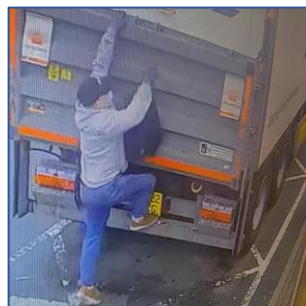




NaVCIS

Freight Crime Report

Q2 for 2026



National Freight and Cargo Crime Analysis

Q2 Report 2026

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1.1 What is NaVCIS Freight?

- 1.1.1 NaVCIS Freight works in partnership with the UK haulage industry, which is victim to millions of pounds worth of stolen goods each year. The role of the freight team is to target crime that affects the road haulage and freight transport sector in the UK – namely cargo theft.
- 1.1.2 NaVCIS Freight is the only police unit in the UK to attempt to collate and maintain a recording system to capture freight and cargo crime offences. This is done on a national scale. To achieve this, NaVCIS request cargo crime notifications from a number of sources, namely UK police forces, hauliers, cargo insurers and cargo surveyors, along with industry trade organisations such as, the Road Haulage Association, and the British International Freight Association.



NaVCIS FREIGHT MEMBERS

ROADCHEF - MOTO HOSPITALITY - WELCOME BREAK - CISCO GLOBAL SOLUTIONS - FET LOGISTICS - BLUE DIAMOND SECURITY www.bluediamondsecurity.co.uk - DHL - NEXT PLC - EC3 MARINE LTD - EXTRA SERVICES - ISA - XPO LOGISTICS - JD SPORTS - WOODLAND GROUP - PLADIS GLOBAL - CWH JOHNSONS INTERNATIONAL - MAPLE FLEET SERVICES - DSV GLOBAL TRANSPORT & LOGISTICS - MARINE REPORTING (INTERNATIONAL) LTD - ASOS - GREGORY DISTRIBUTION - ALBATRANS - YUSEN LOGISTICS - WH MALCOLM - INTACT INSURANCE UK LIMITED - MAERSK - FM GLOBAL - BRITISH PARKING ASSOCIATION - GROUP NEXUS - CHRIS HAYTER TRANSPORT LTD - AEGIS ENERGY - RE:SURE - UKWA UK WAREHOUSING ASSOCIATION - DETER TECH SMART WATER - KEG WATCH - MANTRA LEARNING - GXO - DPD - SWT LTD - SEDGWICK - FLAGSHIP PARTNERS - JAPAN TOBACCO INTERNATIONAL - IMPERIAL TOBACCO LTD - BRACKMILLS INDUSTRIAL ESTATE - ZICAM SECURITY - CRAWFORD MARINE - DIRECT CONNECT LOGISTICS - AXIS COMMUNICATIONS - TIP TRAILERS - MAXI HAULAGE LTD - TRUSTD - UNIPART LOGISTICS - TD SYNEX - IP HOUSE - TRAFFIC ANGEL - KUKLA BEVERAGE LOGISTICS - FLEEVO - NOW WIRELESS - RPS GLOBAL - FOG BANDIT - BEACON TELEMATICS - DOUBLE CHECK SECURITY GROUP - LOCKS4VANS - BCD LOGISTICS - CRIME PREVENTION SERVICES - MORRISONS PLC - ASHFORD INTERNATIONAL TRUCKSTOP - FED EX - WS TRANSPORTATION - VAN GUARDIAN - DRIVER WELL - POLICE CPI

NaVCIS Freight would not be possible without the assistance and funding from our financial partners

Purpose of Report

This report offers an analysis of the nature and scale of reported Freight crime (also known as Cargo Crime) in the UK for the Q2 of 2026 (Jan-Mar) and compares Q2 2026 & Q1 2026 with the quarters in 2023, 2024 and 2025 in order to identify Seasonal Trends.

1.2 Data Sources

- 1.2.1 This report uses data contained within the NaVCIS National Freight Crime database with Data captured 12/08/2026.
- 1.3.2 Freight crime data is received regularly from the majority of UK police forces on either a weekly, monthly, or quarterly basis, however this pattern is not always consistent. Freight crime notifications are also collated directly from industry sources.
- 1.3.3 Freight crime does not have a unique Home Office Crime Recording code. Police forces invariably record freight and cargo crime as a general theft offence, or theft from motor vehicle. It is important to note that there are inherent difficulties when attempting to harvest *specific* freight or cargo crime data.
- 1.3.4 Every effort is made by NaVCIS to accurately summarise, and report on, the impact of Freight crime in the UK, however the data collated by NaVCIS is by no means the 'complete picture' and should not be considered as such.

1.3 Contact Information

- 1.3.1 If you have any questions about the content of this report or about the work carried out by NaVCIS Freight, please email: freight@navcis.police.uk

2. Key Findings: Q2 – 2026

- 2.1 749 offences of Freight Crime was reported to NaVCIS during Q2 2026 with an estimated loss value in excess of **£18.5 million**. This is an increase in the number of offences and in the estimated cost loss value when compared to Q1 2026, offences up from 653 offences to 749 and from £13.3m to £18.5m.
- 2.2 Top Five Regions: The Top 5 Regions remain East, Yorkshire & Humberside, South East, West Midlands and East Midlands. Yorkshire & Humberside, West Midlands and East Midlands had increases in the number of offences, while the East Region and South East Region remained fairly steady with offences reported in Q1 2026.
- 2.3 Top Locations: Volume offences continue to be reported at Independent Road Parking (IRP) (410 offences = £3.1 million down from 435 offences and £5.4m in Q1. Motorway Service Areas (MSA) (91 offences = £1.4m in Q2, up from 69 offences = £1.3 million in Q1 2026) and offences at Secure Yards increased from 127 = £4.1m in Q1 to 217 = £6m in Q2.
- 2.4 Top Property Stolen: 345 Fuel Thefts with an estimated cost loss value of £719k were reported to NaVCIS during Q2 2026. This is an increase of 96 offences and an increase of £130k when compared to Q1 2026. Fuel Thefts are likely to continue to increase during Q3 2026 due to the ongoing conflict with Iran and in the Straits of Hormuz which is directly causing a shortage of fuel and the subsequent price hike associated with this.

- 2.5 NaVCIS received 60 reports of arrests during Q2 2026 with the majority of offenders coming from West Yorkshire, Leeds and Doncaster.
- 2.6 Moving Cargo Offences: There were 9 of these during Q2 2026 with an estimated loss value of £930K.
- 2.7 Jump Up offences: There were 13 of these during Q2 2026 with an estimated loss value of £469K.

3. Recommendations

- 3.1 Consider prioritising the top five regions for any prevention strategies and make drivers aware of the heightened risk in these areas.
- 3.2 Moving Cargo/Rollover, Moving Cargo/Jump Up and Jump Up Thefts:
 - 3.2.1 Consider providing to NaVCIS (where possible) the routes that attacked vehicles took to try and establish whether certain routes are more vulnerable to Jump Up thefts.
 - 3.2.2 Consider ANPR/CCTV data for the date and time of the offences to establish possible vehicles and offenders.
 - 3.2.3 Consider better concealment of desirable products within the vehicle in a bid to deter Jump Up thefts.
- 3.3 Consider research into the specific features of the Top 10 MSAs that may make them more vulnerable to crime than other locations, especially during darker nights. This information should be reported to NaVCIS Freight for collation and analysis.
- 3.4 Always consider using the most secure parking available when carrying high value loads that may result in a particularly high financial loss.
- 3.5 Consider police patrols overnight in the hotspot areas, utilising stop and search powers where appropriate.
- 3.6 If drivers feel movement in their trailer, instruct them to remain in the HGV cab, lock the doors, start the ignition and turn on their lights, phone the police. Do not attempt to investigate as there have been several instances where drivers have been threatened with a variety of objects including knives, baseball bats and planks of wood.
- 3.7 Moving Cargo/Rollover and Moving Cargo Jump Up Thefts: These involve the transport of high value loads of Mobile Phones/It Equipment. Consider using Security Escort to follow BEHIND the trailer, as this is where the offenders attack the trailer from. Escort from point of collection to point of delivery.
 - 3.7.1 Consider the use of full height steel doors inside the trailer as an additional layer of security.
 - 3.7.2 Consider the use of more secure locks.
 - 3.7.3 Consider the use of rear facing cameras.
 - 3.7.4 Consider the use of small tracking devices.

4. Analysis – Overall Trends

In excess of an estimated **£18.5 million** in stolen cargo /damage to cargo vehicles across Q2 2026

4.1 Quarterly Comparisons

4.1.1 Reporting of Freight Crime offences to NaVCIS during Q2 saw an increase of 96 offences when compared to Q1 2026. The estimated cost loss value also increased from £13.3m to £18.5m.

4.1.2 Freight Crime for Q2 2026 is following the seasonal trend as seen in Q2 2025.

4.1.3 This increase is likely due to several reasons, but not limited to:

- Seasonal Trends – pre-Holiday Season (School Holidays/ Factory shutdowns).

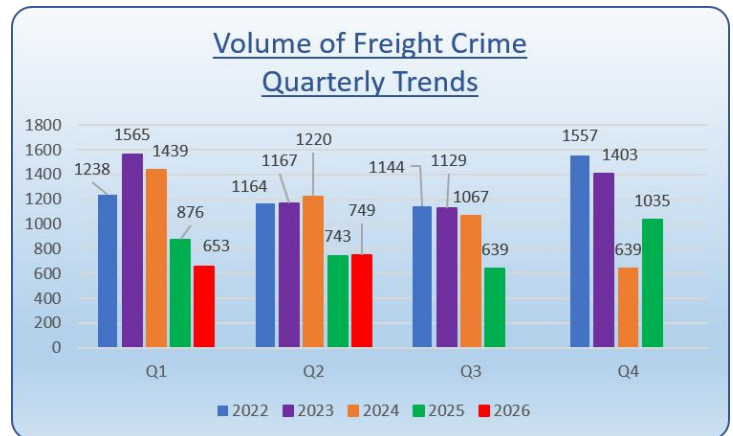


Figure 1: Freight Crime by Quarters 2022-2026

4.1.4 Throughout Q2 2026, the increase in Freight Crime, in particular Fuel Thefts is likely due to the Iranian War and the ongoing conflict in the Straits of Hormuz which continues to have an impact on Fuel shortages and the subsequent Fuel Price increases. The fuel shortages are highly likely to have an impact across the whole Freight Supply Chain and may lead to shortages of many goods. This in turn will possibly make most loads more lucrative to Freight offenders and Freight offences are therefore likely to increase in line with this.

4.2 Stolen Commodities:

4.2.1 **Fuel:** remains the top commodity stolen and while fuel prices remain relatively high, it is likely to continue to remain so. Fuel theft is perceived by the offenders as “High Value, Low Risk” and Fuel is sold on quickly through “Pop up Shops” advertised on social media platforms. The “Shops” remain open for short periods of time and are frequently moved on to avoid detection and arrests by local Police Forces. During Q2 2026 there were 345 offences of Fuel Theft from HGVs reported to NaVCIS. This is a decrease of 96 when compared to Q1 2026 and an increase in the estimated cost loss value, up by £136k which is in line with the rising cost of diesel fuel.



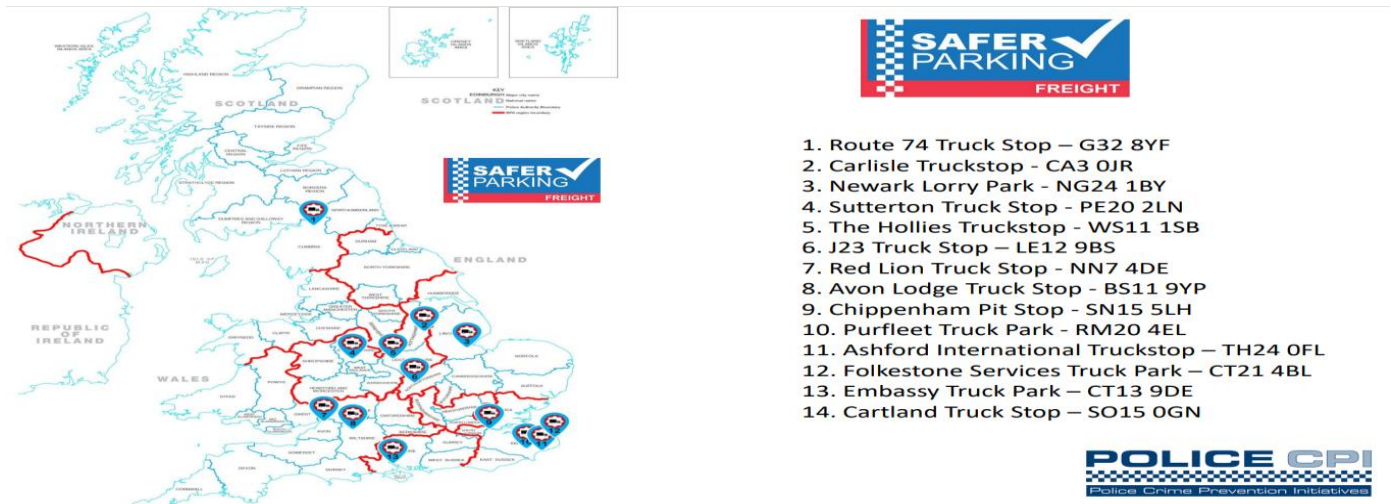
Figure 2: Freight Crime by Stolen Commodities – Q2 2026

4.2.2 During Q2 2026 there was three commodities that had less number of offences than fuel but commanded much higher estimated cost loss values: IT Products (15 offences / £8.2m), Clothing & Shoes (14/ £1.9m) and Semi-trailers (26/ £1.8m).

