OVERHAUL

United States Q2-2025 Cargo Theft Report

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Executive Summary

Overhaul's US Q2-2025 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 Q2-2025 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 specific focus areas based on our findings. Specifically, we focused on cargo theft activity related to Deceptive Pickup.

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 (38%) and Texas (21%), which ranked 1st and 2nd in terms of cargo theft risk. ***Food & Drinks*** (16%) were especially at risk, as well as ***Electronics*** (16%), followed by ***Home & Garden*** (13%), and ***Miscellaneous*** (11%).

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 during Q2-2025 and better plan your shipping routes and outfit your carriers with the electronic security and real-time monitoring solutions to best protect your cargo.

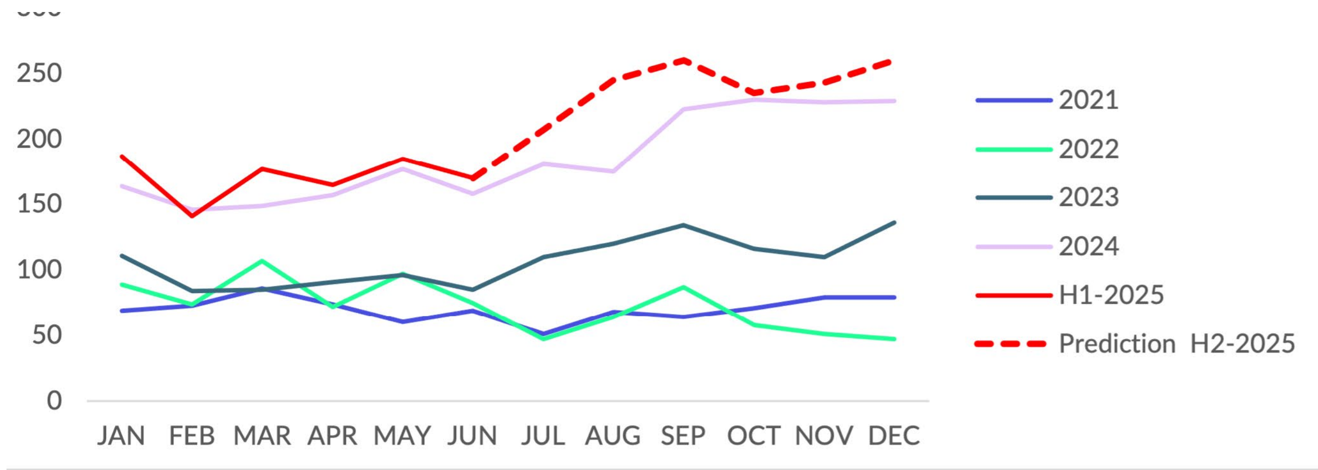
United States: Q2-2025 Cargo Theft Trends

In Q2-2025, Overhaul recorded a total of 525 cargo theft incidents in the United States. This represents a slight increase of 4% compared to Q1-2025 and a significant increase of 33% compared to Q2-2024.

Historically, the second quarter has shown varying trends in cargo theft risk over the past few years. In 2023, there was a reduction in theft incidents compared to the first quarter, but in 2024, Q2 showed slightly higher levels than Q1, indicating that the risk remained stable. A similar pattern was observed in Q2-2025. Regardless, the second quarter marks the start of the riskiest period of the year, as it signals the beginning of the second half of the year, which typically sees an increase in economic and logistics activities and consequently in criminal activities.

The distribution of theft incidents in the second quarter of 2025 was fairly even with 32% in April, 34% in May, and 33% in June.

