

OVERHAUL

United States Q3-2026 Cargo Theft Report

Table of Contents

Executive Summary	3
United States: Q3-2026 Cargo Theft Trends	4
Spatial Analysis of Cargo Theft	5
Analysis: 5 States with Highest Volume of Cargo Thefts	6
Temporal Analysis of Cargo Theft	8
Cargo Theft by Product Type	9
Cargo Theft by Event Type	11
Cargo Theft by Location	12
Quarterly Spotlight: Fort Worth and Dallas	13
Recommendations	17



Executive Summary

Overhaul's United States Q3-2026 Cargo Theft Report describes the spatial and temporal patterns of cargo theft across the country to help shippers, carriers, and logistics operators adjust their prevention strategies to the risks observed during the quarter.

To that end, Overhaul compiles cargo theft data from law enforcement agencies, transportation security councils, insurance companies, and industry partners, and classifies each incident by location, date, product type, event type, and Modus Operandi (M.O.). This report compares the third quarter of 2026 with the same period of 2025 to identify where the risk is growing, where it is declining, and how criminal methods are changing. This edition's spotlight analyzes cargo theft in Fort Worth and Dallas between January and September 2026, with a special focus on the I-20 truck stop and fuel station corridor in southern Dallas.

In Q3-2026, Overhaul recorded 629 cargo theft incidents in the United States, 8.0% fewer than in Q3-2025. Despite this decline, activity remained concentrated around the country's main freight hubs: California (36.7%) and Texas (24.3%) accounted for six out of every ten incidents, while Illinois (9.9%) moved up to third place. Electronics (23.3%) were the most targeted product type, Pilferage (32.9%) remained the most common event type, and Truck Stop/Fuel Station became the second most affected location after nearly tripling its share.

The quarter also showed a clear change in when thefts occur. Afternoon hours (12:00 to 18:00 hrs) and Fridays became the highest risk periods, while early morning activity fell by almost 10 percentage points. Together, these changes indicate that the risk did not disappear; it shifted toward unattended units at truck stops and facilities and toward hours that were previously considered lower risk.

United States: Q3-2026 Cargo Theft Trends

Overhaul recorded 629 cargo theft incidents in the United States during Q3-2026, an average of 6.8 per day. This represents a decrease of 8.0% compared with Q3-2025 and continues the year-over-year decline observed during the first half of 2026.

Despite this reduction, the monthly distribution followed a pattern similar to that of the previous year. July and August accounted for 33.2% and 37.4% of the quarter, respectively, together concentrating 70.6% of incidents, practically the same share as in Q3-2025, while September recorded the lowest share of the quarter with 29.4%, as it did a year earlier.

Since monthly activity continues to move in line with 2025, Overhaul expects cargo theft risk to increase during the last quarter of the year, when peak season and holiday shipping volumes historically drive a rise in incidents. The annual decline should not be interpreted as a reduction in risk, and shippers and carriers should reinforce their security measures ahead of Q4.



Spatial Analysis of Cargo Theft

In Q3-2026, Quadrant 3 (C3), which includes Southern California and the Southwest, concentrated 40% of cargo theft incidents, 6 percentage points (pp) more than in Q3-2025, and replaced Quadrant 4 (C4) as the area with the highest activity. C4, which includes Texas and the Southeast, decreased 11 pp to 35%, mainly due to lower activity in Tennessee and Georgia. Quadrant 1 (C1), which covers the Midwest and Northeast, rose 6 pp to 20%, driven by Illinois, while Quadrant 2 (C2) remained the least affected area with 5%, 1 pp below the previous year.

The two southern quadrants combined accounted for 75% of incidents, compared with 80% in Q3-2025. The southern logistics corridors remain the core of the risk, but the growth of C1 shows that activity in the Midwest and Northeast is gaining weight, particularly in Illinois.

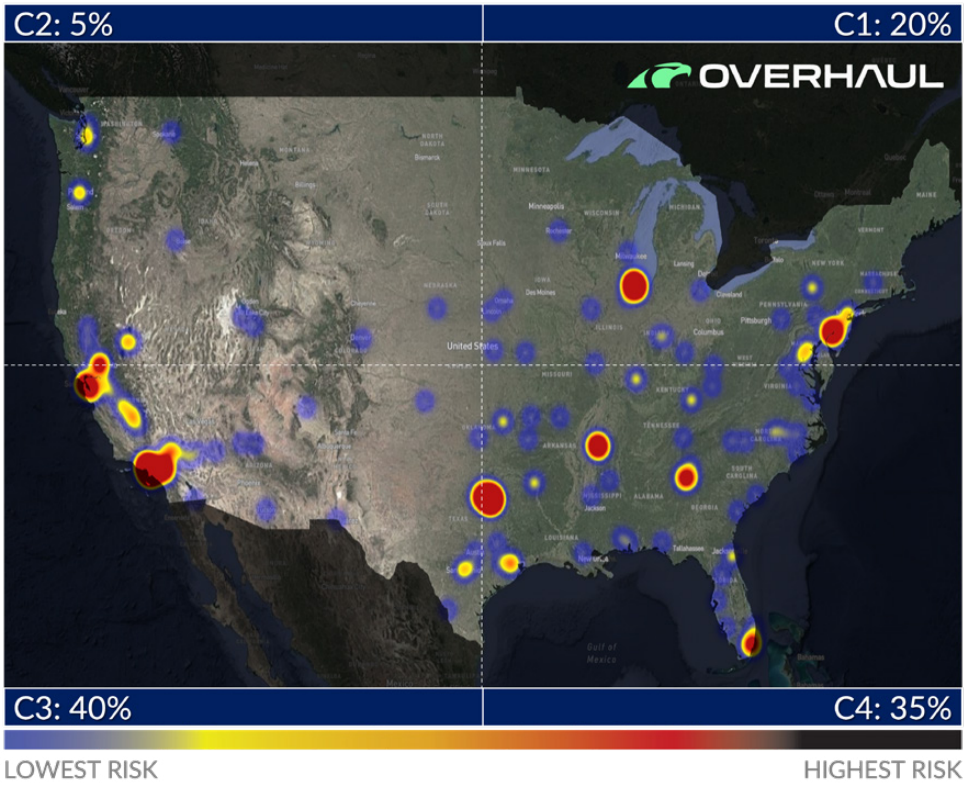
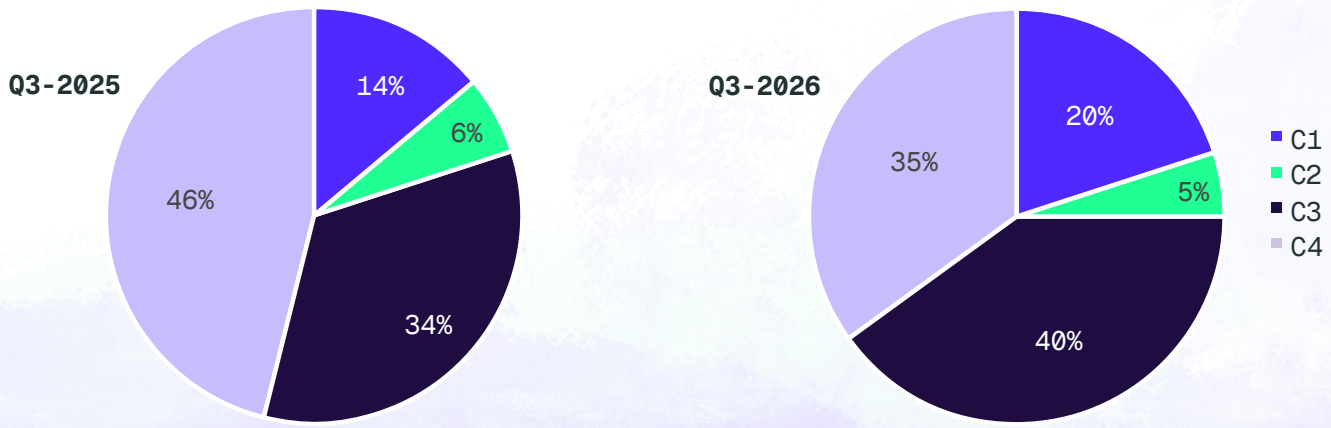


