



 OVERHAUL

Mexico: Q2-2026 Cargo Theft Report

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Executive Summary

The Q2-2026 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), 76% 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.

76%

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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.

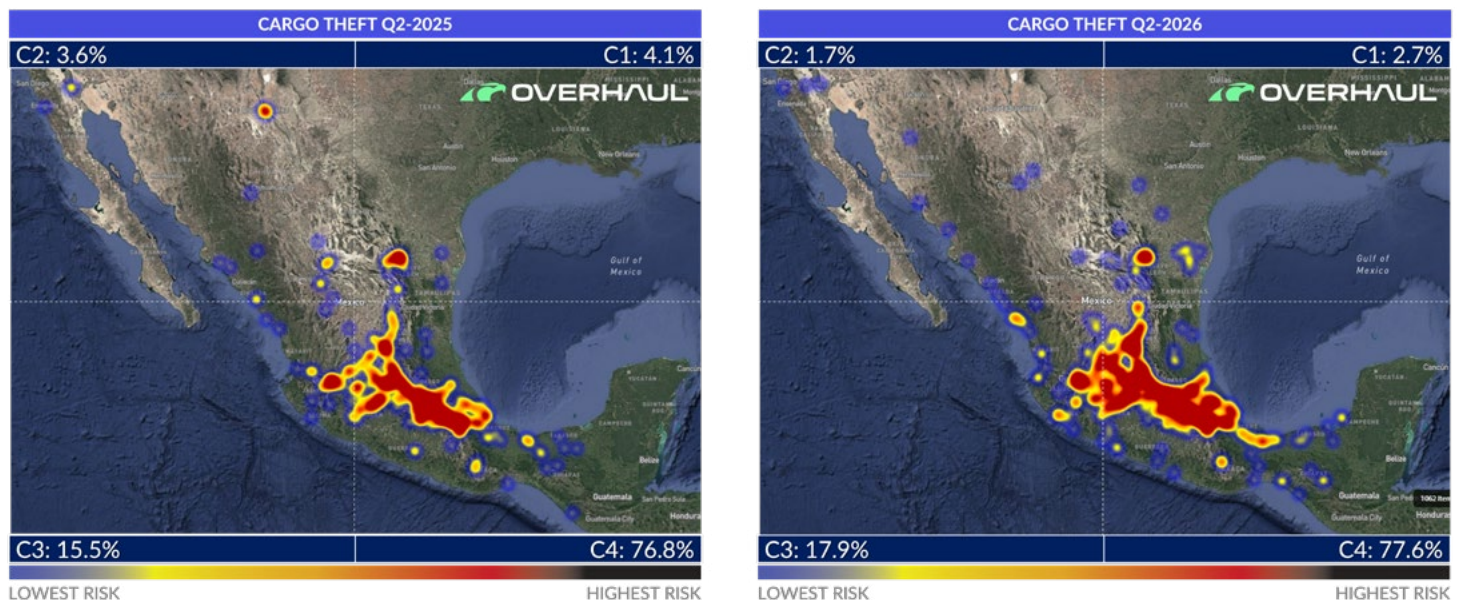
At the same time, Overhaul is part of statistical tables with federal authorities where the National Public Security System (SNSP) participates, as well as the most representative chambers and associations at a national level to follow up on the incidence of cargo theft.

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 second quarter of 2026 showed that the fourth quadrant, which integrates the central and southeast regions, concentrated 77.6% of the registered incidents, representing an increase of 0.8 percentage points (pp) compared to the previous year. Similarly, the third quadrant—focused primarily on the Bajío region—concentrated 17.9% of criminal activity, reflecting an increase of 2.4 pp compared to Q2-2025.

Meanwhile, the first quadrant showed a decrease of 1.4 pp, dropping from 4.1% in Q2-2025 to 2.7% in Q2-2026, with the highest activity focused in Monterrey and its surroundings. Finally, the second quadrant also presented a decrease of 1.9 pp, changing from 3.6% in Q2-2025 to 1.7% in Q2-2026, with Sinaloa and Coahuila as the most affected entities.