Graph 1: Cargo Theft Monthly Trends 2021-2024/Predictive Analysis 2025

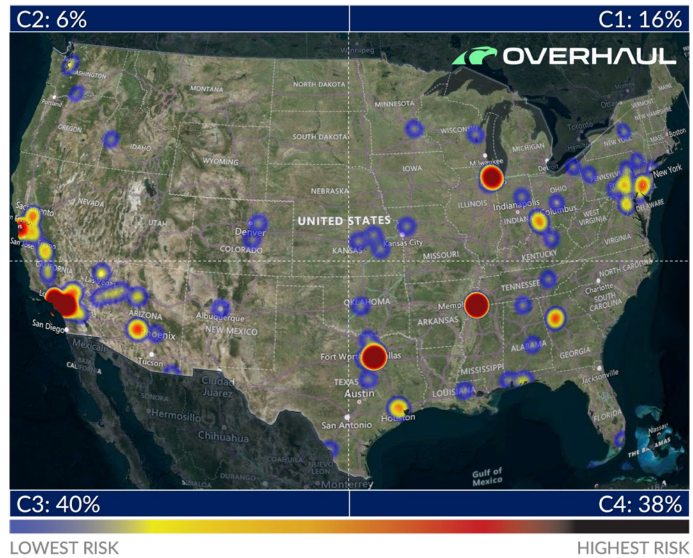


In the first half of 2025, cargo theft in the United States increased by 10% compared to the same period in 2024, a rise slightly below early-year projections. Nonetheless, this trend continues to highlight cargo theft as an ongoing issue. Looking ahead, Overhaul expects a similar pattern to what was observed in 2023 and 2024, when theft activity began to climb as early as July. As a result, the prediction for the second half of 2025 anticipates at least a 15% increase in cargo theft incidents, driven by heightened economic and logistics activity in the latter part of the year.

Spatial & 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 Q2-2025, Quadrant 3 (C3), which includes the cargo theft hotspot in Southern California, experienced the highest concentration of cargo theft incidents, accounting for 40% of the total. This marks a shift from the previous trend where Quadrant 4 (C4) had consistently reported the highest number of incidents. Quadrant 4 still remained significantly affected, reporting 38% of the incidents, with notable high-risk cities such as Dallas and Memphis.

The remaining thefts were reported as 16% in Quadrant 1 (C1) and 6% in Quadrant 2 (C2). This new distribution indicates a slight shift in the pattern of cargo theft across the United States, suggesting a re-emergence of Southern California as the leading risk area but with a very narrow margin over Quadrant 4.



Thefts Per Day & Hour

In Q2-2025, there was a noticeable shift in the pattern of cargo theft incidents, with a more even distribution of thefts occurring across Mondays, Tuesdays, Wednesdays, and Fridays, each seeing significant activity. Mondays and Fridays each accounted for 17% of incidents, Wednesdays for 18%, and Tuesdays for 16%. This marks a change from Q1-2025, when Mondays previously stood out significantly.

As for timetables, the incidents were more evenly spread throughout the day compared to previous quarters. The early morning hours from 12:00 AM to 6:00 AM accounted for 27% of all thefts, followed closely by the 6:00 AM to 12:00 PM and 12:00 PM to 6:00 PM periods, each recording 28% and 26% respectively. The evening hours from 6:00 PM to 12:00 AM saw the least activity with 19% of incidents. This distribution marks a shift from Q1-2025, where a significant increase in incidents was noted during the 12:00 AM to 6:00 AM period.

