OVERHAUL

United States Q2-2026 Cargo Theft Report

Table of Contents

Executive Summary

Overhaul's US Q2-2026 Cargo Theft Report is meant to highlight the ways in which cargo theft events in the United States 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 theft data collected in Q2-2026 and analyzes trends derived from database content, law enforcement information and industry personnel. 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 a specific focus area based on our findings. Specifically, we homed in on cargo theft activity related to the Southern California Red Zone.

Cargo theft in the United States continued to show higher incidence near freight hubs and large cities, leading to hot spots in states such as California (34%) and Texas (18%), which ranked first and second in terms of cargo theft risk. **Electronics** (23%) were especially at risk, followed by **Miscellaneous** (20%) and **Clothing & Shoes** (10%). **Pilferage** remained the most common event type, while **Warehouse/DC** was the most frequently reported location and **Rail** ranked as the third most affected location nationwide.

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 shipments safe.

We hope this report helps you better understand the cargo theft patterns observed in the United States during Q2-2026 and better plan shipping routes and outfit carriers with the electronic security and real-time monitoring solutions to best protect cargo.

United States:
Q2-2026 Cargo Theft Trends

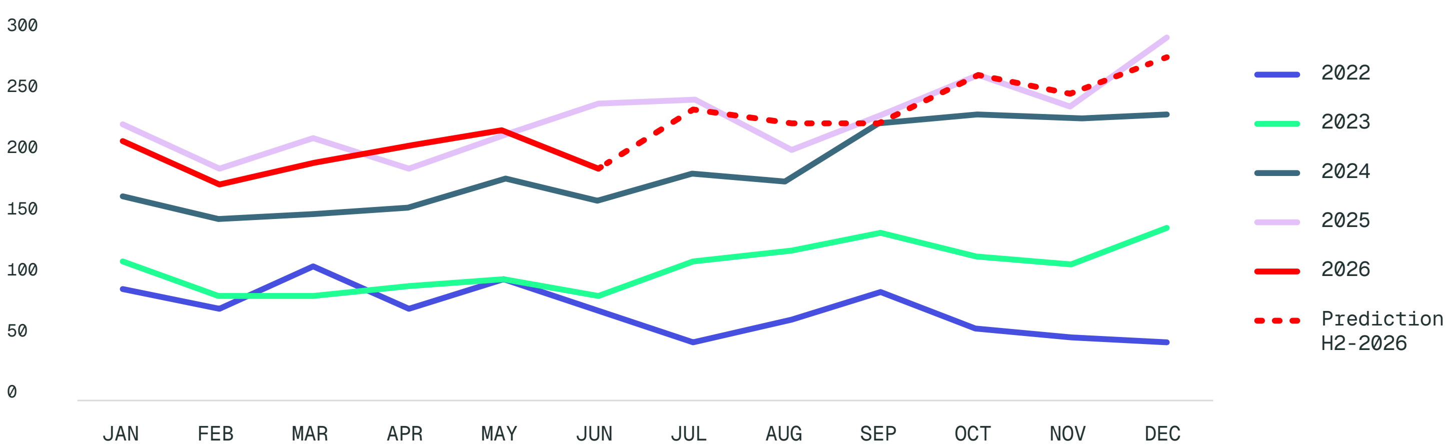
In Q2-2026, Overhaul recorded a total of 605 cargo theft incidents in the United States. This represents a 5% increase compared to Q1-2026, but a 5% decrease compared to Q2-2025. During the quarter, an average of approximately 202 incidents were recorded per month, equivalent to 6.71 cargo theft events per day.

The quarterly increase follows the historical pattern in which cargo theft activity rises after the first three months of the year. However, the year-over-year decrease continues the trend first observed in Q1-2026, with both quarters recording lower theft levels than the corresponding periods of 2025.

Despite this reduction, the number of reported cargo theft incidents remains among the highest levels recorded during the last decade. The current decline should therefore not be interpreted as a significant reduction in risk, and shippers, carriers, and logistics operators should continue to maintain strong security and monitoring measures.

The distribution of incidents throughout Q2-2026 was relatively balanced. April accounted for 34% of thefts, May recorded the highest share at 35%, and June represented 31%.