During Q2-2026, 77% of cargo thefts nationwide were concentrated in the Center (46%) and West (31%) regions.

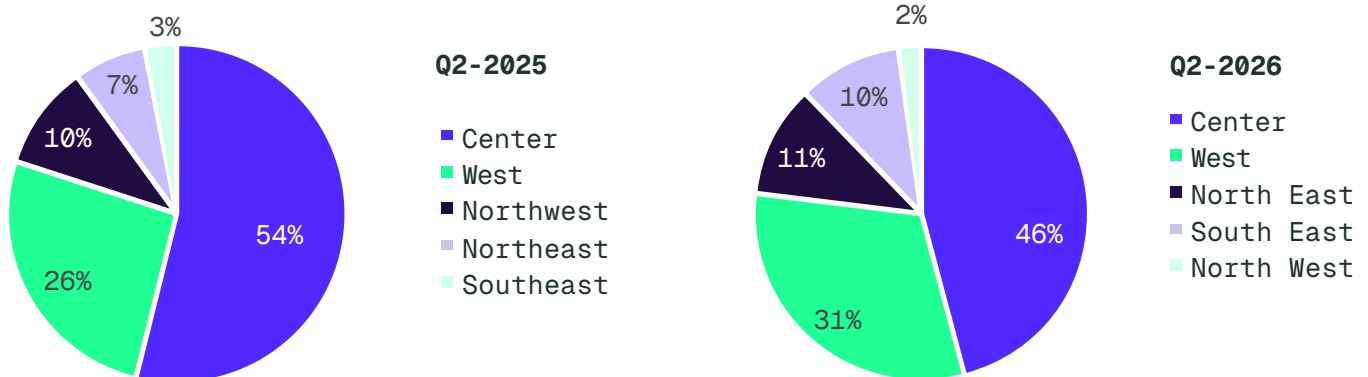
Spatial Analysis of Cargo Theft



Queretaro Freeway, Mexico

The West region saw a 4-percentage-point growth over Q2-2025 levels, contrasted by a 8-percentage-point decline in the Center region.

