YRC Worldwide

INVESTOR PRESENTATION

September 28, 2016

Forward-looking Statements and Disclaimers

The information in this presentation is summary in nature and may not contain all information that is important to you. The Recipient acknowledges and agrees that (i) no representation or warranty regarding the material contained in this presentation is made by YRC Worldwide Inc. (the "Company" or "we") or any of its affiliates and (ii) that the Company and its affiliates have no obligation to update or supplement this presentation or otherwise provide additional information. This presentation is for discussion and reference purposes only and does not constitute an offer to sell or the solicitation of an offer to buy any securities or other property.

This presentation contains "forward-looking statements" within the meaning of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934. Forward-looking statements relate to future events or future performance of the Company and include statements about the Company's expectations or forecasts for future periods and events. Specific forward-looking statements can be identified by the fact that they do not relate strictly to historical or current facts and include, without limitation, words such as "may," "will," "should," "expect," "plan," "anticipate," "believe," "estimate," "predict," "potential" or "continue," the negative of such terms or other comparable terminology. We disclaim any obligation to update those statements, except as applicable law may require us to do so, and we caution you not to rely unduly on them. We have based those forward-looking statements on our current expectations and assumptions about future events, and while our management considers those expectations and assumptions to be reasonable, they are inherently subject to significant business, economic, competitive, regulatory and other risks, contingencies and uncertainties, most of which are difficult to predict and many of which are beyond our control. Therefore, actual results may differ materially and adversely from those expressed in any forward-looking statements. Factors that might cause or contribute to such differences include, but are not limited to, those we discuss in the "Risk Factors" section of our Annual Report on Form 10-K and in other reports we file with the Securities and Exchange Commission.

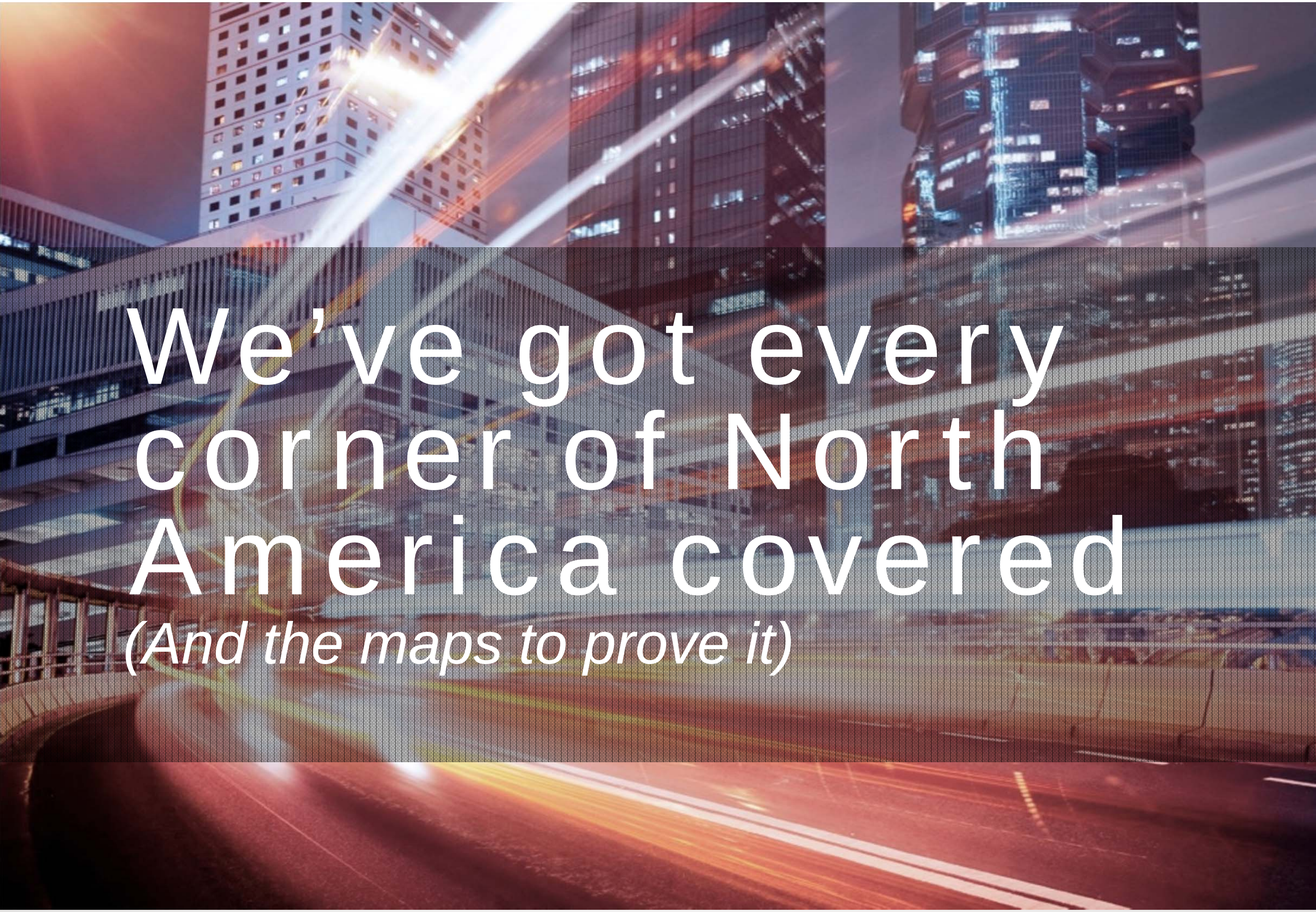
This presentation includes the presentation of Adjusted EBITDA, a non-GAAP financial measure. Adjusted EBITDA is not a measure of financial performance in accordance with generally accepted accounting principles and may exclude items that are significant in understanding and assessing our financial results. Therefore, this measure should not be considered in isolation or as an alternative to net income from operations, cash flows from operations, earnings per fully-diluted share or other measures of profitability, liquidity or performance under generally accepted accounting principles. You should be aware that this presentation of Adjusted EBITDA may not be comparable to similarly-titled measures used by other companies. A reconciliation of this measure to the most comparable measures presented in accordance with generally accepted accounting principles has been included in this presentation.

THERE ARE FREIGHT COMPANIES AND THEN THERE'S YRCW

From the time we began traveling the roads more than 90 years ago, we have used a combination of extraordinary service, technology and good old fashioned hard work to evolve into the company we are today — one of the largest less-than-truckload carriers in North America with ~32,000 employees, driving more than 940 million miles a year and generating $4.8 billion in annual revenue

YRCW provides services under a portfolio of four operating companies

Among these four companies, we have approximately 20 - 25% of the public carrier market by tonnage. We provide the broadest coverage and more service capability throughout North America than any competitor. To put it simply, customers tell us where they want their freight to go and when it needs to be there, and we take it there; we carry the economy



We've got every corner of North America covered

(And the maps to prove it)

North American Coverage

In 2003, Yellow Transportation acquired Roadway Express. The two companies were integrated in 2009 and rebranded as YRC Freight in 2012. When customers need longer-haul LTL shipping solutions, YRC Freight is the expert

YRC Freight	Metric
LTM 2Q16 Revenue	$3.0 billion
LTM 2Q16 Adj. EBITDA	$156 million
# of Customers	~125,000
# of Terminals	258
Average Length of Haul	1,300 miles
Average Weight	1,200 lbs
Average Transit	3-4 days

For next-day and time-sensitive services, YRC regional has three distinct carriers: Holland, Reddaway and New Penn. All three brands are well-established and have long histories in their respective regions

YRC Regional	Metric
LTM 2Q16 Revenue	$1.7 billion
LTM 2Q16 Adj. EBITDA	$164 million
# of Customers	~150,000
# of Terminals	125
Average Length of Haul	400 miles
Average Weight	1,300 lbs
Average Transit	> 90% in 2 days or less

Networks built for the future

YRC Freight, Holland, Reddaway and New Penn, provide service to more than 250,000 customers in all 50 states, Puerto Rico, Canada and Mexico. Plus, with extensive networks already in place and spanning North America, we are well-positioned to offer LTL services to an even greater number of future customers

The company you keep says a lot about you.

And we work with some very good companies.

We’re fortunate to have stable, long-standing relationships with some of the greatest companies in the world, from large Fortune 500 companies to small, privately-held businesses

We delivered, and our customers noticed

4 out of the last 6 years, YRCW operating companies have received awards from Walmart for outstanding service

In 2015, Toyota named Holland and Reddaway their LTL logistics partners of the year

New Penn and Holland received Quest of Quality awards in 2016 from Logistics Management magazine

Highly Experienced Senior Management With More Than 150 Years of Operating Experience

James Welch

Chief Executive Officer, YRCW

- More than 36 years of industry experience and a 34-year veteran of the Company
- Returned to the Company in 2011 to become CEO

Jamie Pierson

Chief Financial Officer, YRCW

- Acted as an advisor to the Company from 2009 – 2011
- Named CFO in 2011
- Prior to YRCW, served as Vice President, Corporate Development and Integration with Greatwide Logistics Services

Justin Hall

Chief Customer Officer YRCW

- Responsible for designing and deploying technology, logistics and innovative transportation solutions to enhance the customer experience and create growth opportunities
- Former President of Logistics Planning Services

Jim Fry

Vice President, General Counsel & Corporate Secretary, YRCW

- More than 20 years of industry experience
- Prior to YRCW, served as Executive Vice President, General Counsel, and Secretary for Swift Transportation Company

Highly Experienced Senior Management With More Than 150 Years of Operating Experience

Darren Hawkins

President, YRC Freight

- More than 24 years of industry experience
- Prior to being named President of YRC Freight, was Senior Vice President of Sales for the Company

Scott Ware

President, Holland

- More than 30 years of industry experience
- Prior to being named President of Holland, was Vice President of Operations and Linehaul for the Company

Don Foust

President, New Penn

- More than 35 years of industry experience
- Prior to being named President of New Penn, was a Division Vice President of Roadrunner Transportation

