationwide were concentrated in the Southeast (87%) and Northeast (7%) regions.

The Southeast region saw a 6-percentage-point growth over Q2-2025 levels, contrasted by a 2-percentage-point decline in the Northeast.

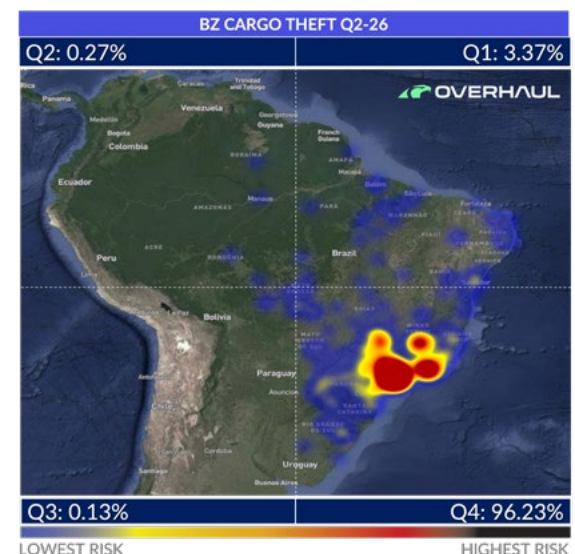
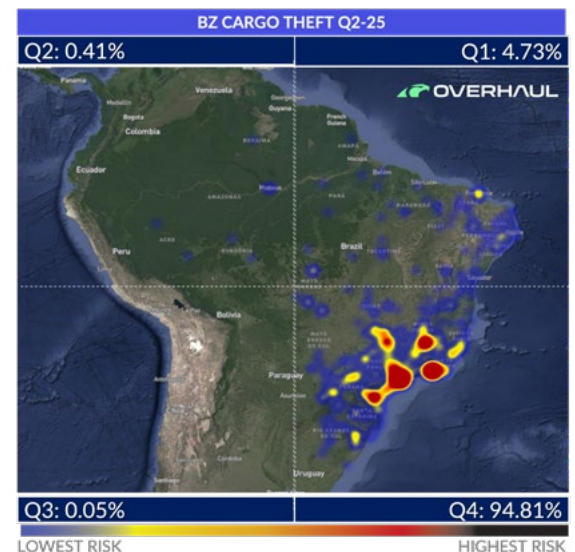
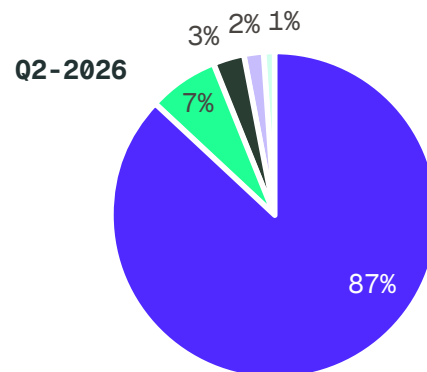
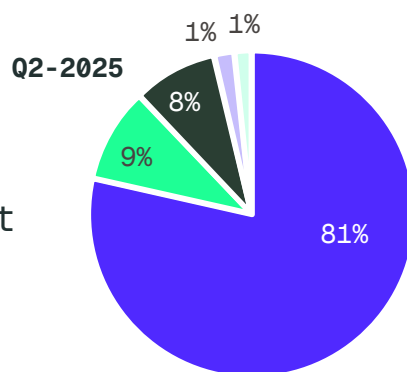


