



Q2-2015 IIS Mexico Quarterly Report

Issue 2015.2
April-June, 2015

STATISTICAL ANALYSIS

The analysis performed by the Transported Asset Protection Association (TAPA IIS) of the search for and recording of cargo theft incidents throughout Mexico allows us to assess the risk levels in different regions of the country through statistics. This provides a broad view of the leading areas of risk in Mexico.

The following map illustrates the risk levels (from high to low) in the different highway zones of the Mexican Republic.

INCIDENT MAP – MEXICO Q2-2015



We can see that the high-risk areas for cargo theft are concentrated in the central region of Mexico, mainly in the states of Mexico, Puebla and Guanajuato.

FACTORS INVOLVED IN CARGO THEFT

SOCIAL CONFLICTS: Cargo is affected by roadblocks set up by organized crime groups or protesters such as teachers from the Coordinadora Nacional de Trabajadores de la Educación (CNTE [National Confederation of Education Workers]), among others.

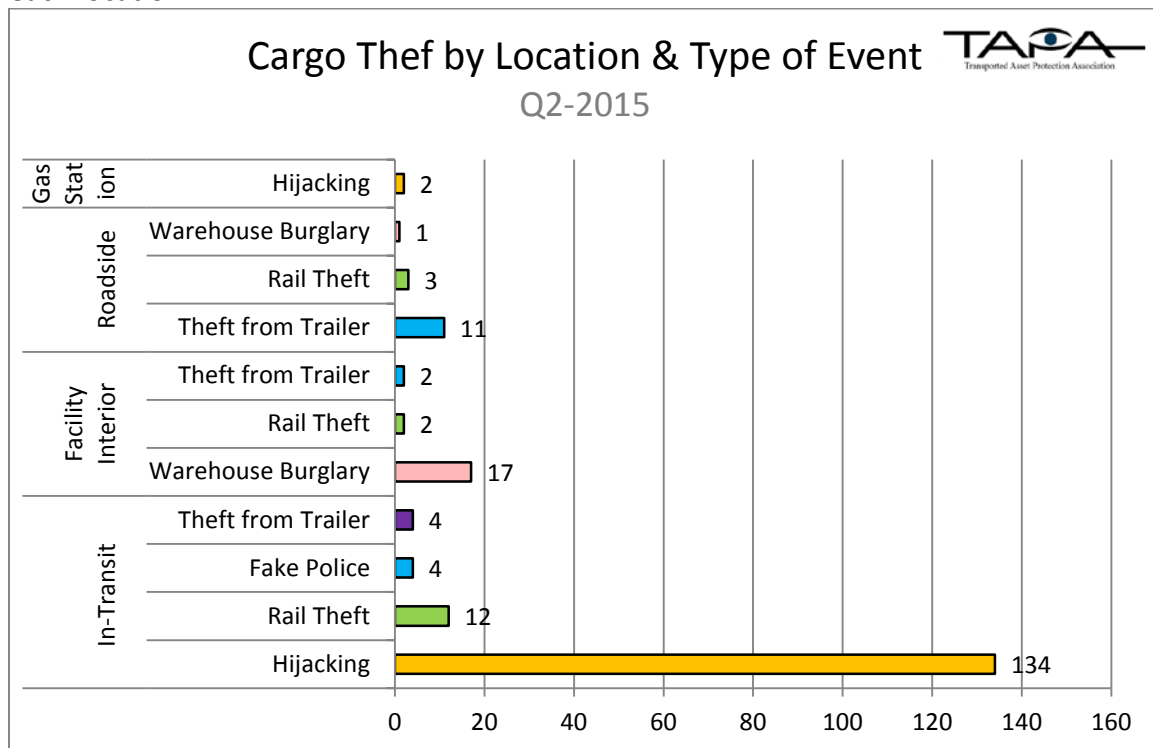
STOPPING IN UNSAFE PLACES: Cargo is intercepted by criminals when drivers stop to repair a tire, or at gas stations, cachimbas (informal truck stops) and huachicoleras (clandestine gas stations selling stolen gas).

ACCESS TO RESALE IN THE MARKETS: Criminals seek to steal products that can be easily resold in markets such as Food & Drinks, Miscellaneous, Clothing & Shoes, and Building & Industrial.

HIGH-VALUE MERCHANDISE: Criminals seek to steal high value shipments so that the reward is worth the risk.

CARGO THEFT BY LOCATION AND TYPE OF EVENT

The following graph shows the distribution of the number of thefts per type of event in each location.



IN-TRANSIT: In 80% of cases, cargo thefts occur while the shipment is in transit.

