Cargo Crime and the Cracks in the U.S. Supply Chain — Why Choosing the Right Forwarder Matters More Than Ever

As the U.S. works to rebuild its manufacturing base, a deeper issue threatens the entire supply chain: cargo theft is on the rise, logistics oversight remains inconsistent, and many freight providers lack the accountability shippers need. With Congress pushing for tougher penalties and a multi-agency cargo crime task force, the message is clear—reliability and compliance in logistics have never been more important. In this environment, choosing the right forwarder isn't just smart—it's essential.

More Information Below

As the U.S. government pushes to revive domestic manufacturing, experts warn that this effort may be undermined by an overlooked weak point: the logistics system responsible for moving those goods. Recent data shows that cargo theft is rising sharply, and the response—both legislative and logistical—hasn't kept pace.

In 2023 alone, reported cargo theft losses exceeded $130 million, with inland moves representing the highest risk. Full truckload theft, fraudulent pickups, and fictitious carrier schemes have all become more sophisticated. Many of these crimes take place during transitions—when cargo is handed from one party to another, often through fragmented chains with little accountability.

In response, Congress is renewing efforts to strengthen cargo crime enforcement. New bipartisan bills propose harsher penalties, clearer definitions of cargo theft, and a call for the FBI to step in more actively. Meanwhile, support is growing for a multi-agency cargo crime task force, with stakeholders across trucking, rail, ports, and insurance backing the initiative.

Story Cont'd on next page

But while policymakers debate, the problem continues to affect real businesses.

And just as the risk of theft grows, new trade policy shifts are creating added uncertainty for importers and exporters. In April, the U.S. government introduced sweeping new tariffs under President Trump's "Liberation Day" measures—including a 10% universal import tax and a 54% effective tariff on goods from China. The economic impact has been immediate: U.S. GDP contracted by 0.3% in Q1, and fears of inflation and rising operating costs are mounting across sectors.

These tariffs are not only increasing landed costs, but also requiring businesses to rethink how and where they move goods. It's no longer just about finding the cheapest route—it's about minimizing risk, ensuring compliance, and adapting fast to policy changes that can impact the bottom line overnight.

What Does This Mean for Shippers?

It's simple: you can't afford to gamble with your freight. Whether you're importing, exporting, or moving domestically, your logistics partner must be more than a name on a rate sheet. They need to offer real visibility, legal compliance, and a proven network of professionals—not a loosely stitched patchwork of brokers and unknown carriers.

Where Rose Comes In

At Rose Containerline, we've been navigating this industry for over 30 years, and we don't cut corners. Here's how we protect your cargo—and your business:

- Asset-Based Trucking Partners: We use only vetted, trusted trucking providers—not anonymous load boards or unverified operators.
- FMC-Licensed Forwarder: As a licensed NVOCC, we're subject to oversight by the Federal Maritime Commission, ensuring transparency and compliance every step of the way.
- End-to-End Accountability: From ocean freight to drayage and transload, our logistics network is built on control, not chaos.

In today's risk-heavy environment—marked by theft, fraud, and unpredictable trade policies—reliability isn't a luxury, it's a requirement. Your logistics partner should be part of the solution, not another variable.
Let's talk about how Rose can simplify, secure, and streamline your cargo flow—so you can focus on growing your business, not chasing it down.

Contact our team today!