

OVERHAUL

Mexico: Q3-2026 Annual Cargo Theft Report

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Executive Summary

The Q3-2026 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% of the thefts from carriers involved some type of violence

Overhaul has created collaboration ties with federal, state and municipal authorities, as well as strategic alliances with associations such as ANERPV, 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.

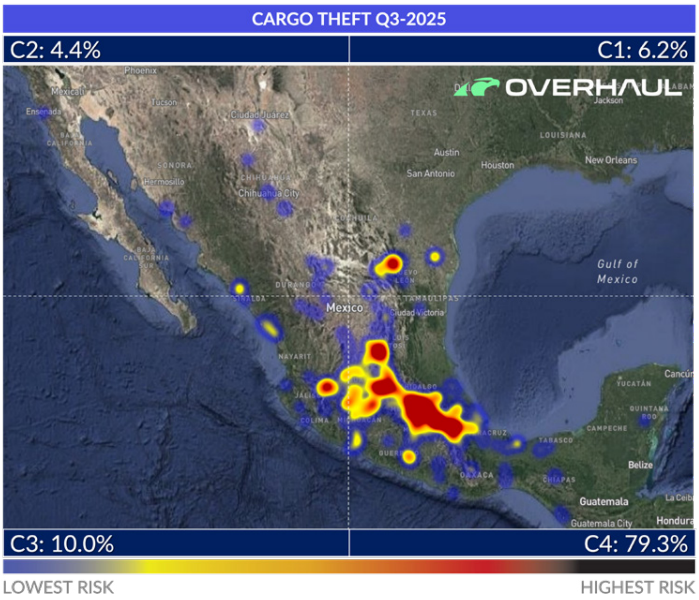
At the same time, Overhaul is part of statistical tables with federal authorities where the National Public Security System (SNSP) participates, as well as the most representative chambers and associations at a national level to follow up on the incidence of cargo theft.

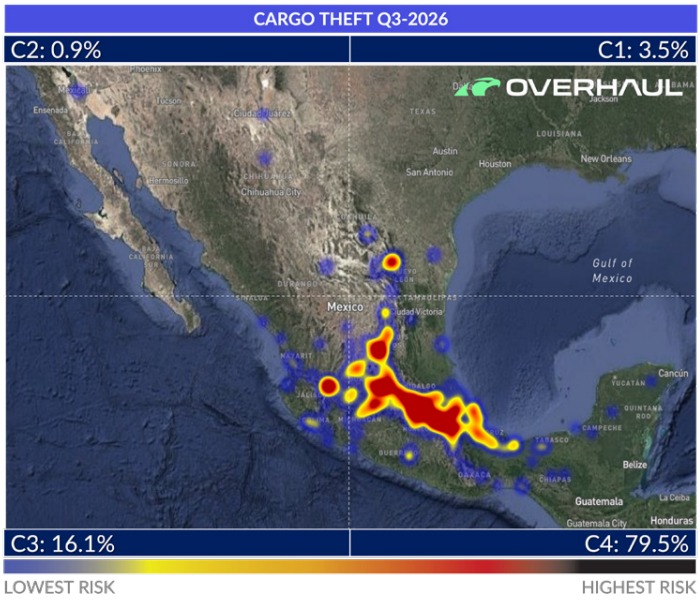
Overhaul shares Actionable Intelligence with these security partners to jointly establish strategies to prevent and mitigate cargo theft in the country. These strategic alliances are designed to improve intelligence and security on the roads, with the goal of ensuring safer roads throughout Mexico.

Spatial Analysis of Cargo Theft

The quadrant analysis of national cargo theft in the third quarter of 2026 showed that the fourth quadrant, which integrates the central and southeast regions, concentrated 79.5% of the registered incidents, a slight increase of 0.2 percentage points (pp) compared to the previous year, consolidating this area as the main hot spot in the country. The third quadrant—focused primarily on the West region—showed the most significant change, concentrating 16.1% of criminal activity, an increase of 6.1 pp compared to Q3-2025.

Meanwhile, the first quadrant showed a decrease of 2.7 pp, dropping from 6.2% in Q3-2025 to 3.5% in Q3-2026, with the highest activity focused in Monterrey and its surroundings. Finally, the second quadrant presented the largest decline, 3.5 pp, changing from 4.4% in Q3-2025 to 0.9% in Q3-2026, confirming a shift of criminal activity from the north of the country toward the Central and West regions.



