



United States & Canada: H1 - 2024 Cargo Theft Report



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Executive Summary

Overhaul's USCAN H1-2024 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 & Canada theft data collected in the first half of 2024 and analyzes trends derived from database content, law enforcement information, and industry personnel. The goal of the report is to provide an overview of national cargo theft activity as well as a deep dive into specific focus areas based on our findings. Specifically, we've spotlighted cargo theft activity in California, Texas, and Tennessee, as well as thefts involving High Value cargo shipments.

Cargo theft in the United States continues to show higher incidence near freight hubs and large cities, leading to hot spots in states such as California (45%) and Texas (14%), which ranked 1st and 2nd in terms of cargo theft risk. Electronics (23%) were especially at risk, followed by Home & Garden (14%), Miscellaneous (13%), Clothing & Shoes (11%), and Food & Drinks (10%).

Cargo theft in Canada hasn't experienced many changes regarding trends. Ontario (93%) is still the riskiest area for cargo, especially in the Greater Toronto Area. However, in this first half of the year, there have also been cargo theft events in different regions of the country like Alberta and Saskatchewan. 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 your shipments safe.

We hope this report helps you better understand the cargo theft patterns observed in the United States & Canada during H1-2024 so that you can effectively plan your shipping routes and outfit your carriers with the electronic security and real-time monitoring solutions to best protect your cargo.

United States: H1 - 2024 Cargo Theft Trends

In the first half of 2024, Overhaul recorded a total of 787 cargo thefts in the United States, marking a 49% increase compared to the first half of 2023. During this period, 20% of incidents occurred in June, 18% in April, and 17% in February. The average loss per incident was \$115,230, which is 83% higher than the average recorded in H1-2023.

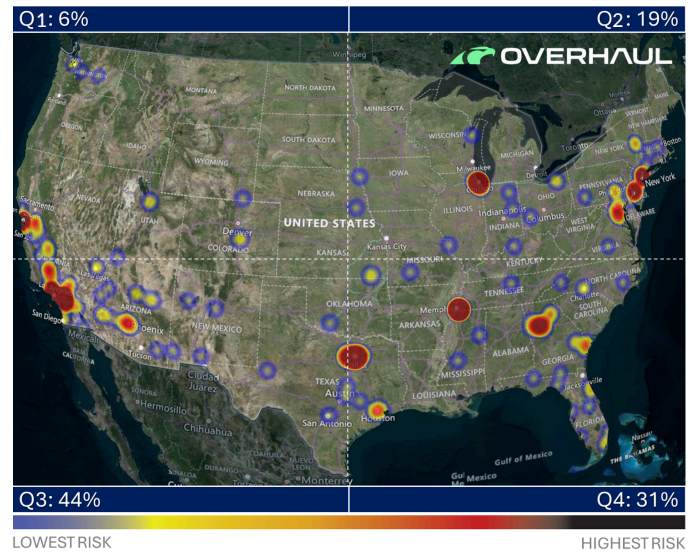
When comparing only similar sources across quarters, cargo theft volumes in Q2-2024 show a 10% decrease versus Q1-2024. At the same time, this Q2-2024 number represents a significant increase of 45% versus Q2-2023.





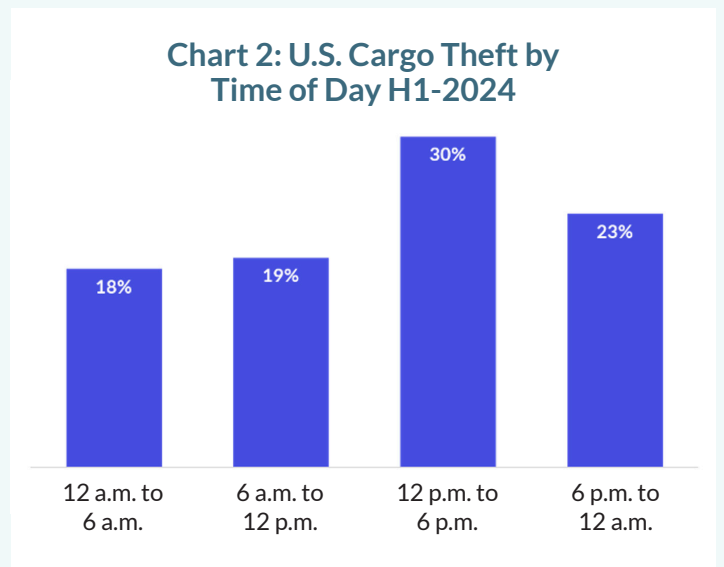
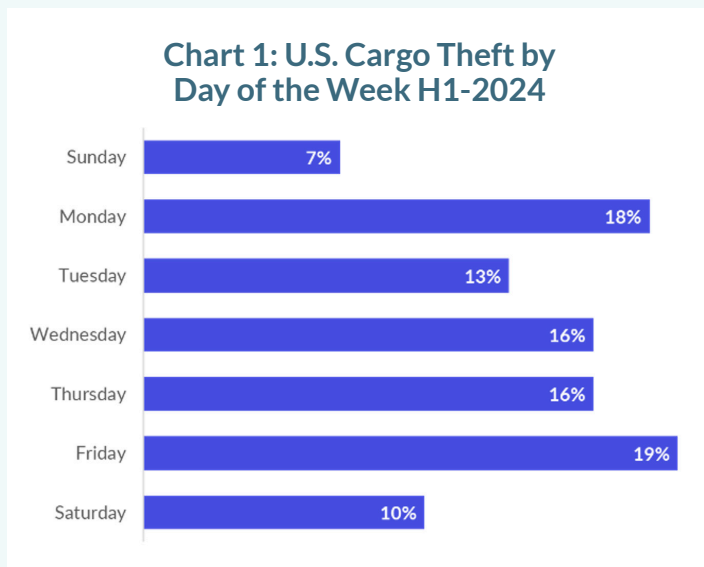
Spatial and Temporal Analysis of Cargo Theft in the United States