TJ O'Connor

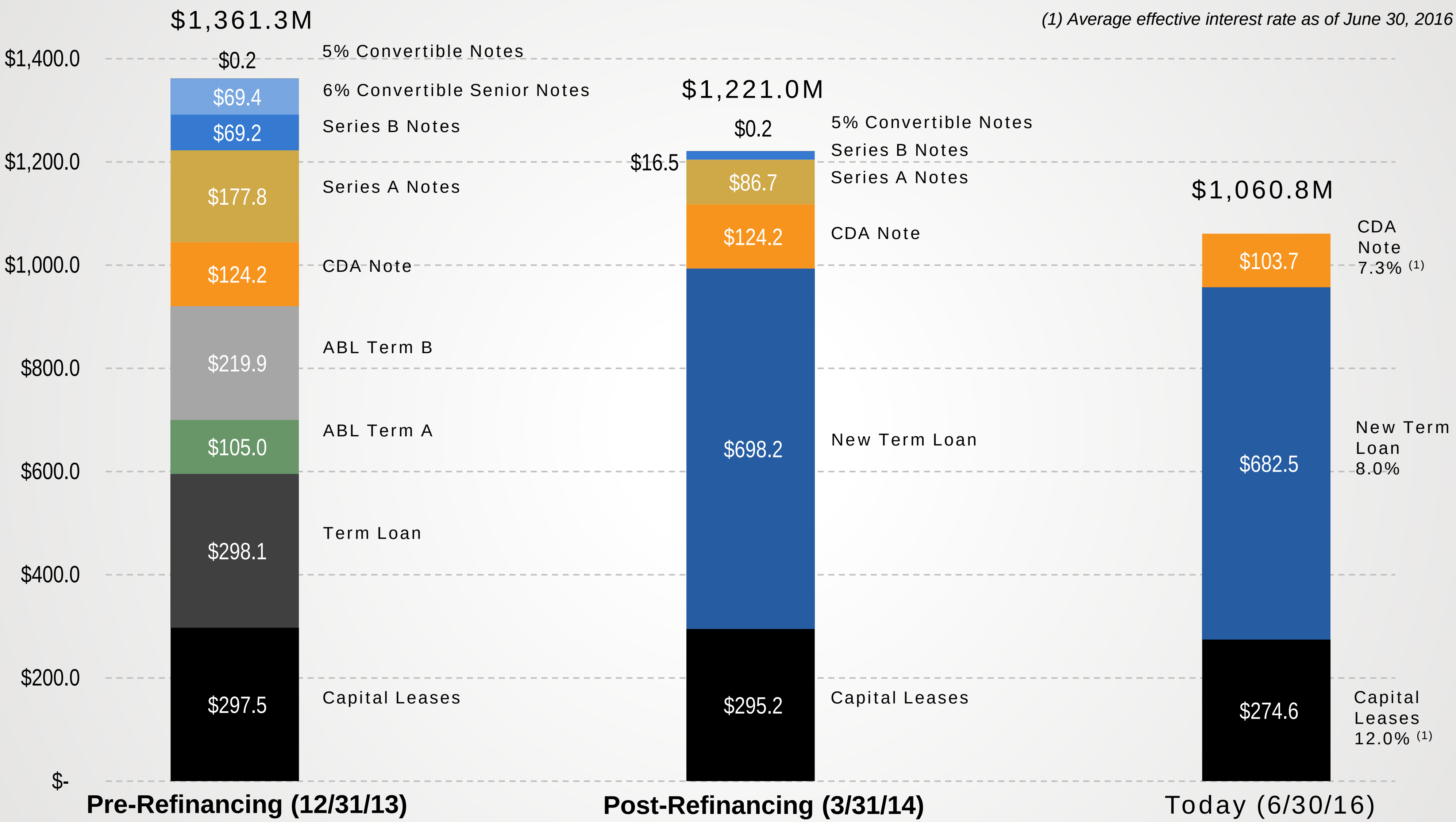
President, Reddaway

- More than 34 years of industry experience
- Prior to being named President of Reddaway in 2007, served as President and CEO of USF Bestway

Simplified Capital Structure

Reduced debt obligations by
$300.5 million since 2013

(1) Average effective interest rate as of June 30, 2016

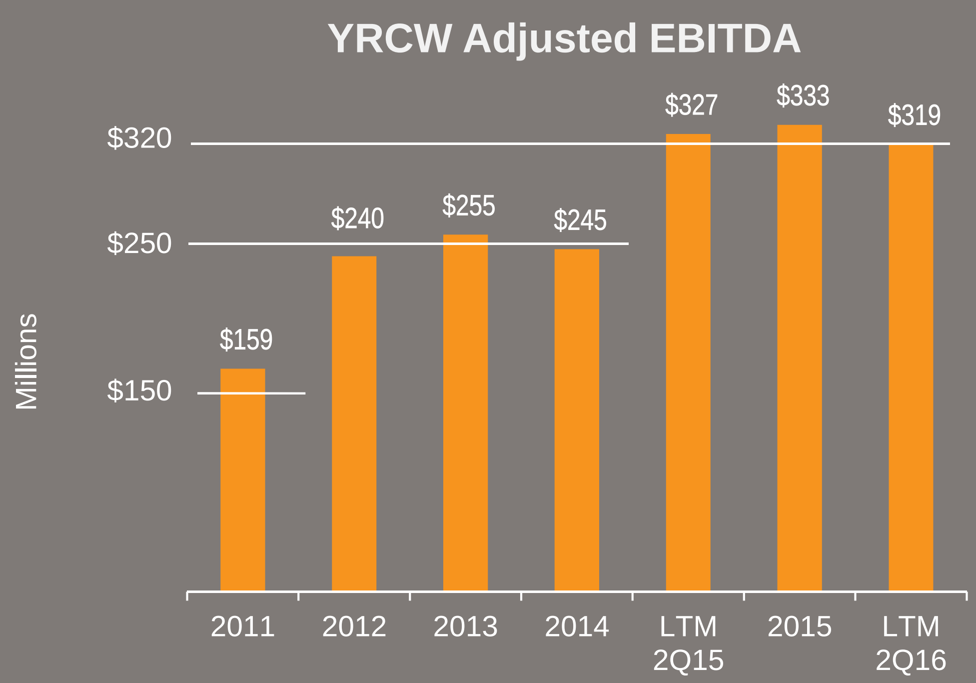


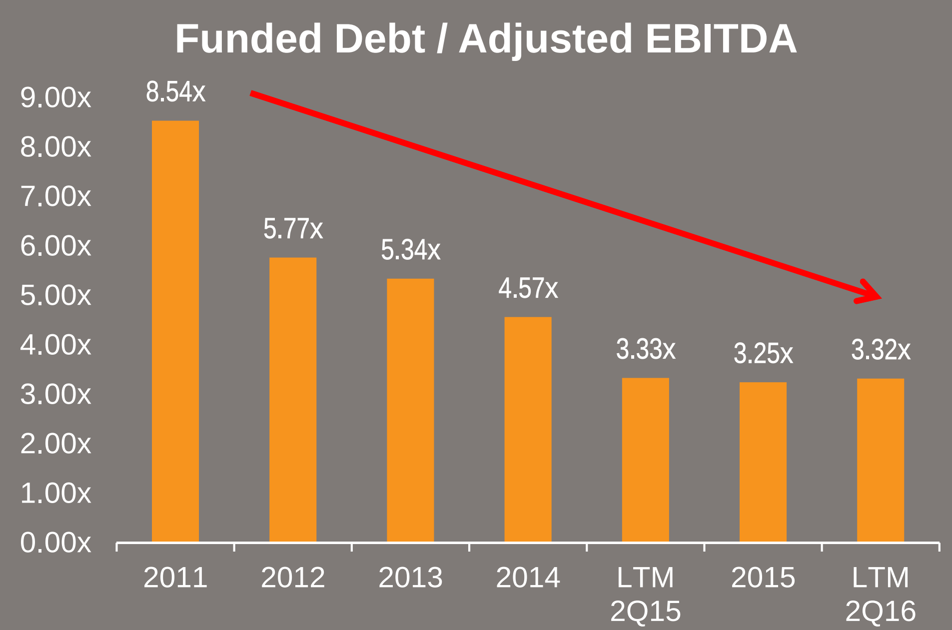
Number of Debt Facilities

Pre-Refinancing (12/31/13)	Post-Refinancing (3/31/14)	Today (6/30/16)
9	6	3

Maturities extended to 2019 and cash interest payments reduced by ~$40M per year

Leverage Ratio



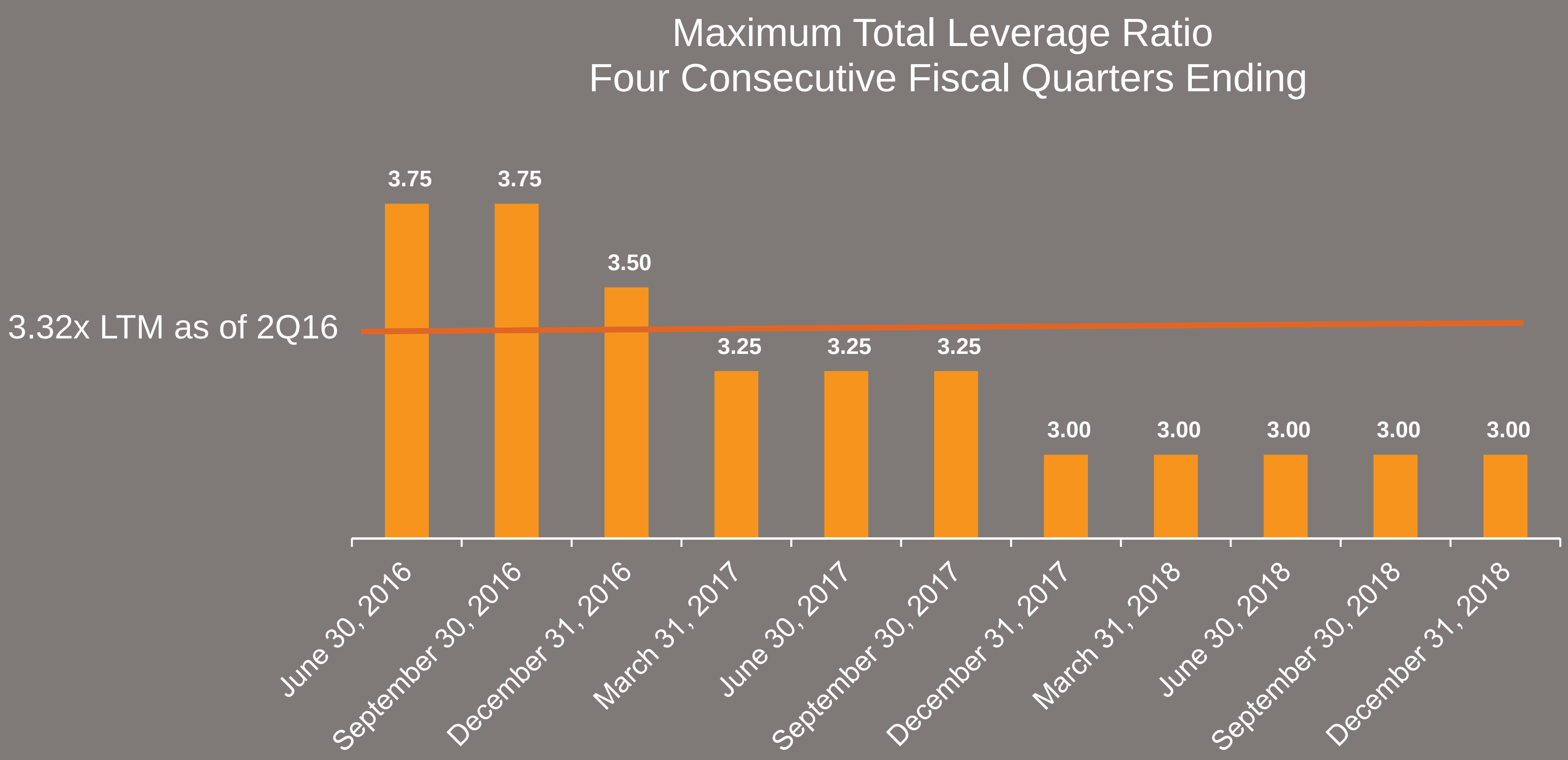


Note: Funded debt balances based on par value

- Adjusted EBITDA CAGR 20.3% 2011 – 2015
- Growing into capital structure
- Continue to de-risk the balance sheet

