



The FBI's Uniform Crime Reporting (UCR) Program collects cargo theft data to inform the law enforcement community, federal and state legislators, academia, and the public at large about this particular crime. The data can be used to create awareness and to measure the impact cargo theft has on the economy and potential threats to national security. Often, cargo theft offenses are part of larger criminal schemes and have been found to be components of organized crime rings, drug trafficking, and funding for terrorism. The UCR collection of cargo theft data is relatively new with only 6 years of data published, but the number of agencies reporting cargo theft incidents has increased each year. As more agencies participate, future versions of this cargo theft report will depict a more complete account of the occurrences of cargo theft in the United States.

Background

Due to the significant economic impact cargo theft has on the United States economy, and the potential for use by terrorist organizations, Congress mandated H.R. 3199, the USA Patriot Improvement and Reauthorization Act of 2005 on March 9, 2006. It required the Attorney General to "take the steps necessary to ensure that reports of cargo theft collected by federal, state, and local officials are reflected as a separate category in the Uniform Crime Reporting System, or any successor system, by no later than December 31, 2006." In response to this mandate, the Criminal Justice Information Services (CJIS) Advisory Policy Board approved a definition for collecting cargo theft in December 2006. Creation of the data specifications required to capture cargo theft data in the UCR's Summary Reporting System as well as the National Incident-Based Reporting System were finalized in 2010 with the first publication of cargo theft data in 2013.

What is cargo theft?

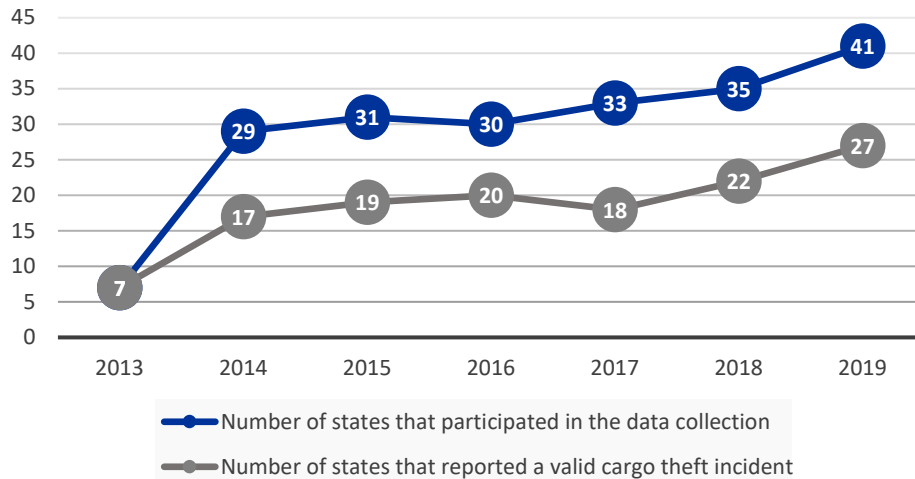
Cargo theft is defined as "The criminal taking of any cargo including, but not limited to, goods, chattels, money, or baggage that constitutes, in whole or in part, a commercial shipment of freight moving in commerce, from any pipeline system, railroad car, motor truck, or other vehicle, or from any tank or storage facility, station house, platform, or depot, or from any vessel or wharf, or from any aircraft, air terminal, airport, aircraft terminal or air navigation facility, or from any intermodal container, intermodal chassis, trailer, container freight station, warehouse, freight distribution facility, or freight consolidation facility. For purposes of this definition, cargo shall be deemed as moving in commerce at all points between the point of origin and the final destination, regardless of any temporary stop while awaiting transshipment or otherwise."

This definition does not serve as a legal description for prosecutorial purposes. Instead, it was developed to capture the essence of the national cargo theft problem in the United States. The legal elements of knowledge and intent were intentionally omitted.

Participation

Participation in the UCR Program is voluntary, and agencies or states may choose not to participate. Since the first publication of cargo theft data in 2013, the number of states and federal agencies participating has steadily increased each year.

**Number of States Contributing Cargo Theft Data,
2013-2019**



*The Bureau of Indian Affairs has participated in the data collection since 2014.