By dividing the country into quadrants as seen in the map to the right, it was identified that 44% of recorded cargo thefts occurred in Quadrant 3 (Q3), in which the primary cargo theft hot spot is located in southern California. Put in other terms, the concentration of cargo theft in the third quadrant was 75% higher than average, similar to what has been observed in recent years. Quadrant 4 (Q4) recorded the second highest concentration of cargo theft incidents in the quarter at 31%, with Texas representing the highest risk in the quadrant.



Thefts Per Day & Hour

In H1-2024, Mondays and Fridays showed the highest concentration of cargo crime with a combined 37% of incidents.



As for timetables, 30% of all cargo theft events took place between 12 p.m. and 6 p.m., an increase of two percentage points versus H1-2023, while events between the hours of 6 p.m. and midnight decreased from 29% in H1-2023 to 23% in H1-2024. California and Illinois were the primary contributors to the increased volume of thefts between 12 p.m. - 6 p.m., with Pilferage and Theft of Full Truckload accounting for the majority of thefts in these states.



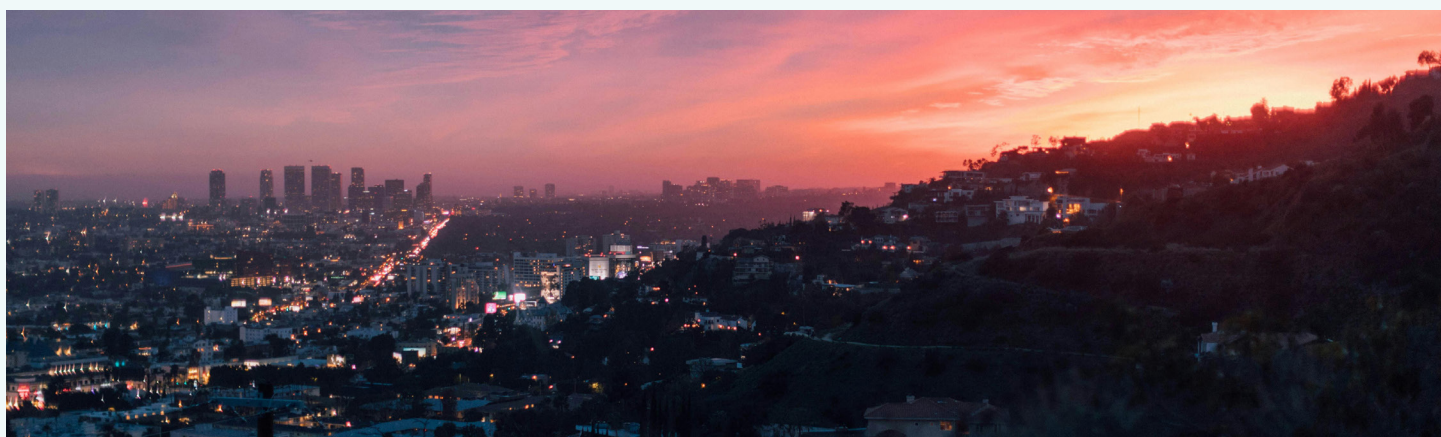
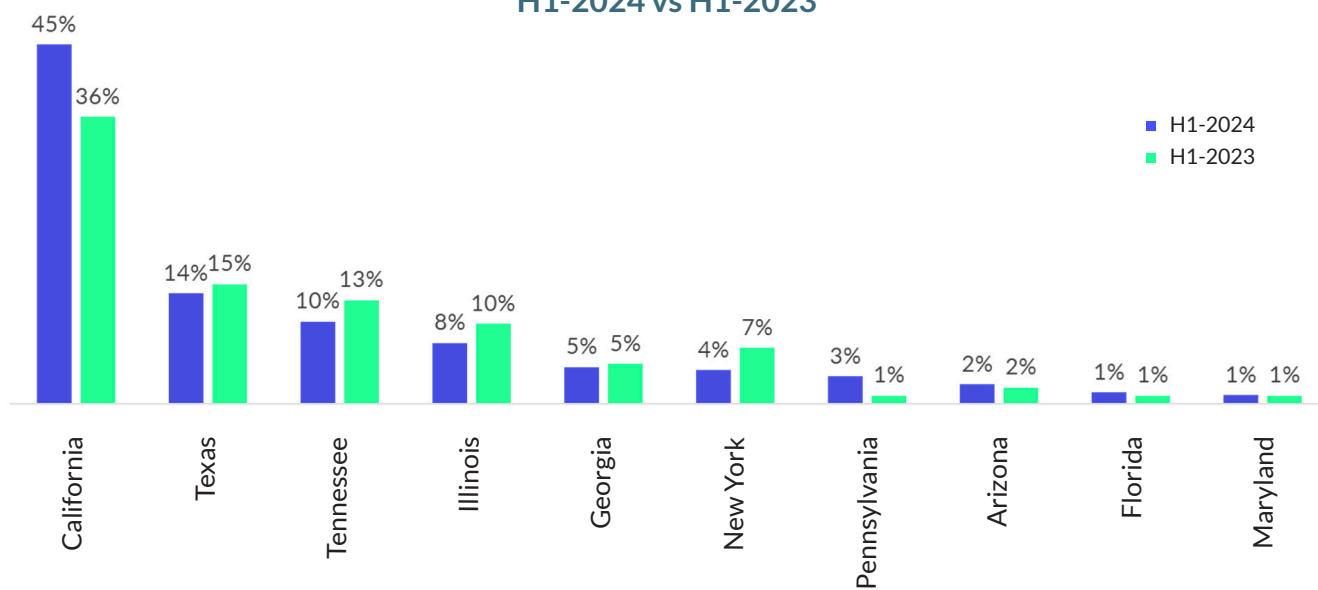
Analysis of the 10 States with the Highest Volume of Cargo Thefts