Chart 1: Cargo Theft by Region

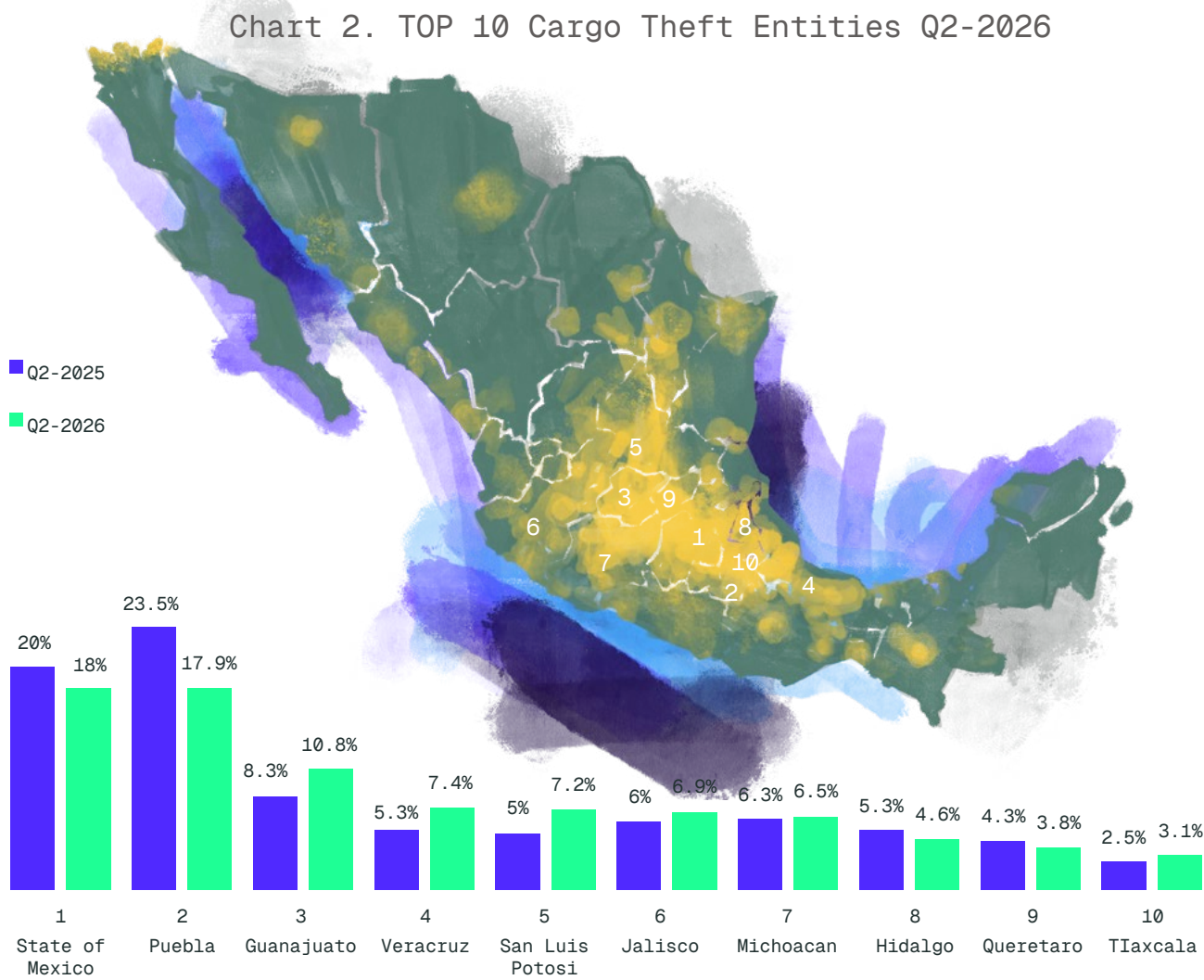


Analysis: Ten Entities with the Highest No. of Cargo Thefts

During Q2-2026, 86.3% of national cargo theft was concentrated in ten entities, notably with 46.7% of the total incidence occurring in the State of Mexico (18.0%), Puebla (17.9%), and Guanajuato (10.8%).

When comparing these figures with Q2-2025, increases were observed in Guanajuato, with a rise of 2.4 percentage points (pp); Veracruz increased by 2.1 pp; San Luis Potosi by 2.2 pp; Jalisco by 0.9 pp; Michoacan by 0.2 pp; and Tlaxcala by 0.6 pp.

In contrast, other entities showed a downward trend: Puebla recorded the largest decrease with 5.5 pp, followed by the State of Mexico with 2 pp, Hidalgo with 0.8 pp, and Queretaro with 0.6 pp.



Temporal Analysis: Cargo Theft

In Q2-2026, 85% of cargo thefts occurred on business days (Monday to 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 Q2-2025.

During Q2 2026, the time distribution remained constant, with each period—early morning (00:00 to 06:00 h), morning (06:00 to 12:00 h), and afternoon (12:00 to 18:00 h)—accounting for 23%. The highest-risk period for cargo transport continued to be the night shift (18:00 to 24:00 h), which concentrated 31% of the incidents, representing a 3-percentage point (pp) increase compared to Q2 2025. Afternoon crimes (12:00 to 18:00 h) also showed a 3-pp increase compared to the same period of the previous year.

31%

of incidents occurred between 18:00 and 24:00 making it the highest risk period for cargo transport

On the other hand, the morning schedule (06:00 to 12:00 h) experienced a 2-pp decrease compared to Q2 2025, as did thefts during the early morning (00:00 to 06:00 h), which decreased by 4 pp. The highest level of criminal activity during Q2 2026 was concentrated in two-time windows: between 03:00 and 07:00 h with 25%, and between 18:00 and 22:00 h with 27%.