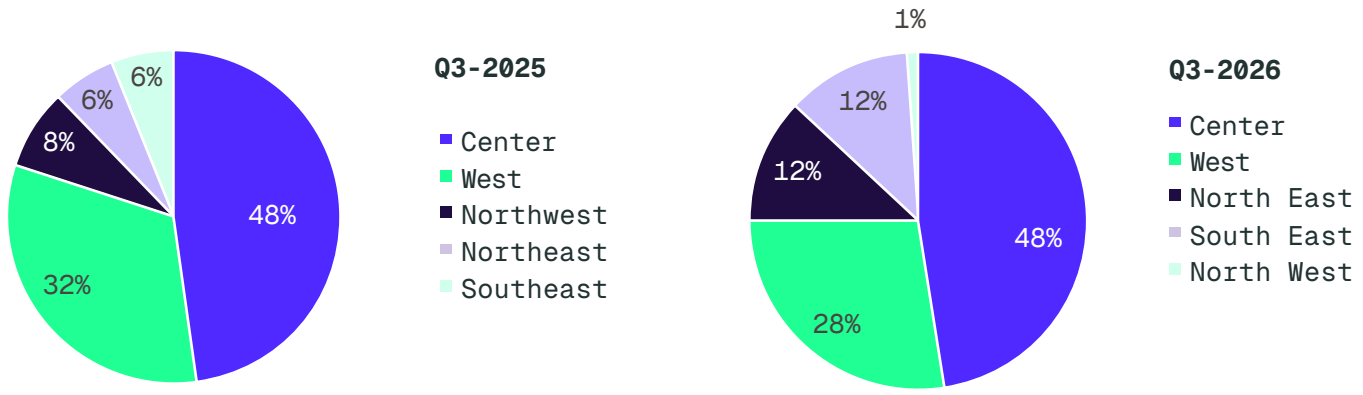


During Q3-2026, 76% of cargo thefts nationwide were concentrated in the Center (48%) and West (28%) regions.

Spatial Analysis of Cargo Theft

The Center region remained stable compared to Q3-2025 levels, while the West region showed a 4-percentage-point decline. In contrast, the North-East and South-East regions practically doubled their share, growing 6 percentage points each (to 12.0% and 11.5%, respectively), while the North-West region fell 7 percentage points, to 1%.

Chart 1: Cargo Theft by Region





Puebla, Mexico

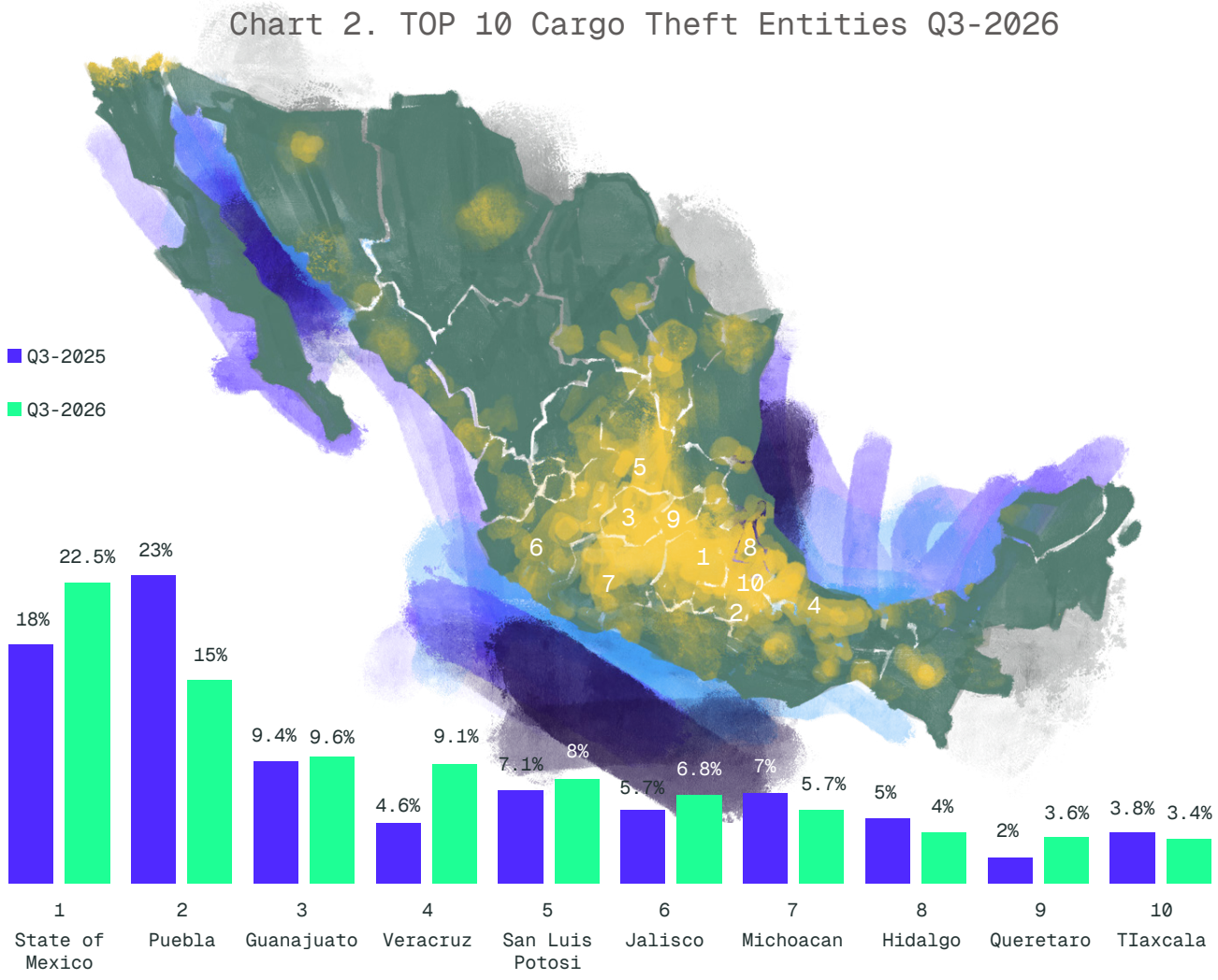
Analysis of the Ten Entities with the Highest Number of Cargo Thefts