- Steady progress every year since 2011
- Funded Debt to Adjusted EBITDA ratio down 5.2 turns

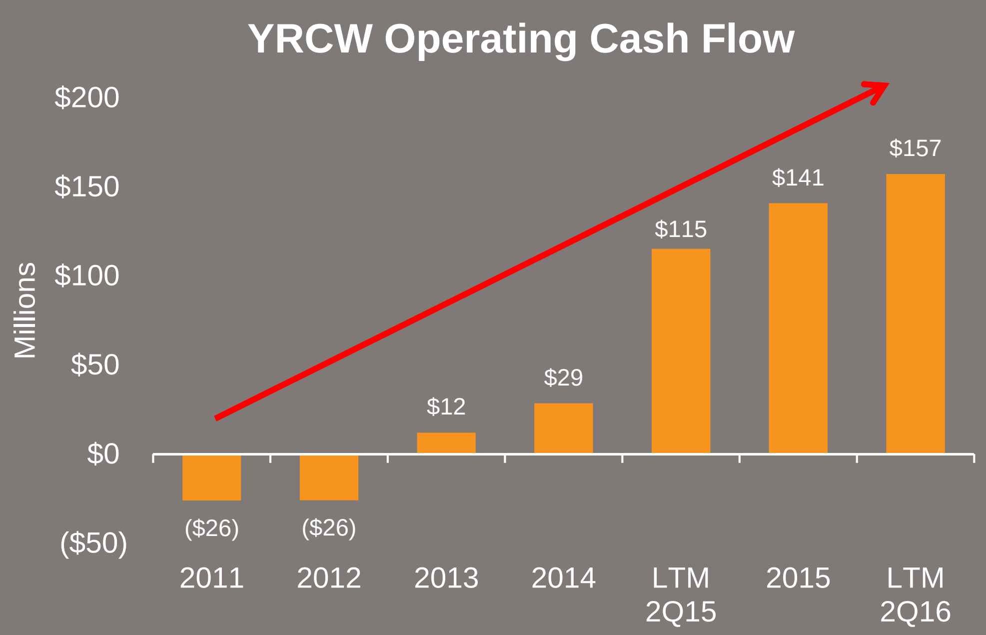
Credit Facility Covenants

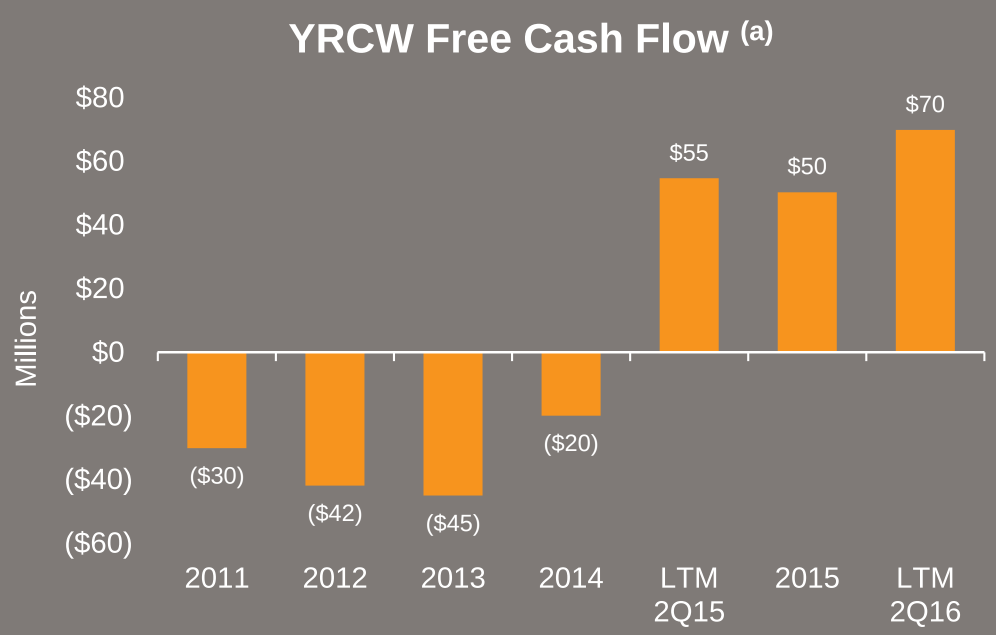


YRCW's credit ratings as of June 30, 2016:

- Standard & Poor's corporate family rating is B- with a Stable outlook
- Moody's corporate family rating is B3 with a Stable outlook

Cash Flow

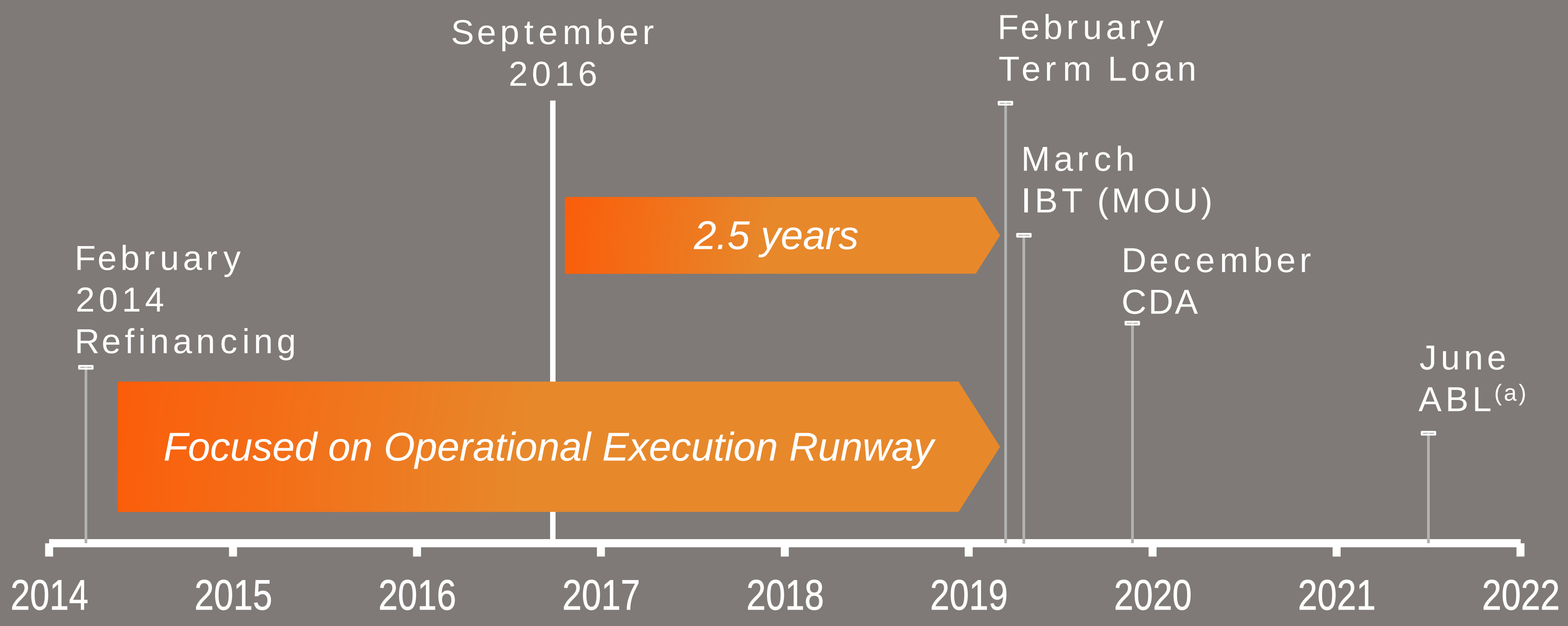




Steadily improving cash flows while simultaneously increasing reinvestment back into the Company

(a) Free cash flow = operating cash flow less acquisitions of property and equipment net of disposals

No Near-Term Maturities



Significant extension of debt maturities provides runway to continue operational transformation

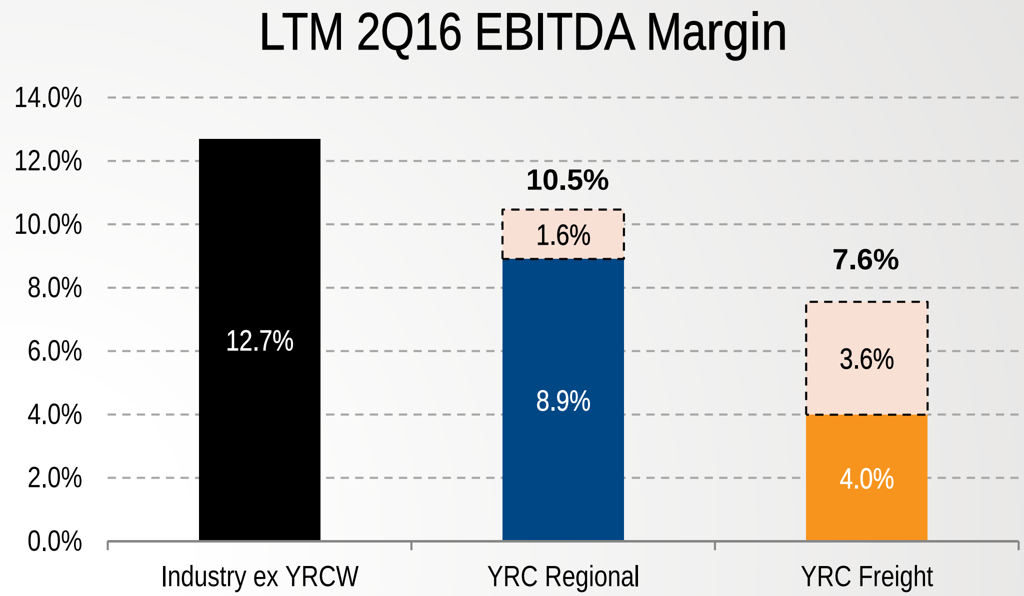
(a) Option to extend maturity from February 13, 2019 to June 28, 2021, subject to refinancing, replacement or extension beyond June 28, 2021 of the credit agreement governing the term loan facility