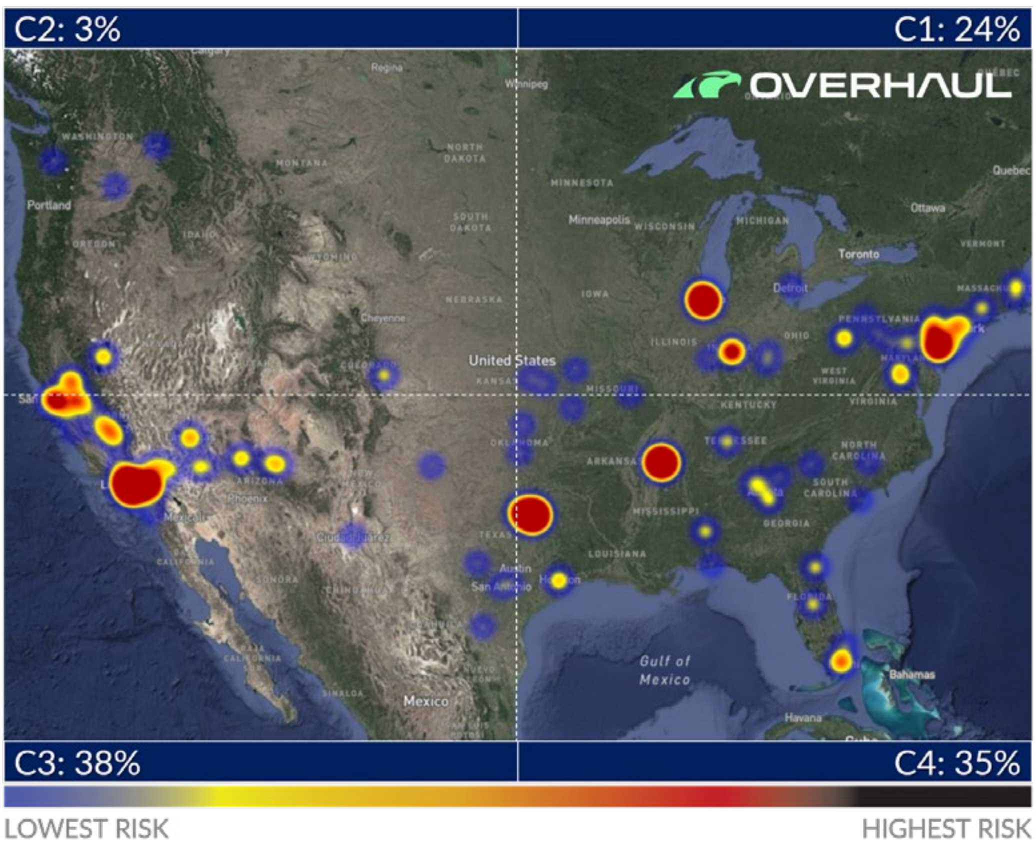
Graph 1. Cargo Theft by Monthly Trends 2022-2025/ Predicitve Analysis 2026



During the first half of 2026, cargo theft incidents decreased by 6% compared to the same period in 2025. Nevertheless, activity is expected to increase during the second half of the year and reach a level comparable to that observed during the second half of 2025. Overhaul projects an average of approximately 230 to 260 cargo theft incidents per month during this period.

Spatial and Temporal Analysis of Cargo Theft in the United States

By dividing the country into quadrants, as indicated on the map, it was observed that in Q2-2026, Quadrant 3 (C3), which includes the cargo theft hotspot in Southern California, experienced the highest concentration of cargo theft incidents, accounting for 38% of the total. Quadrant 4 (C4) followed closely with 35%, with notable high-risk areas located around major freight hubs such as Dallas and Memphis.



The remaining thefts were reported as 24% in Quadrant 1 (C1) and 3% in Quadrant 2 (C2). Compared to Q1-2026, C3 increased by 2 percentage points and C4 by 1 percentage point, while C1 remained unchanged and C2 decreased by 3 percentage points. The distribution continued to show a narrow margin between the two southern quadrants, where the largest U.S. logistics corridors and cargo theft hot spots are concentrated.