Chart 1:  
Cargo Theft  
by Region



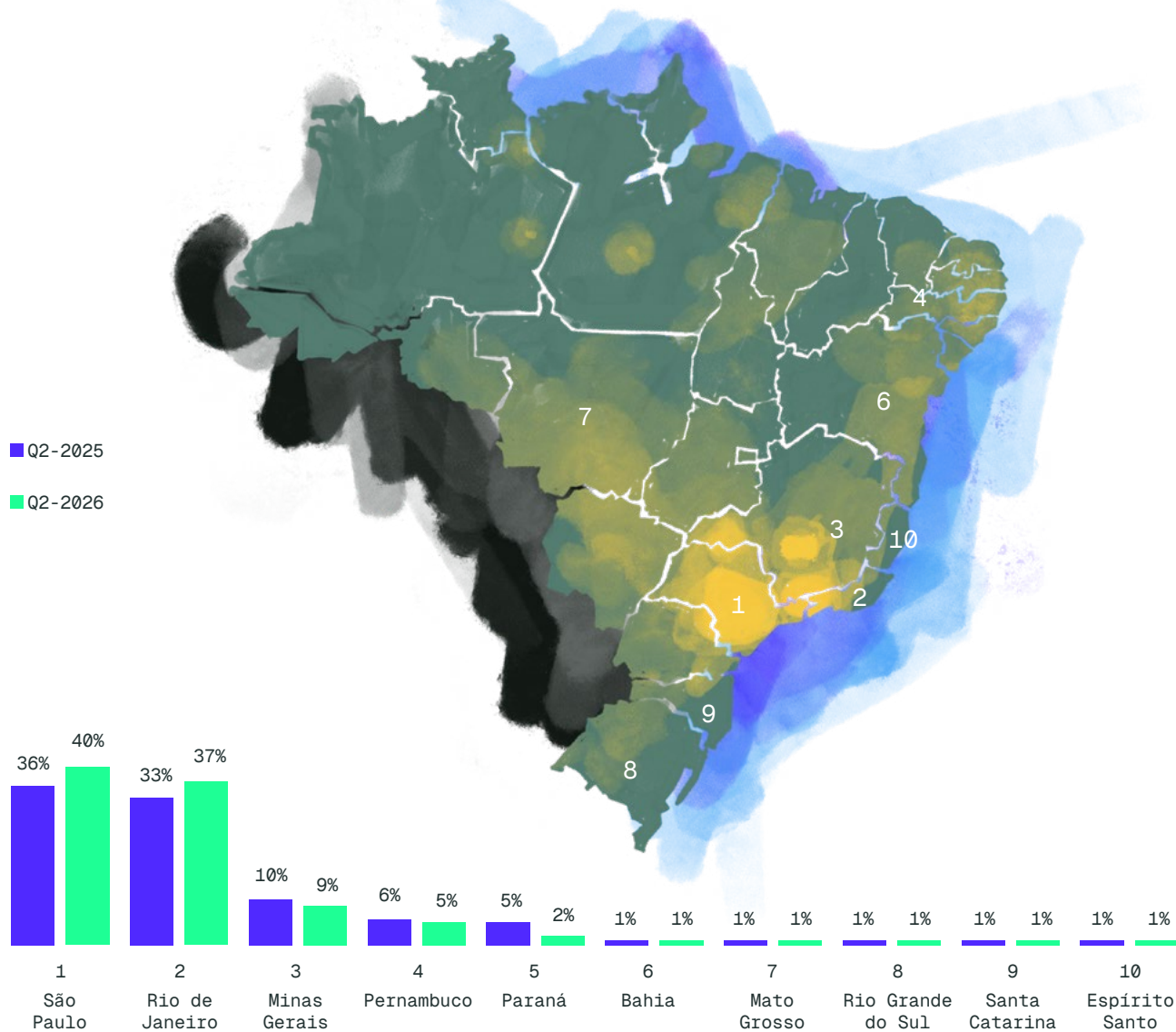
- Southeast
- Northeast
- South
- Central - West
- North

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

In Q2-2026, 97% of nationwide cargo thefts were concentrated in just ten states. A significant 77% of these incidents occurred in São Paulo (40%) and Rio de Janeiro (37%). Additionally, Minas Gerais, Pernambuco and Paraná held a substantial combined share of 16%.

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 Q2-2025, both São Paulo and Rio de Janeiro saw an increase of 4 percentage points each, while decreases were recorded in Minas Gerais (1 p.p.), Pernambuco (1 p.p.) and Paraná (3 p.p.).

Chart 2. TOP 10 Cargo Theft Entities Q2-2026



# Temporal Analysis: Cargo Theft

In Q2-2026, 88% of cargo theft occurred on weekdays (Monday through Friday). Criminal activity peaked between Wednesday and Friday, accounting for 56% of all incidents. This temporal pattern remains consistent with the daily theft trends observed in Q2-2025.

During the second quarter of 2026 (Q2-2026), the period of highest risk for cargo transportation continued to be morning (from 06:00 to 12:00 h), accounting for 30% of incidents, which represents a 3-percentage point (p.p.) decrease compared to the second quarter of 2025 (Q2-2025). The afternoon (from 12:00 to 18:00 h), which ranks second in incidence with 21% of thefts, showed a 6-p.p. increase compared to Q2-2025.