4.3 HGV Parking Locations:

4.3.1 The Road Haulage Association have estimated that there is a shortage of around 11,000 safe and secure overnight parking locations for HGVs and Trailers. In order to address this issue and in an

attempt to attract more HGV drivers, the UK Government and industry had provided up to £100 million in a joint investment to support the logistics sector, helping to boost economic growth.¹ NaVCIS are working with the Police Crime Prevention Initiatives (PCPI) around Safe and Secure Truck Parking. To date there are 14 parking sites that have the new Safe Park Freight (SPF) and therefore offer safe and secure parking for HGV drivers and their loads.



- 4.3.2 During Q2 2026, 55% of all Freight Crime offences were committed at Independent Road Parking (IRP) locations. These are off road locations i.e. Laybys, Retail/Business Estates/Parks etc. Freight Crime at IRP locations was down by 25 offences when compared to Q1 2026 and also had a decrease of £2.3m.
- 4.3.3 These figures highlight the needs for more Safe and Secure Overnight Parking for HGV drivers and their loads. NaVCIS has a dedicated Intelligence Development Officer assigned to this topic and who is liaising with all relevant government agencies and logistic companies.
- 4.3.4 Offences at Motorway Service Areas (MSAs) has seen an increase in the number of offences during Q2 2026, up from 69 offences in Q1 2026 to 91 in Q2, however, the estimated cost loss value only increased by £85k to £1.4m.
- 4.3.5 Offences at Secure Yards increased by 58% during Q2 2026 to 217 offences with the estimated cost loss value also increasing by £2m to £6m. It is therefore suggested that target hardening opportunities exist and should be exploited.
- 4.3.6 During this reporting period there has been 9 Moving Cargo offences, 7 Jump Up offences against Moving Cargo and 5 “normal Jump Ups”. With the differences in the “Moving Cargo” and “Jump Ups/Moving Cargo” it has been possible to identify that there is now two groups operating in the same geographical area.

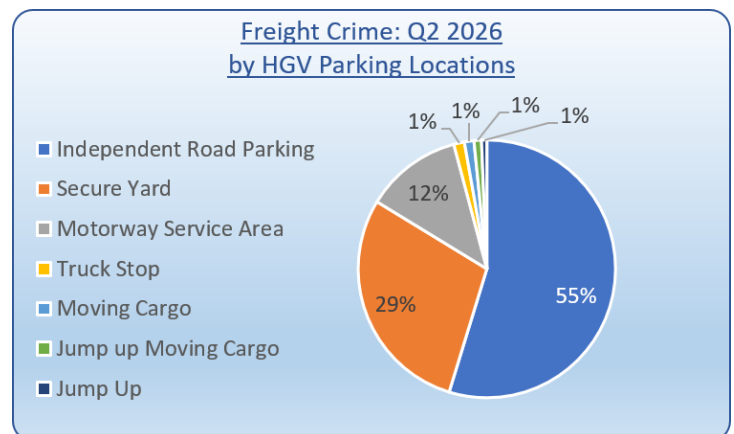


Figure 3: Freight Crime by HGV Parking Locations – Q2 2026

¹ Department for Transport announces funding to improve truck roadside facilities for lorry drivers - NBRA - National Body Repair Association dated September 2023

One group is attacking vehicles during the night-time hours, while the other group

is attacking during morning traffic. The “normal” Moving Cargo offences involving at least 5 vehicles and conducted during the night-time hours is classed as Moving Cargo and the other group is classed as Jump Up/Moving Cargo. This latter group is different from the “normal” Jump Ups (which take place in the cities/towns during slow moving traffic/traffic stopped at lights/on arrival at their destination) as they are conducted coming off the motorways and onto the A roads when the traffic is slow moving. In summary Group A (night-time) Moving Cargo offences = 9. Group B (day-time) Jump Up/Moving Cargo = 7. There had also been 5 “normal” Jump Up offences reported during Q2 2026.

4.4 Top Regions:

4.4.1 The Top 5 regions host the main distribution routes between the ports in the South East and East to the main cities/towns in Central and North of England. Yorkshire & Humberside also hosts the port of Immingham.

4.4.2 During Q2 2026 The Top 5 Regions remained the same when compared to Q1 2026. These Top 5 Regions had 79% of all offences during Q2 2026 with an estimated cost loss value of £14.6m

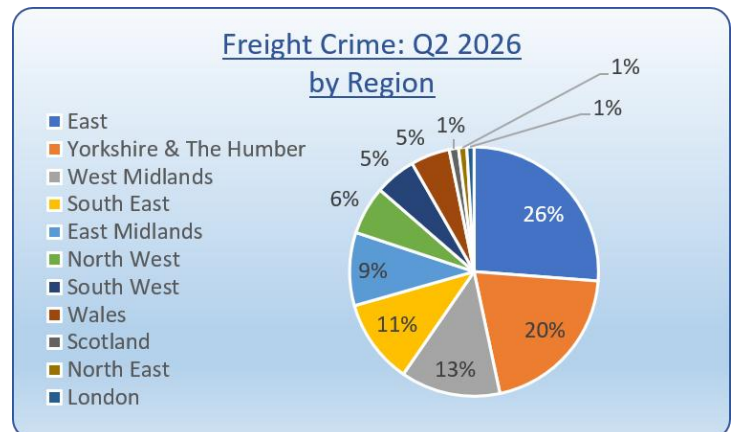


Figure 4: Freight Crime by Regions – Q2 2026

4.4.3 All Regions saw a decrease in the number of offences in Q2 2026 when compared to Q1 2026, this is in line with seasonal trends.

Region	2024				2025				2026		Change
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
East	320	253	241	277	217	190	175	242	196	196	→
Yorkshire & The Humber	211	183	249	183	175	148	140	169	134	153	↑
West Midlands	349	339	219	171	135	97	81	154	71	97	↑
South East	214	142	96	93	102	83	75	154	82	82	→
East Midlands	144	92	125	104	98	72	62	143	54	71	↑
North West	73	43	32	98	29	50	27	65	57	47	↓
South West	33	44	20	14	6	32	26	28	23	40	↑
Wales	24	43	17	42	30	20	18	32	25	38	↑
Scotland	24	48	29	28	22	11	3	19	2	9	→
North East	22	14	19	17	18	19	16	15	5	8	→
London	25	19	15	10	44	20	14	14	3	7	→
N Ireland	0	0	0	0	0	0*	0	0	0	0	→
Total	1439	1220	1062	1037	876	743	639	1035	652	748	↑

Figure 5: Freight Crime by Regions and by Quarters: 2024-2026

5. East Region

In excess of an estimated **£1.9 million** in stolen cargo /damage to cargo vehicles across Q2 2026

5.1 During Q2 2026 the East Region reported 196 Freight Crime offences to NaVCIS with an estimated cost loss value of £1.9m. This compares with 196 offences reported in Q1 2026 but with a significant decrease in the estimated cost loss value, down from £3m in Q1 to £1.9 in Q2.

5.1.1 It is expected that Freight Crime offences will decrease in Q3 as this period covers the Summer Holiday period, Factory Fortnight shutdowns when offenders and HGV drivers are likely to be on holiday with their families.

5.1.2 65% of Freight crime offences within the East Region were committed in Essex, Sussex and Cambridgeshire Force areas during Q2 2026 and accounted for an estimated cost loss value of £1.6m of the overall £1.9m.

5.1.3 Essex, Suffolk and Cambridgeshire host the main three arterial routes from the ports of Felixstowe, Ipswich and Harwich and therefore have a high volume of HGV traffic. Laybys and Motorway Service areas along these routes provide rest areas for the HGV drivers and their loads but they also provide opportunities for both Organised Crime Groups and Opportunist offenders who target Freight Crime.

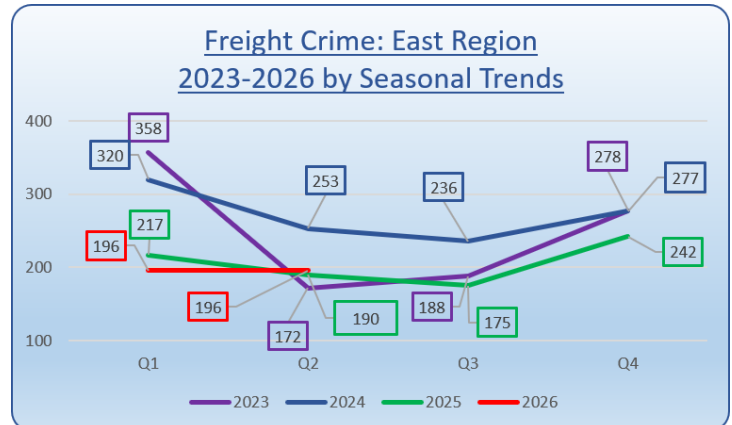


Fig 6: Graph showing Force Areas by Quarters: 2023-2026

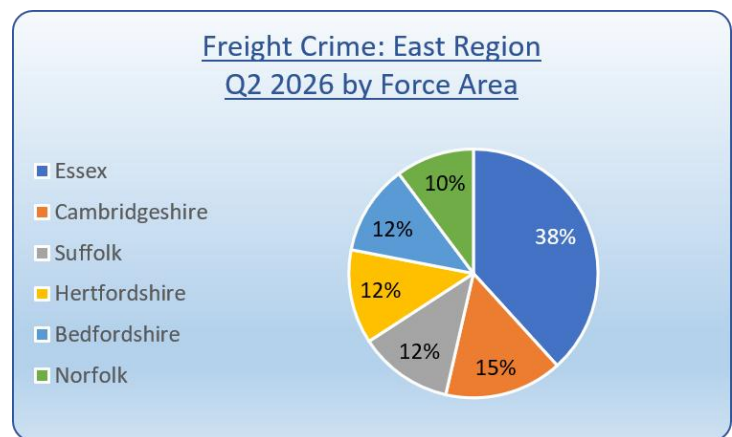


Fig 7: Table showing Force Areas: Q2 2026

Force Area	2023				2024				2025				2026		Change Q1 v Q4
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Essex	121	81	61	111	170	114	115	131	75	55	95	95	105	75	↓
Cambridgeshire	91	18	73	88	54	47	55	59	62	47	36	80	19	30	↑
Suffolk	21	8	15	12	21	34	31	32	40	47	8	19	31	24	↓
Hertfordshire	54	24	25	27	48	51	14	30	19	13	14	14	17	24	↑
Bedfordshire	62	35	13	31	22	5	12	20	16	21	16	26	18	23	↓
Norfolk	9	6	1	9	5	2	9	5	5	7	6	8	6	20	↑
Total	358	172	188	278	320	253	236	277	217	190	175	242	196	196	↔

Fig 8: Table showing Force Areas by Quarters: 2023-2026

5.2 Offence Category

5.2.1 75% of offences reported to NaVCIS during Q2 2026 were Theft from Motor Vehicles which accounted for an estimated cost loss value in excess of £1.4m of the £1.9m reported for the whole of Q2. The number of offences was an decrease of 13 offences when compared to Q1 2026.

5.2.2 Vehicle Interference (VI) had a slight increase when compared to Q1 2026, up from 21 offences to 30. VI includes Theft of Fuel as the Fuel Tank and/or cap are normally attacked in order to syphon

the fuel. As a result of the ongoing conflicts in Iran and the Straits of Hormuz, it is highly likely that this category will increase during Q2 as the price of Fuel continues to increase.

- 5.2.3 Offenders see this as a Low Risk, High Value option for them and stolen fuel is normally sold through “Pop up” shops advertised on Social Media platforms. These shops only remain active in one location for short periods of time in order to avoid detection by Law Enforcement.

5.3 Method of Entry

- 5.3.1 Damage to Fuel Cap/Tank in order to syphon fuel from HGV Tractor units decreased during Q2, down from 107 offences in Q1 2026 to 90. This category accounted for 46% of all offences and had an cost loss value in excess of £129k in Q2 2026.

- 5.3.2 Curtain Slash & Door Seals/Padlocks Cut accounted for 24% of offences in Q2 and accounted for cost loss value in excess of £1.2m. This is a decrease of 8 offences but an increase in the cost loss value of £300k when compared to Q1.

- 5.3.3 Hook up thefts had an increase during Q2, up from from 13 in Q1 2026 to 27 offences during Q2.

- 5.3.4 Unknown Method of Entry was 13% and Not Applicable was 7%.

5.4 Stolen Commodities

- 5.4.1 Fuel remains the most stolen commodity but saw a decrease during Q2, down from 105 offences in Q1 2026 to 97 in Q2. Fuel is likely to remain a commodity of choice while fuel prices remain high which is highly likely due to the ongoing conflict in Iran and the Strait of Hormuz. It is also perceived as a “High value, Low Risk” commodity by offenders.

- 5.4.1 Although Fuel was the most stolen commodity accounting for £167k, there was three commodities with less offences but commanding higher estimated cost loss values than Fuel; Clothing & Shoes (4 offences/£532k), Semi-trailers (5/£375) and Cosmetics (5/£186).