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

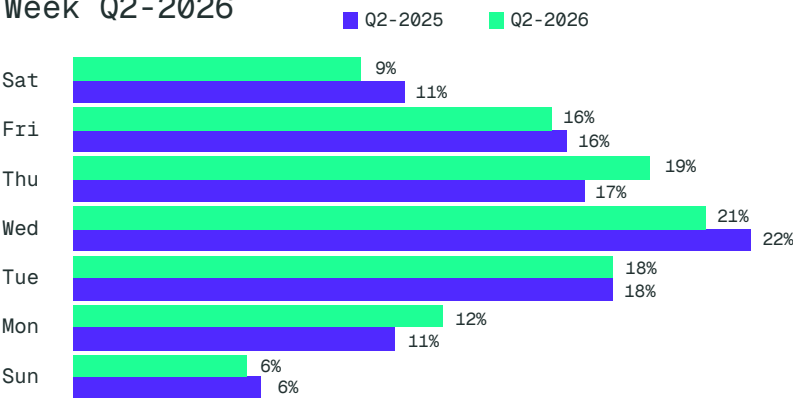
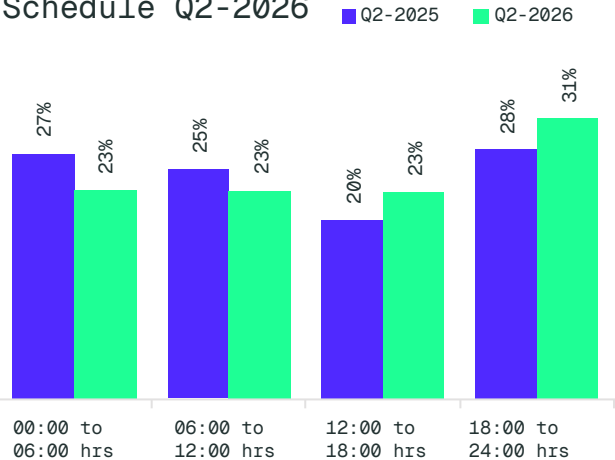


Chart 4. Cargo Theft by Schedule Q2-2026



Cargo Theft by Product Type

During Q2-2026, the top five most stolen product categories were **Food and Drinks** (30%), **Miscellaneous** (11%), **Auto & Parts** (9%), **Construction and Industrial** (9%), and **Fuel** (7%).

When comparing the distribution of thefts against Q2-2025, the most significant increases were detected in the **Agro**, **Miscellaneous**, **Auto & Parts**, **Fuel**, and **Metals** sectors.

Agro theft grew by four percentage points, with fertilizers and pesticides being the products most targeted by criminals.

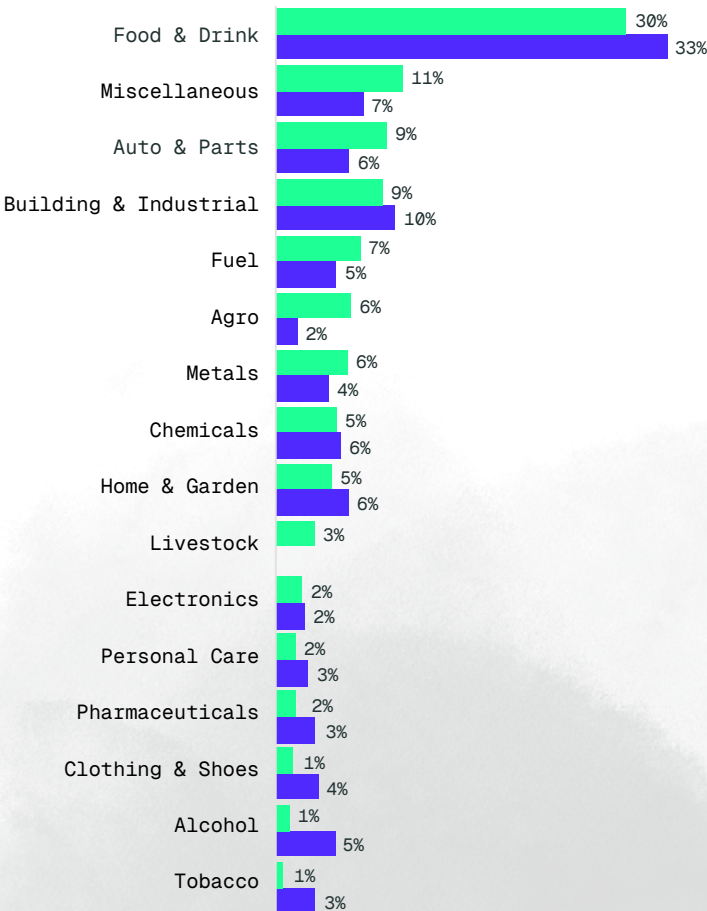
Miscellaneous theft increased by four percentage points, with mixed cargo and parcel delivery presenting the highest risk.