Opportunity for EBITDA Margin Growth & Further Deleveraging

Assuming current market performance of an OR of 91 to 93, the long-term EBITDA margin segment goals are as follows:

- YRCF = 7.6% *(equivalent to an OR of 95 – 96)*
- Regional = 10.5% *(equivalent to an OR of 93 – 94)*

Significant opportunity for both segments to achieve margin improvements



Note: The peer groups LTM 2Q16 EBITDA and OR excludes XPO Logistics' LTL Division and UPS Freight

LTM 2Q16	YRC Regional	YRC Freight
Revenue	$ 1,742.6	$ 2,973.6
Operating Income	86.1	27.8
D&A	69.1	90.9
GAAP EBITDA	155.2	118.7
EBITDA margin	8.9%	4.0%

Note: For comparison purposes, EBITDA for all companies is defined as operating income plus depreciation and amortization. EBITDA used to calculate EBITDA margin for YRC Regional and YRC Freight above differs from the credit agreement definition of Adjusted EBITDA

Plan to Achieve Margin Segment Goals Include

All contribute to achieving goals → ← All contribute to achieving goals

1 **Volume and Yield Growth**
- Economic Growth
- Continued market price rationalization

2 **Delivering Award Winning Service and Partnering with Our Customers**
- New YRC Freight Accelerated service available in 2Q16

3 **Enhancing Employee Engagement**
- Union employees profit sharing bonus opportunity based on achieving OR metrics
- MOU in place through March 2019

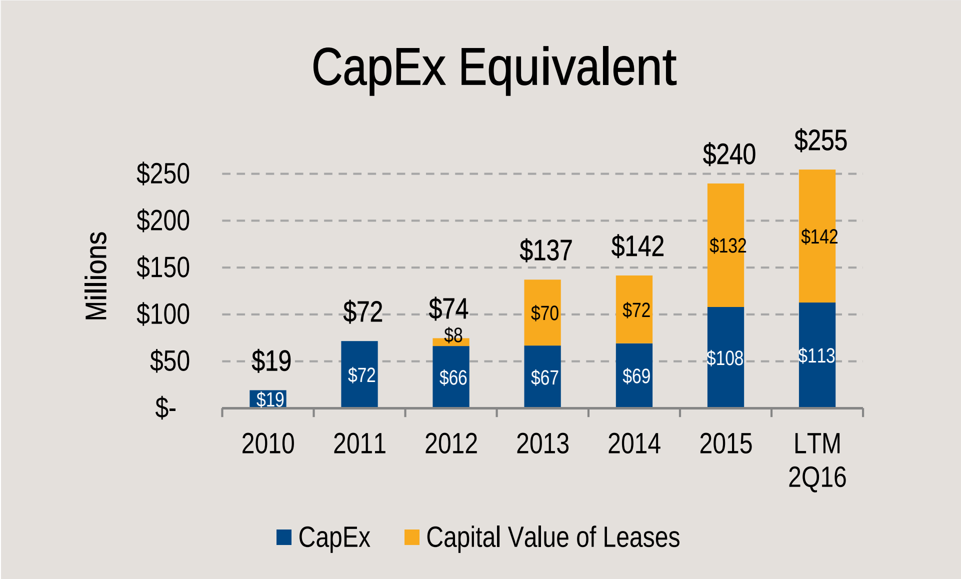
4 **Improving Productivity**
- Rollout of dock supervisor tablets
- Utilizing Sysnet software to reduce linehaul miles

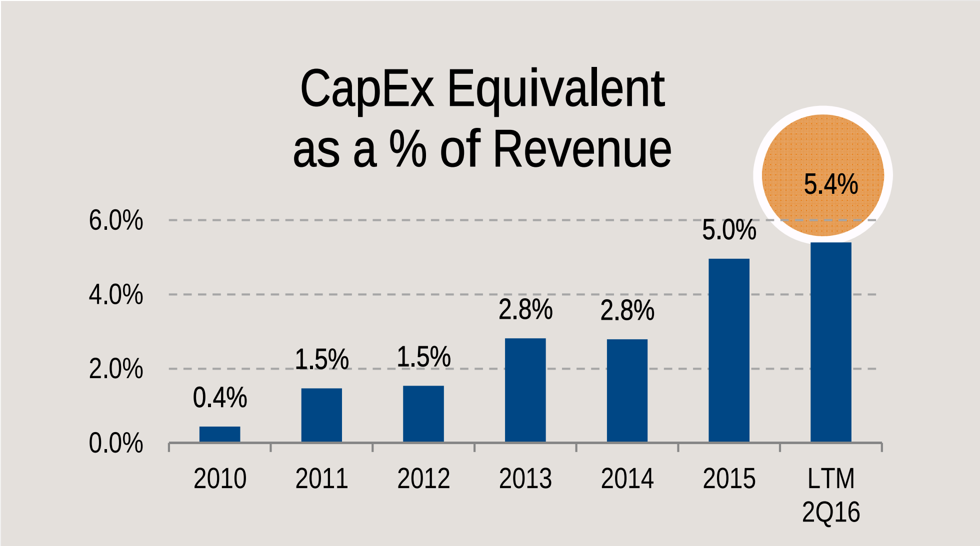
5 **Focusing on Safety**
- In-cab safety equipment installation in existing fleet substantially complete
- SMITH system training, peer safety trainers and the expansion of driving schools

6 **Continue Investing in Technology and Revenue Equipment**
- Optym linehaul route optimization software implementation in 2016
- The foundation for profitably growing the business

Reinvesting in the Business

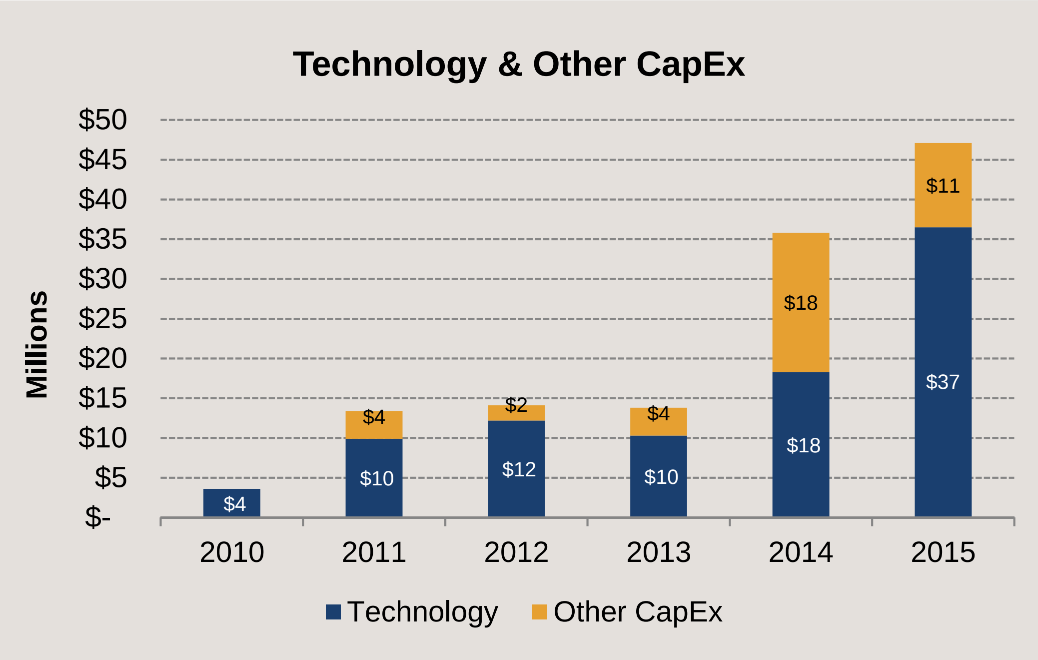
- After several years of curtailing investment in the business, capital spending has resumed
- Fleet replenishment through operating leases beginning in 2013
- Increased leasing activity due to greater financing options resulting from the Company's improved financial condition
- Acquired 70 dimensioners since 2014. Dimensioning technology is used to better cost, price and plan freight loading and flow
- For the LTM 2Q16, the CapEx Equivalent (CapEx plus the Capital Value of Leases) was 5.4% of revenue. This brings the Company more in line with historical industry standards
- Since the beginning of 2015, additions have included over 1,600 new tractors and over 3,100 new trailers





Reinvesting in the Business – Technology & Other CapEx

- In 2014 and 2015, the investments in technology CapEx nearly doubled the previous year's investment
- Recent Technology & Other CapEx investments include
  - Dimensioners[(a)]
  - Mobileye and Lytx in-cab safety technology[(a)]
  - Pickup and deliver handheld units
  - Upgraded forklift technology
  - PROS yield management technology
  - Dock supervisor tablets
  - KRONOS time and attendance system
  - Dimensional freight quote based shipping solution
  - Sysnet linehaul optimization technology
- As we move forward, we expect to continue reinvesting at a similar level including
  - Optym linehaul load plan creation and network optimization
  - Quintiq pick-up and delivery software
  - Electronic logging devices (ELDs)



(a) Included in Other CapEx

2Q 2016 Financial and Operational Update

1

Added new Accelerated service at YRC Freight

- Allows customers' non-guaranteed shipments to reach their destinations 1 – 2 days faster than standard transit times

2

Executing strategy of prioritizing freight mix, yield improvements and profitability over market share and tonnage

- YOY revenue per hundredweight, excluding fuel surcharge, has increased 9 consecutive quarters at YRC Freight and 21 consecutive quarters at the Regional segment

3

Adjusted EBITDA of $91.4 million in 2Q16 compared to $109.4 million in 2Q15

- Impacted by an $8.1 million increase in property damage and liability claims due to the unfavorable development of prior year outstanding claims

4

Continued reinvesting in the business in

- $27.5 million in capital expenditures and new operating leases for revenue equipment that have a capital value equivalent of $38.4 million for a total of $65.9 million in 2Q16

5

$450 million ABL facility amended

- 50 bps reduction in the interest rate
- Maturity may be extended, subject to certain conditions, from February 2019 to June 2021
- Reduces availability requirements allowing additional flexibility to utilize cash that was previously restricted

6

Liquidity continued to improve

- $278.8 million in cash, cash equivalents and Managed Accessibility (as defined in the company's recently filed periodic reports) as of June 30, 2016. An increase of $52.7 million compared to June 30, 2015

Forward Looking Considerations

1

Plan to continue investing back into the business through combined purchasing and leasing to enhance shareholder value

2

No material long-term debt / facility maturities until 1Q19

3

International Brotherhood of Teamsters memorandum of understanding (MOU) in place through March 2019

- Annual wage increases of $0.34 per hour in April from 2016 - 2018
- Annual health and welfare benefit contributions increase in August from 2016 – 2018; estimated increase in 2016 is approximately 7%