- 5.4.2 29 offences had nothing stolen, indicating that offenders were looking for lucrative loads to steal. However, the damage to the Curtain Sides or Rear Doors accounted for damages in excess of £24k and likely resulted in the trailers being off road until repaired. This also has an impact on the operational ability of the company to deliver goods and can lead to reputational damage to the company.

Freight Crime: East Region
Q2 2026 by Offence Category

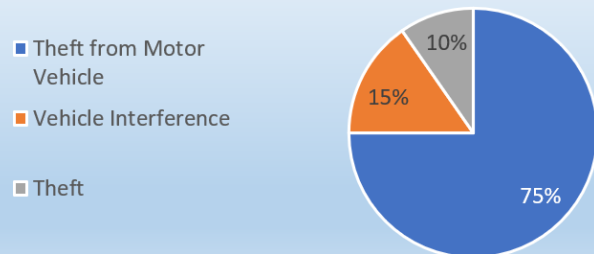


Fig 9: Table showing Offence Categories Q2 2026

Freight Crime: East Region
Q2 2026 by Method of Entry

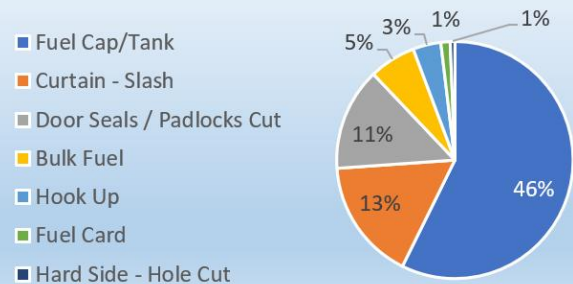


Fig 10: Table showing Method of Entry Q2 2026

Freight Crime: East Region
Q2 2026 by Stolen Commodities

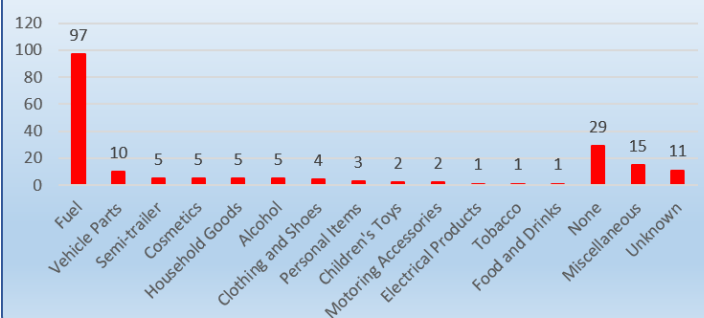


Fig 11: Graph showing Stolen Commodities Q2 2026

5.5 HGV Parking Locations

5.5.1 Offences at Independent Road Parking (IRP) locations (Retail/Business /Industrial parks, Laybys etc) accounted for 63% with an estimated cost loss value of £946k. This is a decrease in the number of offences, down from 158 in Q1 2026 to 124 in Q2 2026 and there was also a decrease in the estimated cost loss value, down from £1.1m in Q1 to £946k in Q2.

5.5.2 The volume of offences at IRP locations highlights the need for more overnight safe and secure parking for HGV drivers and their loads.

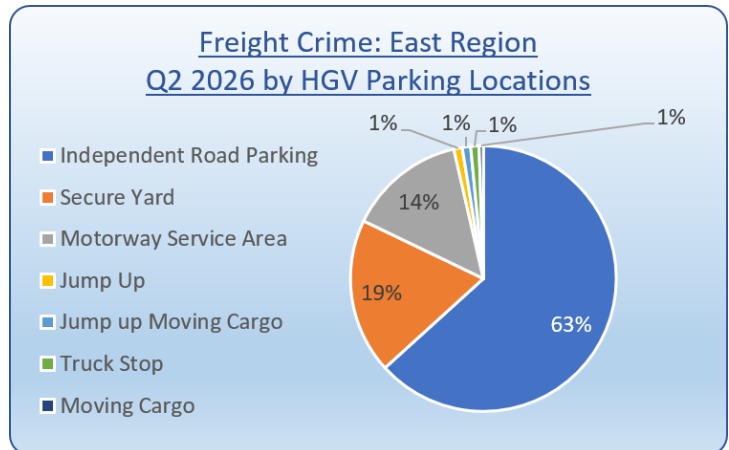


Fig 12: Chart showing HGV Parking Locations Q2 2026

5.5.3 Offences at Motorway Service Areas (MSA) accounted for 14% and had an estimated cost loss value of £394k during Q2 2026. This was an increase of 12 offences however there was a slight decrease in the estimated cost loss value down by just £3,000 when compared to Q1 2026. At this time it is not known why there was an increase in offences at MSAs however offences at IRP locations did decrease, so there might have been some displacement between the two categories of HGV Parking.

5.5.4 There was one Moving Cargo offences and four Jump Up offences reported to NaVCIS during this reporting period.

5.5.5 Essex, Cambridgeshire, Suffolk and Bedfordshire had the majority of the offences at IRP locations, while Hertfordshire and Suffolk had the majority of offences at Secure Yards. It is suggested that Target Hardening advice is given to Secure Yards in those areas.

HGV Parking/Force Area	Bedfordshire	Cambridgeshire	Essex	Hertfordshire	Norfolk	Suffolk	Total
Independent Road Parking	16	22	60	5	4	17	126
Jump Up			2				4
Jump up Moving Cargo			1	1			30
Motorway Service Area	6	8	9	5			29
Moving Cargo	1						38
Secure Yard			3	12	16	6	39
Truck Stop				1		1	2
Total	23	30	75	24	20	24	196

Fig 13: Table showing HGV Parking Locations Q2 2026

5.6 Motorway Service Areas

On Map	Postcode	MSA	2025				2026		Change
			Q1	Q2	Q3	Q4	Q1	Q2	
1	RM16 3BG	Thurrock Services, M25, Arterial Road, West Thurrock	14	9	17	13	7	7	→
2	LU5 6HP/6HP	Toddington Services, M1 J11/12, Toddington, Dunstable (SB)	8	10	3	9	4	6	→
3	EN6 3QQ	South Mimms Services, St Albans Road, Potters Bar	6	0	1	1	1	5	↑
4	CB23 4WU	Cambridge Services, A14, J24, Huntingdon Road, Boxworth	22	2	4	8	0	4	↑
	PE7 3UQ	Peterborough Services, A1(M), J17, Haddon	3	2	2	4	1	2	→
	PE28 4NQ	Brampton Hut Services, A14/A1, Brampton, Huntingdon	2	4	0	1	0	2	→
	RM19 1TS	Meads Service Station, 577a Purfleet Bypass, Purfleet on Thames	0	3	3	0	0	2	→
	CM23 5QZ	Birchanger Green Services M11, J8, Dunmow Road, Bishop's Stortford	3	1	1	3	2	0	→
	PE28 5XW	Sawtry Services Toll Bar Way, Great North Road	0	0	0	1	0	0	→
	CB8 0XG	Rowley Mile BP Garage, A14 outside Newmarket	1	1	0	0	0	0	→
	CM2 5PY	Chelmsford Services, Colchester Road, Chelmsford	0	1	0	0	1	0	→
Total			59	33	31	40	16	28	↑

Fig 15: Table showing offences at Motorway Service Areas – Q2 2026

5.7 Map of Offences showing all offence in Q2 2026 and the Top Motorway Service Area.

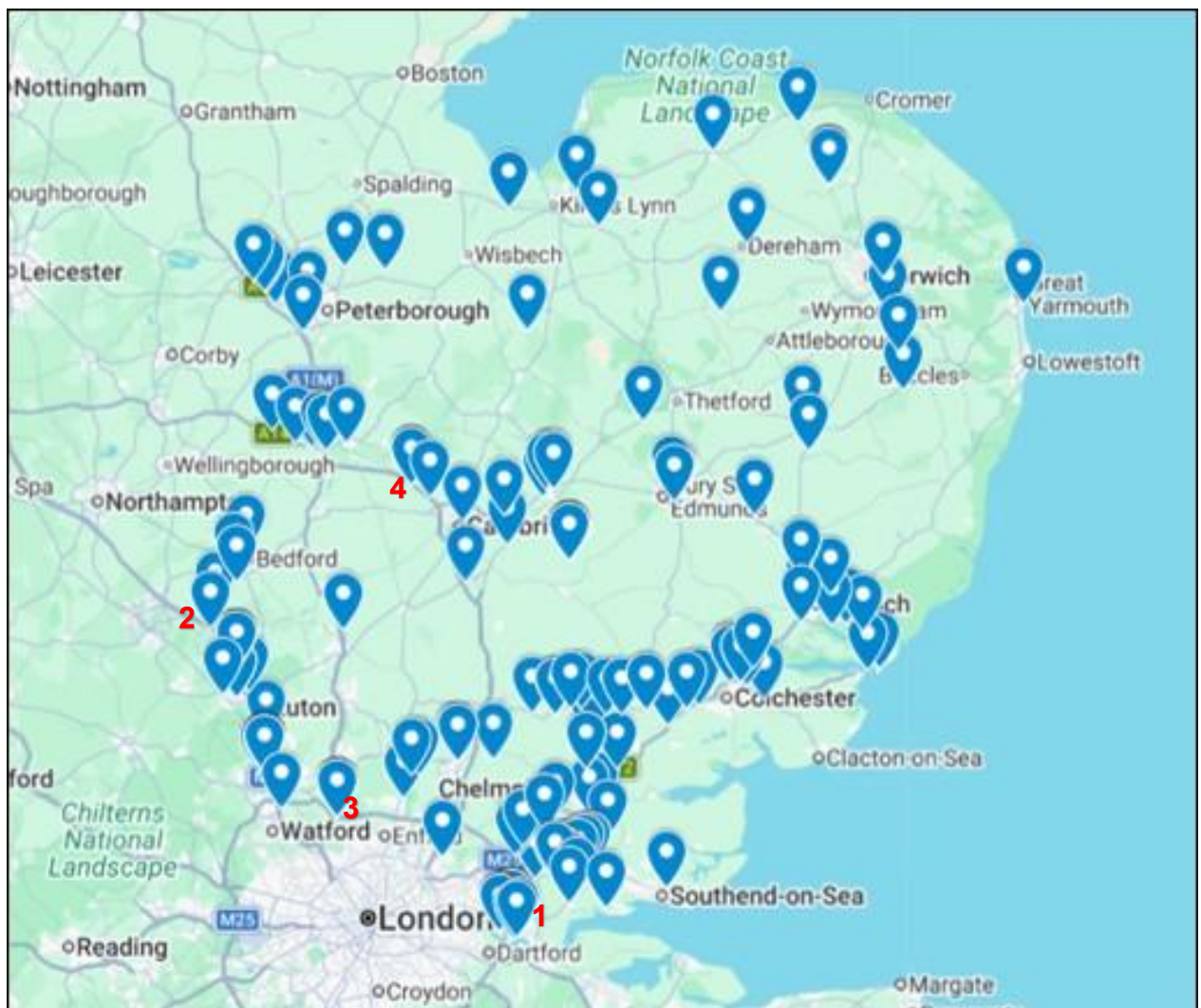


Fig 16: Map showing all offences and Top MSA – Q2 2026 (All other Motorway Services had 2 or less offences)

6. Yorkshire & Humberside

In excess of an estimated **£1.3m** in stolen cargo /damage to cargo vehicles across Q1 2026

6.1 Throughout Q2 2026, Yorkshire & Humberside Region had an increase of 19 offences when compared to Q1 2026. However, the estimated cost loss value decreased from £1.3m to £1.0m during this time frame.

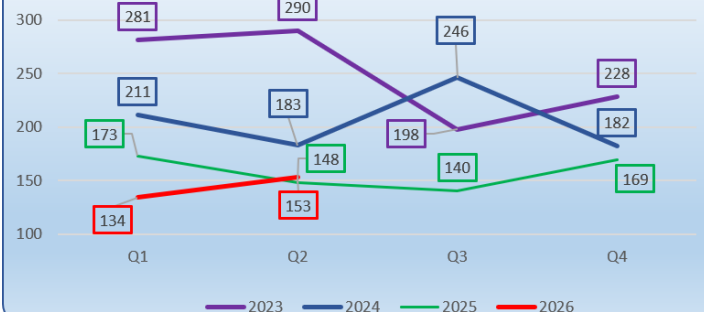
6.1.1 Offences in South Yorkshire and West Yorkshire accounted for 87% of all offences during Q2 however, South Yorkshire had an increased of 44 offences while West Yorkshire saw a decrease of 12 offences during this period.

6.1.2 Humberside also had a decrease in the number of offences, down from 25 in Q1 to just 12 in Q2.

6.1.3 North Yorkshire also remained stable when compared to Q4 2025.

6.1.4 The decreases and increases in various areas compared to Q1 likely indicates displacement of offending may have taken place. Likely causes of this are (but not limited to): Police Operations, Arrests and where lucrative loads are parking up overnight.