During Q3-2026, 87.5% of national cargo theft was concentrated in ten entities, notably with 47.0% of the total incidence occurring in the State of Mexico (22.5%), Puebla (15.0%), and Guanajuato (9.6%).

When comparing these figures with Q3-2025, the most significant increases were observed in the State of Mexico, with a rise of 4.5 percentage points (pp), and Veracruz, which practically doubled its share with an increase of 4.5 pp; followed by Querétaro with 1.6 pp, Jalisco with 1.1 pp, San Luis Potosí with 0.9 pp, and Guanajuato with 0.2 pp.

In contrast, other entities showed a downward trend: Puebla recorded the largest decrease with 8.0 pp, followed by Michoacán with 1.3 pp, Hidalgo with 1.0 pp, and Tlaxcala with 0.4 pp.

Chart 2. TOP 10 Cargo Theft Entities Q3-2026



Temporal Analysis: Cargo Theft

In Q3-2026, 82% of cargo thefts occurred on business days (Monday to Friday), 5 percentage points (pp) below Q3-2025. Criminal activity remained concentrated between Tuesday and Friday, accounting for 70% of all incidents, with a more even distribution among these days (17% to 18% each). The most relevant change was observed on weekends: Saturday rose from 7% to 11% (+4 pp), while Tuesday, the highest-risk day in Q3-2025, decreased by 3.5 pp.

During Q3 2026, the time distribution showed a significant shift toward the early morning (00:00 to 06:00 h), which became the highest-risk period for cargo transport, concentrating 31% of the incidents, an increase of 9 percentage points (pp) compared to Q3 2025. The night shift (18:00 to 24:00 h) remained stable at 30%, meaning that 61% of thefts occurred between 18:00 and 06:00 h.

61% of incidents occurred between 18:00 and 06:00 making it the highest risk period for cargo transport

On the other hand, the morning schedule (06:00 to 12:00 h) decreased by 4 pp to 24%, while afternoon crimes (12:00 to 18:00 h) recorded the largest decline, 5 pp, falling to 15% compared to the same period of the previous year.