Spatial and Temporal Analysis of Cargo Theft in the US

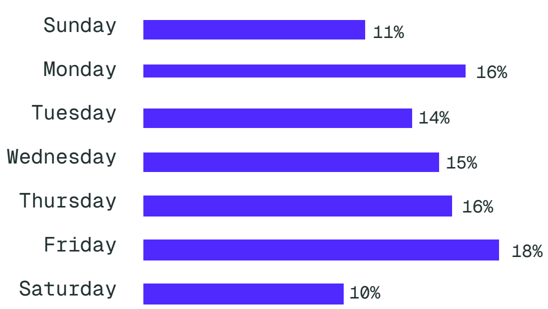
Thefts Per Day & Hour

In Q2-2026, cargo theft incidents were distributed relatively evenly across the working week. Friday accounted for the highest share at 18%, followed by Monday and Thursday at 16% each, Wednesday at 15%, and Tuesday at 14%. Sunday represented 11% of incidents and Saturday 10%. Compared to Q1-2026, Friday increased from 16% and became the most active day, while Wednesday increased from 11% to 15%. Thursday and Saturday recorded lower shares than in the previous quarter.

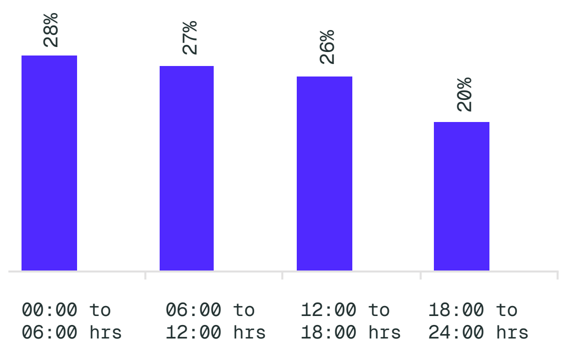
28% of cases occuring between 00:00 and 06:00 hrs remain the highest-risk period

As for timetables, the early morning hours from 00:00 to 06:00 hrs accounted for 28% of thefts, followed closely by 06:00 to 12:00 hrs at 27% and 12:00 to 18:00 hrs at 26%. The evening period from 18:00 to 24:00 hrs reported 20% of incidents. The most notable change from Q1-2026 occurred during 12:00 to 18:00 hrs, which increased from 18% to 26%, while the 18:00 to 24:00 hrs period decreased from 26% to 20%.