*Guam and the U.S. Virgin Islands participated in the data collection in 2014 and 2015.

*The National Institute of Health contributed data in 2016.

*The District of Columbia Metro Transit contributed data in 2019.

Although participation in the cargo theft data collection has steadily increased each year since its inception, several factors have a direct impact on this important data collection:

- States may not have the resources required to make the necessary technical changes or to align their local and state statutes with federal requirements.
- States may not have the necessary resources to conduct data quality checks on reported incidents associated with cargo theft, which could result in inaccurate data.
- States may not have adequate resources to train participants on how to recognize and properly record cargo theft incidents.
- States may not perceive cargo theft as a priority or a significant problem within their states and make decisions based on their immediate needs regarding resource allocation.

Quality data concerning cargo theft can help us better understand this crime and the threats associated with it. As more agencies choose to report their incidents, the FBI's UCR Program will be able to provide more information about cargo theft on a national scale. For additional information on the UCR Program's collection of cargo theft incidents, visit <https://www.fbi.gov/about-us/cjis/ucr/ucr-program-data-collections>.

Table 1**Cargo Theft by State**

by Incidents, and Stolen, Recovered Values, 2019

State	Number of agencies reporting an incident	Number of incidents reported	Value of property		Percent recovered
			Stolen	Recovered	
Total	184	721	\$139,677,562	\$3,848,816	2.8
Alaska	2	6	4,741	0	0.0
Arkansas	1	1	20	0	0.0
Colorado	6	14	543,115	55,000	10.1
Delaware	5	12	577,534	285,000	49.3
Florida	19	102	125,809,354	680,322	0.5
Georgia	9	14	288,745	0	0.0
Hawaii	1	2	3,440	0	0.0
Idaho	3	4	115	1	0.9
Indiana	3	4	117,256	70,000	59.7
Kentucky	20	34	2,731,532	36,289	1.3
Maine	2	2	10	0	0.0
Maryland	1	11	72,155	6,563	9.1
Michigan	14	50	600,295	150,102	25.0
Minnesota	1	1	8,000	0	0.0
Mississippi	3	5	14,680	0	0.0
Missouri	3	4	61,855	1	*
Nebraska	3	4	8,596	7,306	85.0
New Jersey	3	3	392,451	0	0.0
Ohio	8	24	443,691	242,670	54.7
Oregon	3	8	93,146	92,946	99.8
Rhode Island	1	1	23,362	0	0.0
South Dakota	1	1	80,000	80,000	100.0
Tennessee	21	238	1,918,160	500,015	26.1
Texas	23	128	4,881,599	1,186,081	24.3
Utah	1	1	1	0	0.0
Virginia	21	27	765,084	406,019	53.1
Washington	6	20	238,625	50,501	21.2

*Less than one-tenth of 1 percent.

Table 2**Cargo Theft Property Stolen and Recovered
by Type and Value, 2019**

Type of property	Value of property		Percent recovered
	Stolen	Recovered	
Total	\$139,677,562	\$3,848,816	2.8
Aircraft parts, accessories	530,000	500,000	94.3
Alcohol	224,308	25,429	11.3
Automobile	1,160,703	557,240	48.0
Bicycles	19,600	0	0.0
Building materials	377,531	0	0.0
Camping, hunting, fishing equipment, supplies	300	0	0.0
Chemicals	626	320	51.1
Clothes, furs	1,975,649	3,201	0.2
Collections, collectibles	2	1	50.0
Computer hardware, software	2,534,133	83,280	3.3
Consumable goods	2,924,734	39,252	1.3
Credit, debit cards ¹	0	0	
Crops	7	0	0.0
Documents, personal or business ¹	0	0	
Drugs, narcotics	14,701	1	*
Explosives	5,774	5,000	86.6
Farm equipment	1,210	0	0.0
Firearm accessories	400	0	0.0
Firearms	16,744	0	0.0
Fuel	24,604	0	0.0
Household goods	449,574	56,564	12.6
Identity documents ¹	0	0	
Identity intangibles ¹	0	0	
Industrial equipment	136,061	0	0.0
Jewelry, precious metals	119,845	1	*
Lawn, yard, garden equipment	1,000,100	0	0.0
Logging equipment	400	0	0.0
Medical, medical lab equipment	10,450	0	0.0
Merchandise	1,018,619	356,308	35.0
Metals, non-precious	226,900	0	0.0
Money	90,104	0	0.0
Musical instruments	50	0	0.0
Nonnegotiable instrument ¹	0	0	
Office equipment	2,630	0	0.0
Other	2,076,500	184,326	8.9
Other motor vehicles	269,001	100,002	37.2
Pending inventory	10	1	10.0
Portable electronic communications	474,858	6,563	1.4
Purse, wallet	6,917	502	7.3
Radio, TV, VCR	108,378	500	0.5
Recordings	120,033,130	0	0.0
Recreational vehicles	2	1	50.0
Structure, other	10,000	0	0.0
Structure, storage	1	0	0.0
Tools	263,023	218	0.1
Trailers	903,592	435,001	48.1
Trucks	2,143,103	1,493,104	69.7
Vehicle parts	523,288	2,001	0.4