Chart 1: Cargo Theft by Quadrant

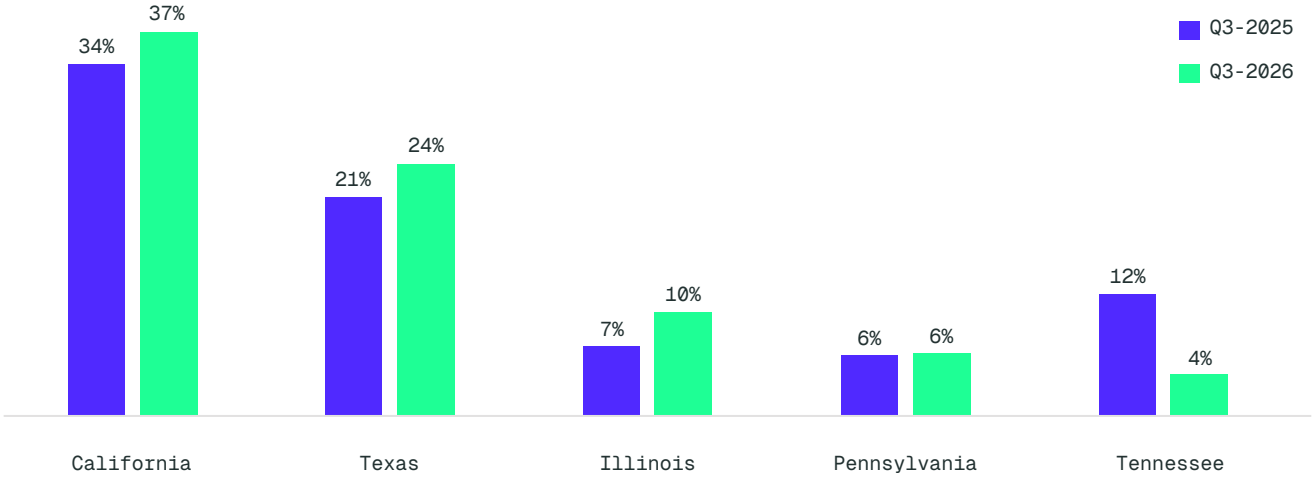


Analysis of the 5 States with the Highest Volume of Cargo Thefts

During Q3-2026, 81.2% of cargo theft in the United States was concentrated in five states, 2.3 pp more than the same states represented in Q3-2025. California (36.7%) and Texas (24.3%) together accounted for 61.0% of all incidents.

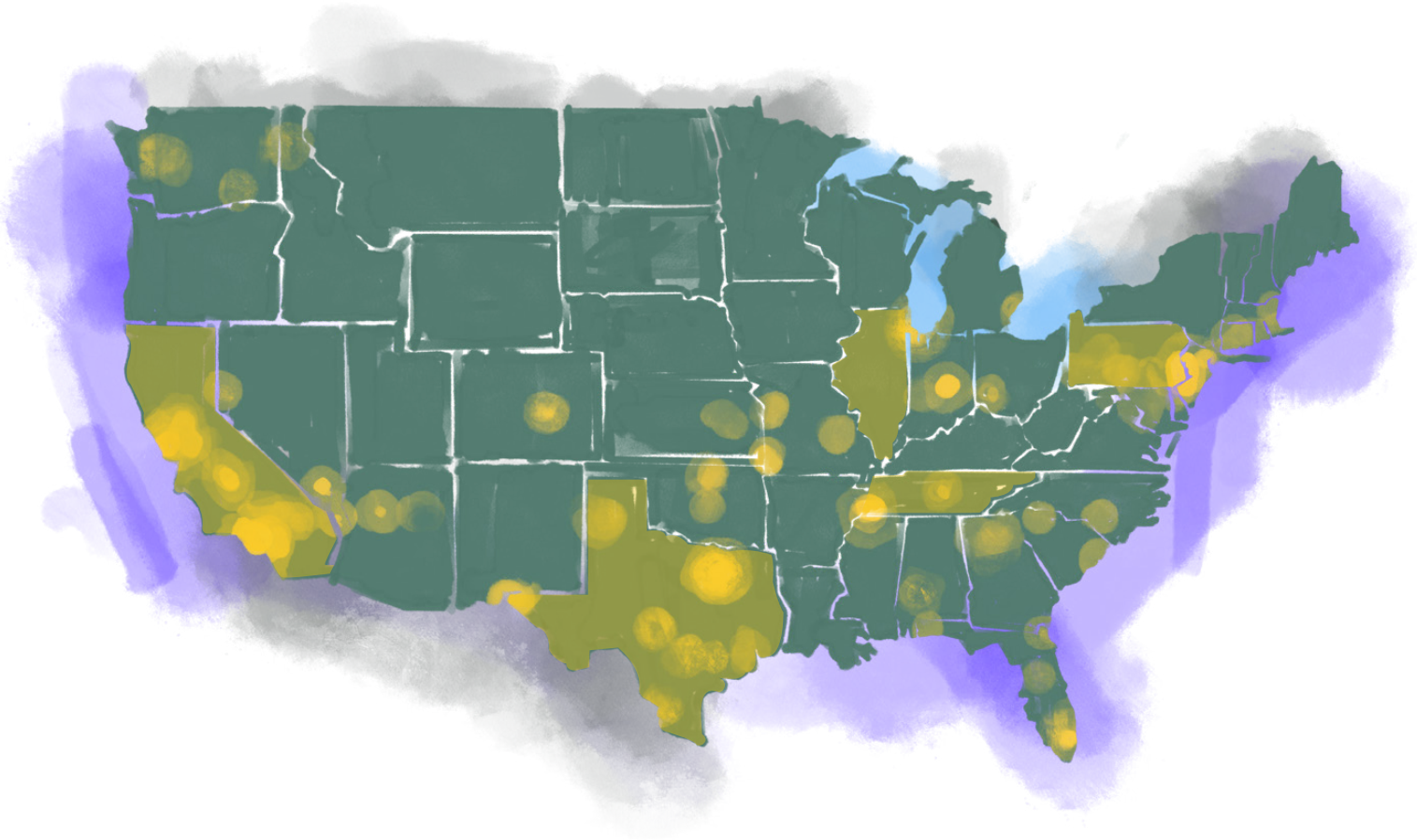
California remained the state with the highest incidence, rising 3.0 pp compared with Q3-2025. Electronics became the main target in the state, representing 30.4% of thefts by product type, up from 19.2%, while Food & Drinks fell from 25.3% to 13.9%. Facility Theft (37.4%) and Pilferage (28.5%) were the most common event types, and Warehouse/DC locations accounted for more than half of the incidents by location (52.6%).