Chart 3: Cargo Theft by Day of the Week Q2-2025

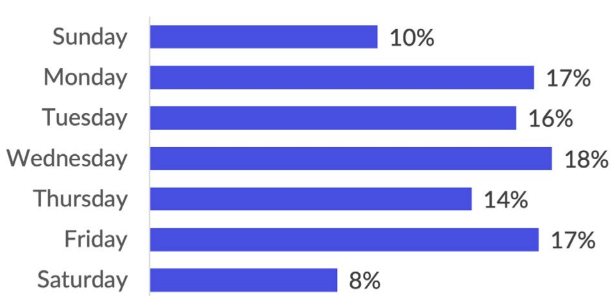
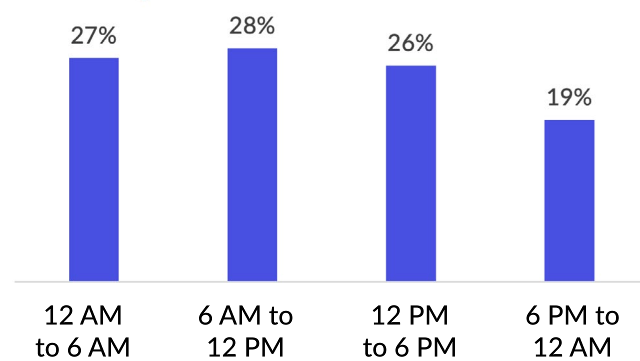
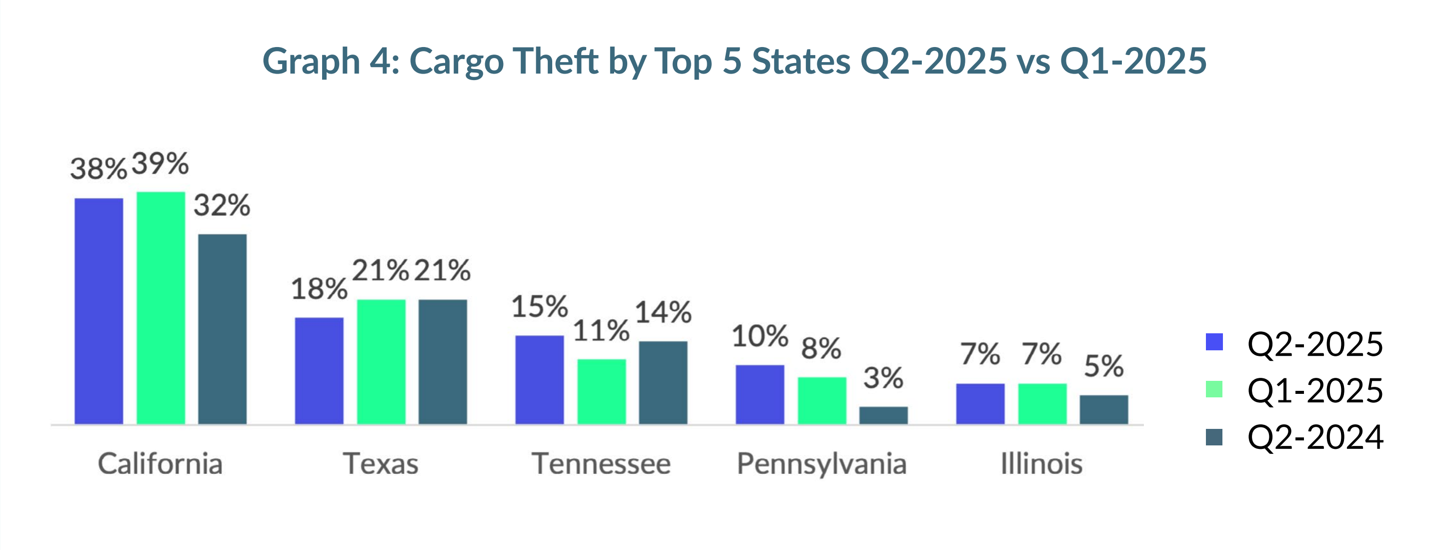


Chart 4: Cargo Theft by Time of Day Q2-2025



5 States with the Highest Volume of Cargo Thefts



In Q2-2025, California continued to lead in cargo theft incidents by state, accounting for 38% of the total, a slight decrease from 39% in Q1-2025, but an increase from 32% in Q2-2024. The top five product categories targeted in California during this period were ***Food & Drinks*** (20%), ***Electronics*** (17%), ***Home & Garden*** (13%), ***Clothing & Shoes*** (11%), and ***Auto & Parts*** (10%), making up a combined 71% of the thefts in the state.

Texas ranked second, with 18% of total theft incidents, down from 21% in both Q1-2025 and Q2-2024. In Texas, the most frequently stolen categories were significantly concentrated in ***Electronics*** (45%) and ***Metals*** (36%), with other categories like ***Cash*** and ***Home & Garden*** each accounting for 9%.

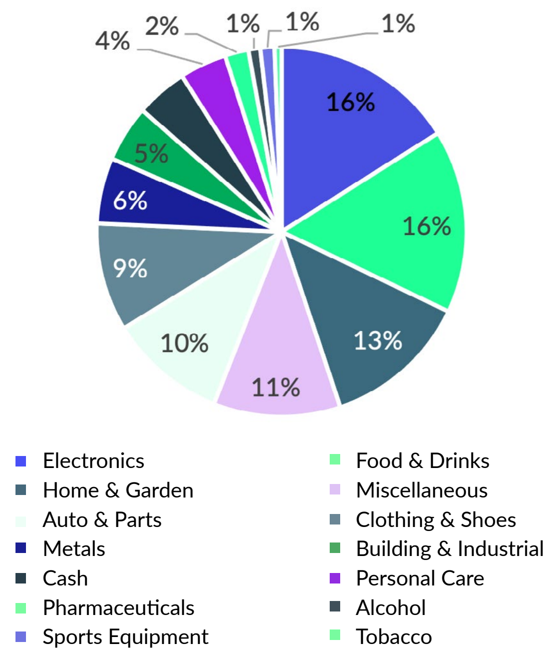
Tennessee saw an increase to 15% of the total thefts, up from 11% in Q1-2025 and slightly higher than the 14% in Q2-2024. The thefts in Tennessee were evenly distributed among five product types: ***Home & Garden, Building & Industrial, Miscellaneous, Clothing & Shoes***, and ***Food & Drinks***, each constituting 20% of the state's total incidents.