- Hijacking In 70% of cases the modus operandi of organized crime is to hijack the driver while they are in transit.
- Rail Theft In 6% of cases rail theft occurs while the train is in transit.
- Theft from Trailer In 2% of cases the driver is involved in the theft while they are in transit.
- Fake Police In 2% of cases cargo thefts are carried out by individuals impersonating police officers.

FACILITY INTERIOR: In 11% of cases cargo thefts occur inside the yard’s facilities.

- Warehouse Burglary In 9% of cases the merchandise is stolen inside the yard’s facilities.

- Rail Theft In 1% of cases rail theft occurs within the facilities.
- Theft from Trailer In 1% of cases the driver is involved in the theft when the trailer is inside the facilities.

ROADSIDE: In 8% of cases cargo thefts occur when the truck stops on the side of the road for food, rest, or repairs.

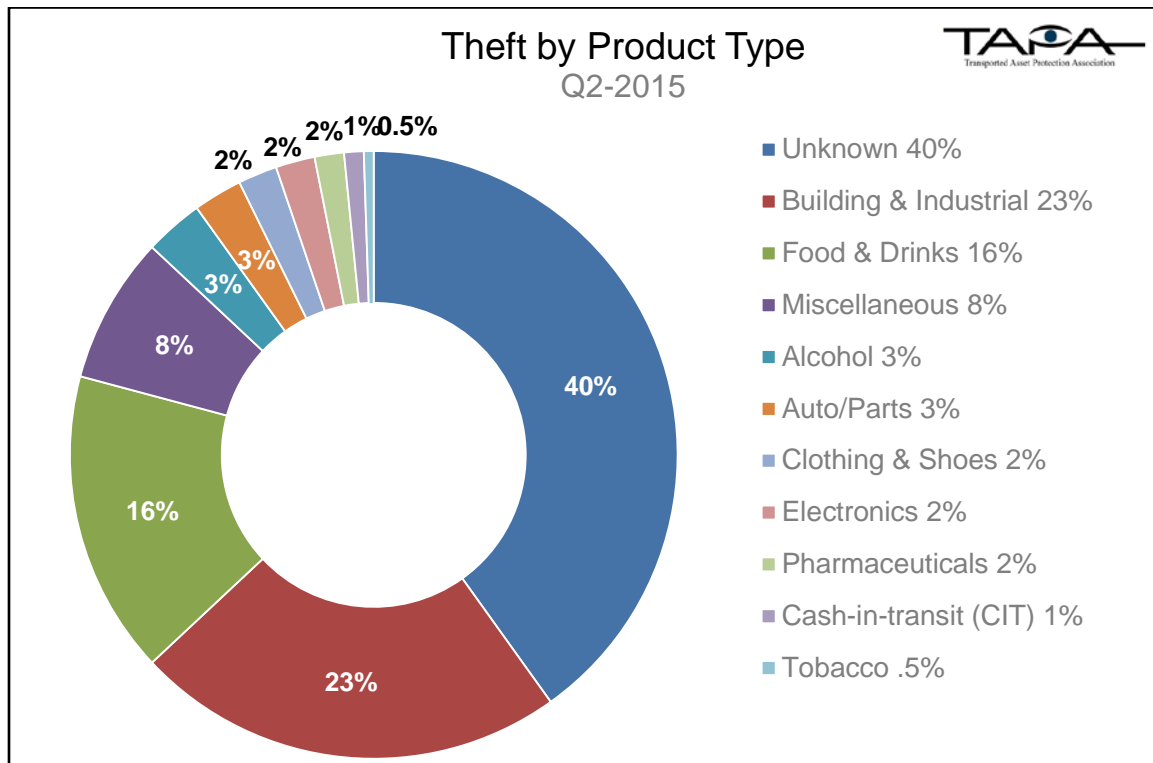
- Theft from Trailer In 6% of cases the driver is involved in the theft when the truck is stopped.
- Rail Theft In 2% of cases rail theft occurs when the driver stops for some reason.
- Warehouse Burglary In 1% of cases cargo theft occurs when the driver stops in a yard before reaching their final destination.

GAS STATION: In 1% of cases cargo thefts occur at gas stations.

- Hijacking In 1% of cases cargo is hijacked from gas stations.

BY PRODUCT TYPE

Most cargo theft incidents identified by TAPA IIS throughout Mexico provide only partial information on the type of merchandise that was being transported at the time of the theft. Therefore, the percentage of unknown merchandise is high, amounting to 40% of all incidents.