4

Total federal net operating losses (NOLs) of $700.2 million as of December 31, 2015 that expire between 2028 - 2035

- Due to IRS limitations, usable NOLs projected at $465.5 million
- Helps mitigate federal cash income tax payments

YRC Worldwide

Competitive Strengths

YRCW's competitive strengths provide a platform for continued improvement and long-term growth

PEOPLE

NETWORKS

PHYSICAL ASSETS

GENERATION-SKIPPING TECHNOLOGY

Competitive Strengths

PEOPLE

- ~32,000 highly experienced employees throughout North America
- Average tenure of union employees approximately 15 years
- Union employee turnover less than 10%
- Long-term relationships with more than 250,000 customers
- Experienced senior management with 150 combined years of operating experience leading the transformation

Competitive Strengths

PEOPLE

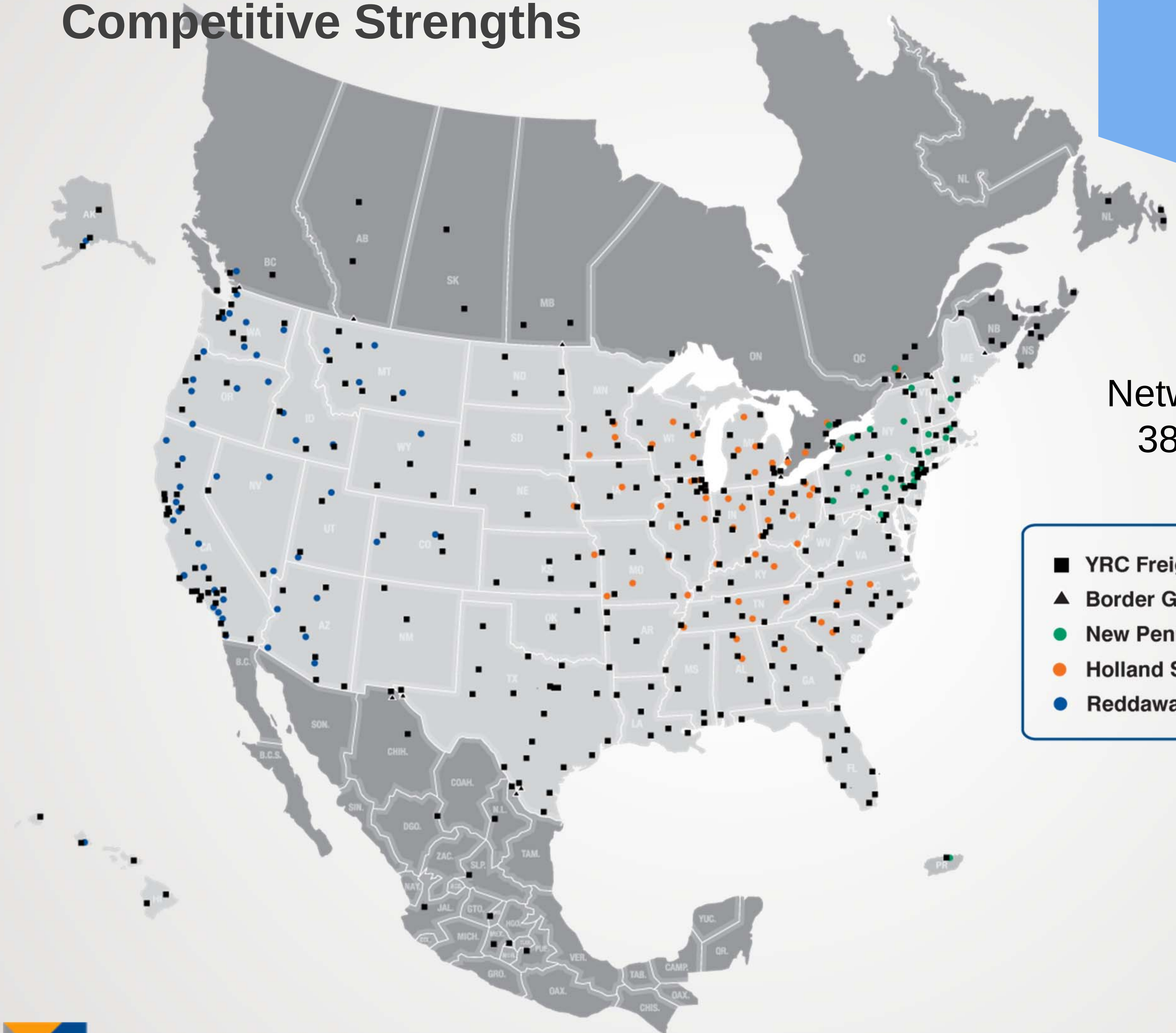
- Typical LTL driving distance contributes to stable workforce and low turnover
- YRCW drivers covered over 940 million miles in 2015
  - The equivalent of more than 168,000 round trips between New York and Los Angeles
- Active million mile drivers – accident-free through specific career anniversaries

2,134 drivers	> 1 million miles
683 drivers	> 2 million miles
108 drivers	> 3 million miles
19 drivers	> 4 million miles
1 driver	> 5 million miles
1 driver	> 6 million miles

YRC Worldwide

Competitive Strengths

NETWORKS



- ■ YRC Freight Service Center
- ▲ Border Gateway
- ● New Penn Service Center
- ● Holland Service Center
- ● Reddaway Service Center

Networks include 383 terminals

YRC Worldwide

Competitive Strengths

PHYSICAL ASSETS

- YRC Freight operates a large hub and spoke network
- Regional carriers operate direct loading and quick sort networks
- YRCW Totals
  - 383 terminals
  - ~21,000 doors
  - ~15,000 tractors
  - ~45,000 trailers
- Reinvesting in the business by replenishing the fleet through a combined approach of purchasing and leasing
- Acquired over 1,600 new tractors and over 3,100 new trailers since the beginning of 2015

Competitive Strengths

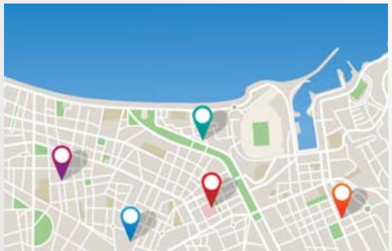
GENERATION-SKIPPING TECHNOLOGY

Implementing tools for continuous improvement in safety, efficiency, and productivity

In-Cab Safety Technology – installation completed in 2016 and in service

Dimensioners – in service

Dock Supervisor Tablets – in service



Pickup and Delivery Route Optimization Software – implementation expected by end of 2017

Pick Up & Delivery Handheld Units – in service

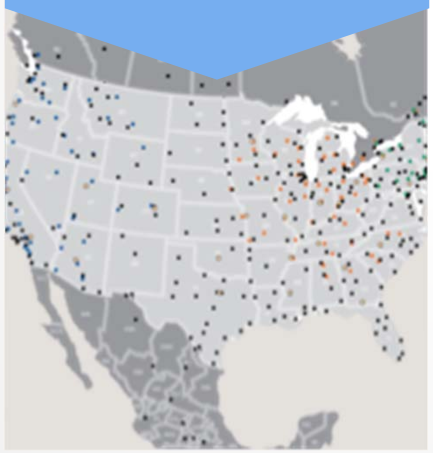
Optym Linehaul Route Optimization Software – implementation in 2016

Competitive Strengths

The result is award-winning customer service with a flexible supply chain that provides the broadest coverage throughout North America

PEOPLE

NETWORKS



PHYSICAL ASSETS

GENERATION-SKIPPING TECHNOLOGY

HOW WE WILL MOVE FREIGHT, OUR COMPANY AND YOUR INVESTMENT FORWARD

YRCW provides the opportunity to invest in a portfolio of four proud and distinct LTL operating companies

Experienced Leadership Team	**Strong** Industry Position	**National Footprint /** Tremendous Asset Base	**Simplified & Stable** Capital Structure	**Diversified Business** Model	**Reinvestment** Back Into the Business	**Turnaround** Still Has Legs Via Margin Expansion

INVESTOR RELATIONS

NASDAQ:

YRCW

www.yrcw.com

COMPANY CONTACT:

Tony Carreño

Vice President – Investor Relations

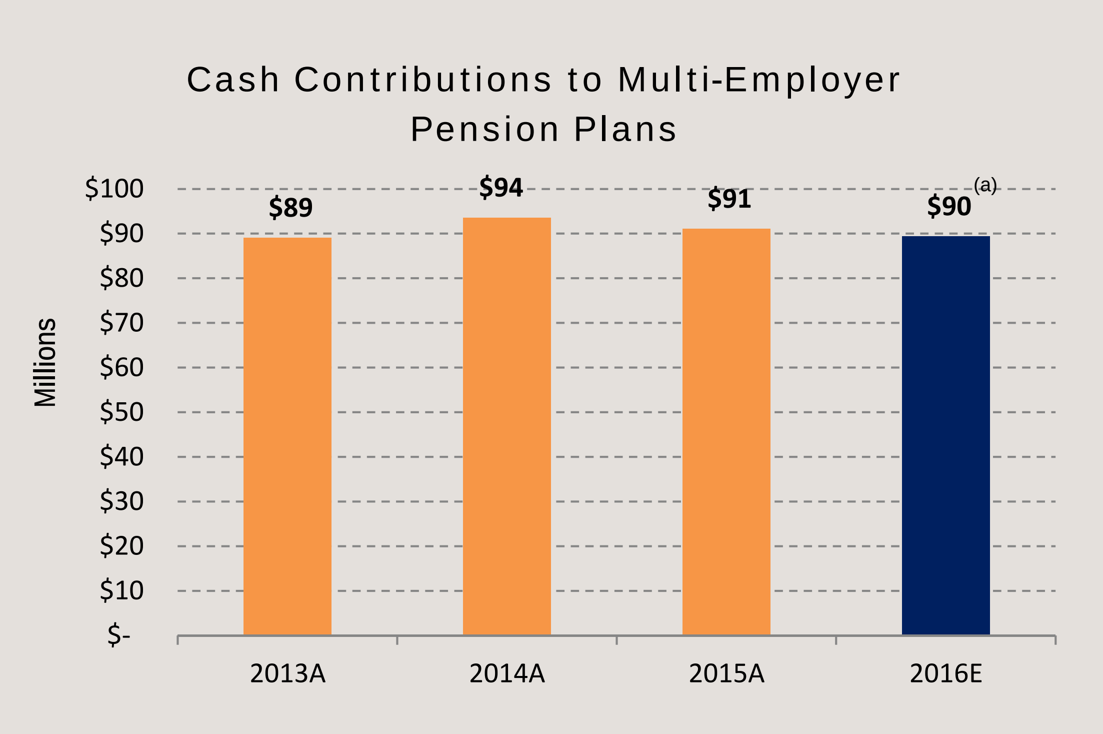
(913) 696-6108

tony.carreno@yrcw.com

APPENDIX

Multi-Employer Pension Plans Contingent Liability

- Employees covered by collective bargaining agreements
- Required contributions anticipated to be an average of $1.75[a] per hour in 2016
  - 2016 cash contributions to be approximately $90 million[a]
  - Expense included in EBITDA
- Contributions are made to 32 multi-employer pension plans with various levels of underfunding
  - Pension plans are managed by independent trustees
- If the Company were to withdraw from or there was a termination of all of the multi-employer pension plans, the Company's portion of the contingent liability would be an estimated $10 billion