Freight Crime: Yorkshire & Humberside
2023-2026 by Seasonal Trends



Freight Crime: Yorkshire & Humberside
Q2 2026 by Force Area

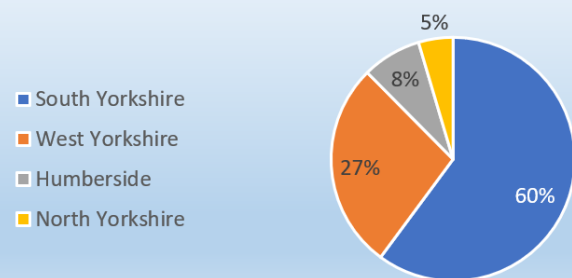


Fig 18: Chart showing Offences by Force Area – Q2 2026

Force Area	2023				2024				2025				2026		Change Q2 v Q1
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
South Yorkshire	114	123	91	57	75	54	88	54	81	72	51	49	48	92	↑
West Yorkshire	120	93	68	75	92	66	95	95	49	51	66	98	54	42	↓
Humberside	36	69	27	90	28	52	57	24	22	17	10	14	25	12	↓
North Yorkshire	11	5	12	6	16	11	6	9	21	8	13	8	7	7	→
Total	281	290	198	228	211	183	246	182	173	148	140	169	134	153	↑

Fig 19: Table showing Offences by Force Area and by Quarters: 2023-2026

6.2 Offence Categories

6.2.1 80% of Offences in Q2 2026 were Theft from Motor Vehicle (TFMV) and accounted for an estimated cost loss value in excess of £639k. Offences increased when compared to Q1 2026, up by 19 offences but the estimated cost loss value decreased, down from £1m to £639k.

6.2.2 Vehicle Interference (VI) remained fairly steady with Q1 as did Theft of Motor Vehicle (TOMV), Theft (general) and Burglary.

Freight Crime: Yorkshire & Humberside
Q2 2026 by Offence Category

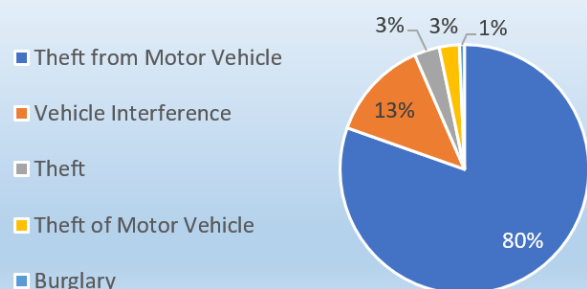


Fig 20: Chart showing Offences by Offence Category – Q2 2026

6.3 Method of Entry

6.3.1 Damage to Fuel Caps/Tanks accounted for 63% of offences during Q2 2026, this was only 35 offences more than in Q1 2026. It is anticipated that with the current crisis in Iran and the Straits of Hormuz and the subsequent fuel price rises, that Q2 may see these figures increase. Fuel theft by offenders is seen as “Low Risk, High Value”. “Pop up” shops, advertised on social media platforms are one method used to sell this fuel. The shops are constantly moved around to avoid detection by Law Enforcement.

6.3.2 Curtain Slash offences also increased by 8 whereas Door Seals/Padlocks Cut decreased by 10 offences when compared to Q1 2026. There was also 9% of offences where the Method of Entry was not recorded and 5% where it was Not Applicable.

6.4 Stolen Commodities

6.4.1 Fuel remains the most stolen commodity and is likely to remain so for the foreseeable future while fuel prices remain high. Fuel thefts accounted for an estimated cost loss value of £138k.

6.4.1 During Q2 there was only one commodity that had less offences than Fuel Thefts but commanded a higher estimated cost loss value – Semi-trailers (3 offences/£218k). There was 19 offences reported to NaVCIS where nothing was taken, this indicates that offenders were looking for a lucrative load to steal. In 7 reported offences it was not known what had been stolen.

6.5 HGV Parking Locations

6.5.1 Independent Road Parking (IRP) locations accounted for 71% of offence locations during Q1. This is a decrease in the number of offences, down from 116 in Q4 2025 to 95 in Q1. Offences at Secure Yards also saw a

decrease, down from 39 in Q4 to 29 in Q1. Offences at Motorway Service Areas (MSA) had a slight decrease, down from 11 offences to 8 in Q1.

6.5.2 Offences at IRP and Secure Yards saw a decrease when compared to Q4 2025, down 21 offences and 10 offences respectively. All other parking locations remained fairly steady when compared to Q4 2025.

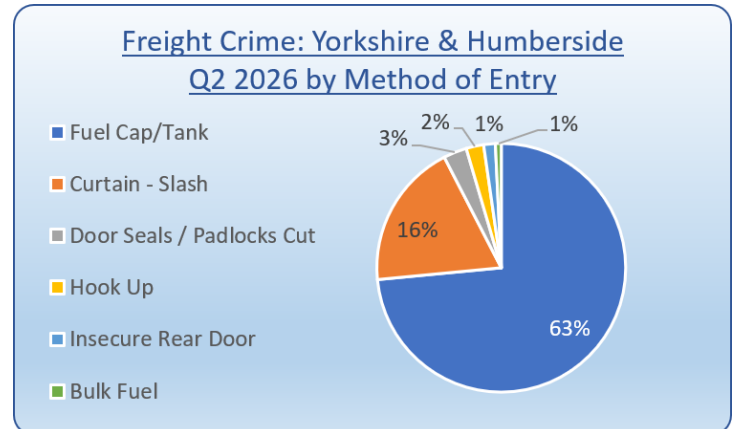


Fig 21: Chart showing Offences by Method of Entry – Q2 2026

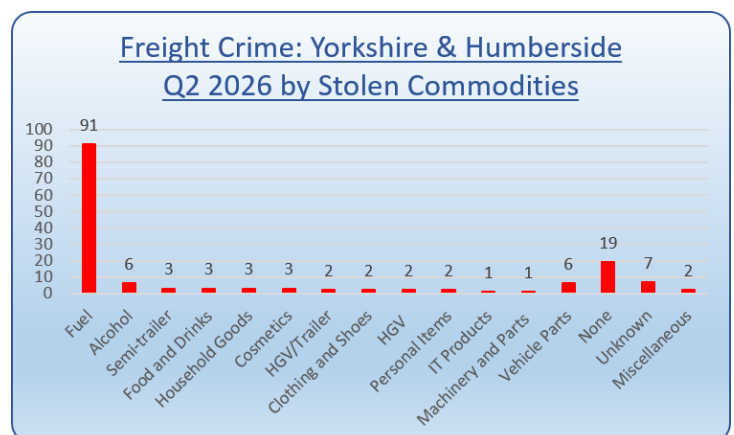


Fig 22: Chart showing Offences by Stolen Commodities – Q2 2026

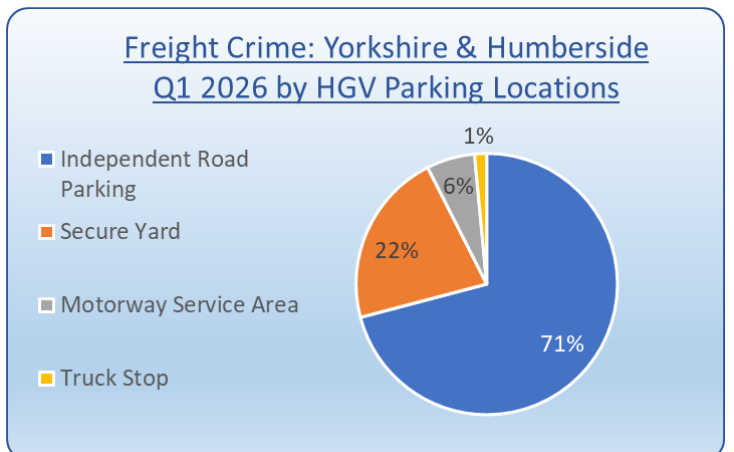


Fig 23: Chart showing HGV Parking Locations – Q1 2026

HGV Parking Location	2023				2024				2025				2026	Change
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q1 v Q4
Independent Road Parking	170	179	119	123	155	115	142	107	89	117	108	116	95	↓
Secure Yard	72	74	40	72	30	38	78	43	48	13	14	39	29	↓
Motorway Service Area	27	26	24	19	19	22	24	26	24	14	13	11	8	→
Truck Stop	7	6	8	8	7	8	2	6	12	4	4	3	2	→
Jump Up	2	0	3	0	0	0	0	0	0	0	1	0	0	→
Total	278	285	194	222	211	183	246	182	173	148	140	169	134	↓

Fig 24: Table showing HGV Parking Locations by Quarters 2023 - 2026

- 6.5.2 South Yorkshire had the majority of offences committed at IRP locations with West Yorkshire in close second place. West Yorkshire and Humberside had the majority of offences committed at Secure Yards. It is possible that a target hardening programme may be beneficial to those Secure Yards affected by Freight Crime in those two Force Areas.

HGV Parking/Force Areas	Humberside	North Yorkshire	South Yorkshire	West Yorkshire	Total
Independent Road Parking	12	3	43	37	95
Secure Yard	13	3	2	11	29
Motorway Service Area			3	5	8
Truck Stop		1		1	2
Total	25	7	48	54	134

Fig 25: Table showing HGV Parking Locations by Force Area – Q1 2026

MAP & Key on next page

6.6 Motorway Service Areas.

On Map	Postcode	MSA	2025				2026	Change
			Q1	Q2	Q3	Q4	Q1	Q1 v Q4
1	WF11 0AF	Ferrybridge Services, M62/A1(M), J33, Ferrybridge, Knottingley	6	4	6	4	4	→
	LS9 0AS	Skelton Lake Services, M1, J45, Skelton, Leeds	0	0	0	3	0	→
	S26 7XR	Woodall Services, M1 J30/32, Woodall, Sheffield	8	2	3	3	2	→
	WF4 4LQ	Woolley Edge Services, M1 J38/39, Bramley Lane, Bretton, Wakefield	4	6	2	1	1	→
	DL8 1DT	Leeming Bar Service, A1(M), Bedale	2	0	2	0	0	→
	LS22 5GT	Wetherby Services, A1(M) J46, Wetherby	2	2	0	0	0	→
	DL10 6NF	Barton Park Services, Barton, DL10 6NF	1	0	0	0	0	→
	DN8 5GS	Doncaster North Services, M18, J5/6, Hatfield	1	0	0	0	1	→
		Total	24	14	13	11	8	→

Fig 26: Table showing Offences at MSAs – by quarters 2025-2026

6.7 Map



Fig 27: Map showing all Freight Crime Offences and the Top MSA location for Yorkshire & Humberside Region in Q2 2026

7. South East Region

In excess of an estimated **£7.1m** in stolen cargo /damage to cargo vehicles across Q2 2026

7.1 Although the South East Region had the same number of offences as in Q1, the estimated cost loss value rose by £5.2m to £7.1m. This increase was due to the “Jump Up Moving Cargo” offence that happened on 16th June in Milton Keynes where an estimated £6m of Apple products were stolen. It is possible that offence will see a slight decrease in Q3 as HGV Drivers and Offenders are likely to take their Summer Holidays in line with School Holidays/Factory Shutdowns and the forecast heatwaves.

7.1.1 Kent and Thames Valley accounted for 75% of all offences in the region during Q2 2026 with an estimated loss value of £6.5m. This is an increase of 7 in the number of offences compared with Q1 2026 however, the estimated cost loss value increased from £1.1m in Q1 to £6.5m in Q2. The increase in the estimated cost loss value was due to the “Jump Up Moving Cargo” offence as mentioned above. Surrey and Sussex Force Areas remained fairly stable with Q1 2026 while Hampshire had a slight increase of just 4 offences when compared to Q1.