Auto and Parts theft increased by three percentage points (pp), with tires, spare parts, pickup trucks, and SUVs being the main targets of criminal activity.

The **Fuel** category grew by 2 pp, with gasoline and diesel among the most stolen products.

The **Metals** category increased by two percentage points, with steel, aluminum, and copper being among the most stolen products.

Chart 5. Cargo Theft by Product Type Q2-2026



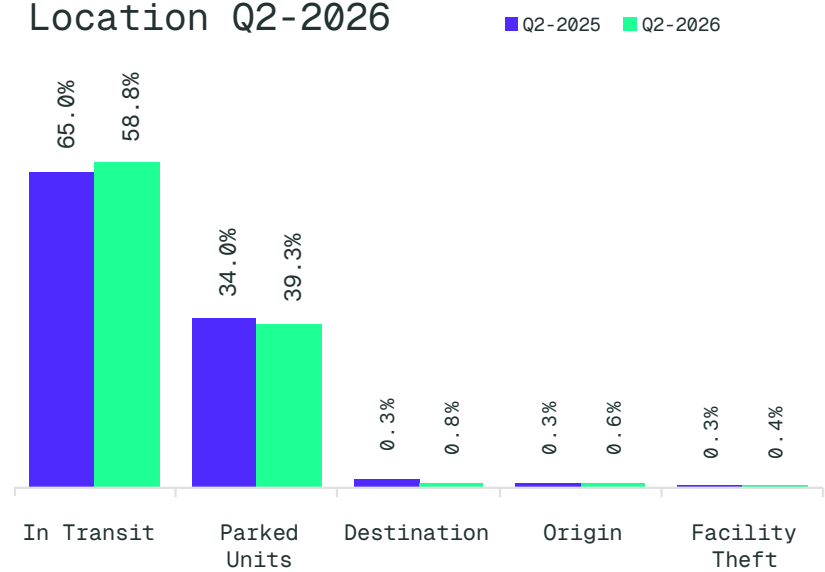
Cargo Theft by Location

The main *modus operandi* in Mexico during the second quarter of 2026 was the interception of cargo units in transit, accounting for 58.8% of the cases, which represents a 6.2 percentage point (pp) decrease compared to the second quarter of 2025.

The theft of parked units positioned itself as the second most common modality with 39.3% of the incidence, resulting in a 5.3 percentage point increase relative to the second quarter of 2025. Most of these events occurred in high-risk areas such as roadside truck stops known as “cachimbas” or illicit fuel spots known as “huachicoleras”. This modality has shown an upward trend since the second half of 2024. For more information regarding a detailed analysis of the locations where this trend is occurring, you can consult Overhaul.

On the other hand, thefts at destination—occurring while waiting to enter receiving docks—increased by 0.5 pp. Thefts at origin, defined as those recorded within a 100-meter radius of the departure point, increased by 0.3 pp, while thefts at facilities rose by 0.1 pp compared to the second quarter of 2025.