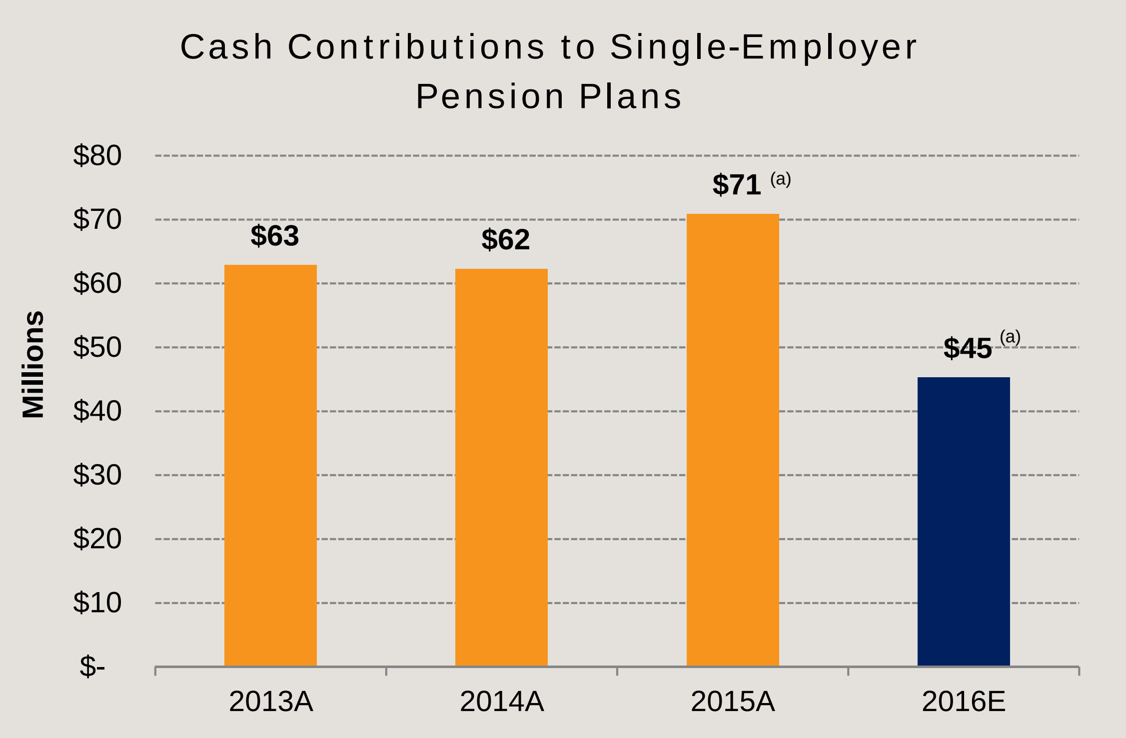


- However…………YRC Worldwide has and expects to continue making its required contractual contributions to the multi-employer pension plans thus SIGNIFICANTLY minimizing the potential of any material contingent liability becoming due
- Additionally, to our knowledge, there are no regulations that would change our average per hour contribution for the remaining term of the Memorandum of Understanding (MOU) as that is contractually agreed to by and between the Company and the individual funds nor are we aware of any regulations that would materially change the status or amount of our contingent liability. As long as we continue to pay what is contractually agreed to, there should be no issue

(a) The estimated contribution amount is subject to potential increases under the 2014 MOU Extension Agreement if the Company's health and welfare contributions made to maintain the current level of health and welfare benefits are less than the health and welfare contribution amounts already negotiated.

Single-Employer Pension Plans

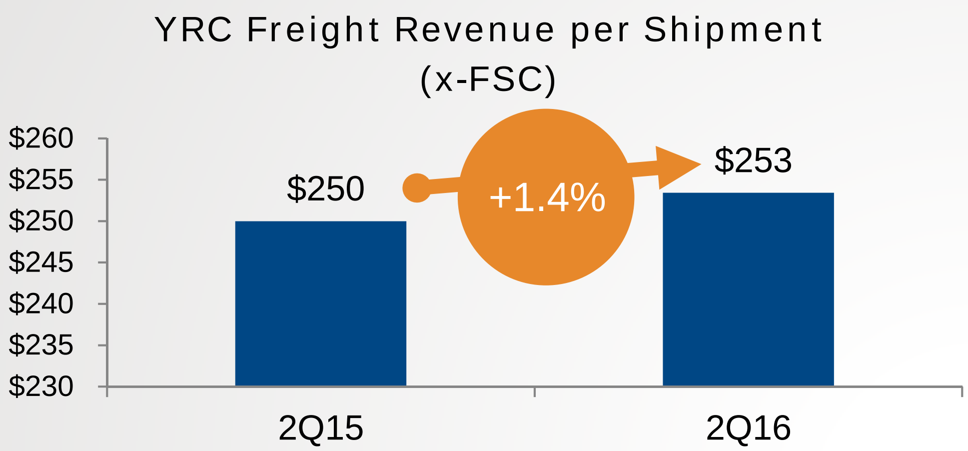
- Certain employees not covered by collective bargaining agreements
- Plans closed to new participants effective January 1, 2004 with benefit accrual for active employees frozen effective July 1, 2008
- Future funding requirements primarily driven by benefits paid, actuarial gains and losses and company contributions
- Long-term strategy is to reduce the risk of the underfunded plans
- On average, the simple-employer pension expense from 2013 – 2015 was approximately $21 million, excluding the expense recognition of settlements from lump sum payouts in 2015

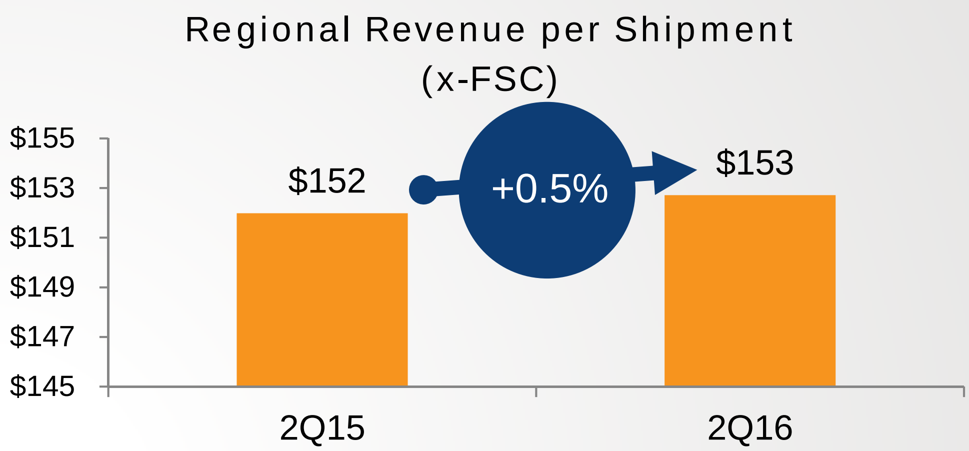


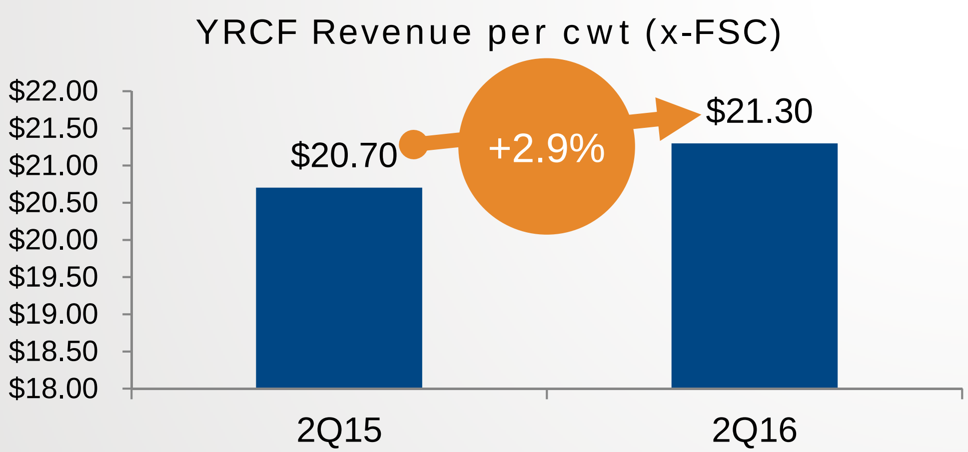
(a) Reflects a $10.9 million contribution due in January 2016 that was paid in December 2015