Chart 3. Cargo Theft by Day of Week Q3-2026

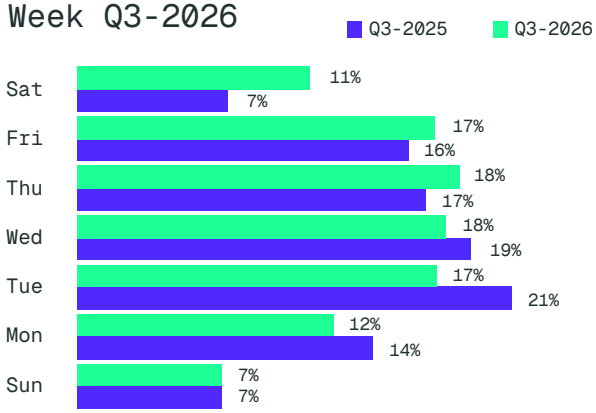
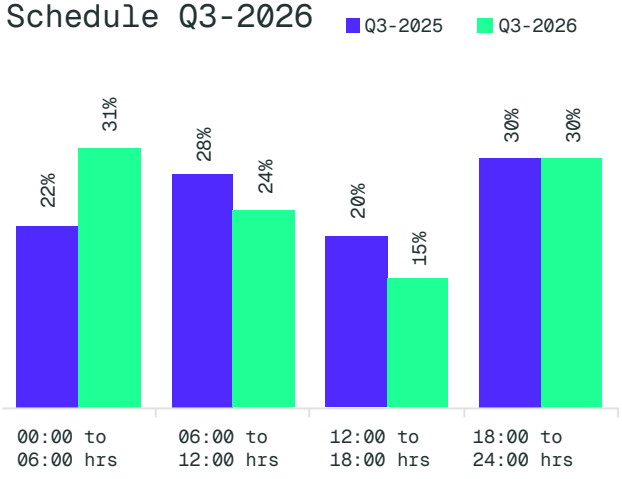


Chart 4. Cargo Theft by Schedule Q3-2026



Cargo Theft by Product Type

During Q3-2026, the main stolen product categories were **Food & Beverages** (32.6%), **Miscellaneous** (8.7%), **Construction and Industrial** (6.4%) and, tied in fourth place, **Alcohol, Electronics,** and **Home & Garden** (6.1% each).

When comparing the distribution of thefts against Q3-2025, the most significant increases were detected in the **Food & Beverages, Home & Garden, Electronics, Clothing & Shoes,** and **Alcohol** sectors.

Food and Beverages theft grew by 7.3 percentage points, consolidating its position as the most affected category, accounting for one out of every three thefts nationwide.

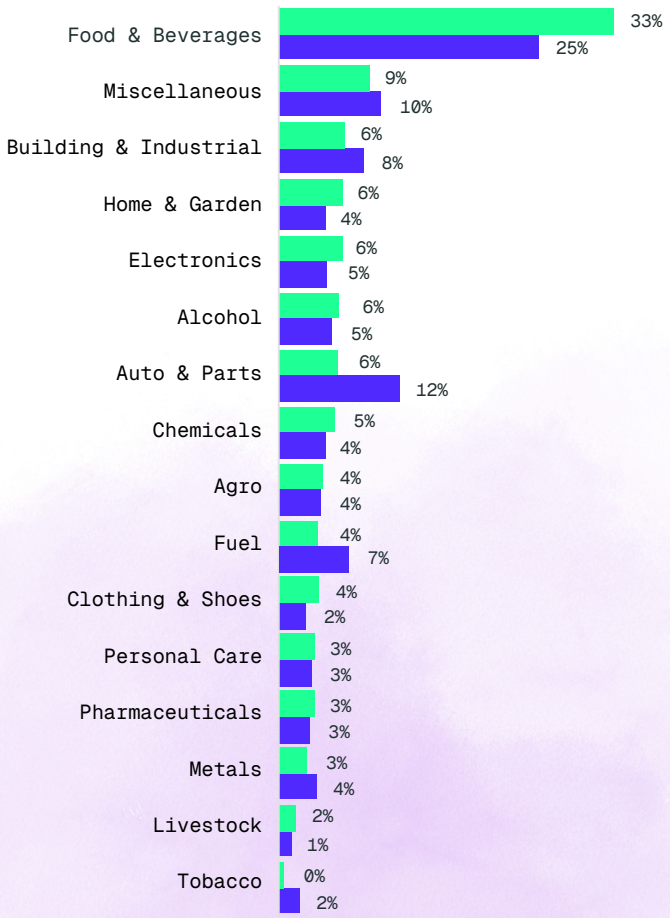
Home & Garden theft increased by 1.7 percentage points, reaching 6.1% of total incidence.