Pennsylvania also showed an increase, accounting for 10% of thefts, up from 8% in Q1-2025 and a significant rise from 3% in Q2-2024. The top targeted products in Pennsylvania were ***Food & Drinks*** (27%), ***Miscellaneous*** (24%), followed by ***Cash*** (13%), ***Electronics*** (11%), and ***Auto & Parts*** (11%).

Illinois accounted for 7% of the total thefts, consistent with Q1-2025 and up from 5% in Q2-2024. The prominent product categories targeted in Illinois were ***Electronics*** and ***Home & Garden***, each making up 40% of the thefts, with ***Sports Equipment***, and ***Cash*** each contributing 10%.

Cargo Theft by Product Type & Value

Chart 5: Cargo Theft by Product Type Q2-2025



Product Type	Q2-2025	% Change Q1-2025	% Change Q2-2024
Alcohol	1%	23%	-79%
Auto & Parts	10%	71%	-12%
Building & Industrial	5%	-1%	22%
Cash	5%	51%	236%
Clothing & Shoes	9%	-32%	11%
Electronics	16%	15%	-19%
Food & Drinks	16%	-6%	43%
Home & Garden	13%	-2%	14%
Metals	6%	92%	84%
Miscellaneous	11%	1%	-1%
Personal Care	4%	-31%	-17%
Pharmaceuticals	2%	-59%	-49%
Sports Equipment	1%	3%	15%
Tobacco	1%	-39%	-73%

In Q2-2025, ***Electronics*** and ***Food & Drinks*** were tied as the most targeted product categories, each accounting for 16% of thefts. Within ***Electronics***, mixed loads led with 29%, followed by batteries/ panels at 18%, computers at 14%, and televisions & displays at 11% of thefts in this category.

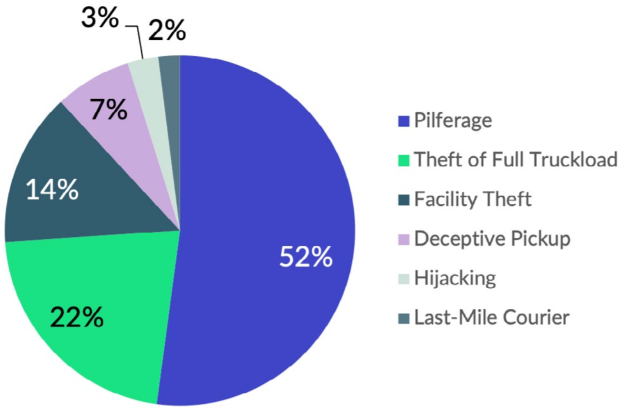
For ***Food & Drinks***, coffee, energy drinks, and sports drinks constituted 21% of incidents, with produce and candy, cookies, and snacks each at 15%. ***Home & Garden*** ranked third, contributing to 13% of thefts, dominated by appliances at 38% and pet supplies at 21%. These top three categories comprised 45% of total thefts.

In Q2-2025, three product types experienced an increase in theft rate over both comparative quarters, Q1-2025 and Q2-2024 (highlighted in red). ***Metals*** thefts increased most significantly with +92% over Q1-2025 and +84% over Q2-2024. Within this product type, 43% of thefts took place in California. ***Cash*** increased 51% and 236% over Q1-2025 and Q1-2024 respectively. Thefts within the category also took place primarily in Pennsylvania, which concentrated 55% of all Hijacking events against armored trucks with cash in transit.

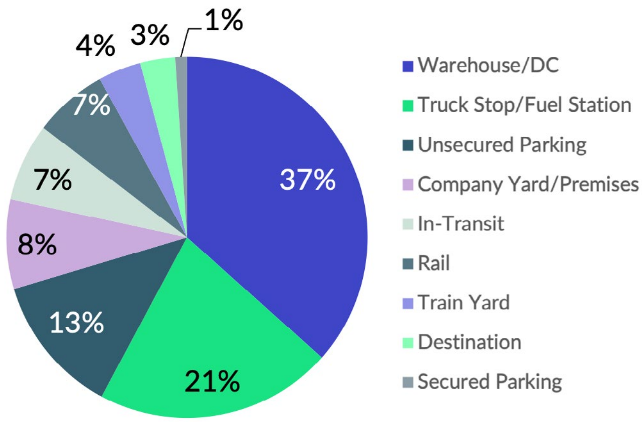
In Q2-2025, three product types recorded lower theft rates compared to both previous quarters. ***Personal Care*** posted a theft rate of 4%, marking a 31% decrease from Q1-2025 and a 17% reduction from Q2-2024. ***Pharmaceuticals*** reported a 2% theft rate, experiencing a significant 59% decrease from Q1-2025 and a 49% drop from Q2-2024. Lastly, ***Tobacco*** theft rate was 1%, with a 39% decline from Q1-2025 and a sharp 73% fall from Q2-2024.