Graph 2. Cargo Theft per Day of Week Q2-2026



Graph 3. Cargo Theft by Time of Day Q2-2026

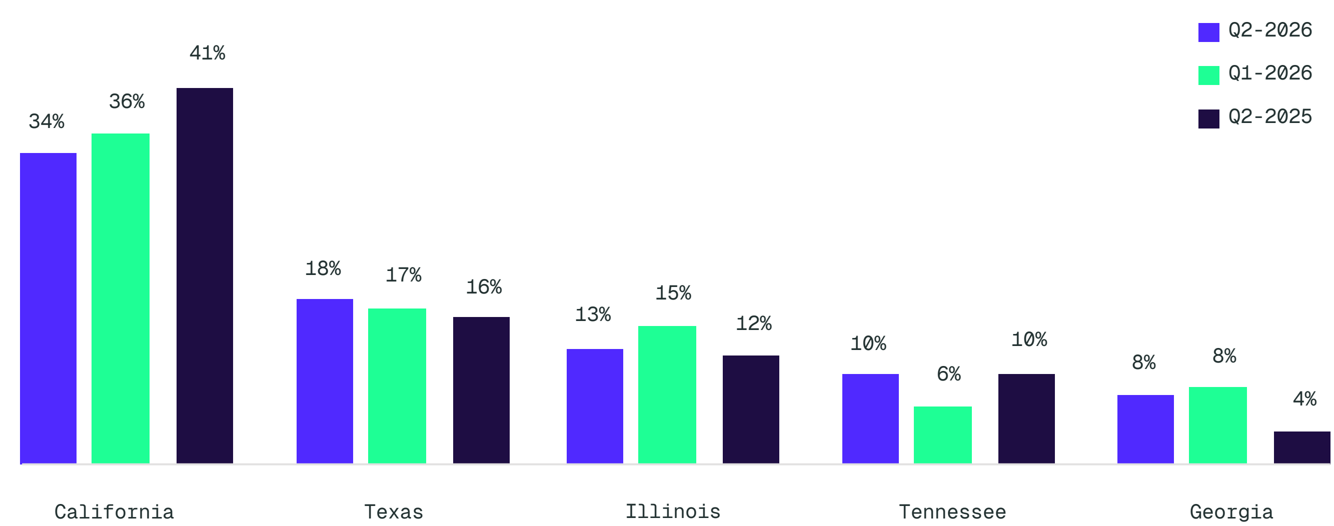


Analysis of the 5 States with the Highest Volume of Cargo Thefts

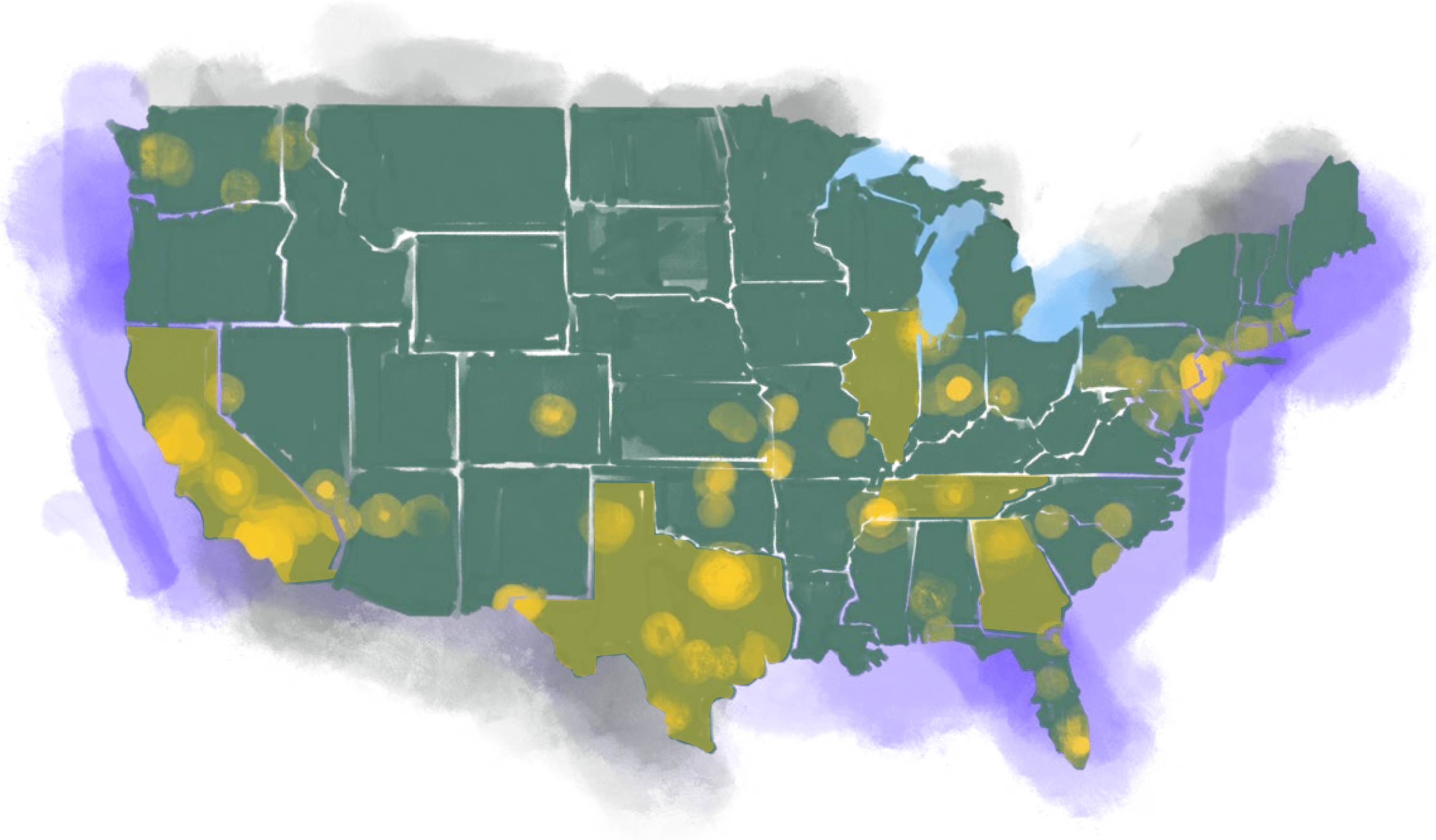
In Q2-2026, California continued to lead in cargo theft incidents by state, accounting for 34% of the total. This represents a decrease from 36% in Q1-2026 and from 41% in Q2-2025. The top product categories targeted in California were **Electronics** (31%), **Food & Drinks** (17%), **Clothing & Shoes** (15%), and **Miscellaneous** (12%).