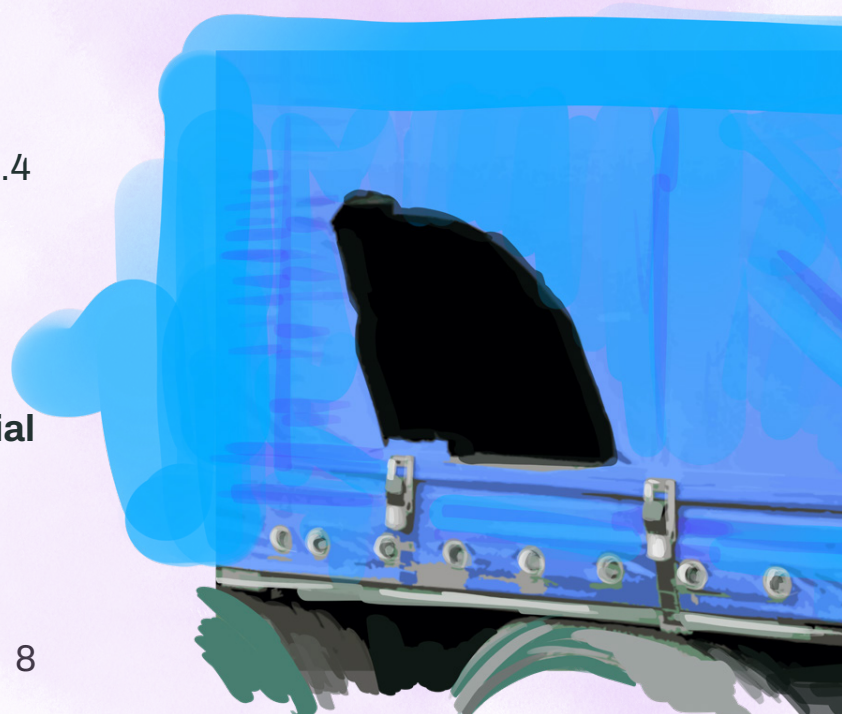
Electronics theft increased by 1.4 percentage points (pp), with audio and video equipment, televisions and displays, computers, and electronic components being the main targets of criminal activity.

The **Clothing & Shoes** category grew by 1.4 pp and **Alcohol** by 1.0 pp compared to the same period of the previous year.

In contrast, the most significant decreases were recorded in **Auto & Parts** (-6.0 pp), **Fuel** (-3.0 pp), **Construction and Industrial** (-1.8 pp), and **Tobacco** (-1.6 pp).

Chart 5. Cargo Theft by Product Type Q3-2026





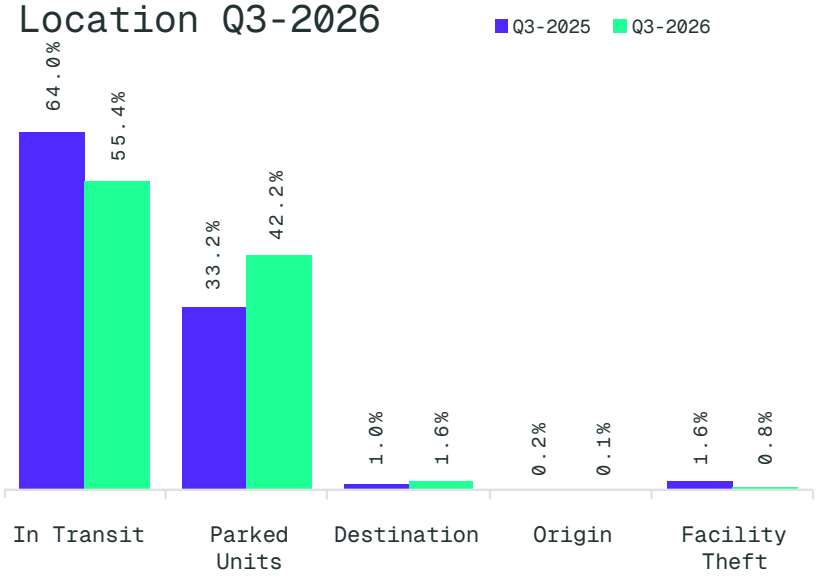
Cargo Theft by Location

The main modus operandi in Mexico during the third quarter of 2026 was the interception of cargo units in transit, accounting for 55.4% of the cases, which represents an 8.6 percentage point (pp) decrease compared to the third quarter of 2025.

The theft of parked units became the second most common type of cargo theft with 42.2% of the incidence, resulting in an 9 percentage point increase relative to the third 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 maintained an upward trend since the second half of 2024, narrowing the gap with in-transit theft to 13 pp. For a detailed analysis of the locations affected by this trend, contact Overhaul.