In H1-2024, California remained at the top of the list of cargo theft by state with 45% of the total, increasing nine percentage points in proportion versus H1-2023. Thefts in the state of California were primarily comprised of **Electronics** (26%), followed by **Clothing & Shoes** (17%), **Home & Garden** (17%), **Food & Drinks** (8%), and **Auto & Parts** (7%). These top five product categories represented a combined 75% of thefts in the state.

Texas accounted for 14% of total thefts this quarter, making it the state with the second highest concentration of incidents in the US. When compared to the previous period, Texas experienced an increase of 7% in cargo theft volume. **Home & Garden** accounted for 31% of thefts in the state, ranking first in terms of product targeting. This was in contrast to H1-2023, when cargo criminals focused primarily on **Building & Industrial** (29%) and **Auto & Parts** (16%) loads.

Tennessee took third place with a decrease of 3 percentage points from H1-2023. **Miscellaneous** (52%) remained the primary target for cargo thieves in the state. Illinois is in fourth place, but it also showed a decrease of 2 percentage points versus H1-2023. In this state, **Electronics** was the main target for criminals.

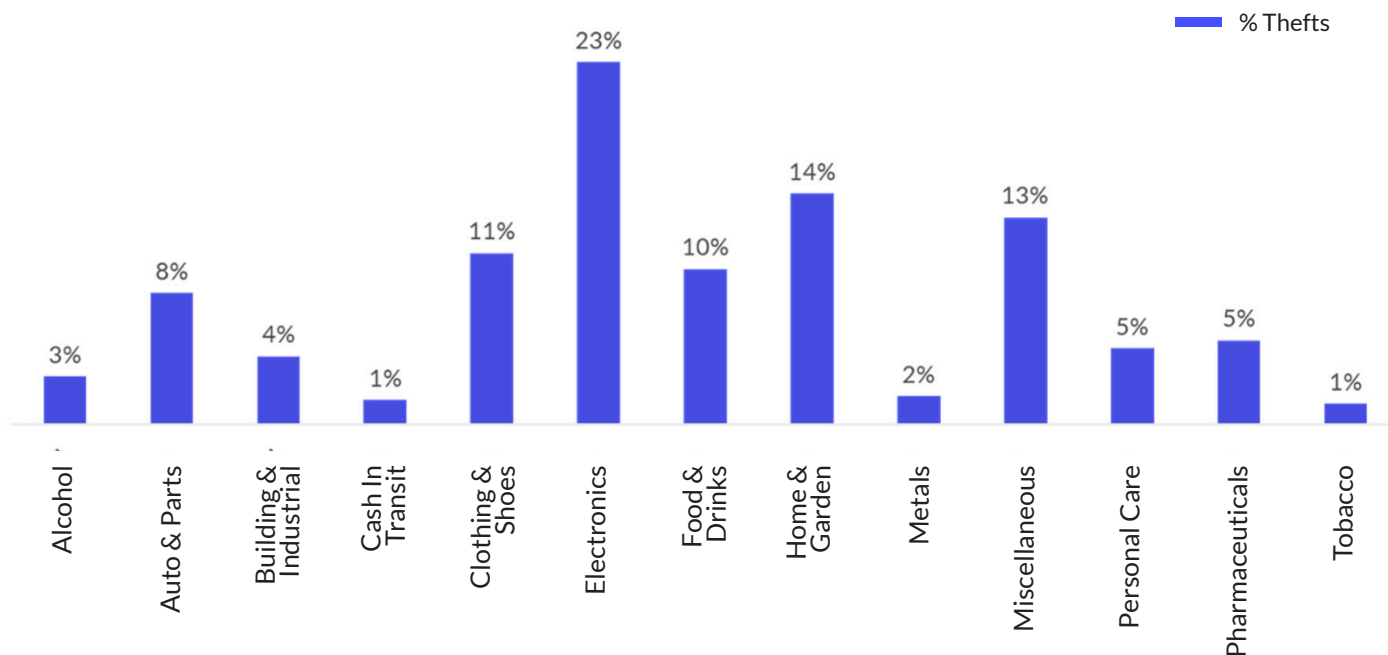
Chart 3: U.S. Cargo Theft by Top 10 States
H1-2024 vs H1-2023





Cargo Theft by Product Type & Value

Chart 4: U.S. Cargo Theft by Product Type H1-2024



In H1-2024, **Electronics** products were targeted most frequently, representing 23% of thefts. Within this product category, *Televisions & Displays* represented the highest volume with 32% of thefts, followed by *Computers* at 15%.