Chart 2. Cargo Theft by Top 5 States Q3-2026





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



Texas increased 3.2 pp and showed the most significant change in criminal methods. Pilferage became the main event type in the state with 47.7%, up from 29.9%, while Theft of Full Truckload fell from 53.5% to 35.3%. This shift was closely linked to truck stops, which accounted for 55.6% of the state's incidents by location, compared with 22.8% in Q3-2025.

Illinois rose 3.1 pp to 9.9% and moved up to third place. Pilferage (48.1%) and Facility Theft (38.9%) accounted for most of the incidents, which were concentrated at Warehouse/DC locations (50.0%) and on Rail (29.4%).

Pennsylvania remained stable at 6.2% (+0.3 pp), with Food & Drinks as the most targeted product type (45.2%).

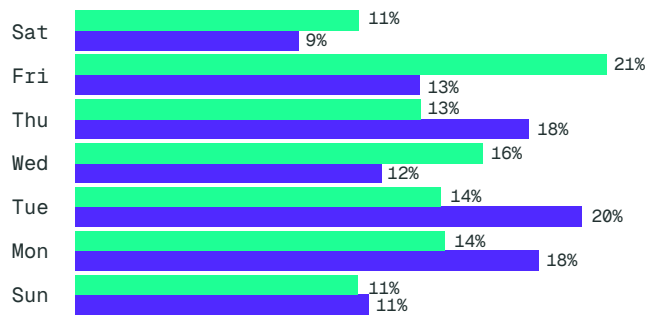
Tennessee recorded the largest decline among the leading states, falling 7.4 pp to 4.1%. In Q3-2025, the state's incidents were dominated by Pilferage (91.1%), mainly at Warehouse/DC locations. This activity decreased considerably during the current quarter and explains most of the reduction observed in Quadrant 4.

Outside the top five, Florida showed one of the most notable increases, rising from 0.9% to 3.5% of national incidents.

Temporal Analysis of Cargo Theft

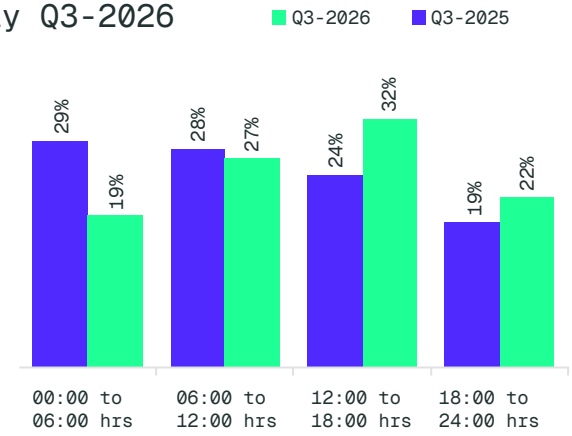
In Q3-2026, 78.1% of cargo thefts occurred on business days (Monday to Friday), 2.0 pp less than in Q3-2025. The most relevant change was the shift of activity toward the end of the week: Friday became the highest risk day with 20.5%, an increase of 7.2 pp, followed by Wednesday with 15.7% (+3.9 pp). In contrast, Tuesday, the most affected day in Q3-2025, fell 5.4 pp to 14.1%, while Monday and Thursday decreased 3.5 pp and 4.2 pp, respectively.

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



Weekends represented 22.0% of incidents, up from 19.9%, driven by Saturday (+2.3 pp). The higher weight of Fridays and Saturdays is consistent with units left parked ahead of the weekend at truck stops, yards, and facilities, when supervision is usually lower.

Chart 4. Cargo Theft by Time of Day Q3-2026



The time distribution also changed significantly. The afternoon (12:00 to 18:00 hrs) became the highest risk period, concentrating 32.0% of incidents, 7.5 pp more than in Q3-2025, followed by the morning (06:00 to 12:00 hrs) with 26.9% (-1.1 pp). As a result, 58.9% of thefts occurred during daytime hours (06:00 to 18:00 hrs), compared with 52.4% a year earlier.

The early morning (00:00 to 06:00 hrs), which was the highest risk period in Q3-2025, recorded the largest decline, 9.6 pp, falling to 19.4%, while the night (18:00 to 24:00 hrs) increased 3.2 pp to 21.7%. This shift indicates that criminal groups are operating more frequently during business hours, taking advantage of driver breaks and the movement of loads in and out of facilities.