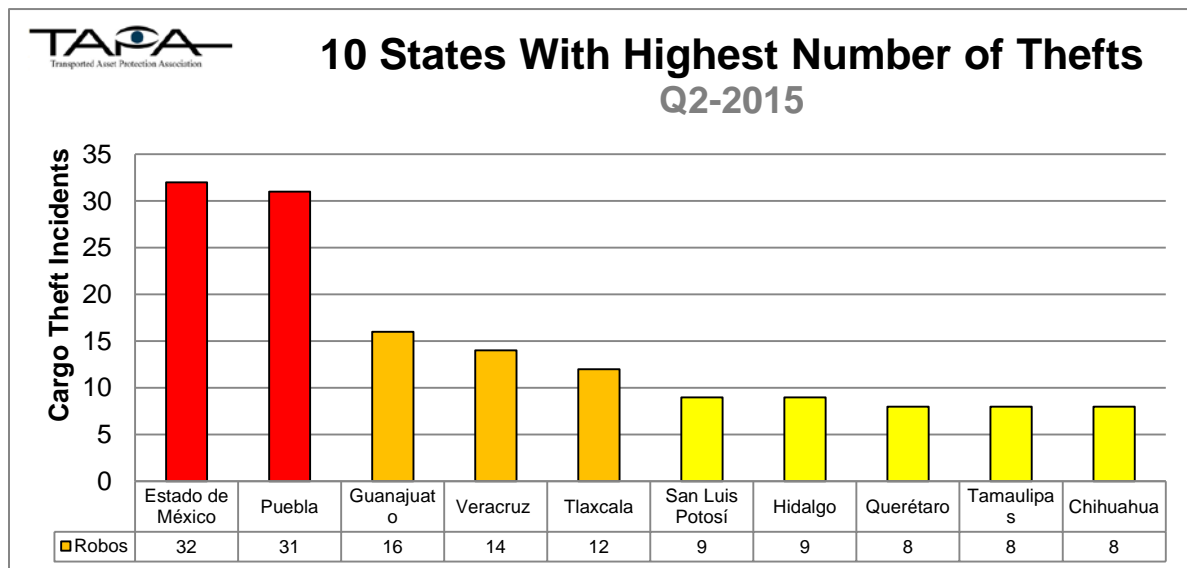
BUILDING & INDUSTRIAL (23%): The distribution of Building & Industrial product thefts by state is as follows: Puebla 20%, San Luis Potosí 14%, Tlaxcala 11%, Estado de México 7%, Tamaulipas 7%, Veracruz 7%, Guerrero 5%, Aguascalientes 5%, Tabasco 5%, Nuevo León 5%, Chiapas 2%, Campeche 2%, Guanajuato 2%, Hidalgo 2%, Querétaro 2%, Jalisco 2%, and Oaxaca 2%.

FOOD & DRINKS (16%): The distribution of Food & Drinks product thefts by state is as follows: Veracruz 19%, Puebla 19%, Guanajuato 16%, Estado de México 13%, Michoacán 6%, Chiapas 3%, Distrito Federal 3%, Chihuahua 3%, Baja California Norte 3%, Tamaulipas 3%, Coahuila 3%, Nuevo León 3%, and Hidalgo 3%.

MISCELLANEOUS (8%): The distribution of Miscellaneous product thefts by State is as follows: Querétaro 20%, Tlaxcala 13%, Estado de México 13%, Guanajuato 7%, Coahuila 7%, San Luis Potosí 7%, Distrito Federal 7%, Hidalgo 7%, Veracruz 7%, Oaxaca 7%, and Puebla 7%.