Texas ranked second, with 18% of total theft incidents, up from 17% in Q1-2026 and 16% in Q2-2025. In Texas, the most frequently stolen categories were **Home & Garden** (29%), **Electronics** (24%), and **Building & Industrial** (18%).

Graph 4. Cargo Theft by Top 5 States Q2-2026 vs Q1-2026 vs Q2-2025



Analysis of the 5 States with the Highest Volume of Cargo Thefts



Tennessee accounted for 13% of thefts, down from 15% in Q1-2026 but slightly higher than 12% in Q2-2025. **Auto & Parts** represented 30% of the state's incidents, followed by **Electronics** and **Clothing & Shoes** at 10% each.

Pennsylvania represented 10% of the total, increasing from 6% in Q1-2026 and remaining at the same level reported in Q2-2025. Thefts were strongly concentrated in **Miscellaneous** (53%), followed by **Metals** (11%), **Auto & Parts** (11%), and **Electronics** (8%).

Illinois accounted for 8% of thefts, unchanged from Q1-2026 and double the 4% reported in Q2-2025. The state's incidents were concentrated in **Miscellaneous** and **Electronics** which each represented 40% of the total.

Cargo Theft by Product Type & Value

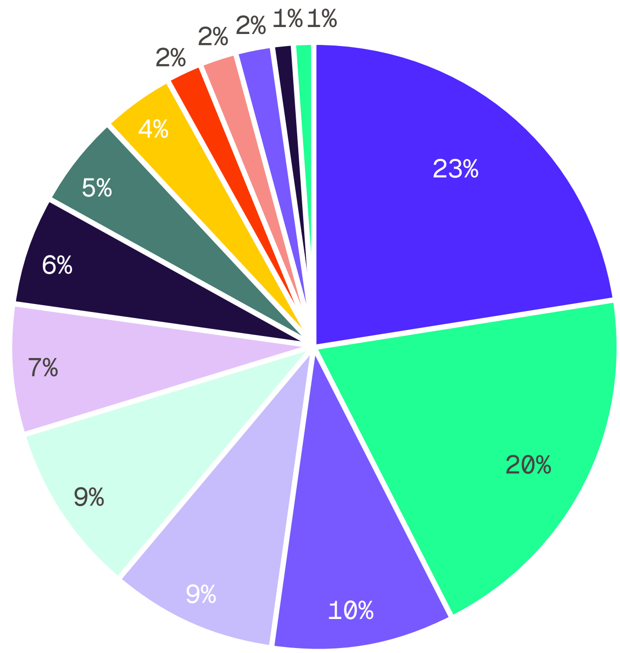
In Q2-2026, Electronics were the most targeted product type, representing 23% of thefts, followed by **Miscellaneous** at 20% and **Clothing & Shoes** at 10%. Together, these three categories comprised 53% of recorded thefts.

Within **Electronics, Mixed & Miscellaneous** led with 31%, followed by **Batteries & Panels** at 24%, **Computers** at 12%, and **Audio & Video** at 10%. For **Miscellaneous, Parcel Services** accounted for 50% and **Mixed Load** for 36%. Within **Clothing & Shoes, Footwear** represented 50% and **Apparel** 27%.

Six product types experienced an increase in theft rate over both comparative quarters, Q1-2026 and Q2-2025. Among the most relevant increases, **Miscellaneous** recorded the strongest growth, increasing 38% compared to Q1-2026 and 84% compared to Q2-2025, while accounting for 20% of thefts in Q2-2026. **Clothing & Shoes** increased 25% and 4%, respectively, reaching a 10% share of total incidents. **Building & Industrial** also increased across both periods, rising 15% compared to Q1-2026 and 26% compared to Q2-2025.

