TRADE BULLETIN

Freight Fraud Alert: Higher Rates = Higher Risk

Carrier Impersonation. Unauthorized Re-brokering. Payment Diversion.

CLEAR INFORMATION. STRONG RELATIONSHIPS. TRUSTED INSIGHT.

VOLUME 1 | SPECIAL ALERT

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FREIGHT SECURITY / SPECIAL ALERT

THE BOTTOM LINE

Truck availability is as tight as ever, freight costs are highly elevated, and getting a load covered with a solid carrier takes WORK. **Fraud always finds the money trail; right now, that trail is paved in diesel**. A recent suspected impersonation scheme elevated freight fraud to the highest risk on Utah Lumber's cyber security radar. **Do not let the scramble and pressure for a truck become tolerance for risk or permission to skip verification.**

Shots Fired and We Dodged the Bullets

If you have been in this industry for any number of years, you likely have heard of or worse been involved in a freight scam. Just this week, Utah Lumber experienced one of the more sophisticated attempts and we want everyone to know what to be aware of.

We booked a difficult lane with someone claiming to be a carrier with a rate of $4000; however the actual truck that loaded had accepted the tender from someone claiming to represent a broker with a rate of $6550. Both the impersonated carrier that we booked with and the impersonated broker that the truck booked with appear to be legitimate companies in good standing.

Due to an issue with unloading the truck at its destination, the truck driver reached out to us for help and that is when the cat was out of the bag! Neither side recognized the other's counterparty, and we identified the fraud attempt. We dodged a bullet and were able to arrange directly with the carrier to go through our vetting process for payment setup and payment. **The working theory is that both business identities were being used as a two-layer cover.**

Case source: Utah Lumber management, September 9. Suspected impersonation remains unconfirmed; company names and shipment details are withheld.

THE CROOKS GOT THE RATE MEMO

DAT's September 1 report put flatbed linehaul rates **32.2% above a year earlier**, excluding fuel.

CargoNet estimated **$304.6 million in Q2 2026 cargo-theft losses**, more than double the year-earlier quarter, despite fewer reported incidents.

Freight Fraud Protection Protocol

	HOW TO VERIFY	SOURCES / LINKS
01 **VERIFY BEFORE BOOKING**	**Check the business.** Search official FMCSA records by USDOT/MC. Confirm the legal name, required active operating authority and applicable insurance/bond filings. A USDOT "Active" label alone is not enough. Verify cargo coverage directly with an independently contacted insurer or agent; federal filings do not establish ordinary freight cargo coverage. **Check the person.** Use an independently sourced company number, not the incoming rate confirmation. Ask: *"Does this person or dispatch service represent you? Did you authorize this load? Which carrier will actually haul it, and under whose authority?"* Record the answer and who gave it. Compare sender and Reply-To addresses. Resolve changed contacts through a second established source. Do not release pickup numbers until the booking identity is cleared.	SAFER - FMCSA MOTUS - DOT CARRIERSOURCE
02 **VERIFY BEFORE RELEASE**	When possible, inform the shipper of the carrier name and USDOT #. Require written dispatch approval for any changes. NEVER allow re-brokering/double brokering. Look for spelling errors, non-company domain email addresses, and always be overly cautious of requests for quick pay.	
03 **VERIFY BEFORE PAYMENT**	Match the rate confirmation, actual carrier, signed delivery record and invoice. Confirm payee and bank instructions by independent callback. Verify any factoring assignment with the carrier and factor through trusted contacts; do not rely only on an emailed notice. Use two-person approval for new or changed bank details. Quick-pay gets the same checks. Escalate conflicting invoices or payment claims before releasing the disputed funds.	Verified payee, callback record and second approval for banking changes.

WHEN THE STORY DOES NOT MATCH

Pause releases and disputed payments you control. Locate the freight through verified parties; do not authorize an unverified diversion. Preserve original emails with headers, texts, documents and photos. Notify management, the real carrier, customer, insurer, load board and any impersonated business. **If money moved, call the bank immediately.** Report suspected fraud to FMCSA and FBI IC3.

Protect the accounts behind the load: Enable multifactor authentication on email, load-board and dispatch accounts. Limit access and remove former users promptly.

WHAT DESERVES A SECOND LOOK

A clean packet, but a different contact. Nice paperwork is not a background check. Verify the person behind that legitimate MC number.

A familiar email, but an unusual request. A real mailbox can be compromised; a matching domain is not clearance.

A different carrier, destination or payee. Treat an unexplained change as a stop-and-verify event, not a clerical fix.