BY STATE

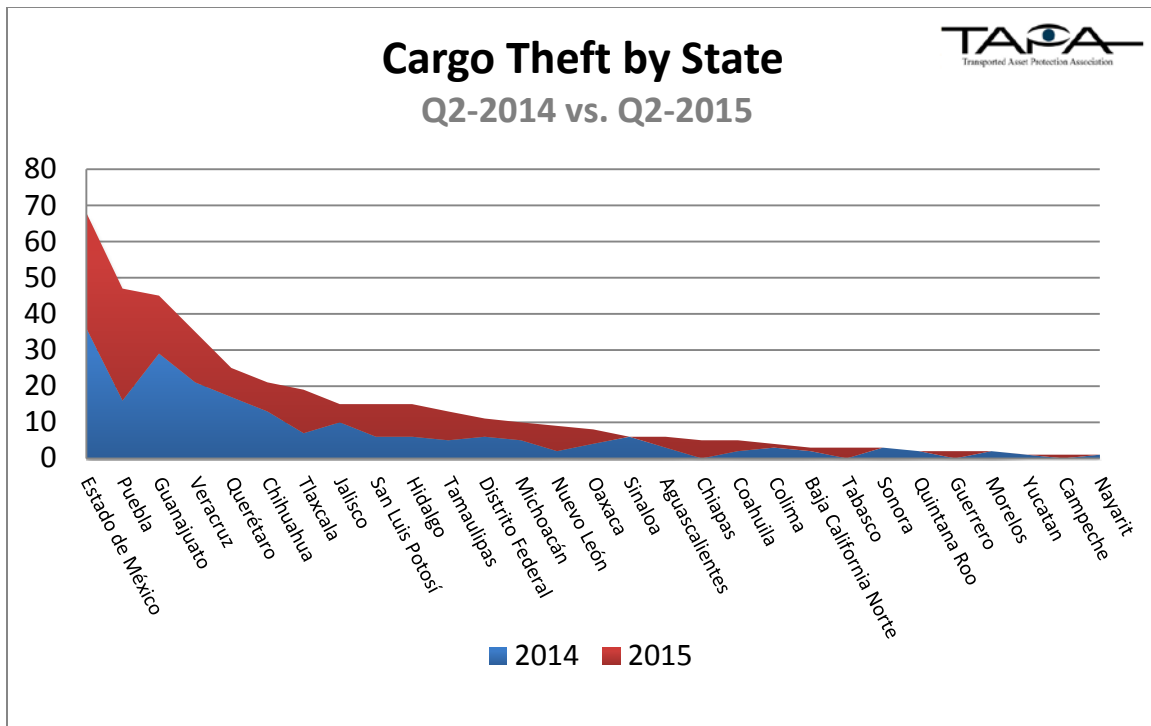
The following is a list of the ten states with the highest theft rate in Q2-2015.



We can see that the high risk area for cargo theft is concentrated in the country's central region.

The following chart shows a comparison of the number of thefts in Q2-2015 against Q2-2014 by state.

State	# of Thefts	%
Estado de México	32	17%
Puebla	31	14%
Guanajuato	16	8%
Veracruz	14	7%
Tlaxcala	12	6%
San Luis Potosí	9	6%
Hidalgo	9	5%
Querétaro	8	5%
Tamaulipas	8	5%
Chihuahua	8	5%



During Q2-2015 the states of Mexico, Puebla and Guanajuato were the top three hot spots for cargo theft, while during Q2-2014 the top three were the states of Mexico, Guanajuato, and Veracruz.

STATE OF MEXICO: Services from the Municipality of Cuautitlán Izcalli are diverted before they reach the Arco Norte and Circuito Mexiquense highways, or they are boarded at strategic points, such as when they exit yards in the industrial area, the MEX-57 highway, the Santiago Tepalcapa district or the old Cuautitlán road.

The industrial area is attractive to criminals because it is easy for them to hide the stolen merchandise there due to the large number of tractor-trailers and freight trucks in the area.

STATE OF PUEBLA: In the Municipality of San Martin Texmelucan (San Martin Texmelucan Toll Plaza, at its intersection with the Arco Norte highway) there have been incidents of cargo theft, as well as suspicious pickup trucks and other vehicles that identify valuable freight and hijack the drivers who pass through the area. These acts are often committed with violence and firearms.

The Amozoc-Perote highway is considered one of the six most dangerous highways in the country due to of the disappearance of freight trucks, as well as thefts and the kidnapping of truck drivers and motorists. Drivers report that when they are parked in a gas station or still driving, they are intercepted and their merchandise is stolen.

STATE OF GUANAJUATO: There have been cargo thefts on the MEX-45 highway in areas that are considered high-risk areas, such as the León Toll Plaza, the Salamanca Toll Plaza, the town of Apaseo el Grande and the intersection on the outskirts of Querétaro.

In Celaya, violent cargo thefts have increased. In 2015, two trailer drivers were shot to death in this area for resisting robbery and getting out of their trailers in the Lagos district. The events occurred at 10:30 p.m. and 3:40 a.m. respectively.

In this state, a new MO was detected: three armed and hooded men stopped and stole a trailer loaded with groceries. The driver reported that he left Mexico City on his way to Culiacán, Sinaloa at 6:30 p.m. As he was traveling on the Querétaro-Celaya toll road, at kilometer 8+400 in Apaseo el Grande, he was intercepted by a gray Chevrolet Suburban truck with flashing lights. The truck moved in front of the tractor-trailer to force it to stop, and three hooded men with tactical vests and handguns got out of the truck. When they approached the tractor-trailer, they beat and kidnapped the driver, and 40 minutes later they abandoned him on a road close to the Cerro Gordo community, in Salamanca.

STATE OF VERACRUZ: The level of risk is still present. Suspicious vehicles have been seen on the MEX-150D highway and there have been cargo thefts at the Cuitláhuac/Córdoba junction and at the arrival to Veracruz.