Three product types recorded lower theft rates compared to both Q1-2026 and Q2-2025. **Food & Drinks** decreased 29% and 45%, respectively, while **Home & Garden** declined 13% and 50%. **Sports Equipment** showed the largest proportional decrease, falling 35% compared to Q1-2026 and 54% compared to Q2-2025.

Graph 5. Cargo Theft by Product Type Q2-2026



Product Type	Q2-2026	% Change Q1-2026	% Change Q2-2025
Alcohol	2%	-3%	16%
Auto & Parts	9%	2%	7%
Building & Industrial	5%	15%	26%
Cash	2%	387%	-64%
Clothing & Shoes	10%	25%	4%
Electronics	23%	-9%	26%
Food & Drinks	9%	-29%	-45%
Home & Garden	6%	-13%	-50%
Metals	6%	-13%	-50%
Miscellaneous	20%	38%	84%
Personal Care	4%	-25%	6%
Pharmaceuticals	2%	22%	16%
Sport Equipment	1%	-35%	-54%
Tobacco	1%	-35%	-54%

Cargo Theft by Event Type & Location

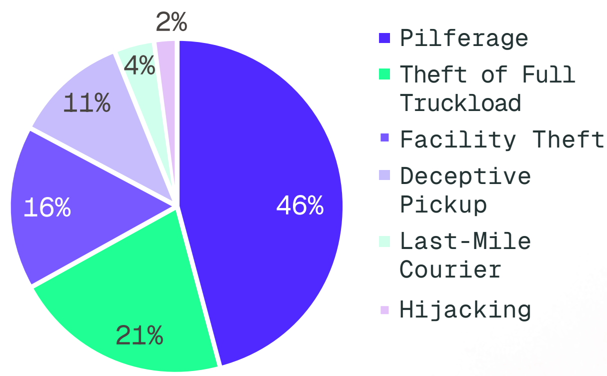
Pilferage remained the most common method of cargo theft in Q2-2026, accounting for 46% of all reported incidents. This was higher than the 37% recorded in Q1-2026. The highest concentrations of **Pilferage** occurred in Tennessee (33%), Texas (31%), and California (28%).

Theft of Full Truckload accounted for 21% of thefts, with the most reports coming from Texas (34%), followed by Illinois and California at 20% each. **Facility Theft** represented 16%, while **Deceptive Pickup** accounted for 11%. The latter was concentrated in California (29%), Indiana (11%), and New Jersey, Pennsylvania, and Texas at 9% each. **Last-Mile Courier** represented 4% of incidents and **Hijacking** 2%.

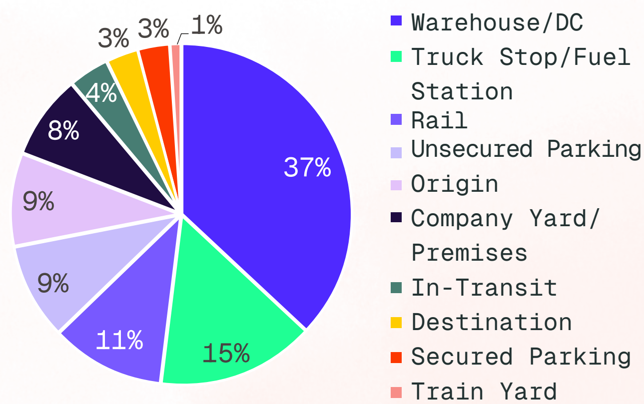
Compared to Q1-2026, the share of **Theft of Full Truckload** decreased from 24% to 21%, while **Facility Theft** decreased from 22% to 16%. **Deceptive Pickup** increased slightly from 10% to 11%, and **Hijacking** remained at 2%.

When examining theft locations, **Warehouse/DC** remained the most commonly targeted site, involved in 37% of thefts where a location was specified. **Truck Stop/Fuel Station** followed at 15%, while **Rail** accounted for 11% and ranked as the third most affected location in the country. **Unsecured Parking** and **Origin** each represented 9%, followed by **Company Yard/Premises** at 8%.

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



Graph 7. Cargo Theft by Location Q2-2026



The majority of **Warehouse/DC** incidents occurred in California (42%), Tennessee (26%), and Texas (15%). **Truck Stop/Fuel Station** thefts were concentrated in Texas (64%) and Tennessee (18%). Rail thefts were reported most frequently in Illinois (31%), California (26%), Arizona (15%), and Tennessee (13%). Other locations included **In-Transit** (4%), **Destination** (3%), **Secured Parking** (3%), and **Train Yard** (1%).

