



NIBRS Cargo Theft

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.

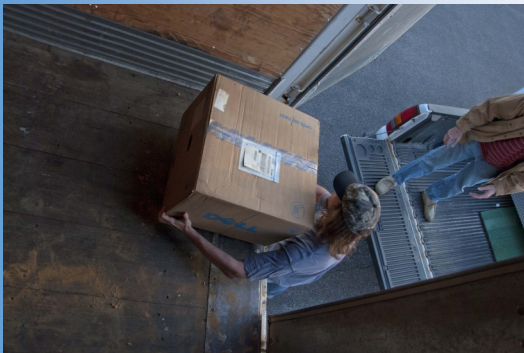
Cargo theft is not considered an offense by itself; cargo theft should be reported in conjunction with at least 1 of 13 offenses to indicate that cargo was taken.

The 13 offenses (and their UCR Offense Codes) are:

- 120 Robbery
- 210 Extortion/Blackmail
- 220 Burglary/Breaking & Entering
- 23D Theft From Building
- 23F Theft From Motor Vehicle
- 23H All Other Larceny
- 240 Motor Vehicle Theft
- 26A False Pretenses/Swindle/Confidence Game
- 26B Credit Card/Automatic Teller Machine Fraud
- 26C Impersonation
- 26E Wire Fraud
- 270 Embezzlement
- 510 Bribery



• **Two key phrases in the classification of cargo theft are “commercial shipment” and “in the supply chain.” To be considered cargo, the items must be part of a commercial shipment and must be in the supply chain (that is, moving in commerce).**



• **Thefts from United Parcel Service (UPS), Federal Express (FedEx), the U.S. mail, etc., are considered to be cargo until items are received at a final distribution point. Once the business receives the items (that is, personnel at the company sign for the goods), the goods are no longer considered cargo because they are outside of the supply chain. Therefore, deliveries from UPS, FedEx, to individuals or other businesses (e.g., flowers, pizza, electronics, appliances, etc.) are not considered to be cargo, because they are outside of the supply chain.**