Cargo Theft by Event Type & Location

Graph 6: Cargo Theft by Type of Event Q2-2025



Graph 7: Cargo Theft by Location Q2-2025



In Q2-2025, Pilferage remained the most common method of cargo theft, accounting for 52% of all reported incidents. The highest concentrations of Pilferage occurred in California (44%), Tennessee (20%), and Illinois (13%), indicating a strong presence of localized theft activity in key logistics hubs.

Theft of Full Truckload accounted for 22% of thefts, with the most reports coming from Texas (56%), followed by Illinois (12%), Pennsylvania (7%), and California (7%).

Facility Theft was steady at 14%. ***Deceptive Pickup*** incidents increased to 7%, and ***Last-Mile Courier*** thefts decreased to 2%. ***Hijacking*** incidents rose, representing 3% of the total thefts.

In Q2-2025, ***Warehouse/DC*** remained the most frequently targeted theft location, implicating 37% of thefts where a location was specified, consistent with the previous quarter. The majority of these incidents occurred in California (50%), Tennessee (27%), and Texas (11%). Following closely, ***Truck Stop/Fuel Stations*** accounted for 21% of thefts, with the highest occurrences in Texas (61%), California (11%), and Illinois (8%). ***Unsecured Parking*** experienced a rise to 13%, predominantly in Tennessee (44%), Texas (31%), and Illinois (6%).

Additional notable locations included ***Company Yard/ Premises*** at 8%, ***In-Transit*** at 7%, and ***Rail*** at 7%, with Rail thefts concentrated in California (47%), Illinois (26%), and Arizona (21%). Less frequent locations were ***Train Yard*** at 4%, ***Destination*** at 3%, and ***Secured Parking*** at 1%.