¹ According to Uniform Crime Reporting guidelines, the value of property stolen and/or recovered must be zero for this property description.

* Less than one-tenth of 1 percent.

Table 3**Cargo Theft by Location, 2019**

Location type	Total locations
Air, bus, train terminal	71
Auto dealership new, used	2
Commercial, office building	65
Construction site	4
Convenience store	38
Cyberspace	1
Department, discount store	13
Dock, wharf, freight, modal terminal	51
Drug store, doctor's office, hospital	5
Farm facility	3
Field, woods	14
Government, public building	5
Grocery, supermarket	10
Highway, road, alley, street, sidewalk	89
Hotel, motel, etc.	5
Industrial site	17
Liquor store	4
Parking, drop lot, garage	236
Park, playground	4
Rental storage facility	5
Residence, home	33
Rest area	2
Restaurant	6
School, college	1
Service, gas station	46
Specialty store (TV, fur, etc.)	5
Other, unknown	37

Table 4**Cargo Theft by Victim Type, 2019**

Victim type	Total victims
Business	562
Financial Institution	1
Government	3
Individual	159
Other	5
Society, public	4
Unknown	24

Table 5**Cargo Theft by Offense, 2019**

Offense	Number reported
Grand total of offenses	785
Cargo theft applicable offenses	
All other larceny	251
Burglary	48
Embezzlement	12
False pretenses, swindle, confidence game	7
Impersonation	2
Motor vehicle theft	92
Robbery	3
Theft from building	15
Theft from motor vehicle	322
Total cargo theft applicable offenses	752
Other offenses occurring with cargo offenses	
Counterfeiting, forgery	1
Destruction of property	23
Drug equipment violations	2
Drug, narcotic violations	3
Simple assault	1
Stolen property offense	2
Weapon law	1
Total other offenses occurring with cargo offense	33

Data Declarations and Methodology

Table 1 Cargo Theft by State by Incidents, and Stolen, Recovered Values, 2019

The FBI collects these data through the Uniform Crime Reporting Program's Summary Reporting System and National Incident-Based Reporting System.

General comment

This table presents by state the total number of agencies that submitted data about cargo theft incidents, the number of incidents reported, the reported value of stolen property, and the value of recovered property. The table also lists the percentage of recovered value for each submitting state.

Methodology

The data used in creating this table were from all law enforcement agencies submitting one or more cargo theft incidents for at least 1 month of the calendar year. The published data, therefore, do not necessarily represent reports from each participating agency for all 12 months of the calendar year.

Table 2 Cargo Theft Property Stolen and Recovered by Type and Value, 2019

The FBI collects these data through the Uniform Crime Reporting (UCR) Program's Summary Reporting System and National Incident-Based Reporting System.

General comment

The value of stolen and recovered property, and the percentage of recovered value of each property type is reflected within this table.

Note: Based on UCR guidelines, the property descriptions of credit/debit cards, nonnegotiable instruments, documents/personal or business, and identity-intangible, must be submitted with zero value for stolen and/or recovered.