Home & Garden, which ranked 3rd in H1-2023, rose to second place with 14% in H1-2024. Thefts in this category were led by *Appliances* (25%). In third place, **Miscellaneous** represented 13% of thefts, comprised primarily of *Parcel Services* (60%). Totaled together, these top three product types concentrated 50% of total thefts.

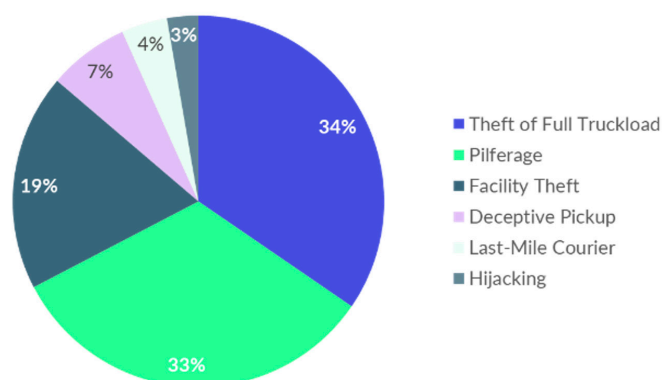
Average Loss Value

The average loss value across all incidents was \$115,230 which is 83% higher than the H1-2023 average. Five product categories recorded incidents in which the loss value exceeded US \$1 million: **Electronics**, **Auto & Parts**, **Clothing & Shoes**, **Home & Garden**, and **Pharmaceuticals**. These incidents occurred in California, Arizona, Georgia, Texas, and Illinois. Overall, California recorded the highest average loss value at US \$158,132. This is largely attributed to two incidents, the first being a Facility Theft and the second a Theft of Full Truckload, in which the product stolen was valued at over US \$1 million. Texas followed with an average loss value of \$127,435. Unsurprisingly, **Electronics** topped the list in terms of product targeting as well as average loss value in the state.



Cargo Theft by Event Type & Location

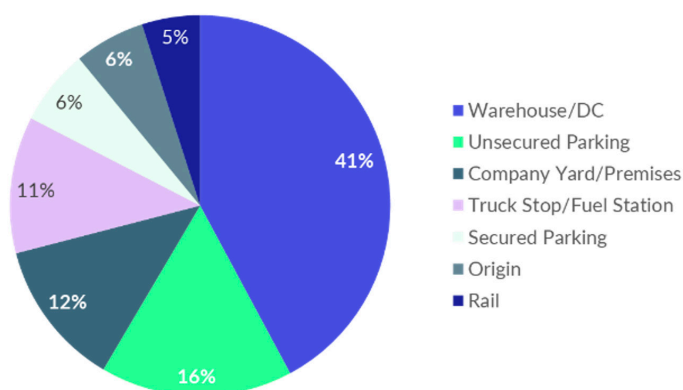
Chart 5: U.S. Cargo Theft by Type of Event H1-2024



Theft of Full Truckload (34%) was the most prevalent method of theft, despite recording a decrease of fourteen percentage points versus H1-2023. **Pilferage** followed closely behind with 33%, remaining at the same proportion as the previous year.