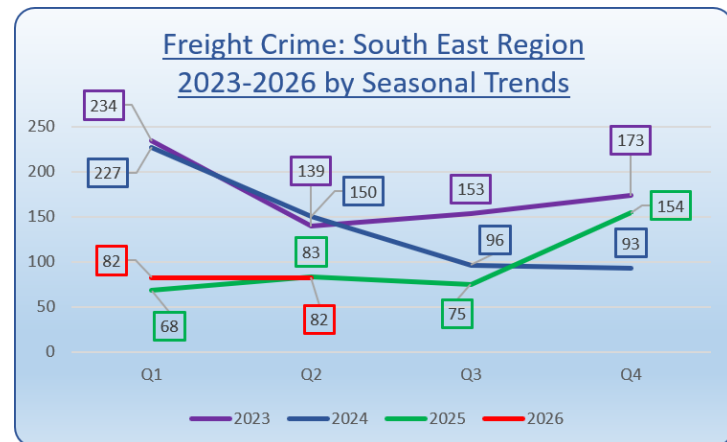


Fig 28: Graph showing Seasonal Trends – by quarters 2025-2026

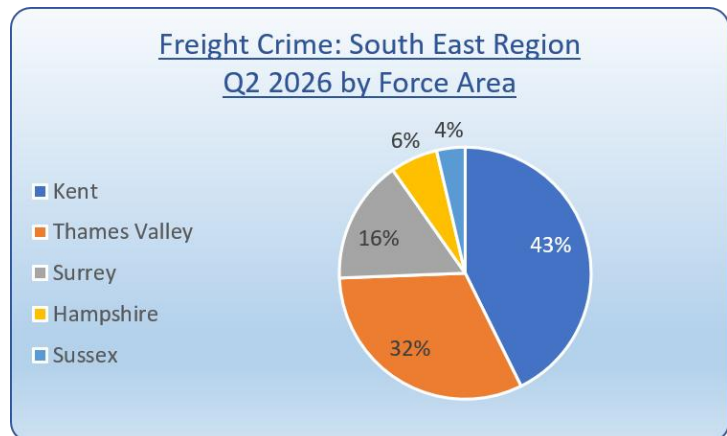


Fig 29: Chart showing offences by Force Area – Q2 2026

	2023				2024				2025				2026		Change Q2 v Q1
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Kent	74	33	59	70	82	66	43	51	46	40	25	32	25	35	↑
Thames Valley	90	64	64	80	89	56	33	26	4	21	41	76	29	26	→
Surrey	43	20	13	4	13	10	8	5	12	3	0	26	14	13	→
Hampshire	17	13	15	13	34	13	11	8	4	8	1	11	9	5	→
Sussex	10	9	2	6	9	5	1	3	2	11	8	9	5	3	→
Total	234	139	153	173	227	150	96	93	68	83	75	154	82	82	→

Fig 30: Table showing offences by Force Area and by Quarters: 2023-2026

7.2 Offence Category

7.2.1 Theft from Motor Vehicle (TFMV) and Vehicle Interference (VI) remain the Top 2 Offence Categories. They accounted for 93% of offences committed in Q2 2026 with an estimated cost loss value of £6.7m. While the number of offences remains constant with those of Q1, the estimated cost loss value increased by £6m due to the “Jump Up Moving Cargo” offence as previously mentioned. These two offences also include Theft of Fuel from HGV Fuel

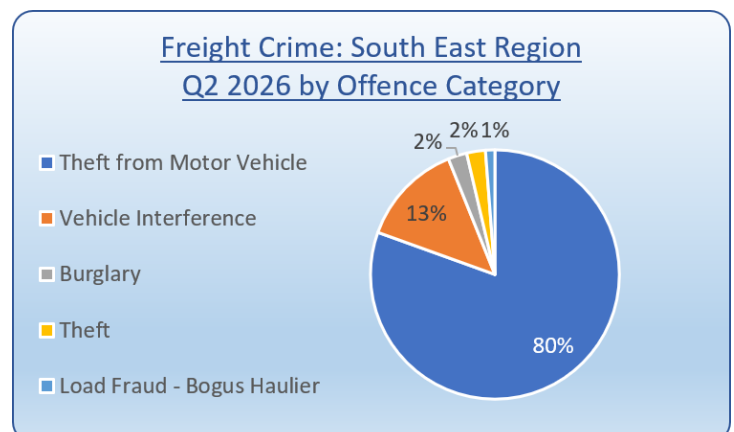


Fig 31: Chart showing offences by Offence Category – Q2 2026

Tanks which are categorised as Vehicle Interference, where they damage the Fuel Tank to siphon the fuel – there was 35 offences in this category reported during Q2.

- 7.2.2 There was no offences of Theft of Motor Vehicle (TOMV) reported to NaVCIS during this reporting period. However, there was one “Load Fraud – Bogus Haulier” offence where a Bogus Haulier has used bogus paperwork to collect a load and has then “disappeared” with the load.

7.3 Method of Entry

- 7.3.1 The Fuel Cap and/or Tank attacked in order to steal diesel fuel remains the top Method of Entry with 43% of the offences in Q2 with an estimated cost loss value of £52K. This is an increase in the number of offences when compared to Q1 2026, up from 28 offences to 35 in Q2. It is expected that due to the current crisis in Iran and the Straits of Hormuz and the subsequent rise in fuel prices that these offences may increase during Q3 2026. Fuel Theft is perceived as “Low Risk, High Value” and one which will be in high demand. There may also be an increase in “Pop up” shops advertised on social media platforms. These shops constantly move location in order to avoid detection by local Law Enforcement.

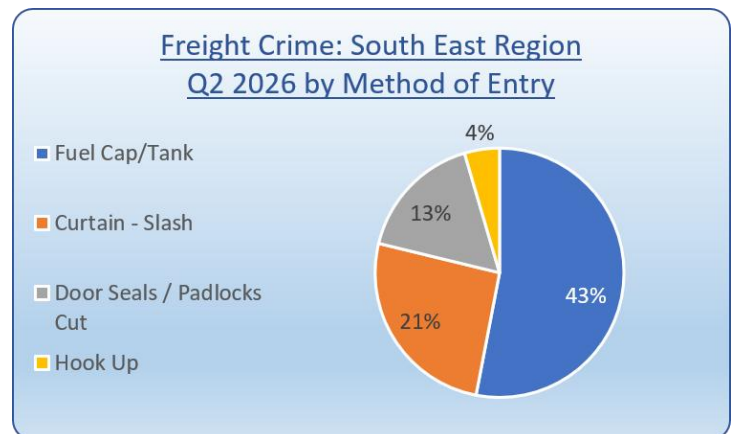


Fig 32: Chart showing offences by Method of Entry – Q2 2026

- 7.3.2 Curtain Slash and Door Seals/Padlocks Cut are the primary Method of Entry into the trailers and accounted for 44% of offences reported to NaVCIS during Q2. This is a slight increase in the number of offences when compared to Q1, up from 23 offences to 28 offences in Q2.

7.4 Stolen Commodities

- 7.4.1 Fuel remains the most stolen commodity however it has increased from 28 offences reported to NaVCIS in Q1 2026 to 35 offences in Q2.

- 7.4.2 There were 4 commodities that had less offences than Fuel Theft (35 offence/£52k) but commanded a higher estimated cost loss value: IT Products (3/£6.1m), Semi-Trailers (3/£243k), Clothing & Shoes (3/£230k) and Children's Toys (3/£145k).

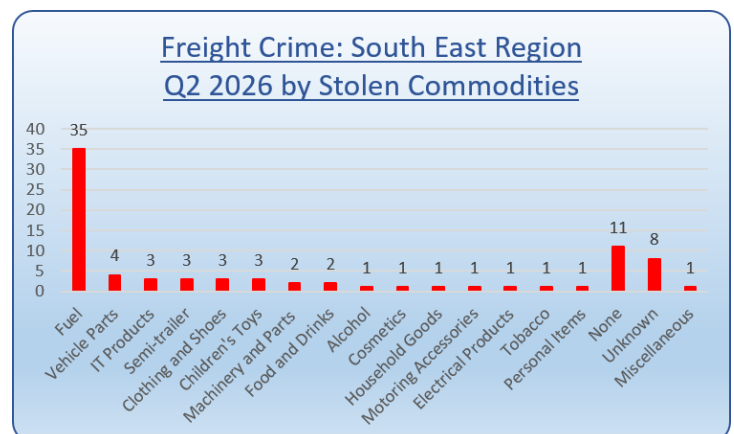


Fig 33: Chart showing offences by Stolen Commodities – Q2 2026

- 7.4.3 There was 8 offences where the stolen commodities were listed as “unknown” and in 11 offences nothing was reportedly stolen.

7.5 HGV Parking Locations

- 7.5.1 Independent Road Parking (IRP) accounted for the location where 65% of offences took place, with an estimated cost loss value of £312k. IRP includes off road parking locations i.e. Laybys, Industrial / Business / Retail Parks/Estates. Although the number of offences remained stable with those of Q1, the estimated cost value decreased from £1.1m to £312k.

7.5.2 Offences at Motorway Services Areas (MSA) remained constant with those of Q1 however, the estimated cost loss value decreased from £698k to £378k in Q2. Offences at Secure Yard remained steady with Q1. There was one “Jump Up Moving Cargo” offence – this has a different Modus Operandi (MO) from the Moving Cargo/Rollover offence in that the target vehicle has a short stop (either a forced stop/Motorway entry/exit points/Comfort Breaks at Services/Truck Stops etc). While stopped the offenders climb aboard the trailer and at a second short stop, then egress from the trailer with the goods.

**Freight Crime: South East Region
Q2 2026 by HGV Parking Locations**

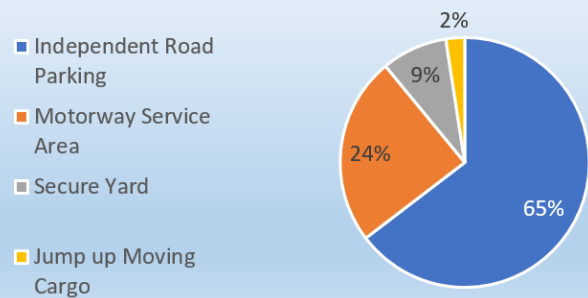


Fig 34: Chart showing offences by HGV Parking Locations – Q2 2026

HGV Parking Loc / Force Area	2023				2024				2025				2026		Change Q2 v Q1
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Independent Road Parking	109	56	65	109	109	56	65	109	68	54	65	87	54	53	➡
Motorway Service Area	94	52	71	45	94	52	71	45	28	12	7	57	19	20	➡
Secure Yard	9	10	10	13	9	10	10	13		14	2	8	9	7	➡
Jump Up	20	19	4	2	20	19	4	2	4	4	0	1	0	2	➡
Truck Stop	2	2	3	4	2	2	3	4	1	0	1	0	0	0	➡
Moving Cargo	0	0	0	0	0	0	0	0	1	0	0	0	0	0	➡
Total	234	139	153	173	234	139	153	173	102	84	75	154	82	82	➡

Fig 35: Table showing offences by Quarters: 2023-2026

7.5.3

HGV Parking/Force Area	Hampshire	Kent	Surrey	Sussex	Thames Valley	Total
Independent Road Parking	2	34	1	1	15	53
Motorway Service Area			12		8	20
Secure Yard	3			2	2	7
Jump up Moving Cargo		1			1	2
Total	5	35	13	3	26	82

Fig 35: Table showing offences by Force Areas and HGV Parking Locations – Q2 2026

Kent and Thames Valley had the most offences at IRP locations with 34 and 15 offences respectively. Surrey and Thames Valley had the most offences at MSAs with 12 and 8 respectively being notified to NaVCIS during this reporting period.

7.6 Motorway Service Areas

On Map	Postcode	MSA	2025				2026		Change
			Q1	Q2	Q3	Q4	Q1	Q2	
1	KT11 3DB	Cobham Services, M25, Downside, Cobham	0	0	0	14	11	10	➔
2	OX33 1LJ	Oxford Services, M40, J8A, Thame, Oxford	2	0	0	1	3	4	➔
	TN16 2ER	Clackett Lane Services, M25, Westerham	10	0	0	10	2	2	➔
	HP9 2SE	Beaconsfield Services, M40, J2, Windsor Road, Beaconsfield, South Bucks	1	0	3	4	0	2	➔
	OX27 7RD	Cherwell Valley Services, M40, J10, Ardley, Bicester	0	1	0	2	0	1	➔
	RG18 9XX	Chieveley Services, M4/A34, J13, New Oxford Road, Hermitage, Thatcham	5	3	0	1	0	1	➔
	SO21 3JY	Sutton Scotney Services, A34, Winchester	0	0	0	0	2	0	➔
	SO16 8AP	Rownams Services, M27 J3/4, Southampton	0	0	0	0	1	0	➔
	GU51 1AA	Fleet Services, M3, J4/4a, Fleet	2	4	0	9	0	0	➔
	MK16 8DS	Newport Pagnell Services, M1, J14/15, Little Linford Lane, Newport Pagnell, Milton Keynes	5	0	2	6	0	0	➔
	RG30 3UQ	Reading Services M4, J11/12, Burghfield, West Berks	2	0	0	3	0	0	➔
	ME17 1SS	Maidstone Services, M20, J8, Hollingbourne Interchange, Maidstone	0	3	0	3	0	0	➔
	ME8 8PQ	Medway (Farthing Corner) Services, M2, J4/5, Rainham, Gillingham	0	2	0	2	0	0	➔
	RG17 7TY	Membury Services, M4, J14/15, Hungerford, West Berks	0	0	0	1	0	0	➔
	OX14 1DY	Jct Nuffield Way/Blacklands Way, Abingdon	0	0	0	1	0	0	➔
	MK7 8HX	Sherbourne Drive, Bow Brickhill, Milton Keynes	0	0	1	0	0	0	➔
	RH11 9YA	Pease Pottage Services, M23, J11 Brighton Road, Crawley	0	0	1	0	0	0	➔
		Total	27	13	7	57	19	20	➔

Fig 37: Table showing offences at MSAs: 2025-2026

7.7 Map



Fig 38: Map Showing Offences and Top MSAs (all other MSAs had 2 or less offences)

8. West Midlands Region

In excess of an estimated **£1.6 million** in stolen cargo /damage to cargo vehicles across Q2 2026

8.1 Offences in the West Midlands Region have shown an increase when compared to those of Q1 2026, up from 71 offences to 97 in Q2. This is partly due to data now being received from Staffordshire Force Area. The estimated cost loss value also increased from £1m to £1.6m in Q2.

8.1.1 It is anticipated that offences will decrease during Q3 when HGV Drivers and Offenders likely take Summer Holiday breaks in line with school holidays and/or Factory Fortnight closures.

8.1.2 West Mercia and Warwickshire had 70% of all offences in Q2 with an estimated cost loss value of £1.1m. West Mercia had an increase of 16 offences when compared to Q1 and Warwickshire only had an increase of 2 offences.