30%

of cases occurred between 06:00 and 12:00 h during Q2-2026

Crimes during the early morning hours (from 00:00 to 06:00 h) showed a 14-p.p. compared to Q2-2025, totaling 22% of the cases. On the other hand, thefts during the night (from 18:00 to 24:00 h) increased by 10 p.p., reaching 26% of criminal activity.

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

The highest level of criminal activity during Q2-2026 was concentrated between 09:00 and 15:00 h, representing 35%.

Chart 3. Cargo Theft by Day of Week Q2-2026

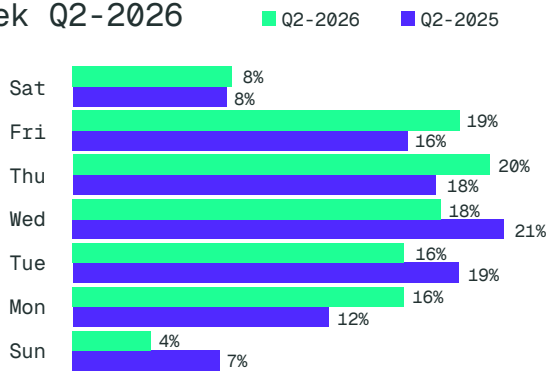
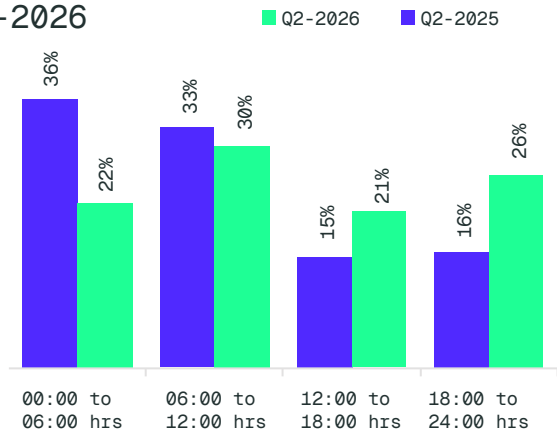


Chart 4. Cargo Theft by Schedule Q2-2026



# Cargo Theft by Product Type

The five most stolen types of products in Q2-2026 were **Food & Drinks** (32.0%), **Auto & Parts** (16.0%), **Miscellaneous** (14.5%), **Building & Industrial** (5.3%), and **Metals** (4.1%).

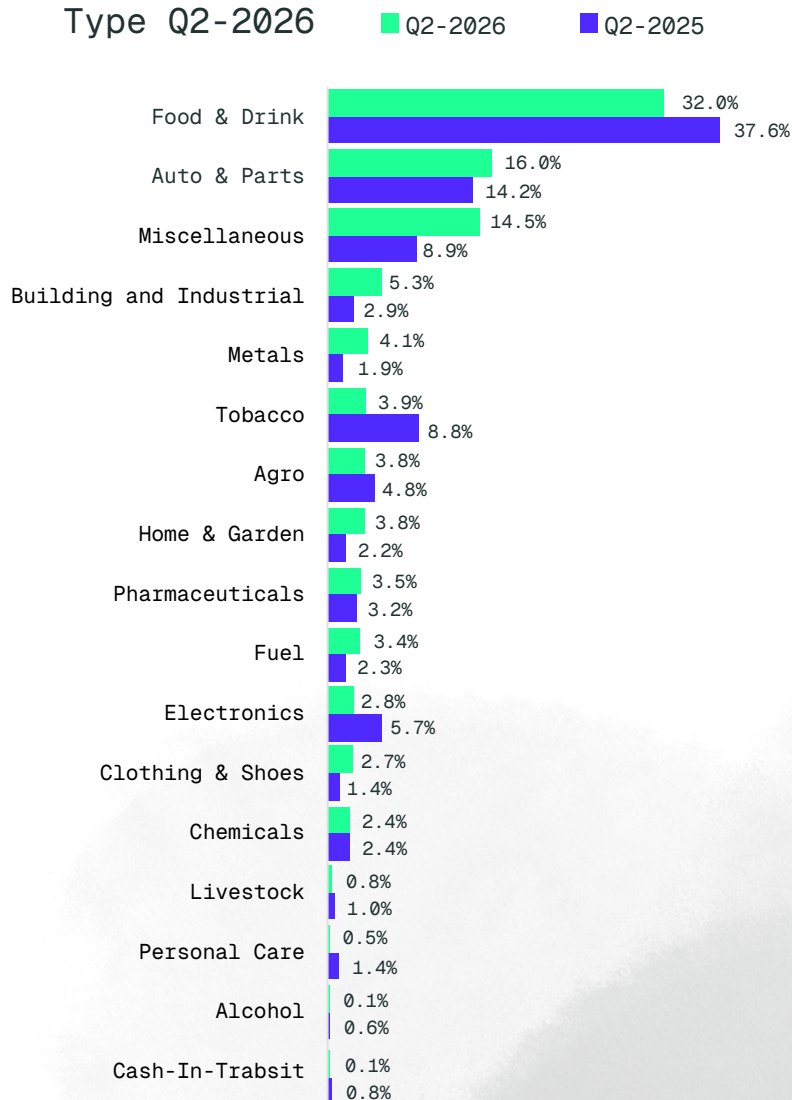
Overhaul data showed a 1.8-percentage-point increase in **Auto & Parts**, rising from 14.2% to 16.0% compared to Q2-2025; within this sector, criminals mainly target batteries, tires, and luxury vehicles.