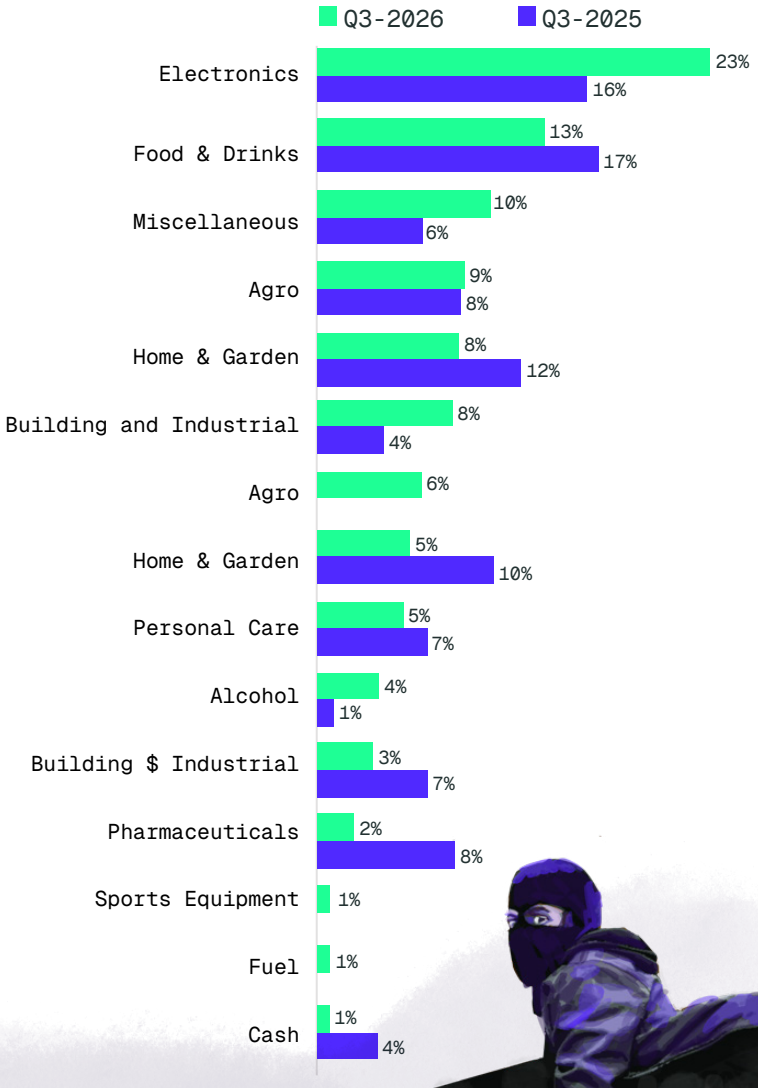
Cargo Theft by Product Type

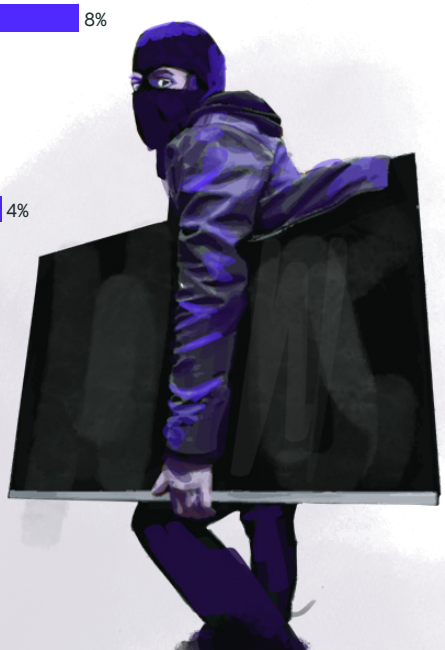
During Q3-2026, the most stolen product types were Electronics (23.3%), Food & Drinks (13.5%), and Miscellaneous (10.2%), which together accounted for 46.9% of incidents by product type.

Electronics increased 7.3 pp compared with Q3-2025 and consolidated its position as the main target, accounting for almost one out of every four thefts. California concentrated 54.7% of these incidents, followed by Florida (10.9%). Mixed electronics loads (21.9%) and Cell Phones, Wearables & Accessories (15.6%) were the most affected subcategories, followed by Chips & Computing Components and Solar & EV Charging equipment (7.8% each). Deceptive Pickup was the most frequent event type for this product (34.3%), which shows that fraud remains closely linked to high value cargo.

Food & Drinks remained the second most stolen category, although it decreased 3.2 pp. Pennsylvania gained relevance within this category, concentrating 37.8% of these thefts, compared with 9.8% in Q3-2025, while California's share fell from 72.5% to 43.2%.

Chart 5. Cargo Theft by Product Type Q3-2026





Cargo Theft by Product Type

Clothing & Shoes accounted for 8.7% of incidents, a level similar to Q3-2025 (+0.3 pp), although the way these loads are stolen changed. California remained the main state for this category (62.5%), but its share fell from 84.0%, while New Jersey (12.5%) gained relevance. Footwear increased its weight within the category from 26.9% to 39.1%, and Apparel represented 43.5%. Thefts moved away from Deceptive Pickup at origin, which dominated in Q3-2025, toward Pilferage (38.9%) and Rail locations (35.3%), which shows greater exposure of these products during rail transport.

Other relevant increases were recorded in **Metals** (+4.1 pp), mainly copper (50.0%); **Miscellaneous** (+4.0 pp); **Alcohol** (+2.7 pp); and **Agro**, which reached 6.2% of incidents, almost entirely linked to grain thefts in Texas.

In contrast, the most significant decreases were observed in Pharmaceuticals (-6.0 pp), Home & Garden (-5.0 pp), Auto & Parts (-3.7 pp), Building & Industrial (-3.2 pp), and Cash (-2.9 pp).



Cargo Theft by Type of Event

Pilferage remained the most common event type in Q3-2026, accounting for 32.9% of incidents, 2.4 pp less than in Q3-2025. The geographic distribution of this method changed considerably: Texas concentrated 44.2% of Pilferage events, up from 21.5%, while Tennessee's share fell from 36.0% to 10.3%. California (21.2%) and Illinois (15.8%) completed the main areas of activity.

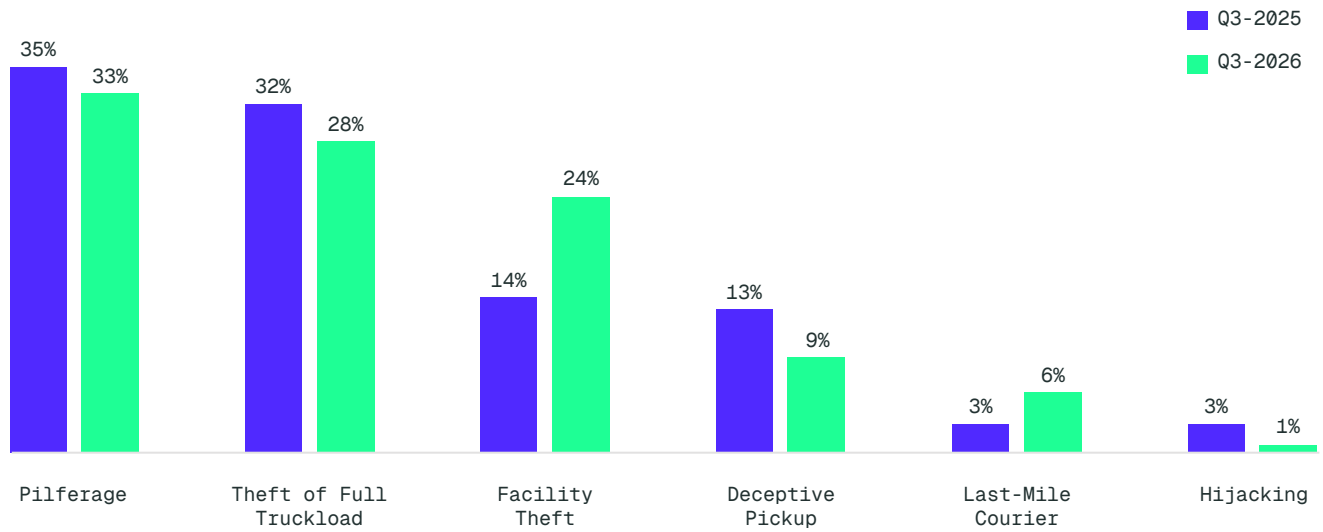
Theft of Full Truckload ranked second with 28.5% (-3.4 pp). Texas remained the main state for this method (37.8%), followed by California (12.6%) and Georgia (8.4%).