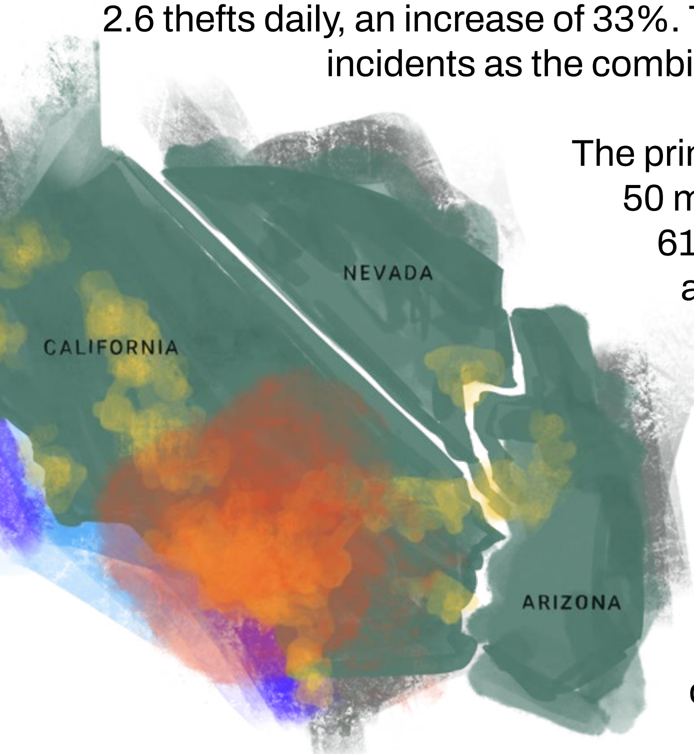
Quarterly Spotlight

To better serve the security-minded logistics community, Overhaul spotlights one product category, theft type, geographical area, or trend in each U.S. business report. This quarter's spotlight focuses on cargo theft risk in the state of California, specifically in the Southern California Red Zone, defined as the first 200 miles of travel for shipments departing from this area. Unless otherwise specified, all data and analysis in this section are from U.S. thefts recorded between July 2025 and June 2026.

South California (Red Zone)

For this analysis, radii of 50, 100, 150, 200, and 300 miles were analyzed in the Southern California area to better understand the spatial distribution of cargo theft in the zone. The center for these radii is Torrance, California, a significant logistics hub from which many shipments depart.

During the 12-month period, the Red Zone in Southern California accounted for 37% of all cargo thefts in the country, a 1% increase compared to the same periods in 2025 and 2024. The area averaged 81 cargo thefts per month, up 28% from the previous period, and 2.6 thefts daily, an increase of 33%. This area alone accounted for a similar number of incidents as the combined total reported in Texas, Illinois, and Florida.



The primary hotspot remained concentrated within the first 50 miles, accounting for 68% of incidents, compared to 61% in the previous analysis. The region between 50 and 100 miles accounted for 20%, down from 23%, while 5% of thefts occurred between 200 and 300 miles, compared to 7% previously.

The established operating method in the area, which involves following units after they depart warehouses or distribution centers and waiting for an opportunity to access the cargo, continued to represent an important threat. At the same time, other methods have gained relevance. These include