Theft of Full Truckload events saw a 1% decrease in the average loss value when compared to H1-2023. The average value of **Pilferage** thefts increased from H1-2023 by 17% as large-scale pilferage incidents continued to rise.

Chart 6: U.S. Cargo Theft by Location H1-2024

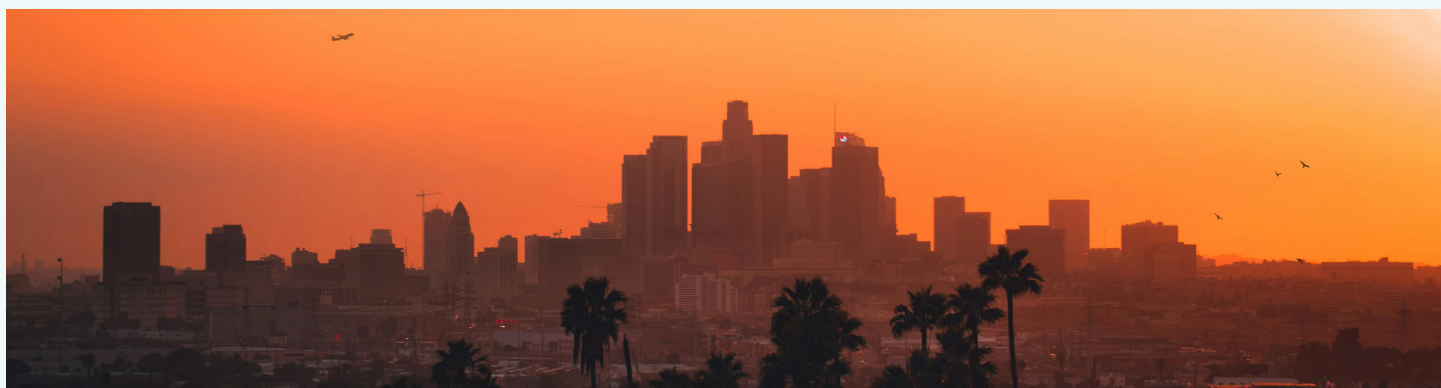


While **Theft of Full Truckload** and **Pilferage** continue to represent the majority of cargo theft incidents, **Facility Thefts** are increasing. They now represent 19% of incidents, up from just 4% in H1-2023. In addition to this increase in volume, the category also recorded an increase of 82% in average loss value when compared to the previous year.

The most prevalent location for large-scale cargo thefts in H1-2024 was **Warehouse/DC**. **Unsecured Parking** now ranks second with 19%, representing a decrease of thirteen percentage points versus H1-2023.

Quarterly Spotlight

To better serve the security-minded logistics community, Overhaul spotlights one product category, theft type, geographical area, or trend in each US & Canada business report. Our H1-2024 spotlight focuses on cargo theft risks 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 will be from US thefts recorded between July of 2023 and June of 2024 (12 months).





Southern California (Red Zone)

For this analysis, radii of 50, 100, 150, 200, and 300 miles were drawn 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 concentrated 36% of all cargo thefts in the country, averaging 58.6 cargo thefts per month and 1.9 thefts daily in this area. Remarkably, this region alone accounts for the same number of cargo thefts as the combined total of incidents in Texas, Tennessee, Illinois, Georgia, and Arizona. Additionally, the average loss value of shipments that suffered a theft event in this area is \$130,791.



To have a better understanding of the situation in Southern California it is necessary to explain the most common Modus Operandi in this area. Criminals target this region due to its importance as a logistics hub, the presence of large distribution centers, and other industrial activities. Their method is clear: they wait near pre-selected warehouses or distribution centers (DCs) that store valuable products, primarily **Electronics**, and monitor these locations until a shipment departs. They then follow the shipment until it stops and is left unattended. At that moment, they break into the vehicle and steal as much cargo as possible.

These thefts typically involve significant numbers of individuals, with criminal groups using vehicles with large cargo capacities, such as cargo vans or pickup trucks, to facilitate the theft.

Historically, these criminal groups would give up their pursuit after approximately 200 miles. However, recent reports indicate that these criminals are now more persistent, following shipments for over 200 miles and waiting for them to stop for fuel or mandatory DOT (Department of Transportation) breaks.