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

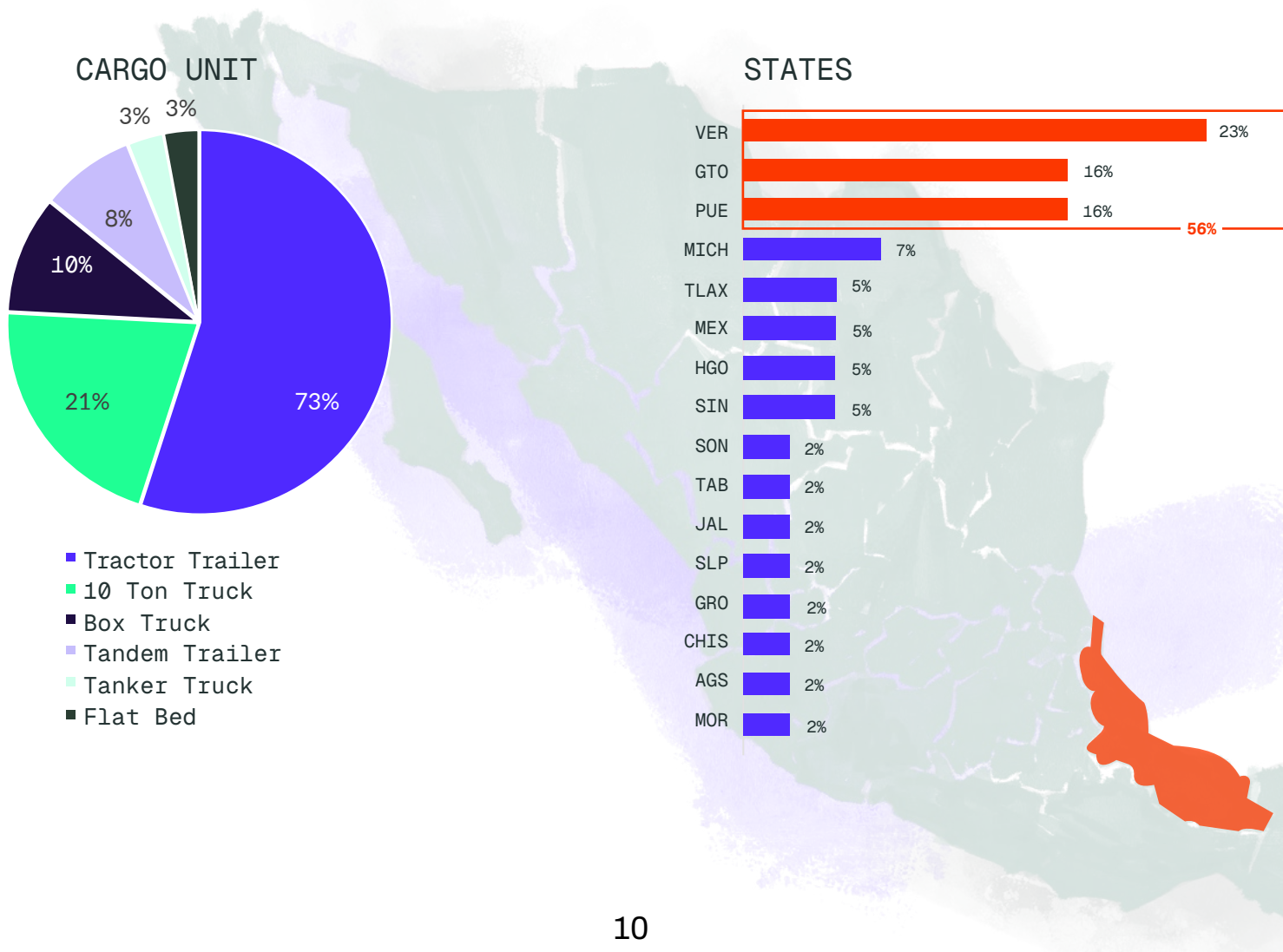


Spotlight Q2-2026:

Agro Cargo Theft

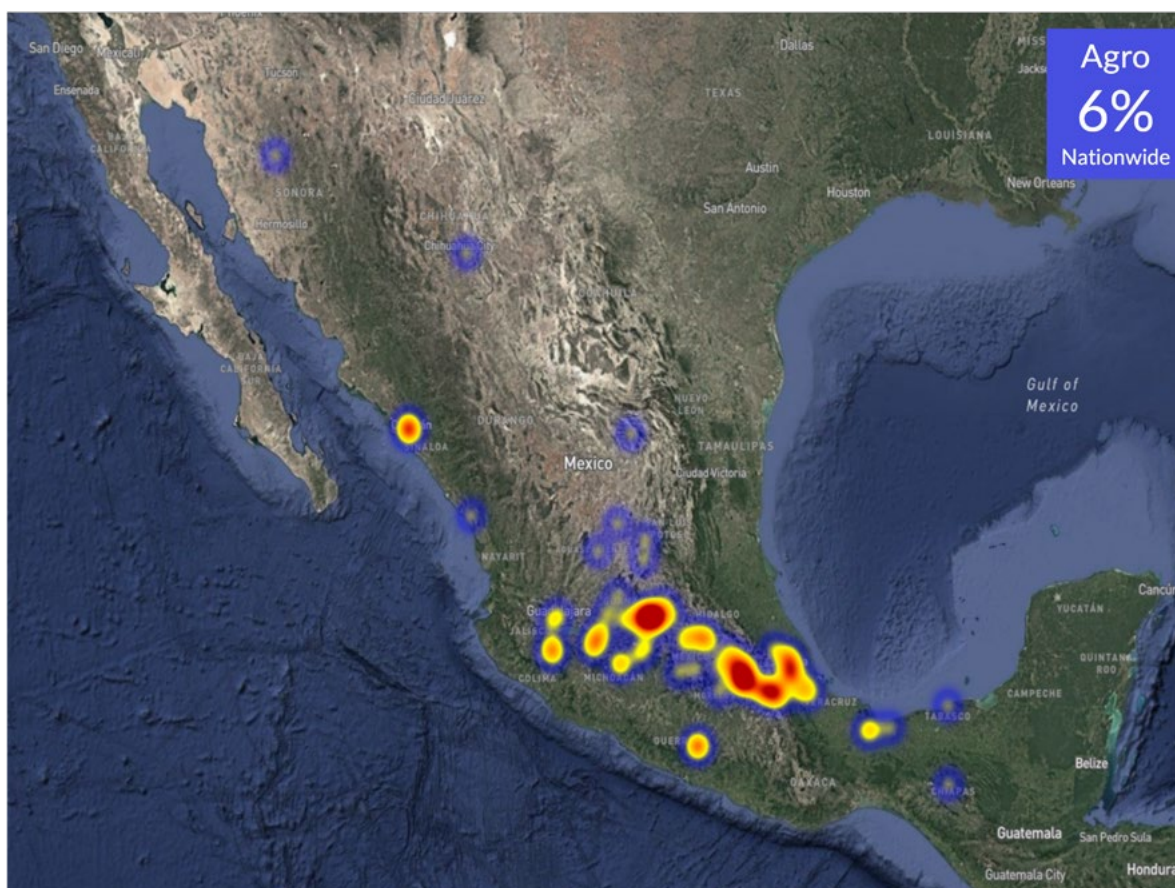
During the May-to-September season, agricultural theft tends to increase due to higher demand in this sector. During Q2-2026, it was observed that the risk level for this industry increased by 4 percentage points compared to Q2-2025, accounting for 6% of thefts nationwide. In the second quarter of 2026, 92% of agricultural theft was concentrated in three regions: 38% in the Central region, 33% in the Southeast, and 21% in the Bajío region.

75% of the incidents in this sector were concentrated in five states: Veracruz (25%), Puebla (25%), Michoacán (8%), Hidalgo (8%), and Guanajuato (8%). Additionally, 48% of the events occurred on five main highways: the Mexico-Veracruz highway (MEX-150D) with 16%, the Querétaro-León highway (MEX-45D) with 8%, the Amozoc-Perote highway (MEX-140D) with 8%, the La Tinaja-Minatitlán highway (MEX-145D) with 8%, and the Atlacomulco-Zapotlanejo highway (MEX-15D) with 8%.