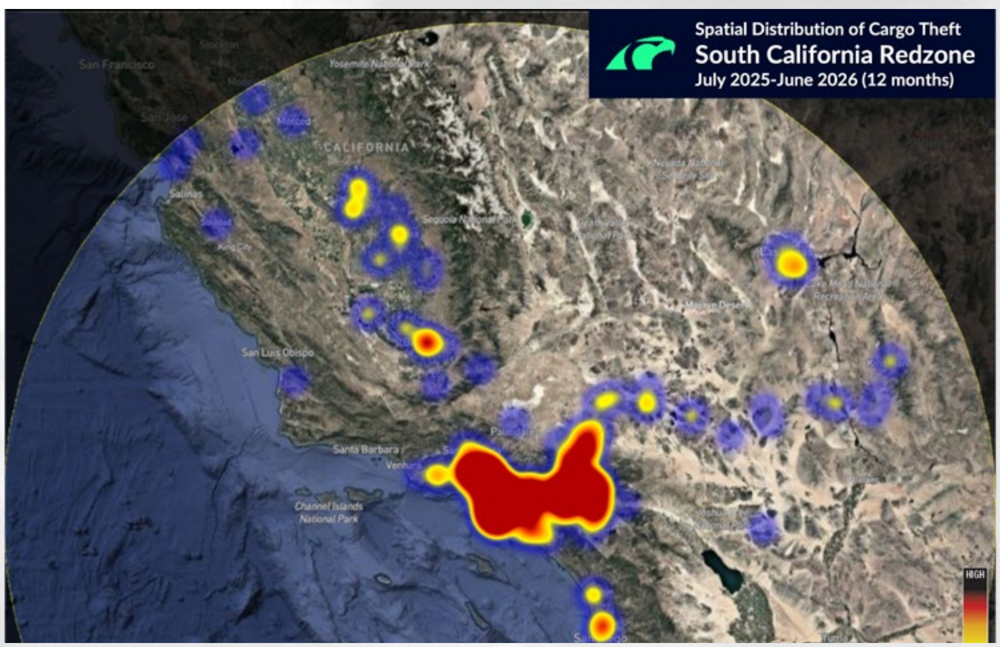
Quarterly Spotlight: South California (Red Zone)

Pilferage from unattended units located within **Warehouse/DC** or **Company Yard/ Premises**, with or without physical perimeter security controls.

Different forms of **Deceptive Pickup**, including identity theft and the falsification or alteration of documents, have also become more frequent in the region. Theft from boxcars on **Rail** lines remains relevant east of the Los Angeles metropolitan area, particularly as routes approach the desert zone around San Bernardino, as well as on tracks connecting the different rail yards within urban Los Angeles.

When broken down by event type, **Pilferage** remained the dominant method at 45%, unchanged from the previous analysis. **Deceptive Pickup** increased from 24% to 28%, while **Facility Theft** decreased from 19% to 15% and **Theft of Full Truckload** decreased from 10% to 9%.

In terms of location, **Warehouse/DC** accounted for 55% of incidents in the zone, followed by **Origin** at 18% and **Rail** at 17%. **Electronics** continued to be the most targeted product type at 22%, down from 25%, followed by **Clothing & Shoes** and **Food & Drinks** at 17% each. **Home & Garden** accounted for 10% and **Personal Care** for 7%.



The incidents were concentrated during 00:00 to 06:00 hrs, which accounted for 33%, followed by 06:00 to 12:00 hrs at 25%, 18:00 to 24:00 hrs at 23%, and 12:00 to 18:00 hrs at 19%. In terms of weekly distribution, thefts were most common on Fridays (19%), Mondays (18%), and Thursdays (15%), while Saturdays recorded the lowest share at 9%.

Recommendations

Overhaul considers the threat of cargo theft in the United States to be HIGH due to the continued increase in the level of organization and sophistication of criminal groups focusing on high-value cargo. The high share of **Pilferage**, the continued use of **Deceptive Pickup**, and the growing relevance of theft activity at **Rail** locations demonstrate the variety of methods currently affecting the supply chain.

Steps should be taken to verify the authenticity of all shipment-related activity, particularly any entity which has been engaged to either move or store a shipment. Driver and business verification, prior to releasing any shipment, is paramount. Overhaul recommends that shippers be extremely diligent in vetting all carriers and drivers, particularly those operating out of Southern California and those handling highly targeted products such as **Electronics**. Thorough documentation should be kept, including photos from origin of the driver, the driver's CDL, the back of the trailer with the seal affixed and seal number visible, tractor and trailer identifying markings and license plates, and the BOL.

Recommendations

Origin personnel should be on the lookout for red flags such as temporary placards or logos, recently painted-over logos, paper or missing license plates, and drivers who do not match their CDL photo. Red flags should disqualify any offending driver from departing with a load. An immediate escalation with a path to effective law enforcement engagement is critical to recovering stolen cargo.

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, and separation of the cargo from the conveyance. For shipments departing Southern California, route and stop controls should be maintained throughout the Red Zone, with added attention to unattended units at **Warehouse/DC**, **Company Yard/Premises**, and **Truck Stop/Fuel Station** locations.

Disclaimer

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.