On the other hand, thefts at destination—occurring while waiting to enter receiving docks—increased by 0.6 pp. Thefts at facilities decreased by 0.8 pp, while thefts at origin, defined as those recorded within a 100-meter radius of the departure point, decreased by 0.1 pp compared to the third quarter of 2025.

Chart 6. Cargo Theft by Type of Location Q3-2026

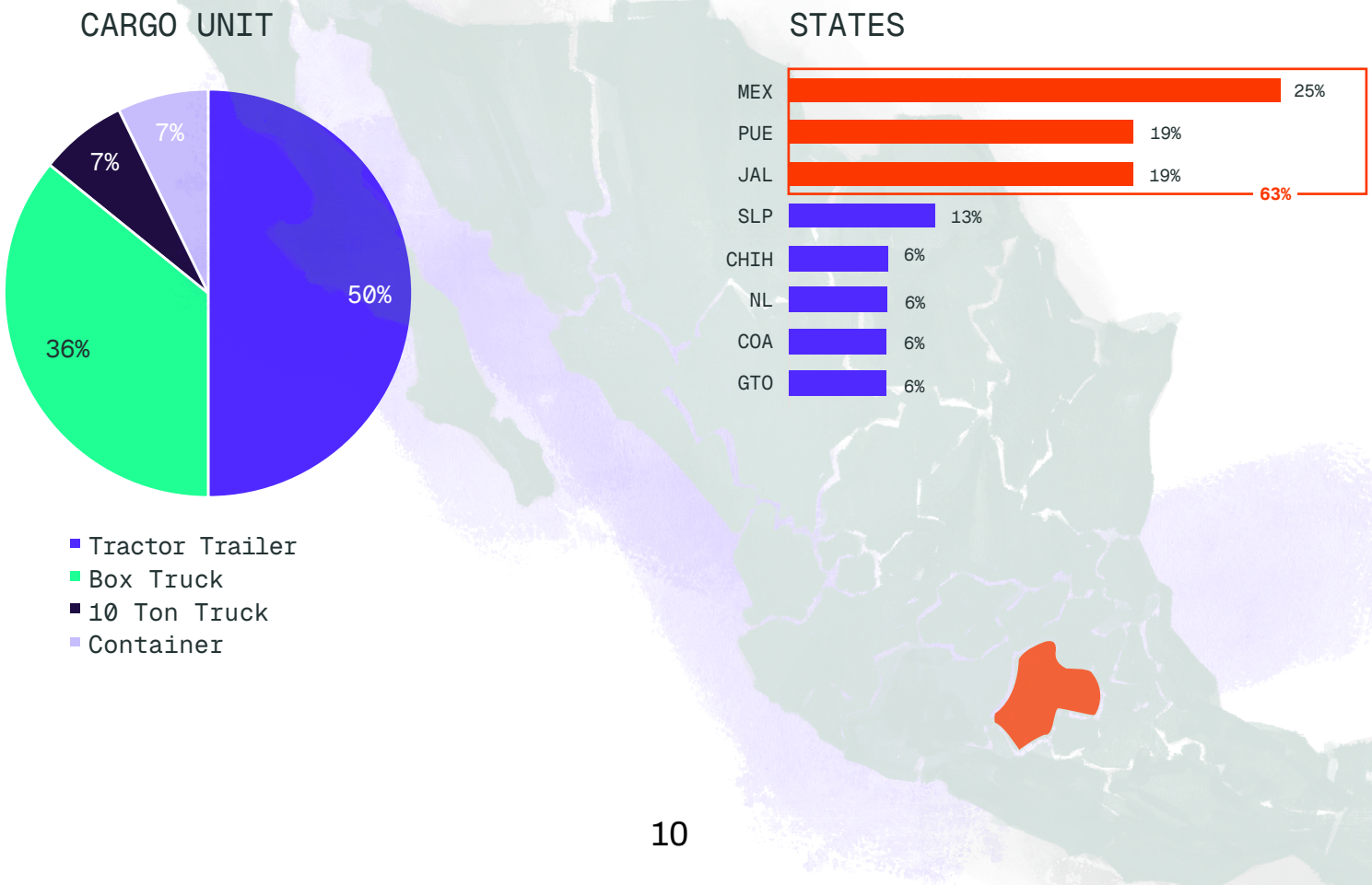




Spotlight Q3-2026: Electronics Cargo Theft

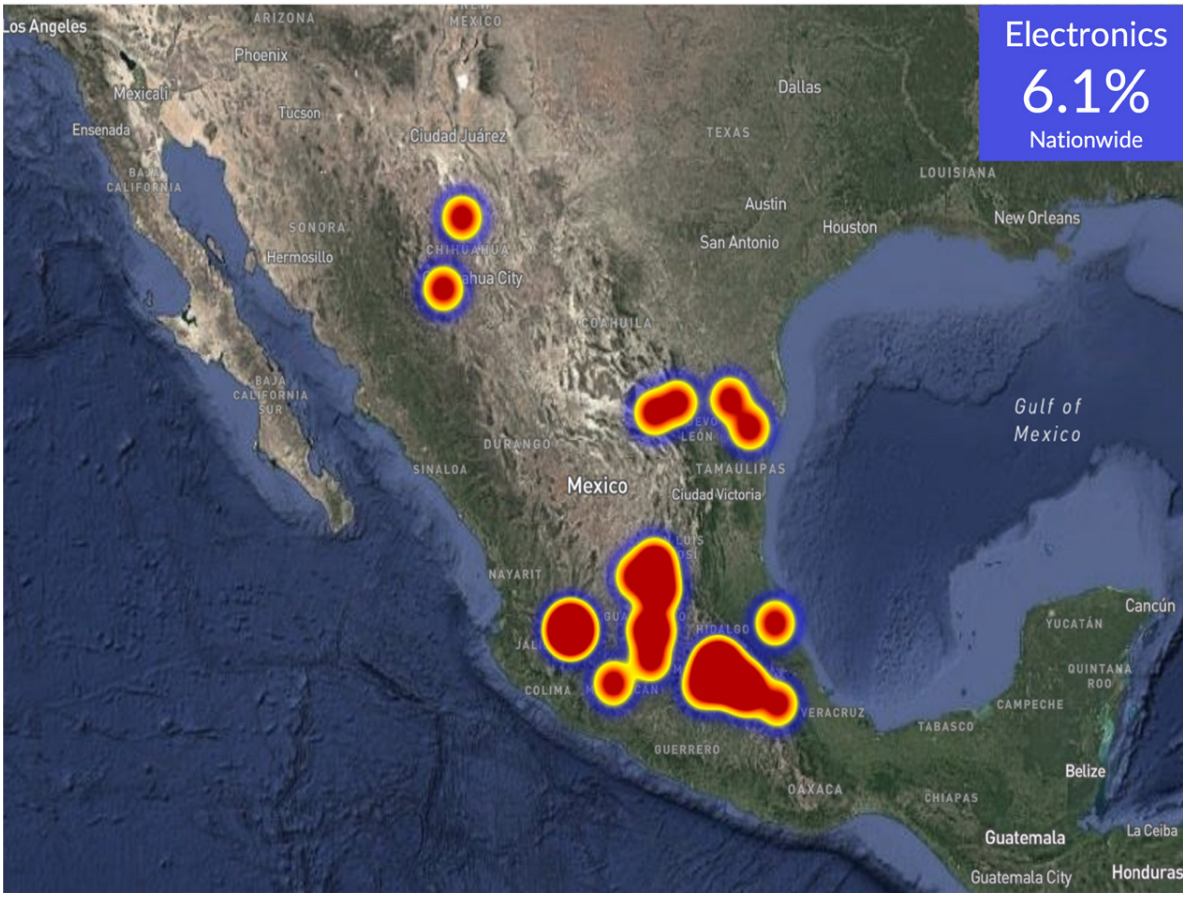
During Q3-2026, electronics theft accounted for 6.1% of thefts nationwide, an increase of 1.4 percentage points compared to Q3-2025, placing this category among the most stolen products in the country. The most targeted products were audio and video equipment, televisions and displays, computers, and electronic components. In the third quarter of 2026, 94% of electronics theft was concentrated in three regions: 44% in the Central region, 25% in the West region, and 25% in the North-East.

63% of the incidents in this sector were concentrated in three states: State of Mexico (25%), Puebla (19%), and Jalisco (19%), followed by San Luis Potosí (13%). At the municipal level, Nextlalpan (State of Mexico) and San Pedro Tlaquepaque (Jalisco) stood out with 13% each. Additionally, 73% of the events occurred on five main highways: the Mexico-Saltillo highway (MEX-57D) with 23%, the Querétaro-Zacatecas highway (MEX-45D) with 18%, the Chamapa-Guadalajara highway (MEX-44) with 16%, the Mexico-Veracruz highway (MEX-150D) with 9%, and the Guadalajara-San Luis Potosí highway (MEX-80D) with 7%.