Spotlight Q2-2026: Agro Cargo Theft

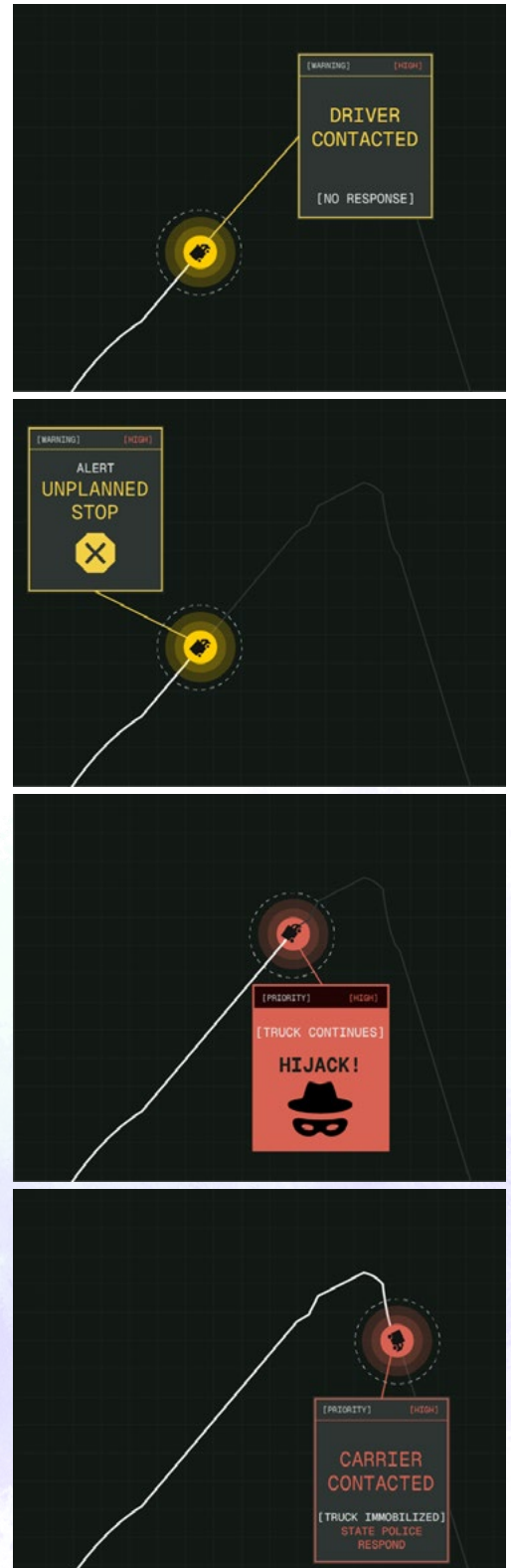
The main modus operandi for agricultural theft is the interception of units in transit (78%). The primary targets for criminals are semi-trucks (Tractocamiones) at 48% and medium-sized trucks (Torton/Rabón) at 26%. Regarding the temporal pattern, the highest-risk days for this sector were Tuesday with 24%, Thursday with 24%, and Friday with 28%. The highest-risk time windows are the early morning hours between 04:00 and 08:00 h, accounting for 33% of the events, and the afternoons between 15:00 and 17:00 h with 34%.



Success Study Q2 2026: Overhaul

Recovery Agro

In May 2026, the MSOC identified an incident at 16:30 hrs. upon receiving a stop alert on the Querétaro-México Highway near El Cazadero, State of Mexico. At that time, it maintained constant communication with the operator, who reported an attempted assault by several armed subjects near a gas station. Faced with the situation, the MSOC activated the Emergency Protocol and coordinated with the transport line for the engine lockdown and the pre-complaint folio, in addition to requesting support from ANERP.V. Concurrently, the response of the authorities was managed with the National Guard of San Agustín Jilotepec, which confirmed the arrival of a patrol car 15 minutes after the report of the attempted robbery, verifying that the merchandise was intact and providing accompaniment to the unit until it reached the shelter point. Simultaneously, the MSOC kept the line open with the operator until ensuring their arrival at a safe zone.



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 keyways 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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