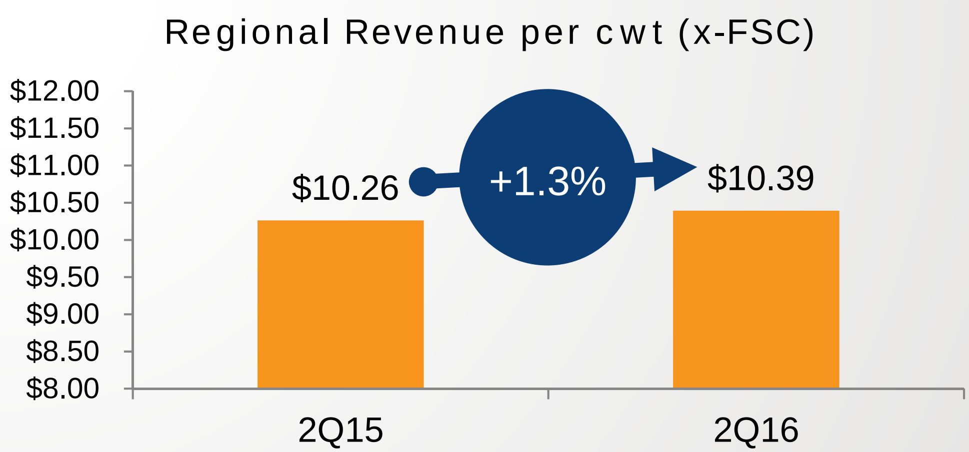
KEY FINANCIAL RESULTS

YOY Revenue Per Shipment and Revenue Per CWT

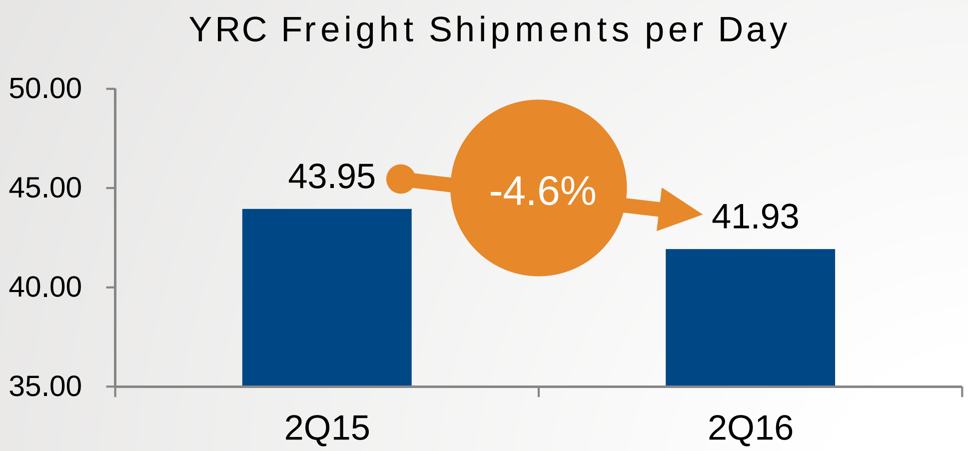




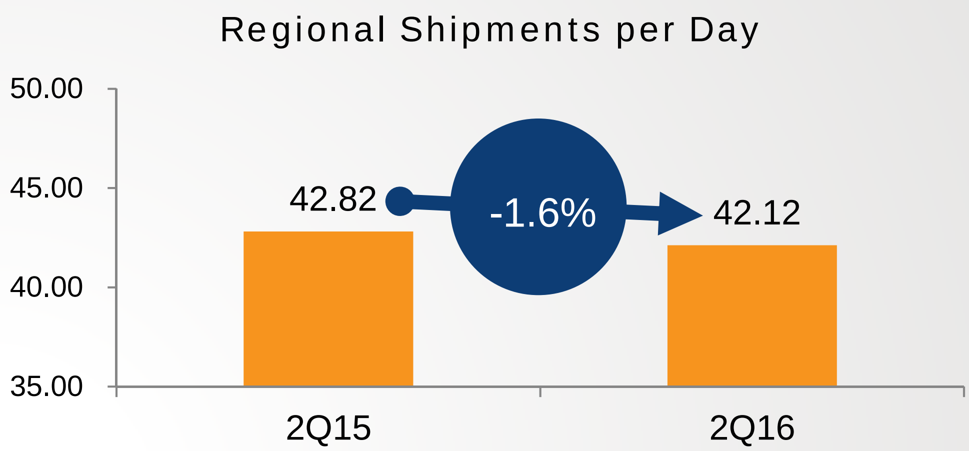




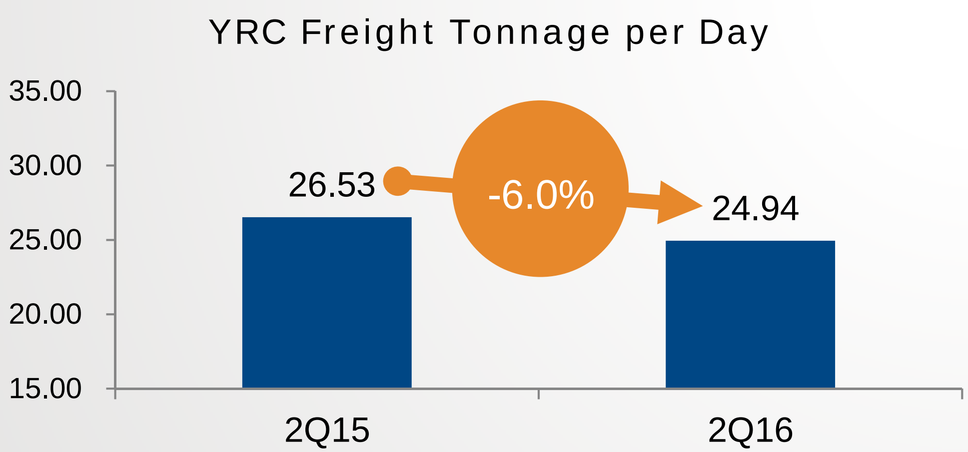
YOY Volume



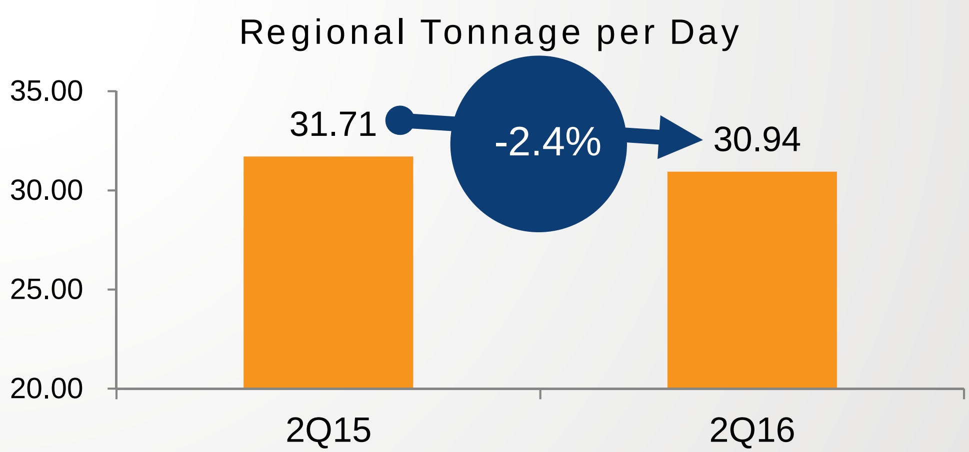
YRC Freight Shipments per Day
50.00
45.00
40.00
35.00
43.95
-4.6%
41.93
2Q15
2Q16



Regional Shipments per Day
50.00
45.00
40.00
35.00
42.82
-1.6%
42.12
2Q15
2Q16



YRC Freight Tonnage per Day
35.00
30.00
25.00
20.00
15.00
26.53
-6.0%
24.94
2Q15
2Q16

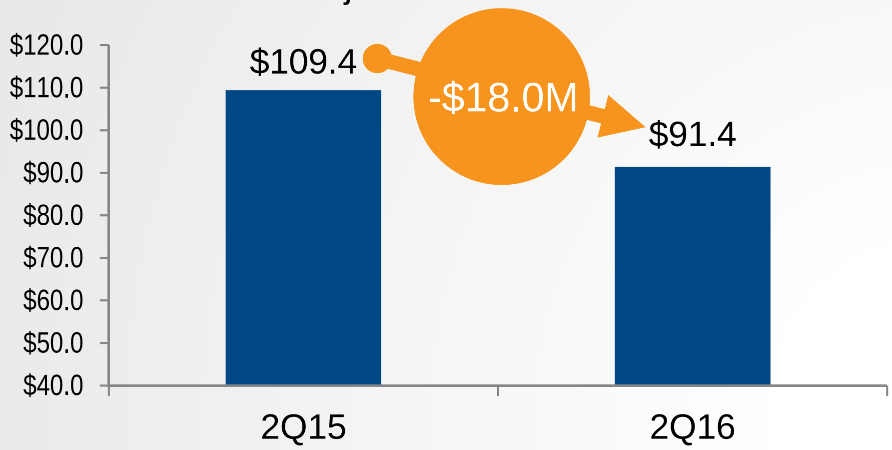


Regional Tonnage per Day
35.00
30.00
25.00
20.00
31.71
-2.4%
30.94
2Q15
2Q16

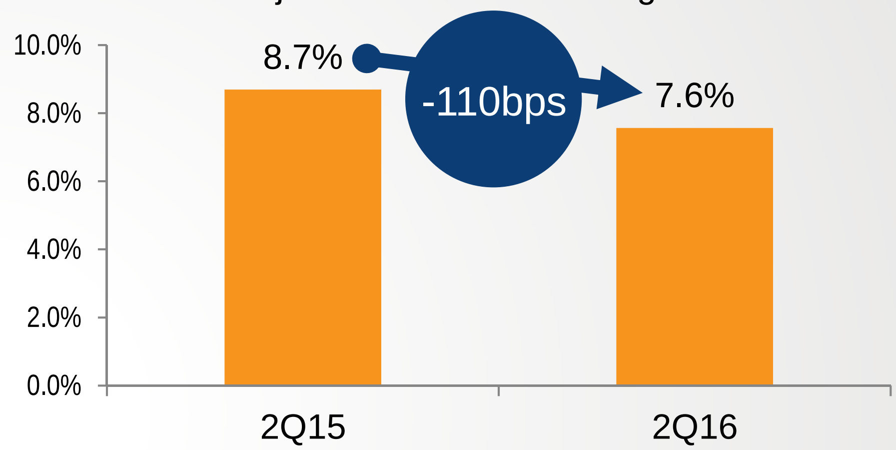
Consolidated Adjusted EBITDA

($ in millions)