Facility Theft recorded the largest increase of the quarter, rising 9.2 pp to 23.5%. California concentrated 39.0% of these events, followed by Illinois (17.8%) and Texas (12.7%). Illinois doubled its share of this method compared with Q3-2025 (8.6%).

Deceptive Pickup represented 8.8% of incidents, 4.5 pp less than in Q3-2025, but it became more concentrated geographically: California accounted for 52.3% of these events, up from 37.3%, followed by Texas (15.9%). This method remains one of the main threats for high value products such as Electronics.

Last-Mile Courier thefts increased 2.9 pp to 5.6%, with Florida as the most affected state (21.4%), while **Hijacking** remained marginal at 0.8% (-1.8 pp).

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



Cargo Theft by Location

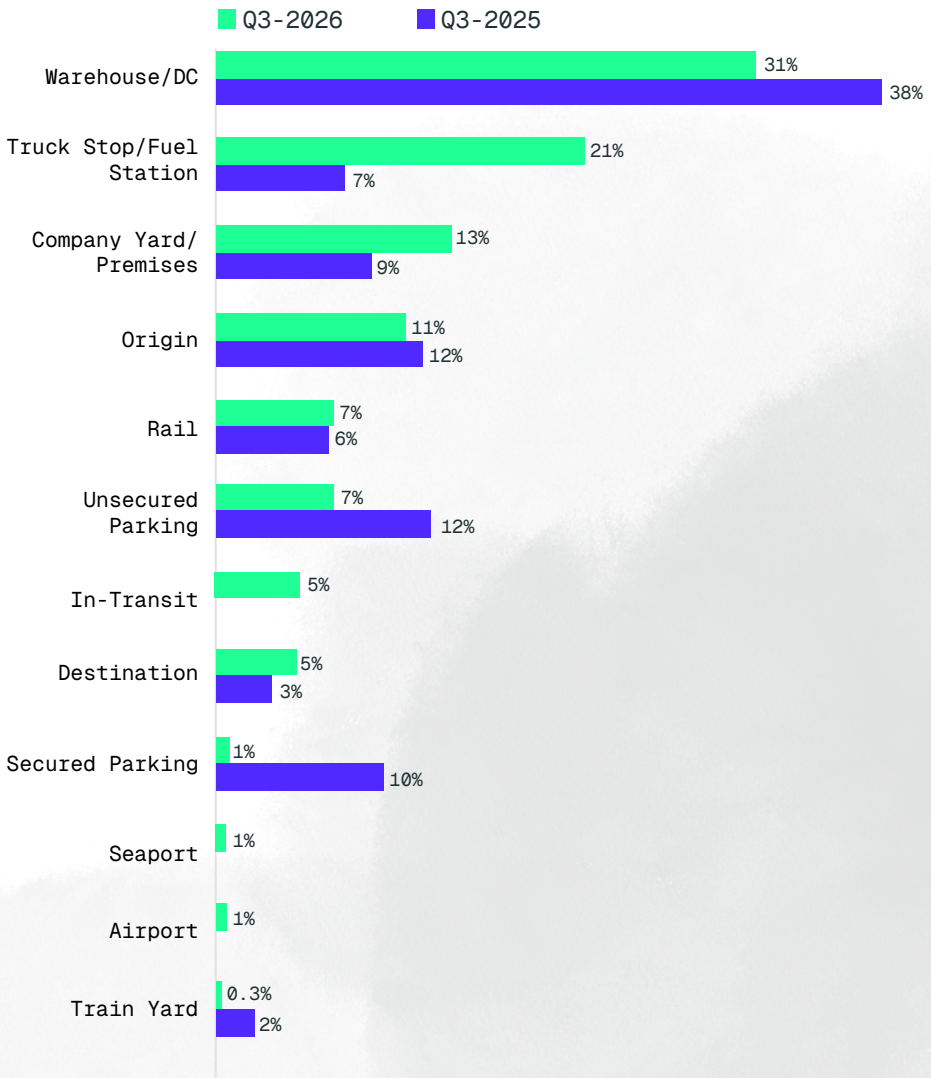
Warehouse/DC remained the most frequently targeted location, accounting for 30.6% of incidents by location, 7.0 pp less than in Q3-2025. California (43.5%), Texas (22.6%), and Illinois (14.8%) concentrated most of these events.

Truck Stop/Fuel Station showed the most significant change of the quarter, increasing 13.4 pp to 20.7% and becoming the second most affected location. Texas concentrated 83.3% of these incidents, and 82.1% were Pilferage, mainly through intrusion into parked units.

Company Yard/Premises rose 4.5 pp to 13.3%, with Theft of Full Truckload as the dominant method (70.0%), while **Origin** (10.6%) remained relatively stable (-1.0 pp). **Rail** kept a share similar to the previous year (6.6%, +0.2 pp), concentrated in California (48.0%) and Illinois (40.0%), and almost entirely associated with Pilferage.

In contrast, **Secured Parking** fell 8.7 pp to 0.8%, and **Unsecured Parking** decreased 5.5 pp to 6.6%. **In-Transit** thefts increased to 4.8%, half of them related to Last-Mile Courier events, while **Destination** accounted for 4.5%, and Airport, Seaport, and Train Yard each represented less than 1%.

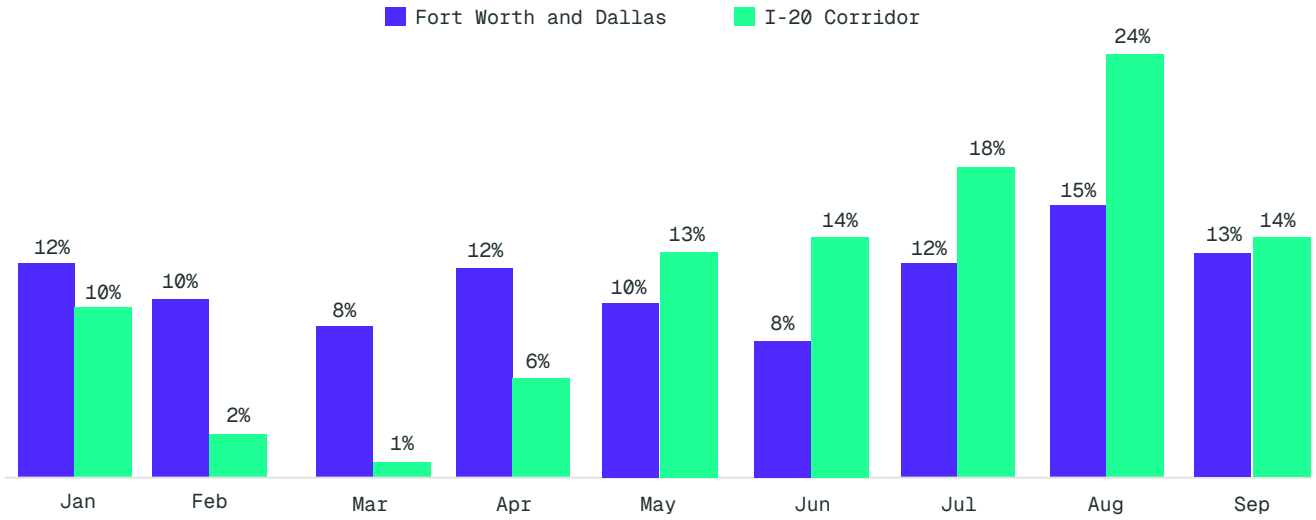
Chart 7. Cargo Theft by Location
Q3-2026