8.1.3 West Midlands offences remained the same as in Q1.

8.1.4 NaVCIS is now once again receiving data from Staffordshire which showed an increase of 8 offences when compared to Q1 (no data received from the Force in Q1) hence the increase in Q2.

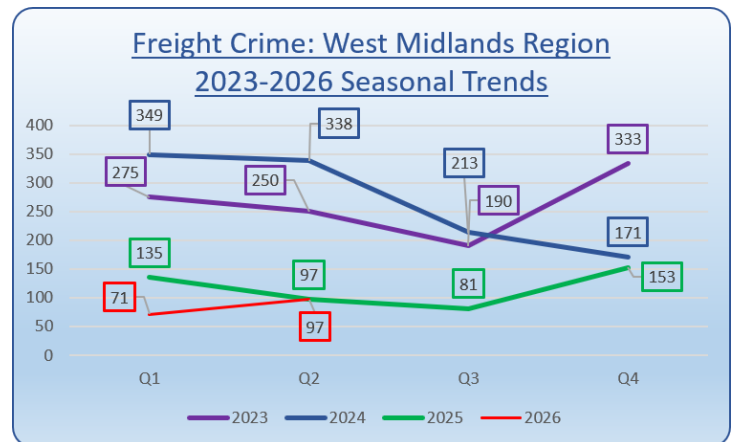


Fig 39: Chart showing Seasonal Trends 2023-2026

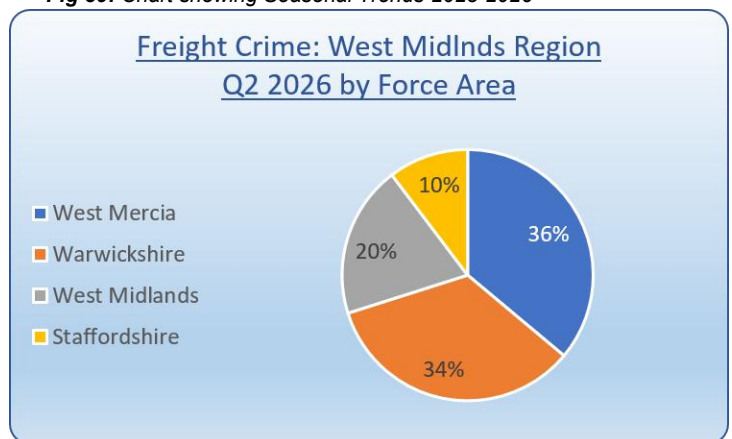


Fig 40: Chart showing offences by Force Areas Q2 2026

Force Area	2023				2024				2025				2026		Change
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
West Mercia	37	60	24	57	72	73	47	28	49	9	15	50	19	35	↑
Warwickshire	84	34	61	135	136	86	89	65	26	27	29	56	31	33	→
West Midlands	62	94	43	55	53	102	50	28	7	35	31	27	19	19	→
Staffordshire	92	62	62	86	88	77	27	50	53	26	6	20	2*	10	↑
Total	275	250	190	333	349	338	213	171	135	97	81	153	69	97	↑

Fig 41: Table showing offences by Force Areas and Quarters 2023-2026

8.2 Offence Category

8.2.1 Theft from Motor Vehicle (TFMV) and Vehicle Interference (VI) accounted for 68% of offences reported to NaVCIS during Q2 with an estimated cost loss value of £555k. This represents an increase of both offences and cost loss value when compared to Q1 2026, up from 54 offences to 66 offences and up from £481k to £555k.

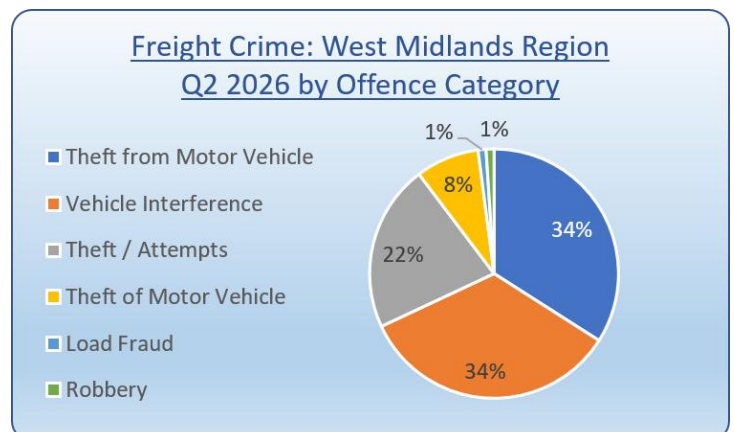


Fig 42: Chart showing offences by Offence Category Q2 2026

8.2.2 Theft/Attempted Theft offences also saw an increase in both offences and cost loss value, up from 6 offences to 21 offences and up from £116k to £339k. Theft of Motor Vehicles (TOMV) remained stable when compared with Q1 2026 with 6 offences during Q1 and 8 offences in Q2. There was also 1 Robbery and 1 Load Fraud offence reported to NaVCIS during this reporting period.

8.3 Method of Entry

8.3.1 32% of offences involved Curtain Slashes and Door Seals/Padlocks cut. These are the two main ways of gaining access to the trailers and accounted for £429k. These offences remain steady when compared to Q1 with 33 offences in Q1 and 31 in Q2.

8.3.2 38% of Offences targeted Fuel with 24 offences where the Fuel Cap/Tank was damaged in order to siphon fuel and 13 offences where a bulk fuel tank had fuel stolen. This compared to 13 offences and 3 offences respectively when compared to Q1.

8.3.3 There was 2 Hook Up offences, where the pre-loaded trailers were stolen with an estimated loss value in excess of £168k. This compared to 4 offences in Q1 with an estimated cost loss value of £150k.

8.3.4 10% of offences were reported as “Not Applicable” and 18% as “Unknown” during Q2 2026.

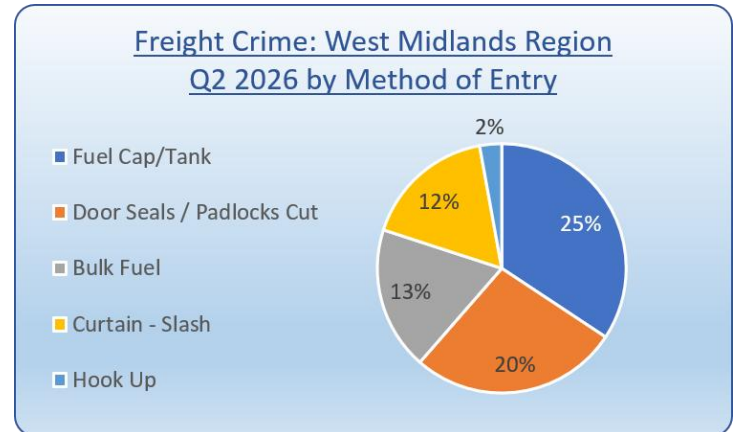


Fig 43: Chart showing offences by Method of Entry Q2 2026

8.4 Stolen Commodities

8.4.1 Fuel remains the most stolen commodity during this reporting period with 31 offences being reported to NaVCIS and having an estimated cost loss value in excess of £191k. This is an increase when compared to Q1 2026, up from 14 offences and £41k. Theft of Fuel is likely to increase during the coming months due to the continuing crisis in Iran and the Straits of Hormuz which has increased fuel prices. Offenders consider Fuel theft as “Low Risk, High Reward” and stolen fuel is often sold through “Pop Up” shops advertised on social media platforms.

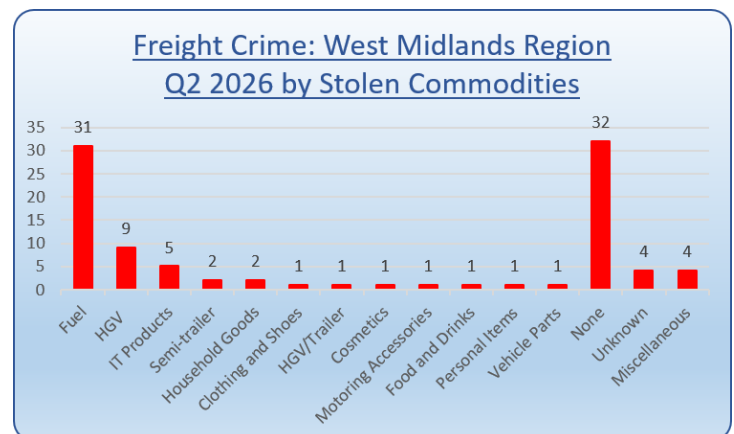


Fig 44: Chart showing Stolen Commodities Q2 2026

8.4.2 During this reporting period there was 1 stolen commodity that had less offences than Fuel but commanded higher estimated cost loss values; IT Products (5 offences/£759k).

8.5 HGV Parking Locations

8.5.1 4% of offences during Q1 2026 were reported at Independent Parking Locations (IRP). This was a reduction when compared to Q1 2026, down from 54 offences to 41 and down from £1.4m to £331k. Although this is a decrease from the previous quarter, it still demonstrates the need for more overnight secure and safe parking for HGV drivers and their loads.

**Freight Crime: West Midlands Region
Q2 2026 by HGV Parking Locations**

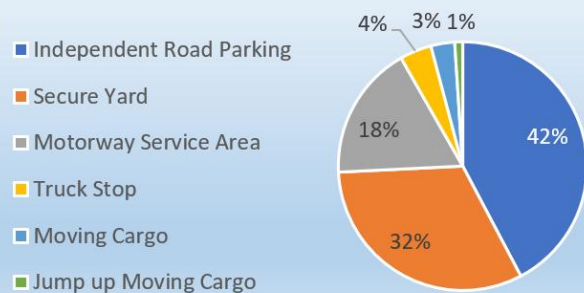


Fig 45: Chart showing HGV Parking Locations Q2 2026

8.5.2 Offences at Motorway Service Areas (MSA) saw a significant decrease this quarter, down from 74 offences to just 17. Secure Yards saw offences significantly increase from 18 in Q1 2025 to 31 in Q2 2026.

8.5.3 Three Moving Cargo(Rollover) offence and one Jump Up-Moving Cargo offences were reported to NaVCIS during this reporting period.

8.5.4 Warwickshire and West Midlands Force Areas had the highest number of offences at IRP locations, suggesting that these two Force Areas should be the priority areas when considering building more/improving safe and secure overnight parking for HGV drivers and their loads.

HGV Parking/Force Areas	Staffordshire	Warwickshire	West Mercia	West Midlands	Total
Independent Road Parking	7	13	15	6	41
Secure Yard		7	15	9	31
Motorway Service Area	2	11	4		17
Truck Stop				4	4
Moving Cargo	1	1	1		3
Jump up Moving Cargo		1			1
Total	10	33	35	19	97

Fig 46: Table showing HGV Parking Locations by Force Areas for Q2 2026

8.5.5 West Mercia also had a problem with offences at Secure Yards, suggest a target hardening campaign for those Secure Yards. Warwickshire had the most offences at Motorway service Areas during this reporting period.

HGV Parking Location	2023				2024				2025				2026		Change
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Independent Road Parking	170	179	119	123	155	115	142	107	89	30	53	54	37	41	→
Secure Yard	72	74	40	72	30	38	78	43	48	22	7	18	21	31	↑
Motorway Service Area	27	26	24	19	19	22	24	26	67	38	15	74	8	17	↑
Truck Stop	7	6	8	8	7	8	2	6	12	6	2	0	3	4	→
Moving Cargo	2	1	1	0	0	2	1	2	0	0	0	5	1	3	→
Jump Up	2	0	3	0	0	0	0	0	0	1	4	2	1	1	→
Total	278	285	194	222	211	183	246	182	173	97	81	153	71	97	↑

Fig 47: Table showing HGV Parking Locations by Quarters 2023 - 2026

8.6 Offences at MSAs during Q2 2026

On Map	Postcode	MSA	2025				2026		Change Q2 v Q1
			Q1	Q2	Q3	Q4	Q1	Q2	
1	CV7 8NR	Corley Services, M6, J3/4, Smorral Lane, Coventry	6	6	7	14	6	6	→
	B32 4AR	Frankley Services, M5, J3/4 Illey Lane, Birmingham	2	0	0	1	0	2	→
	B48 7AU	Hopwood Park Services, M42 J2, Alvechurch, Birmingham	19	1	5	18	0	2	→
	CV23 0EZ	Rugby Motorway Services, M6, J1, Leicester Road, Rugby	3	9	0	4	0	2	→
	ST15 0EU	Stafford Services, M6, Stone	18	16	0	0	0	2	→
	B77 5PS	Tamworth Services, M42 J10, Green lane, Wilnecote, Tamworth	2	2	0	0	1	2	→
	CV35 0AA	Warwick Services, M40, J12/13, Banbury Road, Warwick	0	2	0	17	1	1	→
	WV11 2AT	Hilton Park Services, M6, J10a/11, Wolverhampton	3	0	2	1	0	0	→
	WS11 9UX	Norton Canes Services, M6 Toll, Betty's Lane, Norton Canes, Cannock	1	1	0	0	0	0	→
	WR8 0BZ	Strensham Services, M5 J8, Worcester	12	1	1	2	0	0	→
	TF11 8TG	Telford Services, M54, J4, Priorslee Road Shifnal Shropshire	1	0	0	17	0	0	→
		Total	67	38	15	74	8	17	↑