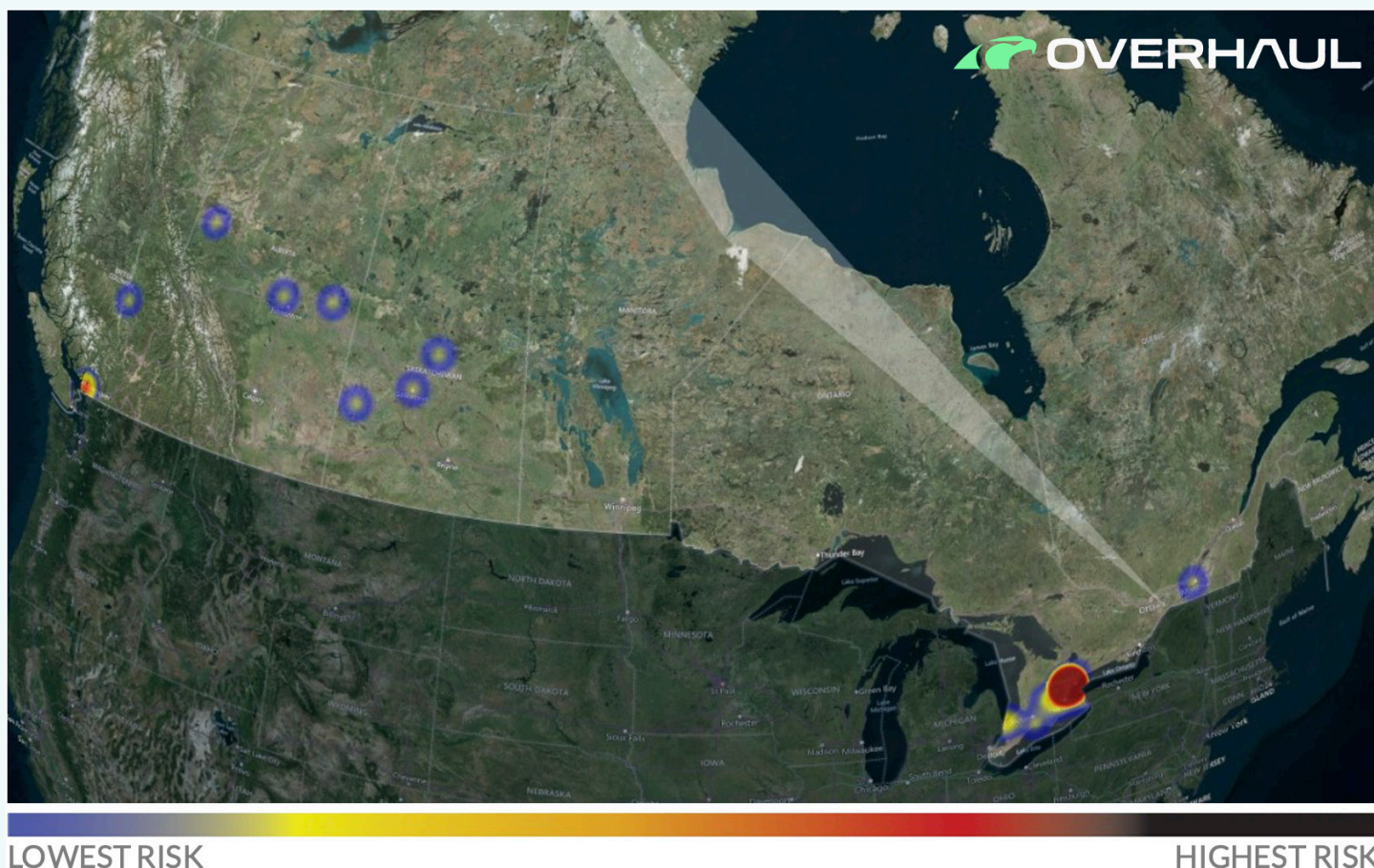


In terms of spatial distribution, the primary hotspot in the Southern California Red Zone occurs within the first 50 miles (71%). This is followed by the area between 50-100 miles, which represents 17% of events. In third place is the area between 200-300 miles (6%). Outside the 200-mile zone, Overhaul recommends paying special attention to shipments stopping in the areas of Las Vegas, Fresno, Newman, Modesto, Yucca, and Kingman.

When broken down by event type, 38% of thefts in the area were **Pilferage** incidents. These **Pilferage** events were primarily carried out at **Truck Stops/Fuel Stations** (27%), **Rail** (26%), and **Warehouse/DC** (24%). **Facility Theft**, which represented 20% of thefts in the area, occurred primarily at **Warehouse/DC locations** (98%).