Quarterly Spotlight Q3-2026: Fort Worth and Dallas

To better serve the security-minded logistics community, Overhaul spotlights one product category, theft type, geographical area, or trend in each US cargo theft report. This quarter's spotlight focuses on the Fort Worth and Dallas metropolitan area, one of the main logistics hubs in the country and the area with the highest concentration of cargo theft in Texas, with a special section on the I-20 truck stop and fuel station corridor in southern Dallas. Unless otherwise specified, the data in this section covers incidents recorded between January and September 2026.

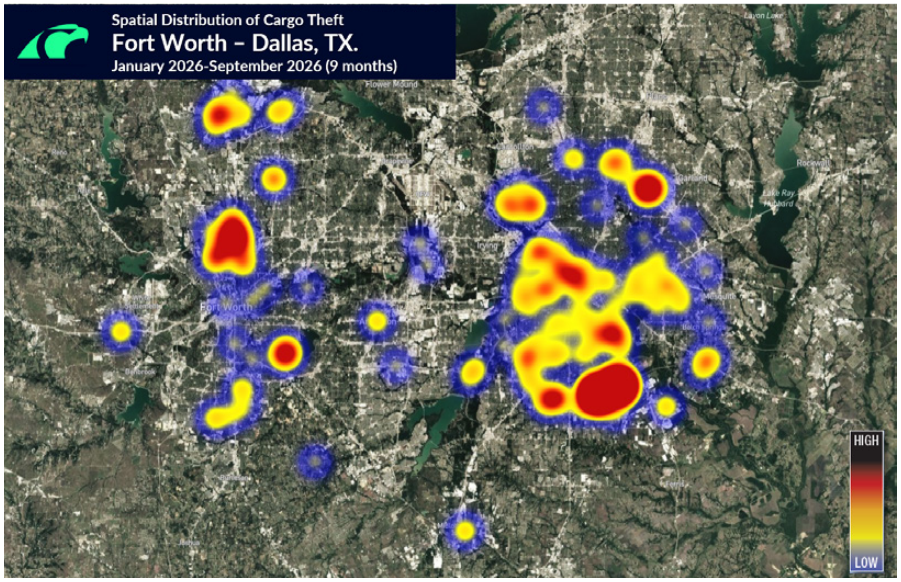
Chart 8. Monthly Distribution of Cargo Theft, January to September 2026



Between January and September 2026, Overhaul recorded 307 cargo theft incidents in Fort Worth and Dallas. Activity remained relatively stable during the first half of the year, with Q1 and Q2 accounting for 30.6% and 29.3% of the period's incidents, respectively, but increased 36.7% in Q3, which concentrated 40.1% of the total. August was the most active month of the period with 15.3% of incidents. In Q3-2026, the area accounted for 19.6% of all cargo thefts in the United States and 80.4% of those recorded in Texas.

The city of Dallas concentrated 76.5% of the area's incidents and Fort Worth 19.9%. As shown in the heat map, the main hot spots are located in southern Dallas, along the I-20 corridor and the industrial areas that surround it, as well as in central and northeast Dallas and in the northern and southern areas of Fort Worth, where warehouses, distribution centers, and freight yards are concentrated.

Quarterly Spotlight: Fort Worth and Dallas



Pilferage was the main event type in the area, accounting for 59.3% of incidents, followed by **Theft of Full Truckload** with 33.2%. The methods shifted throughout the year: Theft of Full Truckload represented 45.7% of incidents in Q1 but fell to 26.8% in Q3, while Pilferage rose from 52.1% to 59.3% and **Facility Theft** emerged in Q3 with 11.4%. In terms of M.O., intrusion into the cargo area (56.0%) and the theft of unattended units (34.0%) were the most frequent.

Truck Stop/Fuel Station became the most affected location in the area, with 41.1% of incidents. Its weight grew every quarter, from 11.5% in Q1 to 43.0% in Q2 and 61.3% in Q3, displacing **Unsecured Parking,** which led in Q1 with 29.5%. **Warehouse/DC** locations followed with 24.0% of the period's incidents, **Unsecured Parking** with 16.3%, and **Company Yard/Premises** with 9.1%.

Incidents were distributed throughout the day, with the highest shares in the morning (06:00 to 12:00 hrs, 30.0%) and the afternoon (12:00 to 18:00 hrs, 28.6%), followed by the night (18:00 to 24:00 hrs, 24.6%) and the early morning (00:00 to 06:00 hrs, 16.8%). By day of the week, Saturday (17.3%), Tuesday (16.6%), and Friday (15.6%) recorded the highest activity, and 45.6% of incidents occurred between Friday and Sunday.

Chart 9. Cargo Theft by Location

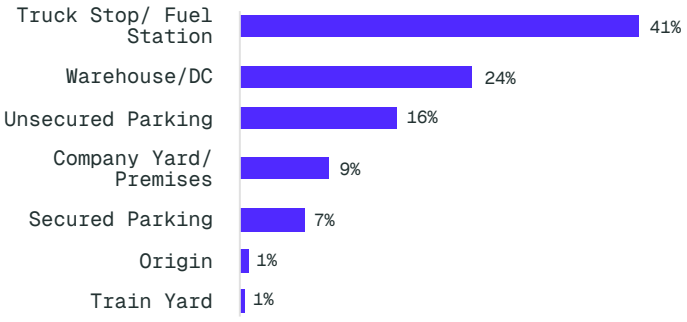
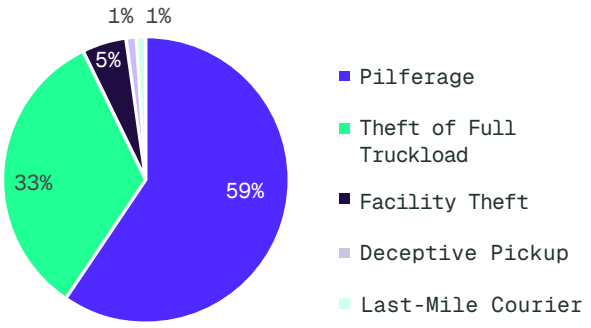