Fig 48: Table showing Offences at MSAs Q2 2026

8.7 Map of Offences and Top MSA

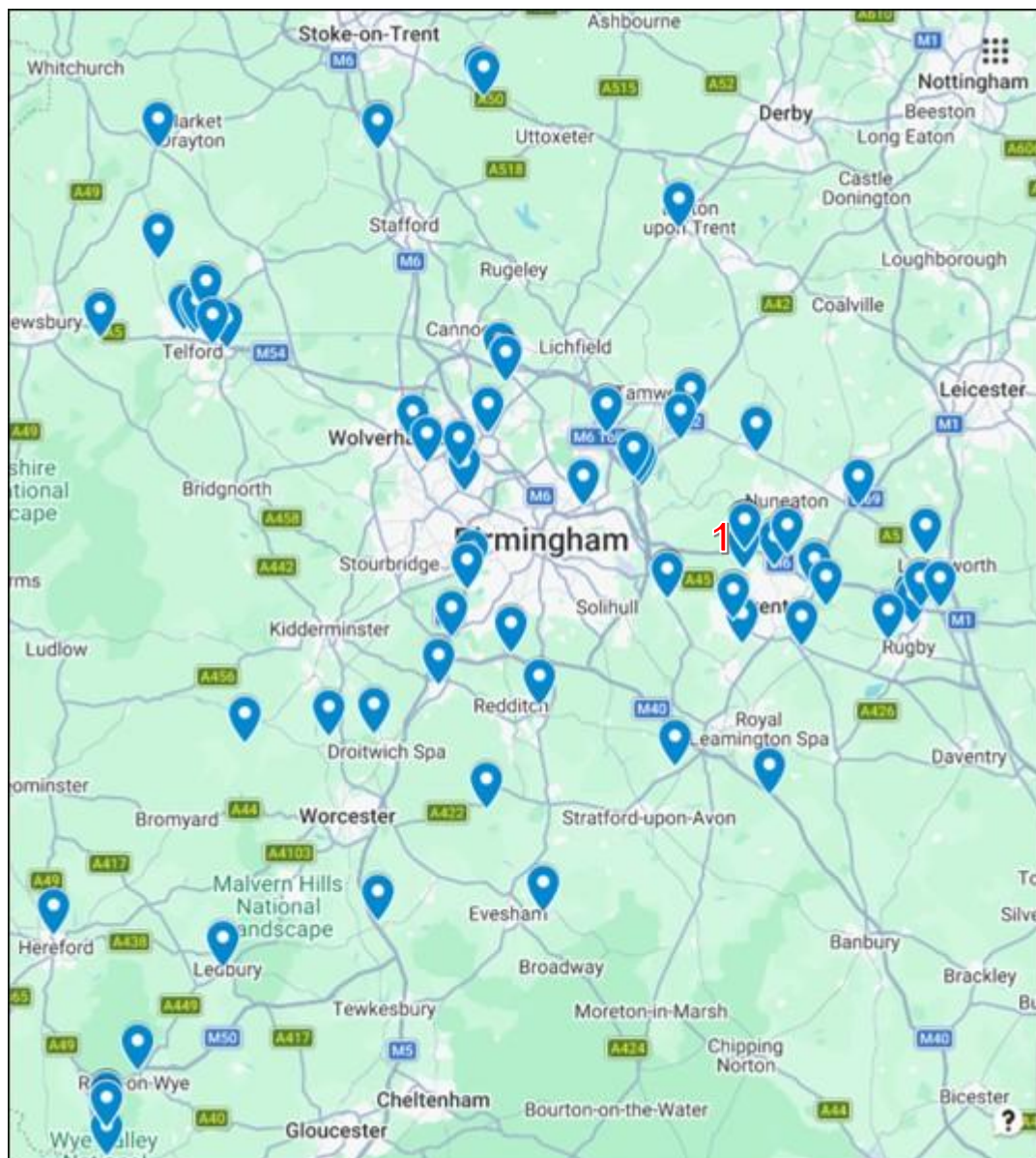


Fig 49: Map showing all offences and Top MSA – Q2 2026

9. East Midlands Region

9.1 During Q2 2026, East Midlands Region reported 71 offences to NaVCIS with an estimated cost loss value of £2.8m. This is an increase in the number of offences when compared to Q1 2026, up from 54 offences to 71 offences however the estimated cost loss value decreased from £3.1m to £2.8m.

9.1.1 34% of offences during Q1 2026 happened in Leicestershire Force area and accounted for an estimated cost loss value of £1.2m. This is an increase in the number of offences when compared to Q1 2026, up from 10 to 24, it is an increase in the estimated cost loss value, up from £390k to £1.2m.

9.1.3 Leicestershire, Nottinghamshire and Derbyshire accounted for 87% of all Freight Crime offences in the East Midlands Region during Q2 2026 and is an increase of 25 offences from the 37 offences in Q1. These three Force areas accounted for £2.5m of the overall £2.8m for the Region in Q2 2026.

In excess of an estimated **£2.8m** in stolen cargo / damage to cargo vehicles across Q2 2026

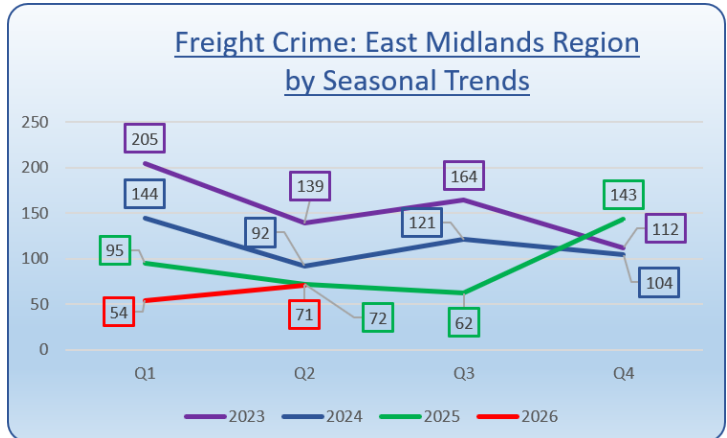


Fig 50: Chart showing Seasonal Trends 2023-2026

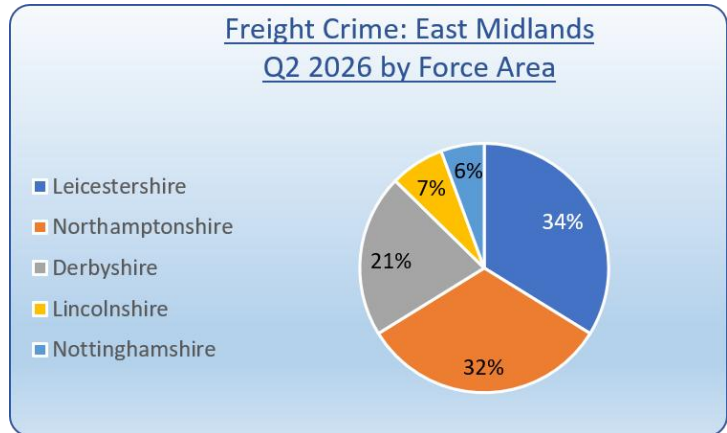


Fig 51: Chart showing Offences by Force Area Q2 2026

Force Area	2023				2024				2025				2026		Change Q2 v Q1
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Leicestershire	44	26	30	35	35	23	30	35	20	17	13	47	10	24	↑
Northamptonshire	69	45	59	32	32	28	38	35	28	23	16	24	17	23	↑
Derbyshire	54	28	26	18	48	25	26	16	30	11	12	15	10	15	↑
Lincolnshire	6	1	17	9	2	3	4	6	9	6	5	6	8	5	→
Nottinghamshire	32	39	32	18	27	13	23	12	8	15	16	51	9	4	↓
Total	205	139	164	112	144	92	121	104	95	72	62	143	54	71	↑

Fig 52: Table showing offences by Force Area and Quarters 2023 - 2026

9.2 Offence Category

9.2.1 Theft from Motor Vehicle (TFMV) and Vehicle Interference (VI) accounted for 74% of offences during Q2 2026 with an estimated cost loss value of £1.3m. This is an increase of 11 offences when compared to Q1 2026 however it is a decrease in the estimated cost loss value down from £2.3m in Q1 to £1.3m in Q2.

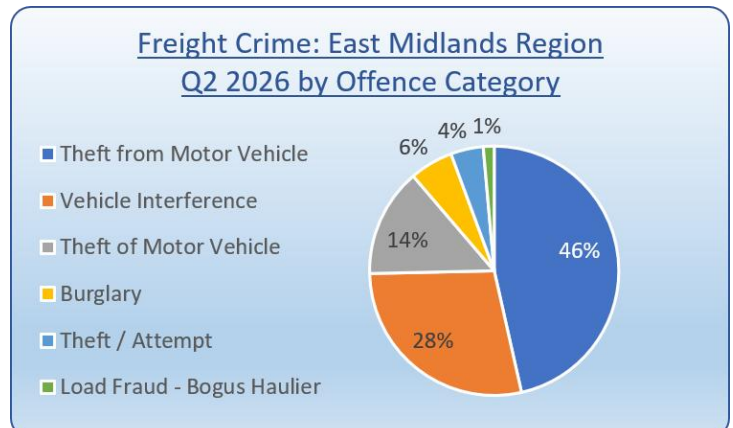


Fig 53: Chart showing Offences by Force Area Q2 2026

9.2.2 Theft of Motor Vehicle (HGV) increased during Q2, up from 2 in Q1 to 10 in Q2. There was also 4 Burglary offences, 3 Theft/Attempts and 1 Load Fraud - Bogus Haulier reported to NaVCIS during Q2 2026.

9.3 Method of Entry

9.3.1 Curtain Slash and Door Seals/Padlocks Cut are the main two Methods of Entry into the trailers in order to steal goods, these two categories accounted for 38% of offences reported to NaVCIS in Q2 2026. They also accounted for an estimated cost loss in excess of £1.1m. Although the number of offences shows a slight increase when compared to Q1 2026, up from 22 offences to 25 offences in Q1, the estimated cost loss value decreased from £1.7m to £1.1m.

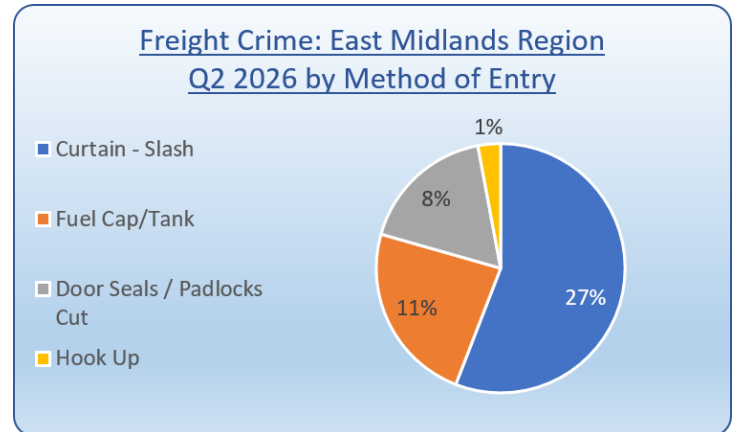


Fig 54: Chart showing Method of Entry - Q2 2026

9.3.2 11% of offences involved either Theft of Bulk Fuel or Fuel Cap/Tanks attacked in order to siphon Diesel Fuel. It is anticipated that with the current crisis in Iran and the Straits of Hormuz and the subsequent increase in the price of fuel, that these offences may increase during Q2 2026.

9.3.3 There was 1 Hook Up offence during Q2, this remains stable when compared to Q1 2026.

9.3.4 In 14% of offences the Method of Entry was reported as "Not Applicable" and in 27% as "Unknown".

9.4 Stolen Commodities

9.4.1 The most stolen commodity in Q2 was HGVs and accounted for an estimated cost loss value of £250k. Stolen Fuel had a slight increase from those offences reported to NaVCIS in Q1, up from 5 offences to just 8.

9.4.2 There was 9 commodities stolen that had less offences than Fuel (8 offences/£12k) but a higher estimated cost loss value: IT Products (3/£917k), Alcohol (2/£270k), Clothing & Shoes (3/£260k), HGVs (10/£250k), Machinery & Parts (1/£22k), Cosmetics (6/£133), Pharmaceuticals (2/£91k), Electrical Products (2/£50k) and Semi-Trailer (1/£42k).

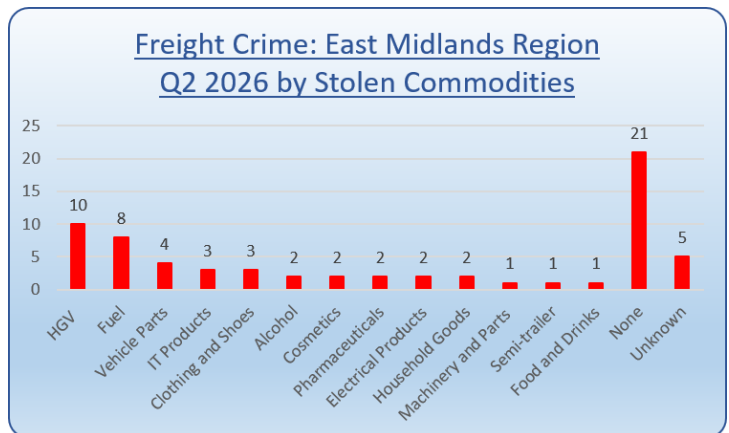


Fig 55: Chart showing Stolen Commodities – Q2 2026

9.5 HGV Parking Location

9.5.1 51% of offences during Q2 2026 was reportedly at Independent Parking (IRP) locations, these offences represented a slight increase when compared to Q1 2026, up from 30 offences to 36 and an increase in the estimated cost loss value up from £416k to £655k. This still demonstrates the need for more overnight secure and safe parking for HGV drivers and their loads.