**Miscellaneous** theft records also rose, increasing from 8.9% in Q2-2025 to 14.5% in Q2-2026, a category that has historically seen high theft volumes primarily involving mixed cargo and parcel services.

Similarly, **Building & Industrial** theft grew by 2.4 percentage points compared to Q2-2025 (from 2.9% to 5.3%), with construction materials, lumber, and plumbing standing out as high-demand targets.

Finally, **Metals** theft increased by 2.1 percentage points, moving from 1.9% to 4.1%, with the main targets being steel, copper, and aluminum.

Chart 5. Cargo Theft by Product Type Q2-2026



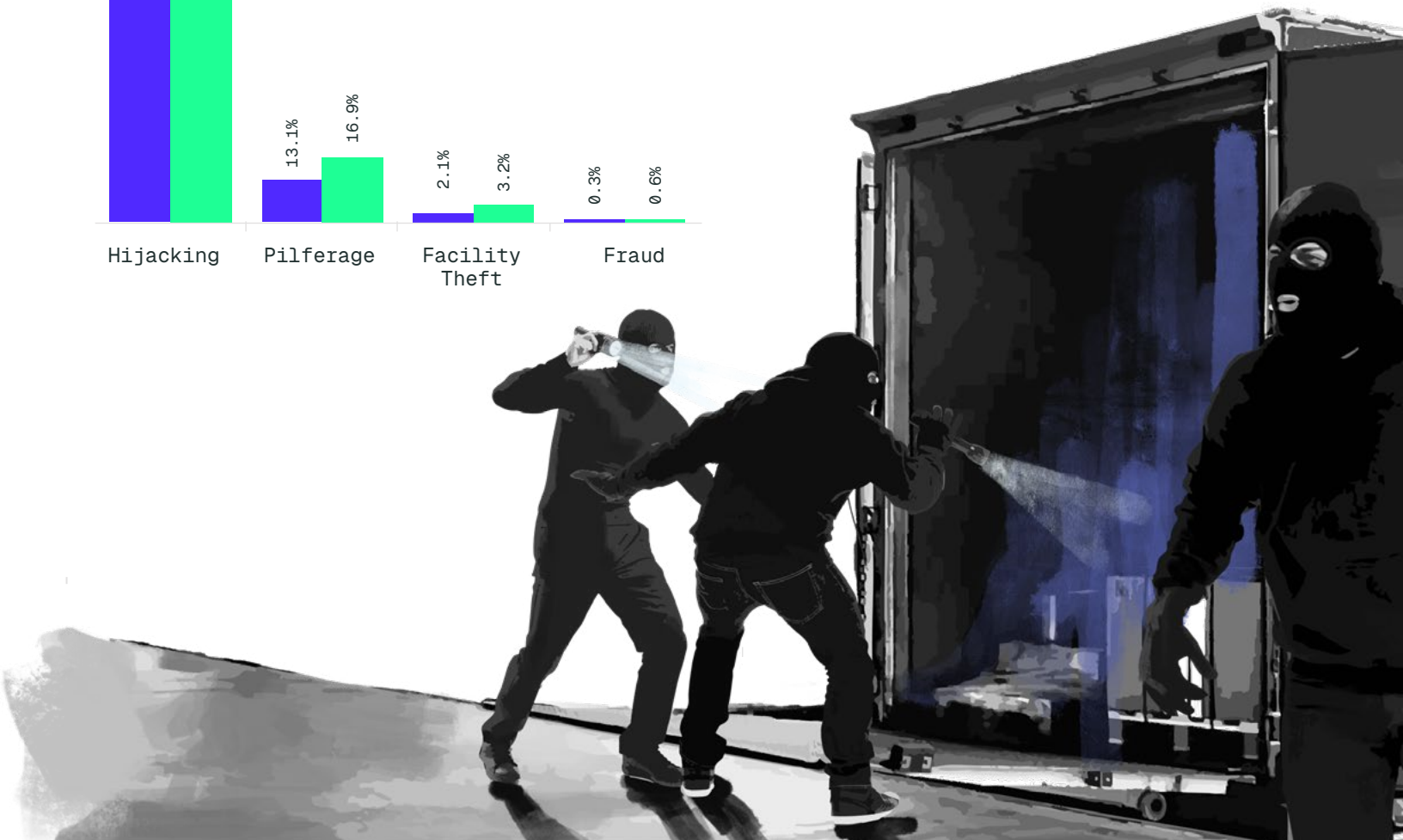
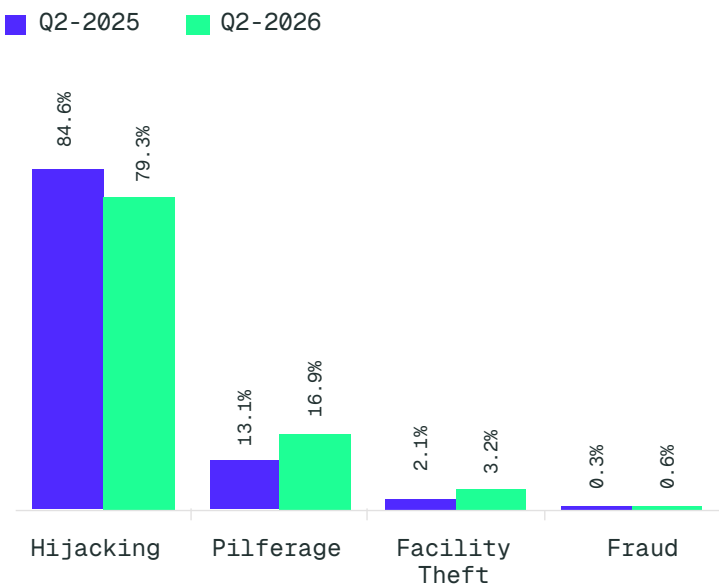
# Cargo Theft by Event

In Q2-2026, the distribution of event types remained consistent with Q2-2025. Armed robbery (hijacking) continues to be the primary threat, accounting for 79.3% of offenses—a 5.3 percentage point decrease compared to Q2-2025.

Pilferage, the second most common event, saw an increase of 3.8 p.p., representing 16.9% of recorded incidents. Facility thefts dropped by 1.1 percentage points compared to Q2-2025, with a participation of 2.1% in Q2-2026.

Fraud—defined as the involvement of employees or third parties who facilitate cargo access, share sensitive information, or manipulate internal processes—decrease 0.3 p.p. compared to Q2-2025, accounting for 0.3% of total events.