Among the thefts recorded in this area, criminals primarily targeted **Electronics** (27%), followed by **Home and Garden** items (17%), and **Food and Drinks** (13%). These top three categories represented a combined 57% of incidents, though the highest average loss value was recorded by **Electronics**.

Canada: H1-2024 Cargo Theft Trends



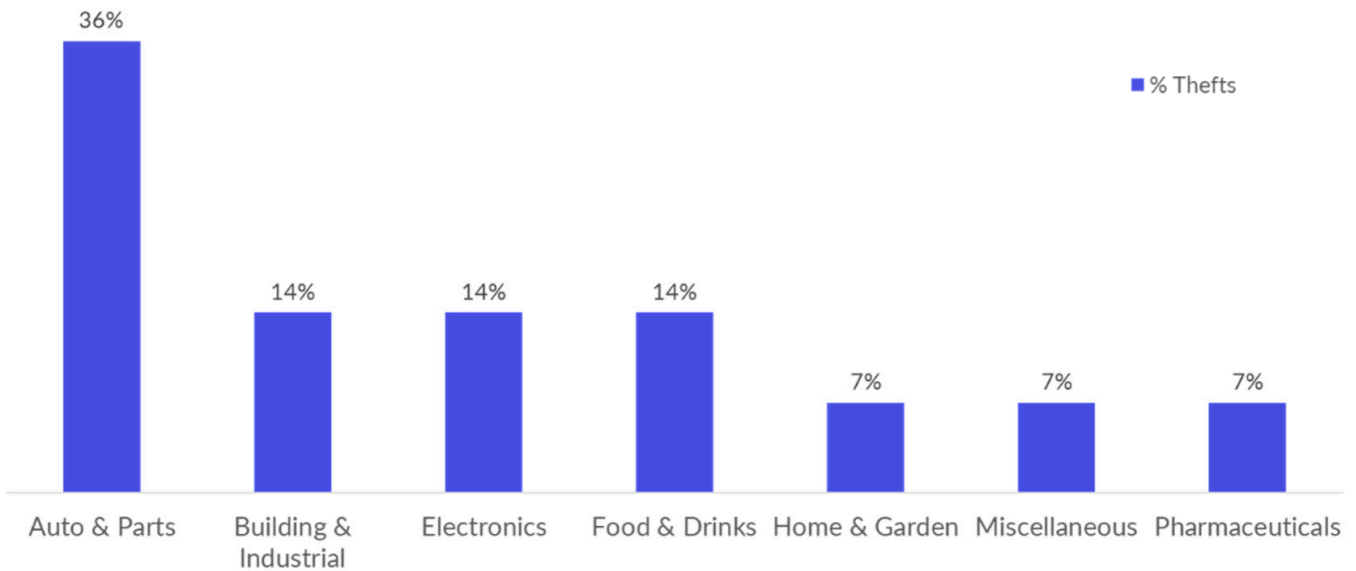
Historically an area of low reporting, the cargo theft issue in Canada is nonetheless well known. Industry-wide reporting still trails behind that of the United States, yet organized cargo thieves in Canada are just as sophisticated as they are in the United States, often utilizing the same methods and criminal networks not only to target products, but also to liquidate them.

The majority of cargo theft incidents in Canada occurred in Ontario, which accounted for 92% of all thefts and concentrated around the Greater Toronto Area. This is considered the most severe hotspot

for cargo theft in the country. The remaining 8% of thefts occurred in four states: British Columbia (3%), Saskatchewan (2%), Alberta (2%), and Quebec (1%). Notably, in H1-2023 there weren't any cargo theft reports outside Ontario & British Columbia. This indicates that criminals are expanding their operations into new regions.