9.5.2 20% of offences were reported at Motorway Service Areas (MSA), this is also a slight increase when compared to Q1 2026, up from 10 offences to 14 offences.

9.5.3 Offences at Secure Yards doubled when compared to Q1 2026, up from 9 offences to 18 in Q2. The estimated cost loss value also increased from £808k to £1.4m. The recommendation is that Target Hardening advice be given to secure yards in this Region.

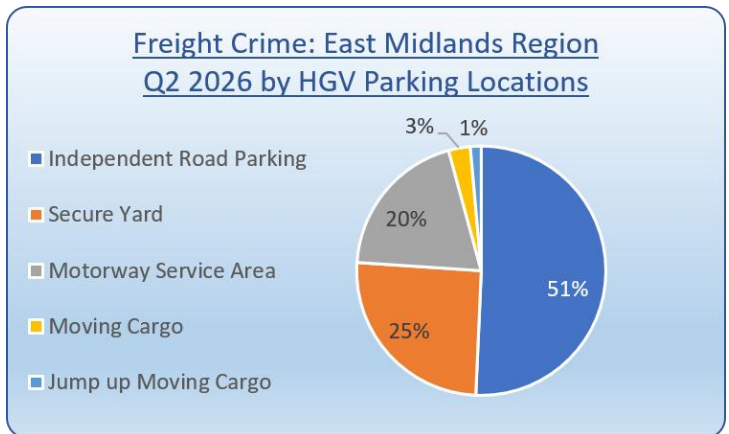


Fig 56: Chart showing HGV Parking Locations - Q2 2026

9.5.3 There was two Moving Cargo/Rollover offences, up from 1 offence in Q1. These offences targeted mobile phones, Moving Cargo offences target HGV/Trailers on the A5 between the M6 and M1 and along the M1 itself. These offences are likely to increase in the run up to Christmas especially when new model mobile phone are released. Recommendation given to Hauliers is that they employ a security detail to travel directly BEHIND the trailer in order to PREVENT offenders gaining access to the trailer.

9.5.4 There was one Jump Up Moving Cargo offence reported to NaVCIS during this reporting period. This offence also targeted Mobile Phones. These offences normally take place at motorway slip roads or in slow moving/stopped traffic and it is a different Organised Crime Group to the Moving Cargo/Rollover offences. Again, these offences are likely to increase in the run up to Christmas especially when new model mobile phone are released. Recommendation given to Hauliers is that they employ a security detail to travel directly BEHIND the trailer in order to PREVENT offenders gaining access to the trailer.

HGV Parking/Force Area	Derbyshire	Leicestershire	Lincolnshire	Northamptonshire	Nottinghamshire	Total
Independent Road Parking	10	15	1	9	1	36
Secure Yard	3	7	1	4	3	18
Motorway Service Area	2		3	9		14
Moving Cargo		1		1		2
Jump up Moving Cargo		1				1
Total	15	24	5	23	4	71

Fig 57: Table showing offences by Force Area and HGV Parking Location – Q2 2026

HGV Parking Locations	2023				2024				2025				2026		Change Q2 v Q1
	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	
Independent Road Parking	104	57	56	66	77	37	72	62	50	42	35	45	30	36	↑
Secure Yard	15	7	8	10	10	14	15	10	12	8	12	12	9	18	↑
Motorway Service Area	62	60	80	29	40	28	26	26	22	16	8	45	10	14	→
Moving Cargo	0	1	0	0	1	2	0	1	0	3	0	4	1	2	→
Jump Up	0	1	0	0	0	1	0	1	1	0	2	0	1	1	→
Truck Stop	23	14	20	7	16	6	8	3	10	3	5	37	3	0	→
Total	204	140	164	112	144	88	121	103	95	72	62	143	54	71	↑

Fig 58: Table showing offences by Quarter and HGV Parking Location – Q2 2026

9.6 Motorway Service Areas

On Map	Postcode	MSA	2025				2026		Change Q2 v Q1
			Q1	Q2	Q3	Q4	Q1	Q2	
1	NN6 7UZ	Watford Gap Services, M1, Station Road, Watford	1	5	0	4	0	9	↑
	NG32 2AB	Gonerby Moor Services, A1, Grantham	4	0	0	0	2	3	→
	DE65 6DX	Burton Services, A50/A38, Etwell Road, Willington	6	0	0	2	3	1	→
	DE72 2WA	Derby Services, A50, J2/1, Derby	0	1	0	0	0	1	→
	DE55 5SG/5TZ	Tibshelf Services, M1, J28/29, Tibshelf, Alfreton, Derbyshire	0	0	3	2	3	0	→
	S81 8HG	Blyth Services, A1, J34, Blyth, Worksop, Nottinghamshire	1	0	0	0	2	0	→
	DE74 2TN	Donnington Park Services, M1, J23A, Ashby Road, Castle Donnington	2	2	0	33	0	0	→
	NN4 9QY	Rothersthorpe Services, M1 J15A Northampton	0	0	0	2	0	0	→
	NG9 3PL/3QQ	Trowell Services, M1 J25/26, Trowell, Nottinghamshire	0	5	3	1	0	0	→
	LE3 3GB	Leicester Forest East Services, M1 J21, Leicester	1	3	0	0	0	0	→
	MK16 8DS	Newport Pagnell Services, M1, J14/15, Little Linford Lane, Newport Pagnell, Milton Keynes	2	0	2	0	0	0	→
	NG24 3UG	Newark Services, A1, Balderton, Newark	4	0	0	0	0	0	→
	NN14 1RW	BP Service Station, A14 Westbound,, A14 bypass, Kettering, North Northamptonshire	1	0	0	0	0	0	→
		Total	22	16	8	44	10	14	↑

Fig 59: Table showing offences by Quarter and MSAs: 2023-2026

9.7 Map

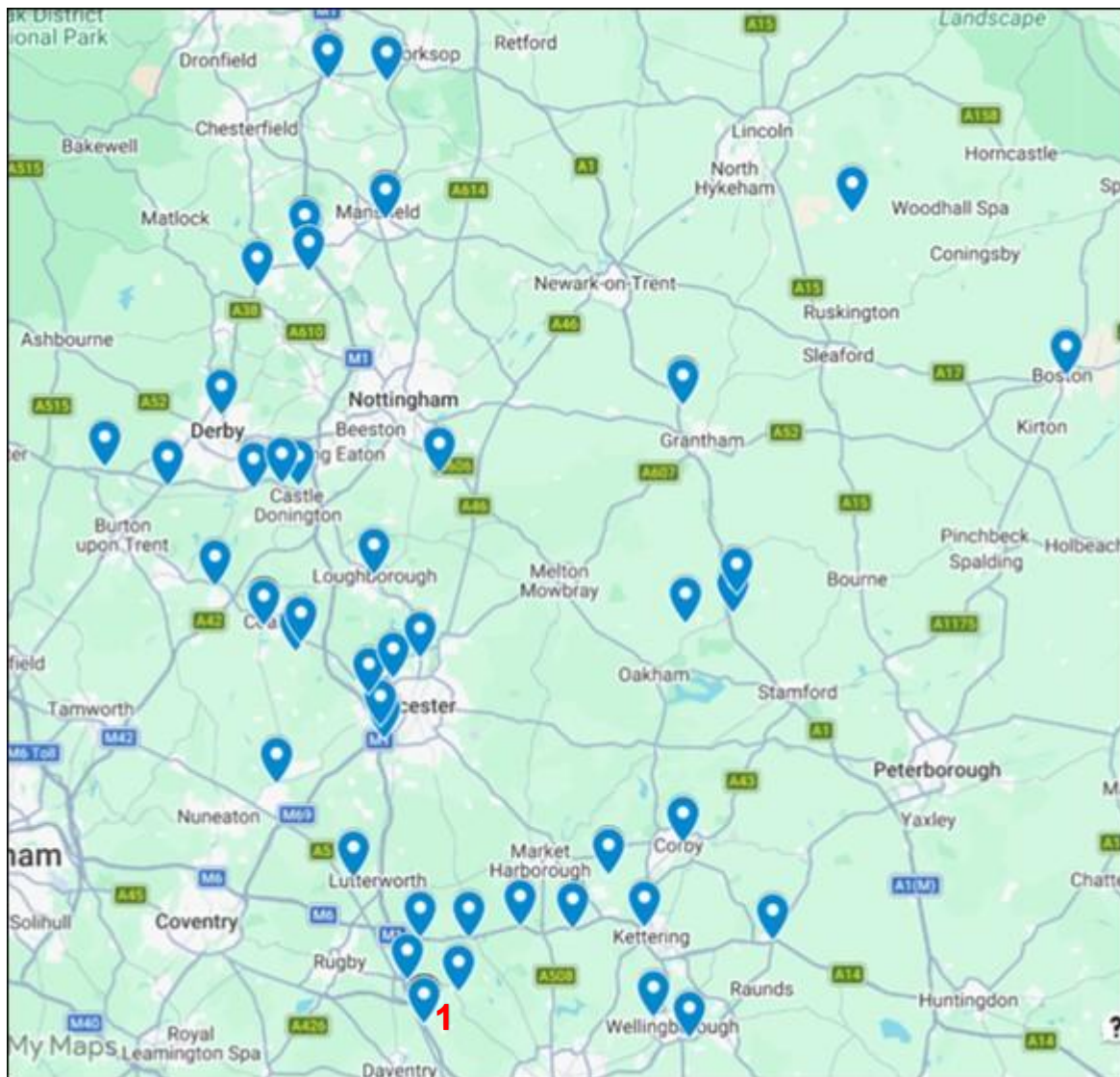


Fig 60: Map showing all offences in Q2 plus the Top MSA, all other MSAs had 3 or less offences

10. The definitions of Jump Up thefts and Moving Cargo/Rollover offences

10.1 **Jump Up thefts** mainly target tobacco being delivered to supermarkets and their smaller retail outlets in towns and cities where there is a volume of slow-moving traffic and/or a Traffic lights/roadworks. Since 2021, Jump Up thefts have been on the decline, down from 549 offences in 2021 to just 99 offences in 2024. There are several reasons for this, including but not limited to:-

- Extra security measures being taken by the supermarket companies:
 - the addition of Bolt Shields on the rear doors,
 - using opaque wrapping on their totes to make it harder to determine what is inside the tote,
 - using smaller vehicles under 7.5 tonnes to transport these desirable items (thefts from these vehicles would not be reported to NaVCIS as their remit is for Thefts from vehicles over 7.5 tonnes).



Figure 56: Jump Up Theft in progress

- On-going Police Operations to target this type of offence i.e. Op Ash and any subsequent arrests.
- Offenders may be changing their Modus Operandi (MO) to target more lucrative loads i.e. IT equipment, mobile phones etc. This MO might involve Rollover/Moving Cargo techniques, although at the time of reporting, this remains to be confirmed.

10.2 **Moving Cargo/Rollover offences:** target IT Products and/or mobile phones and are normally carried out on the motorways at night between 2200 – 0400hrs.

- Three vehicles are normally utilised by the offenders, vehicle 1 manoeuvres in front of the target vehicle and reduced its speed to around 59mph, thus making the target vehicle match the speed of vehicle 1.
- Vehicle 2 draws alongside the target vehicle and remains in lane two to prevent the target vehicle pulling out to overtake vehicle 1.
- Meanwhile vehicle 3, normally a van of some description, travels close to the rear of the target vehicle. Offender(s) climb out of the sunroof, bounce down onto the bonnet of vehicle 3, attack the bolts on the rear door of the target vehicle to gain entry to the trailer. Once inside they identify the lucrative items, namely IT equipment, laptops, mobile phones and pass the boxed items out to other offenders in vehicle 3.
- The offender(s) the climb back into vehicle 3 and all three vehicles peel away, the driver is totally unaware that his trailer has been attacked and part of his load has been stolen. There have been 5 such offences reported to NaVCIS during Q1 2026. These offences are also being committed across Europe and NaVCIS are currently liaising with Europol on this matter.



Figure 57: Picture showing jump up offence in

11. Protective Marking

Protective Marking :	OFFICIAL
FOIA Exemption:	Yes of Commercial Value
Suitable for Publication Scheme:	No
Title and Version:	NaVCIS Q2 2026 Freight Crime Report
Purpose:	To provide Police and NaVCIS Freight partners current and relevant intelligence
Relevant to:	Freight, logistics & Insurance Industry
Summary:	As purpose
Creating BOCU/Branch & Unit:	NaVCIS Freight Desk
Briefing Author:	Rosemary Amy B.E.M.
Created Date:	26 August 2026
Review Date:	90 days from above date