Methodology

The data used in creating this table were from all law enforcement agencies submitting one or more cargo theft incidents for at least 1 month of the calendar year. The published data, therefore, do not necessarily represent reports from each participating agency for all 12 months of the calendar year.

Table 3

Cargo Theft by Location, 2019

The FBI collects these data through the Uniform Crime Reporting (UCR) Program's Summary Reporting System and National Incident-Based Reporting System (NIBRS).

General comment

Cargo theft is the criminal taking of any cargo including, but not limited to, goods, chattels, money, or baggage that constitutes, in whole or in part, a commercial shipment of freight moving in commerce, from any pipeline system, railroad car, motor truck, or other vehicle, or from any tank or storage facility, station house, platform, or depot, or from any vessel or wharf, or from any aircraft, air terminal, airport, aircraft terminal or air navigation facility, or from any intermodal container, intermodal chassis, trailer, container freight station, warehouse, freight distribution facility, or freight consolidation facility. For purposes of this definition, cargo shall be deemed as moving in commerce at all points between the point of origin and the final destination, regardless of any temporary stop while awaiting transshipment or otherwise.

This table presents the number of location types reported in cargo theft incidents.

Note: In NIBRS, a location may be entered for each offense; therefore, an incident may have more than one location code reported.

Methodology

The data used in creating this table were from all law enforcement agencies submitting one or more cargo theft incidents for at least 1 month of the calendar year. The published data, therefore, do not necessarily represent reports from each participating agency for all 12 months of the calendar year.

To arrive at the totals provided, the UCR Program counted one for each offense location reported in an incident.

Table 4

Cargo Theft by Victim Type, 2019

The FBI collects these data through the Uniform Crime Reporting (UCR) Program's Summary Reporting System and National Incident-Based Reporting System.

General comment

This table presents the number of victim types in each of the cargo theft incidents reported to the FBI. The victim of a cargo theft may be an individual, a business, an institution, or society as a whole.

Methodology

The data used in creating this table were from all law enforcement agencies submitting one or more cargo theft incidents for at least 1 month of the calendar year. The published data, therefore, do not necessarily represent reports from each participating agency for all 12 months of the calendar year.

The UCR Program counted one for each victim type reported in an incident.

Table 5

Cargo Theft by Offense, 2019

The FBI collects these data through the Uniform Crime Reporting (UCR) Program's Summary Reporting System and National Incident-Based Reporting System.

General comment

Cargo theft is the criminal taking of any cargo including, but not limited to, goods, chattels, money, or baggage that constitutes, in whole or in part, a commercial shipment of freight moving in commerce, from any pipeline system, railroad car, motor truck, or other vehicle, or from any tank or storage facility, station house, platform, or depot, or from any vessel or wharf, or from any aircraft, air terminal, airport, aircraft terminal or air navigation facility, or from any intermodal container, intermodal chassis, trailer, container freight station, warehouse, freight distribution facility, or freight consolidation facility. For purposes of this definition, cargo shall be deemed as moving in commerce at all points between the point of origin and the final destination, regardless of any temporary stop while awaiting transshipment or otherwise.

Because cargo theft is defined as “the criminal **taking of** any cargo . . .,” specific crimes against property apply to cargo theft. The applicable crimes against property include:

- 120 = Robbery
- 23D = Theft from building
- 23F = Theft from motor vehicle
- 23H = All other larceny
- 26A = False pretenses, swindle, confidence game
- 26B = Credit card, automatic teller machine fraud
- 26C = Impersonation
- 26E = Wire fraud
- 26F = Identity theft
- 26G = Hacking, computer invasion
- 210 = Extortion, blackmail
- 220 = Burglary, breaking & entering
- 240 = Motor vehicle theft
- 270 = Embezzlement
- 510 = Bribery

In addition, cargo theft is not considered an offense by itself; all offenses that happen within a cargo theft incident are to be reported. Cargo theft data are derived by capturing the additional element of “theft of cargo” in incidents that contain any of the applicable offenses.

This table shows the number of offenses specific to cargo theft and the number of additional offenses reported within a verified cargo theft incident.

Methodology

To arrive at the totals provided, the UCR Program counted one offense for each offense type reported in an incident.