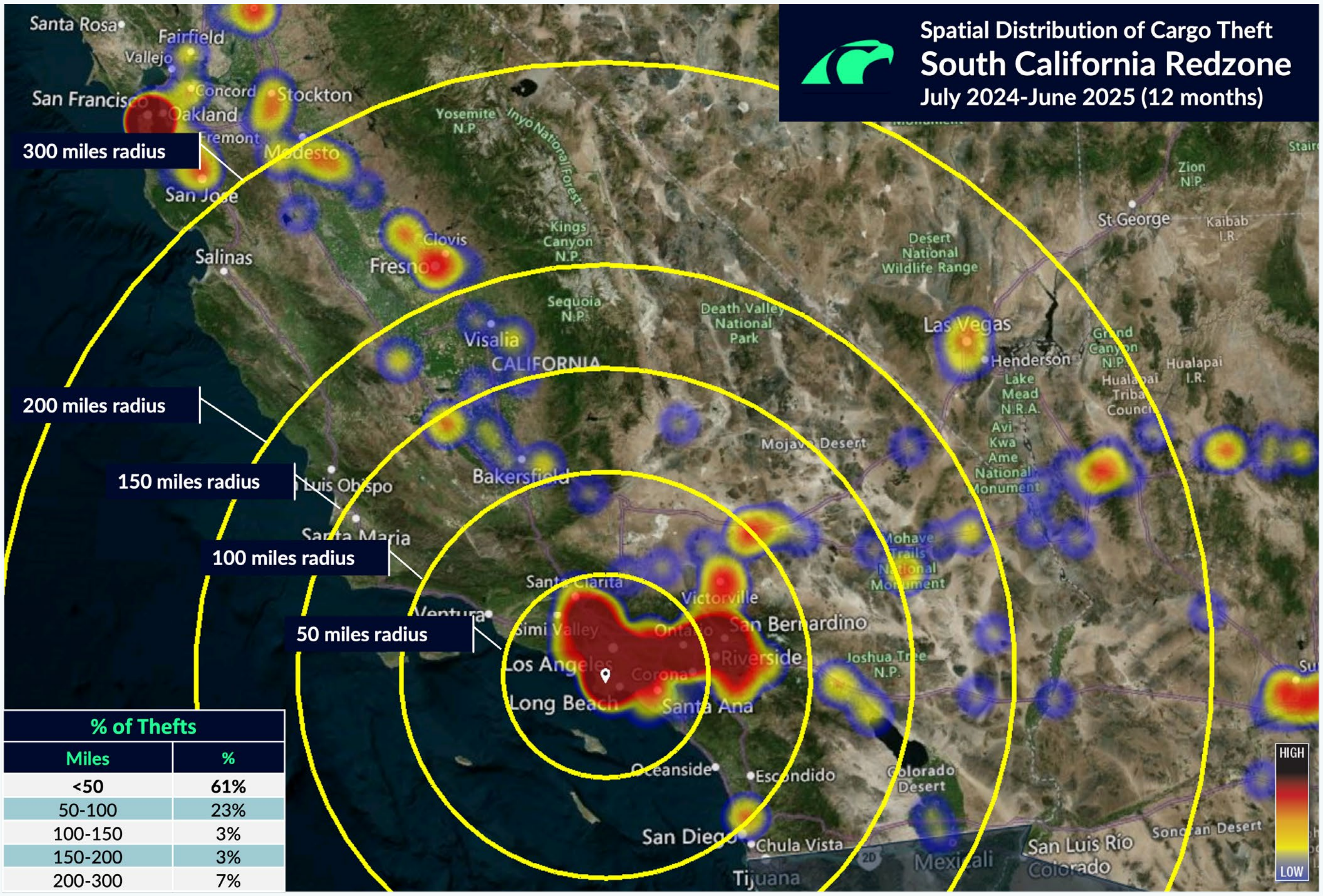
Quarterly Spotlight

To better serve the security-minded logistics community, Overhaul spotlights one product category, theft type, geographical area, or trend in each US business report. This quarter 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. This section is based on data and analysis from US thefts recorded between July 2024 and June 2025, unless specified otherwise.

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 Southern California Red Zone accounted for 36% of all cargo thefts in the country, marking a 7% increase compared to the same period in 2023 and 2024. The area averaged 63 cargo thefts per month, up by 6% from previous figures, and 2 thefts daily, which is a 9% increase. Notably, this region alone continues to account for the same number of cargo thefts as the combined total of incidents in Texas, Georgia, and Arizona.



% of Thefts	
Miles	%
<50	61%
50-100	23%
100-150	3%
150-200	3%
200-300	7%

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. They monitor these locations until a shipment departs, then follow it 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 gave 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 Department of Transportation (DOT) breaks.
In terms of spatial distribution, the primary hotspot in the Southern California Red Zone remained concentrated within the first 50 miles, accounting for 61% of incidents, slightly lower than the previously reported 71%. The region between 50-100 miles increased to 23% (up from 17%), while the 200-300 mile range held steady at 7% (previously 6%). Outside of 200 miles, 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, ***Pilferage*** remained the dominant method at 45% (up from 38%), followed by ***Deceptive Pickups*** at 24%, ***Facility Theft*** at 19%, and ***Theft of Full Truckload*** at 10%. ***Pilferage*** incidents were most commonly reported at ***Warehouse/DC*** locations (43%), ***Rail sites*** (39%). Notably, ***Truck Stops/Fuel Stations*** accounted for 17%, a decrease from the previously recorded 27%.

Electronics continued to be the most targeted product type at 25% (down slightly from 27%), followed by ***Clothing & Shoes*** (16%), ***Food & Drinks*** (15%), and ***Home & Garden*** items (14%). Together, these top four categories represented 70% of recorded thefts.

The incidents were fairly evenly distributed throughout the day, with peaks during 6:00 AM - 12:00 PM (27%) and 12:00 AM – 6:00 AM (26%). In terms of weekly distribution, thefts were most common on Fridays (21%), Tuesdays (20%), and Mondays (14%), with lower activity on weekends.

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, as evidenced by the ongoing upward trend observed in atypical theft types such as Deceptive Pickup and Pilferage On Rail and the continued targeting of high-value shipments as evidenced by increased 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 be extremely diligent in vetting all carriers and drivers, particularly those operating out of the Southern California and/or those handling highly targeted products such as ***Electronics.*** Thorough documentation should be kept that include photos from origin of the driver, his 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.

Additionally, 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.

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.