Spotlight Q3-2026: Electronics Cargo Theft

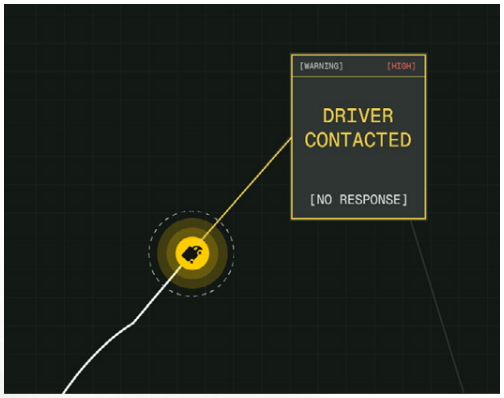
The main modus operandi for electronics theft is the interception of units in transit (85%), followed by the theft of parked units (15%). The primary targets for criminals are tractor trailers at 50% and box trucks at 36%. Regarding the temporal pattern, the highest-risk days for this sector were Wednesday with 38% and Friday with 25%. Unlike the national pattern, electronics theft is concentrated during daytime hours: the highest-risk time windows are the afternoon between 12:00 and 18:00 h, accounting for 42% of the events, and the morning between 06:00 and 12:00 h with 31%.

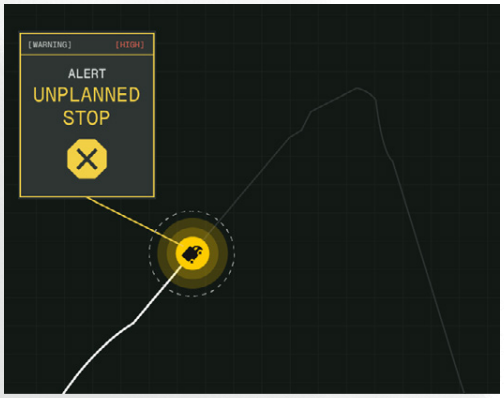


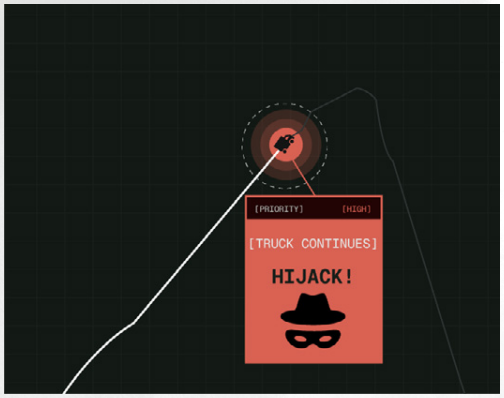
Success Study Q3 2026: Overhaul

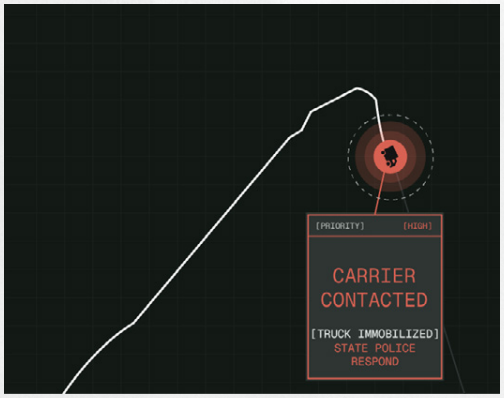
Recovery Food & Drinks

In July 2026, two units transporting Food & Drinks from San José Iturbide, Guanajuato, to Nuevo Laredo, Tamaulipas, were intercepted on the Matehuala–Saltillo highway (MEX-57D), near Los Pocitos, Matehuala, San Luis Potosí, shortly after resuming their route from an authorized stop. At 01:55 h, the MSOC received notification of the robbery in progress and immediately identified the stolen tractor and trailer; three minutes later, at 01:58 h, it activated the Emergency Protocol and began coordinating with the authorities. Although the trailer's GPS signal showed interruptions consistent with the use of a signal jammer, the MSOC continued tracking the telematics records and maintained communication with the National Guard, which at 06:49 h confirmed that the trailer had been located on the Matehuala–San Luis Potosí highway (MEX-57D), in La Purísima, Soledad de Graciano Sánchez, 174 km from the interception point. At 07:03 h, the MSOC validated with the National Guard that the trailer's seals were intact, achieving the recovery of the cargo in less than five hours from the notification of the event.











General Recommendations

General recommendations for cargo units traveling through Mexico include using a combination of physical and electronic security measures and traveling during daylight hours. 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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