Chart 10. Cargo Theft by Type of Event

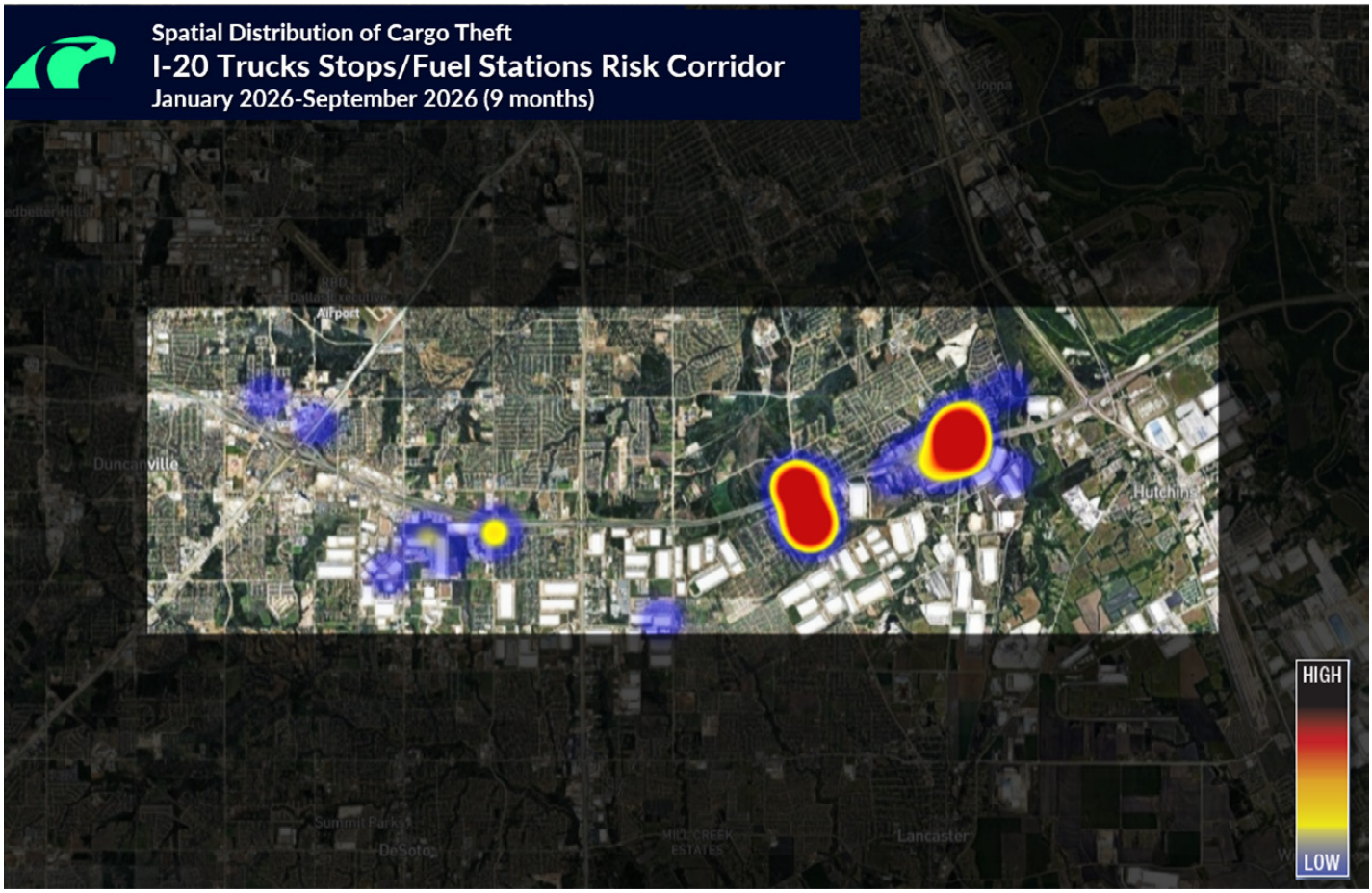


Forth Worth and Dallas, January to September 2026

I-20 Truck Stops and Fuel Stations Risk Corridor

The I-20 corridor in southern Dallas, between Duncanville and Hutchins, concentrates a large number of truck stops and fuel stations used by carriers moving freight through the area. Between January and September 2026, Overhaul recorded 125 cargo theft incidents in this corridor, 40.7% of all incidents in Fort Worth and Dallas.

Activity in the corridor grew steadily throughout the year. Incidents increased 150.0% from Q1 to Q2 and a further 72.5% in Q3, which concentrated 55.2% of the corridor's incidents for the period. As a result, the corridor's share of the area's incidents rose from 17.0% in Q1 to 44.4% in Q2 and 56.1% in Q3. In Q3-2026, the corridor's truck stop and fuel station incidents represented 82.1% of all thefts at this type of location in the United States.

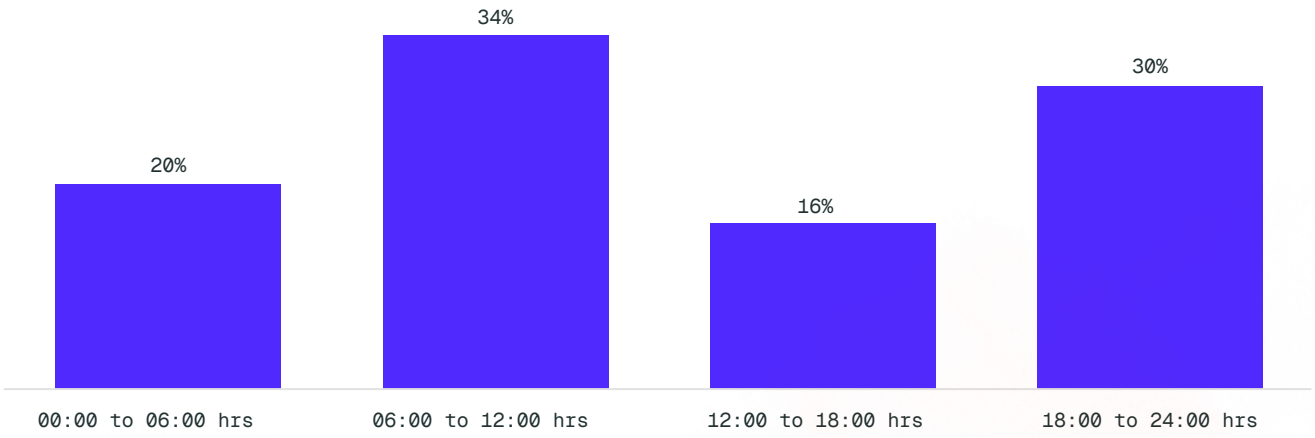


Quarterly Spotlight: Fort Worth and Dallas

The corridor shows a very specific pattern. Truck Stop/Fuel Station locations accounted for 87.6% of its incidents, and 98.1% of the area's truck stop thefts occurred in this corridor. Pilferage represented 88.0% of incidents, and at truck stops, intrusion into the cargo area of parked units was the predominant M.O. (90.2%). This pattern points to groups that repeatedly target the same locations, taking advantage of the time drivers spend away from their units during rest and refueling stops.