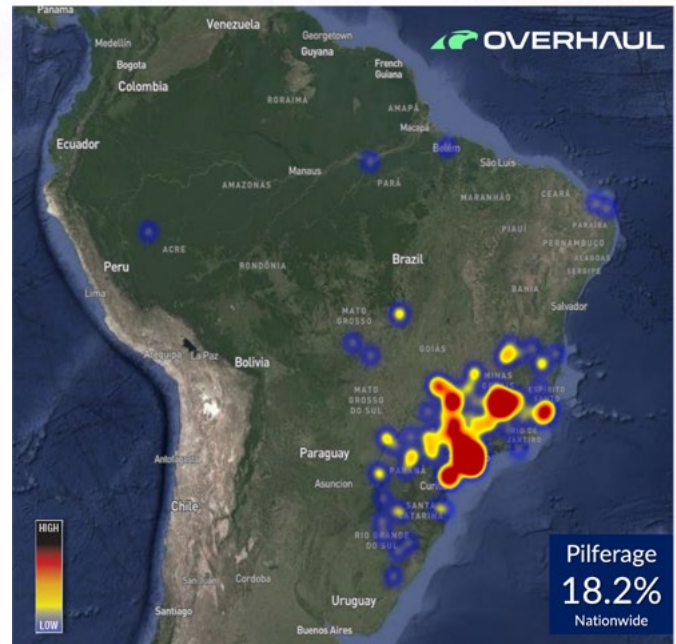
Chart 6. Cargo Theft by Type of Event Q2-2026



# Spotlight Q2-2026: Pilferage

During the first and second quarters of 2026, pilferage recorded increases of 8.8 and 3.8 percentage points, respectively. In the accumulated data for the first half of the year, this modality accounted for 18.2% of the incidents nationwide.

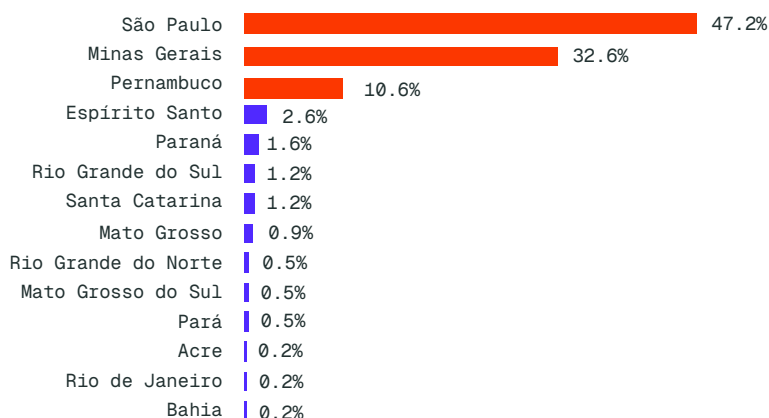
Most of these events occur when units make a stop (for rest, meals, or refueling) and while waiting to enter the unloading zone at the destination. 91% of this type of event was concentrated in three States: São Paulo (47%), Minas Gerais (33%), and Pernambuco (11%).



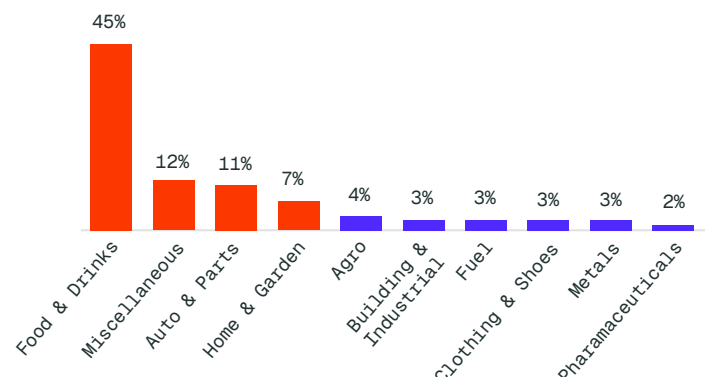
The highways and roads registering the highest number of this type of event are BR-116 (7%), Avenida Eduardo Palassin Guinle (4%), BR-050 (3%), Data Disclosure Restrictions (3%), BR-101 (2%), SP-019 (2%), Rua Abílio Dos Santos (1%), BR-040 (1%), BR-381 (1%), and MG-424 (1%).

Regarding temporal patterns, 56% of pilferage occurs from Tuesday to Thursday. The highest-risk time slot for pilferage is the early morning (00:00 to 06:00 h) with 33% of the incidence, followed by the morning (06:00 to 12:00 h) with 29%. The main sectors affected by this type of event are **Food & Drinks** (45%), **Miscellaneous** (12%), **Auto & Parts** (11%), and **Home & Garden** (7%).

STATES



MOST STOLEN PRODUCT TYPES



# 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.



[www.over-haul.com](http://www.over-haul.com)