STATE OF TLAXCALA: In Tlaxcala, members of the Procuraduría General de Justicia del Estado (PGJE [Office of the State Attorney General]) dismantled a gang specialized in cargo thefts in which police officers were involved. The events are described in detail in the following two news stories.

“...On May 5, 2015, members of the Police assigned to the Office of the State Attorney General (PGJE) captured a gang dedicated to cargo thefts on the road. The members of the PGJE were conducting an investigation on Boulevard Emilio Sánchez Piedras, in the Municipality of Apizaco, when they were hit by a taxi. When they arrived at the department’s offices, the members of the PGJE were able to corroborate the fact that the alleged perpetrators were involved in several freight thefts. For this reason, the PGJE will continue to conduct the appropriate investigations, in order to find out if the criminals that were arrested are related to more crimes...”¹

“...On June 18, 2015, members of the Office of the State Attorney General (PGJE) saw three individuals driving a gray Ford truck in the Centro de Tlaxcala district, wearing caps that read Ministerial and State Police. They therefore asked them to stop in order to confirm they really belonged to these agencies.

Inside the vehicle they found Eder Eduardo Jiménez Leyva, a suspect in a trailer theft investigated by the authorities, following the confessions made by the members of a gang dedicated to stealing trailers loaded with merchandise. These gang members were

¹ 1 Zona Crítica: <http://www.zonacritica.mx/nota.php?id=14699>

arrested in May of this year, when the gang's leader, Francisco Javier Torres Quino, was arrested. Inside the vehicle was also Edgar Enrique Cortés Castillo, 34 years old, who claimed to be a former Municipal Policeman of Apizaco, and Saúl Herrera Hernández, who confessed that he was a member of the State Police. Eder Jiménez, Edgar Cortés and Saúl Herrera were taken into custody and placed at the disposal of the Public Prosecutor. The men arrested said they had been involved in several thefts of trailers with merchandise in Tlaxcala, and they involved two members of the Comisión Estatal de Seguridad (CES [State Security Commission]) who were in collusion with them.

The Police, with support from members of the CES, arrested Efraín Reyes Becerra, 28 years old, and Alejandro Sánchez López, 40 years old, who acknowledged their participation in each of the thefts attributed to them.

In light of this situation, all three active members of the CES were immediately dismissed. After the evidence was submitted by the Public Prosecutor, the five members of the gang were arrested and taken to the Centro de Reinserción Social (CERESO [Social Reinsertion Center])..."²

STATE OF SAN LUIS POTOSÍ: A new MO was identified. In the Matehuala and Huizache section, a trailer was recovered before it was buried in a pit. The criminals used satellite inhibitors to prevent the trailer from being traced. The recorded thefts occurred after 8:00 p.m. Furthermore, there are many cachimbas and huachicoleras along this section.

Cámara Nacional del Autotransporte de Carga (CANACAR [National Chamber of Road Freight Transport]) detected three unsafe road sections for transport drivers in the State of San Luis Potosí: Santo Domingo, Salinas and Matehuala. So far this year, 20 robberies and thefts of trailers have occurred on these roads with a total loss of 60.7 million pesos, with no recovery. The constant theft rates in this state have caused a large number of drivers to resign, generating a nationwide deficit of 30,000 drivers.

As a security measure to prevent cargo thefts in these areas, drivers travel in convoys of two or more trucks. They do not stop in isolated areas, and they use GPS in both the truck and the trailer. They also have support from the Federal Police to strengthen surveillance in these areas.

RECOMMENDATIONS

TAPA recommends that drivers stay alert throughout the trip, especially in high-risk areas and areas without reception. The drivers must inform their monitoring office of all risk situations that arise along the route, such as suspicious individuals and vehicles.

² Viewed online: <http://e-tlaxcala.mx/nota/2015-06-21/seguridad/desmantelan-entlaxcala-banda-dedicada-al-robo-de-tr%C3%A1iler-con-mercanc%C3%ADa>

Furthermore, we recommend providing training in security issues to the drivers, conducting transport operation during daylight, making sure the freight vehicle in which the merchandise is transported is in good mechanical condition, and maintaining constant monitoring to identify incidents on time and react immediately.

Some incidents of theft have occurred when vehicles stop at places not considered safe (cachimbas and huachicoleras); due to detours by the vehicles along the way, whether at the driver's initiative or when they are forced to do so by criminals; when leaving the yard; and on arrival at the destination. Accordingly, it is advisable to make stops at previously defined locations that are considered to be low-risk, and not to make any detours from the authorized route.