Unlike the national pattern, thefts in the corridor were concentrated in the morning (06:00 to 12:00 hrs, 34.4%) and at night (18:00 to 24:00 hrs, 29.6%), while the afternoon recorded the lowest share (16.0%). Friday (21.6%) and Tuesday (19.2%) were the most affected days, and 45.6% of incidents occurred between Friday and Sunday, when units are more likely to remain parked for longer periods.

Chart 11.I-20 Corridor Cargo Theft by Time of Day, January to September 2026



This analysis shows that cargo theft risk in Fort Worth and Dallas increased during the year and became increasingly concentrated at truck stops and fuel stations along I-20 in southern Dallas. Carriers moving freight through the area should plan their stops in advance, avoid unsecured truck stops in this corridor whenever possible, and keep loaded units under supervision during rest periods.

Recommendations

Overhaul considers the threat of cargo theft in the United States to be HIGH. Although the number of incidents decreased compared with Q3-2025, activity remains concentrated around the country's main freight hubs, and the growth of Pilferage at truck stops, Facility Theft at warehouses, and thefts during business hours shows that criminal groups continue to adapt their methods to the weakest points of the supply chain.

For shipments moving through Texas, especially along the I-20 corridor in southern Dallas, stops at truck stops and fuel stations should be planned in advance and limited to secured locations whenever possible. Drivers should avoid leaving loaded units unattended, particularly on Fridays and during afternoon hours, which concentrated the highest share of incidents this quarter.

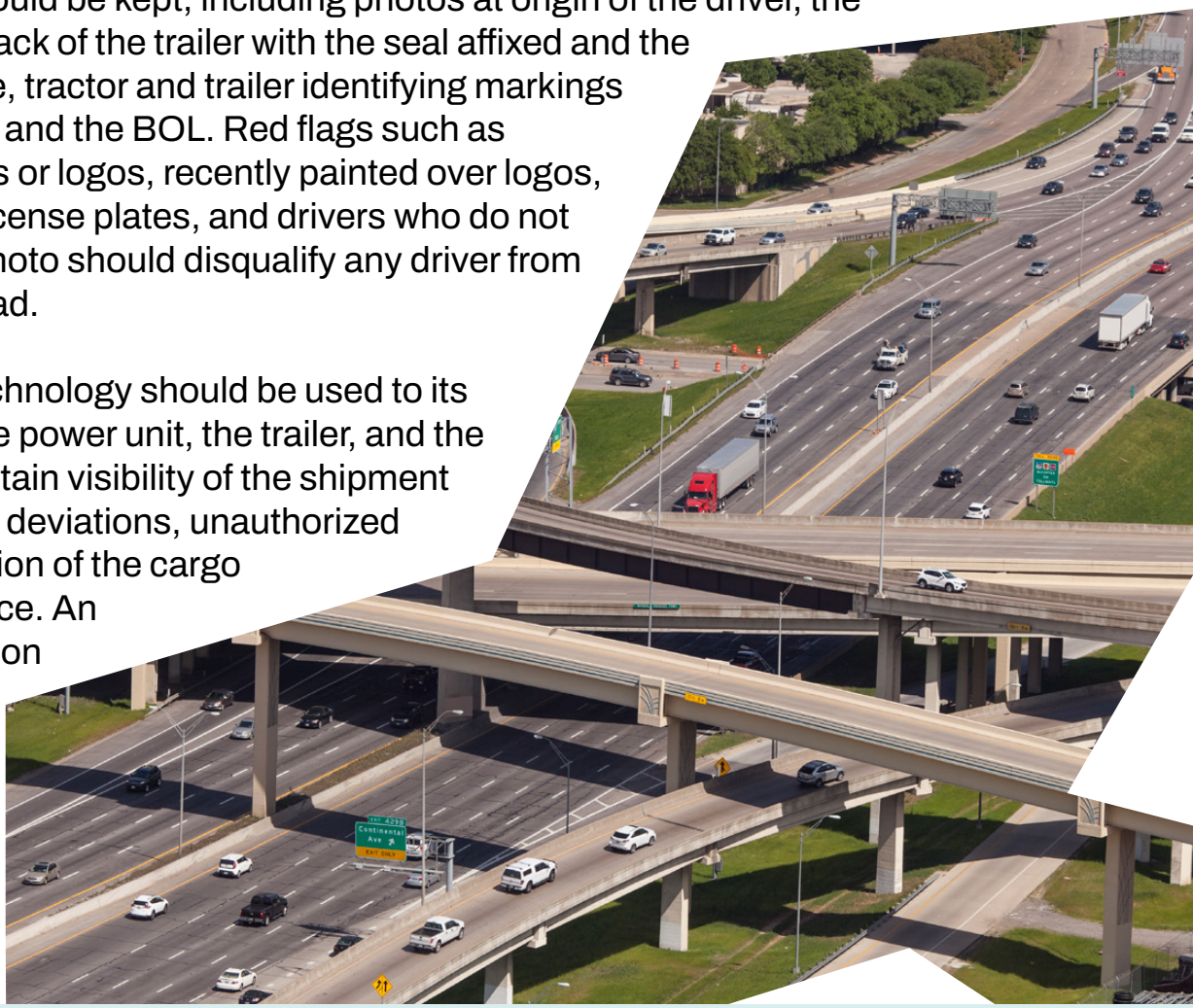
At warehouses, distribution centers, and company yards, access control and perimeter security should be reinforced, including camera coverage of loading areas, regular inventory reconciliation, and background checks for personnel with access to cargo. These measures are especially relevant in California and Illinois, which concentrated the highest share of Facility Theft.



Recommendations

Steps should be taken to verify the authenticity of all shipment related activity, particularly any entity engaged to move or store a shipment. Driver and business verification prior to releasing any load is paramount, especially for shipments departing California and for highly targeted products such as Electronics. Thorough documentation should be kept, including photos at origin of the driver, the driver's CDL, the back of the trailer with the seal affixed and the seal number visible, tractor and trailer identifying markings and license plates, and the BOL. 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 should disqualify any driver from departing with a load.

Finally, tracking technology should be used to its fullest extent on the power unit, the trailer, and the cargo itself to maintain visibility of the shipment and to detect route deviations, unauthorized stops, and separation of the cargo from the conveyance. An immediate escalation process with a clear path to law enforcement engagement remains critical to recovering stolen cargo.



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's practice to use updated theft numbers for past timeframes when comparing them to current totals.