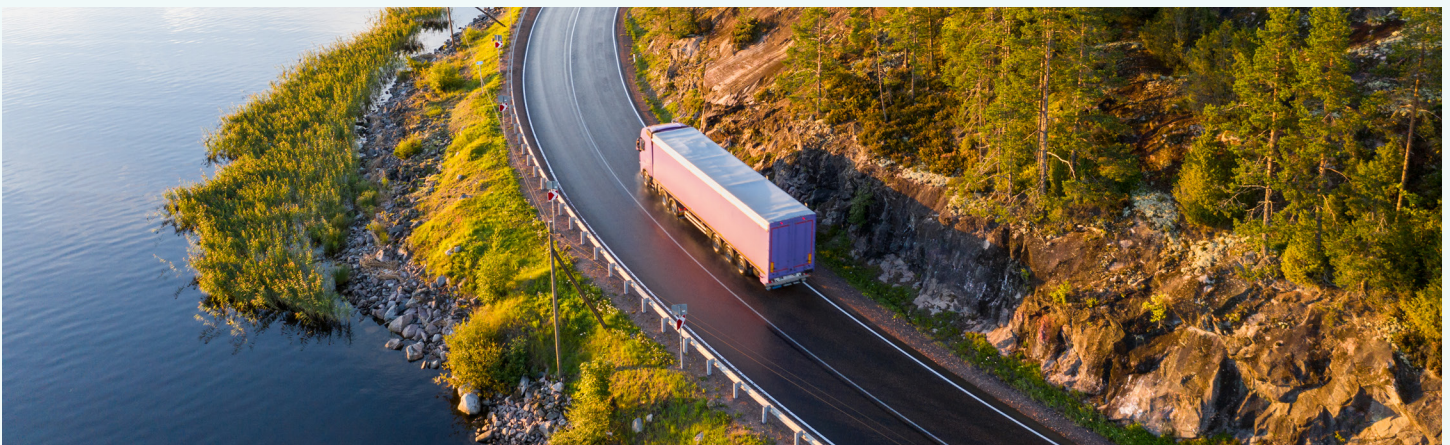
When examining product types, **Auto & Parts** was the most stolen product type in H1-2024, representing 36% of thefts. This was followed by **Building & Industrial**, **Electronics**, and **Food & Drinks**, which each represented 14% of the total thefts in Canada. These four product categories accounted for 79% of total thefts in the country. At \$250,000, **Electronics** claimed the highest average loss value.

Chart 7: Canada Cargo Theft by Product Type H1-2024



In H1-2024, **Theft of Full Truckload** remained the most popular method of theft, comprising 73% of total incidents. This was followed by **Pilferage** with 25%. **Last-Mile Courier** decreased by 50% versus H1-2023, representing only 2% of the total events in Canada.

While industry incident reporting lags behind, cargo crime in Canada is likely to rise until cargo theft specific legislation is passed and better data is available to understand the problem.





Recommendations

Overhaul considers the threat of cargo theft in the United States to be HIGH and on the rise due to the continued increase in the level of organization and sophistication of criminal groups focusing on high-value cargo. This is further evidenced by the ongoing upward trend observed in atypical theft types such as Deceptive Pickup and Facility Theft and the increase in average loss values.

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 practice extreme diligence in vetting all carriers and drivers, particularly those operating out of Southern California and/or those handling highly targeted products such as Electronics. Thorough documentation should be kept that includes photos from origin of the driver, his/her CDL, the back of the trailer with seal affixed (seal number visible), tractor and trailer identifying markings and license plates, and BOL. In addition, origin personnel should be on the lookout for red flags such as temporary placards or logos, as well as recently painted-over logos, paper/missing license plates, and drivers not matching 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.

In all cases, tracking technology should be used to its fullest extent on the conveyance power unit, the cargo area (when separate), and within the cargo itself. This will allow shippers to maintain visibility of the shipment to identify suspicious route deviations, unauthorized stops, and separation of the cargo from the conveyance.

Overhaul H1-2024 Cargo Recovery

June 2024, Southern California, Electronics

Overhaul executed the recovery of \$1.5 million in stolen electronics cargo in Southern California. The shipment was fraudulently stolen after a carrier's network was hacked, and their identity stolen. The criminals in this theft hacked the carrier's email server and brokered the load without the actual carrier's knowledge.

Shortly after departure, IoT devices indicated a pattern of fraudulent theft, including signs of the devices possibly being spoofed. Drawing on an extensive amount of expertise, the LE Connect Team coordinated local law enforcement and the private Overhaul Response Team to search for the shipment in the most likely location based on device and sensor readings.

Chino Police Department (Chino PD) dispatched ground units and a helicopter to assist in the search and was able to locate the trailer in the area identified by the LE Connect Team as it was in the process of being offloaded in a trailer yard away from street view. As the helicopter surveyed the scene from above, the original driver of the load was apprehended by Chino PD ground units as he fled the scene in a private vehicle.





April 2024, New Mexico/Arizona, Clothing & Shoes

Overhaul enabled the arrest of one suspect and the recovery of cargo from a rail pilferage incident in New Mexico. The Overhaul GSOC and LE Connect Team had been closely monitoring this shipment due to several real-time indicators that it was at risk of pilferage.

The Overhaul GSOC learned that a shipment of athletic footwear was being pilfered from its container on rail near Bluewater, NM. Coordinating with the New Mexico State Police, BNSF rail police, and HSI, the Overhaul LE Connect team provided officers with real-time location and sensor data via our Risk Monitoring platform.

This data led law enforcement to Winslow, AZ, where they were able to locate a box truck that had been spotted near the theft by eyewitnesses. Law enforcement followed the suspect until positive identification was obtained. The driver was then pulled over and arrested, and the box truck was opened, revealing that it was loaded to the limit with product pilfered from the rail container.



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.