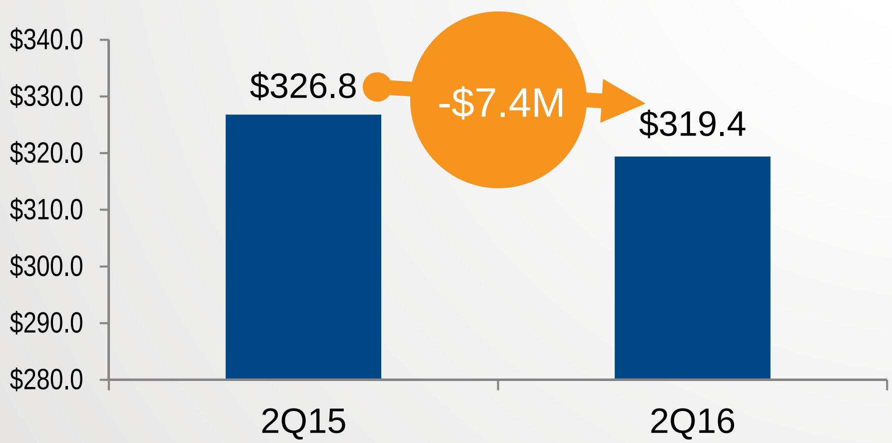
Adjusted EBITDA



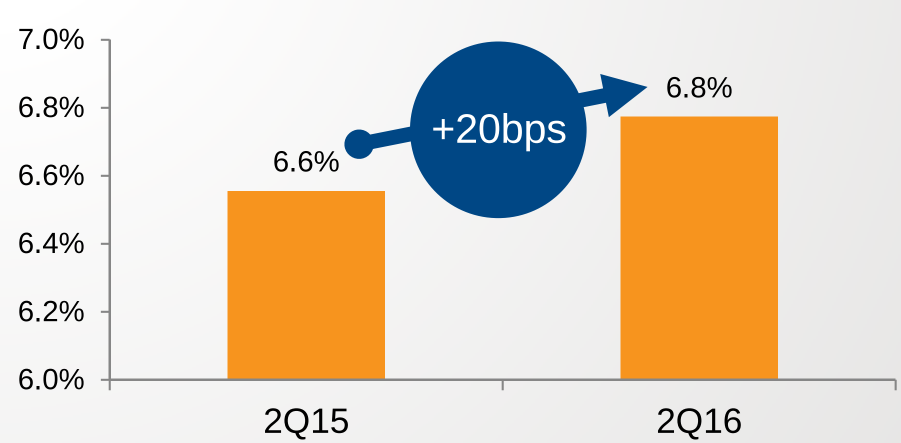
Adjusted EBITDA Margin



LTM Adjusted EBITDA

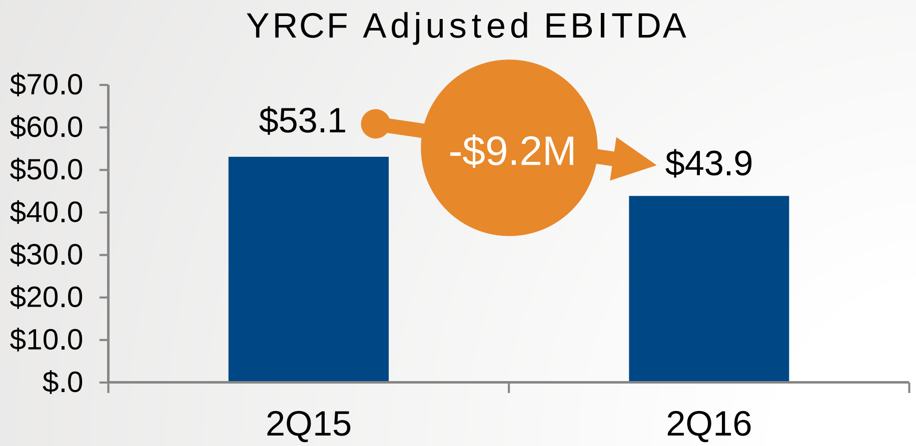


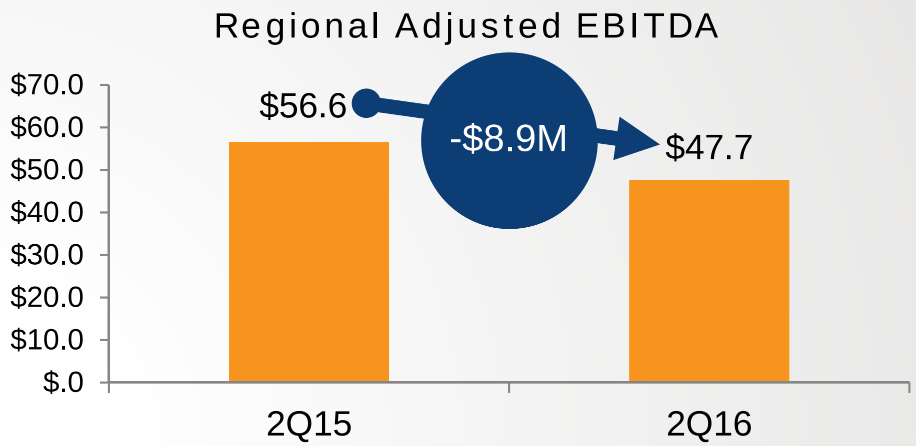
LTM Adjusted EBITDA Margin

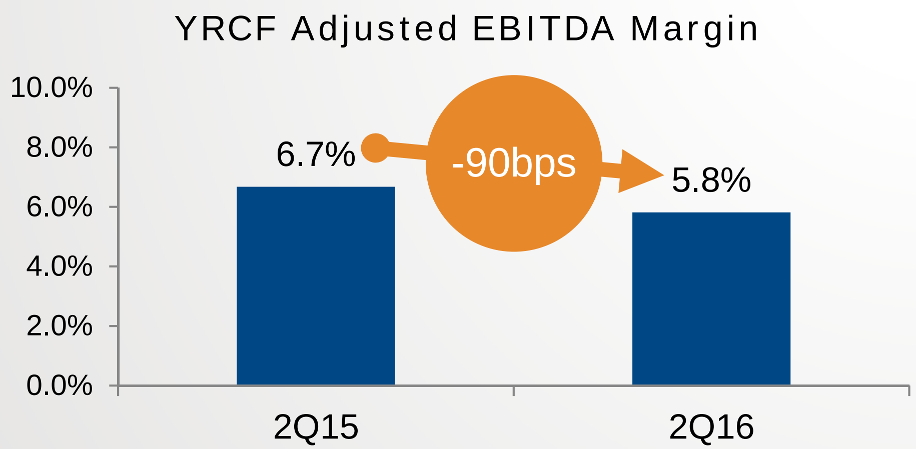


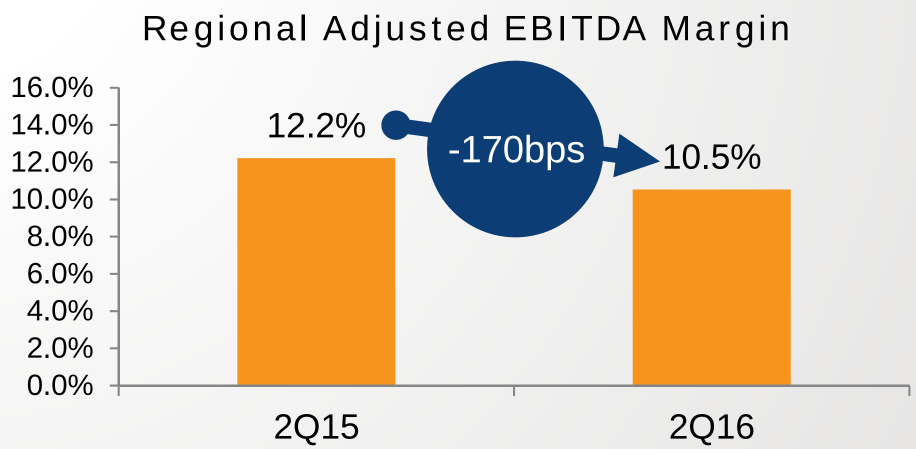
Segment Adjusted EBITDA

($ in millions)









EBITDA Reconciliation - Consolidated

($ in millions)

YRCW Consolidated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	LTM 2Q 2015	LTM 2Q 2016	2Q 2015	2Q 2016
Reconciliation of Net (Loss) Income to Adjusted EBITDA									
Net (loss) income	$ (354.4)	$ (136.5)	$ (83.6)	$ (67.7)	$ 0.7	$ 11.8	$ 11.4	$ 26.0	$ 27.1
Interest expense, net	155.7	150.1	163.8	149.5	107.1	115.0	103.9	27.9	26.1
Income tax (benefit) expense	(7.5)	(15.0)	(45.9)	(16.1)	(5.1)	(0.4)	(5.9)	2.3	4.7
Depreciation and amortization	195.7	183.8	172.3	163.6	163.7	164.5	160.0	41.3	38.5
EBITDA	$ (10.5)	$ 182.4	$ 206.6	$ 229.3	$ 266.4	$ 290.9	$ 269.4	$ 97.5	$ 96.4
Adjustments for debt covenants:									
(Gains) / loss on property disposals, net	(8.2)	(9.7)	(2.2)	(11.9)	1.9	(5.0)	(10.1)	(0.7)	(11.1)
Letter of credit expense	35.2	36.3	33.9	12.1	8.8	9.2	8.7	2.2	2.1
Restructuring professional fees	44.0	3.0	12.0	4.2	0.2	3.1	0.2	-	-
Nonrecurring consulting fees	-	-	-	-	5.1	5.9	(0.8)	3.0	-
Permitted dispositions and other	6.2	(4.0)	1.7	1.8	0.4	1.9	(0.3)	0.1	(0.4)
Equity based compensation expense	0.6	3.8	5.8	14.3	8.5	8.9	9.3	3.2	2.7
Union equity awards	14.9	-	-	-	-	-	-	-	-
Restructuring transaction costs	17.8	-	-	-	-	-	-	-	-
Fair value adjustment of derivative liabilities	79.2	-	-	-	-	-	-	-	-
Amortization of ratification bonus	-	-	-	15.6	18.9	20.2	13.7	4.6	-
Non-union pension settlement	-	-	-	-	28.7	-	28.7	-	-
Equity Investment Impairment	-	30.8	-	-	-	-	-	-	-
(Gains) / loss on extinguishment of debt	(25.8)	-	-	(11.2)	0.6	0.6	-	-	-
Other, net[a]	5.8	(3.1)	(2.9)	(9.7)	(6.2)	(8.9)	0.6	(0.5)	1.7
Adjusted EBITDA	$ 159.2	$ 239.5	$ 254.9	$ 244.5	$ 333.3	$ 326.8	$ 319.4	$ 109.4	$ 91.4
Revenue	$ 4,868.8	$ 4,850.5	$ 4,865.4	$ 5,068.8	$ 4,832.4	$ 4,985.1	$ 4,715.5	$ 1,258.4	$ 1,207.6
Adjusted EBITDA Margin	3.3%	4.9%	5.2%	4.8%	6.9%	6.6%	6.8%	8.7%	7.6%
Funded Debt	$ 1,358.8	$ 1,381.0	$ 1,361.3	$ 1,116.2	$ 1,081.9	$ 1,089.2	$ 1,060.8		
Leverage Ratio	8.54x	5.77x	5.34x	4.57x	3.25x	3.33x	3.32x		

(a) As required under our Term Loan Agreement, other, net, shown above consists of the impact of certain items to be included in Adjusted EBITDA

EBITDA Reconciliation - Segment

($ in millions)

YRC Freight Segment	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	LTM 2Q 2015	LTM 2Q 2016	2Q 2015	2Q 2016
Reconciliation of operating income (loss) to adjusted EBITDA									
Operating (loss) income	$ (88.5)	$ (37.3)	$ (31.2)	$ 0.5	$ 18.0	$ 56.0	$ 27.8	$ 22.5	$ 28.4
Depreciation and amortization	102.9	119.8	109.1	98.0	93.1	95.7	90.9	23.3	22.3
(Gains) losses on property disposals, net	(10.5)	(9.9)	(3.0)	(15.9)	1.9	(8.4)	(10.7)	0.8	(11.2)
Letter of credit expense	28.1	29.6	25.8	8.3	6.1	6.3	5.9	1.5	1.4
Union equity awards	10.3	-	-	-	-	-	-	-	-
Nonrecurring consulting fees	-	-	-	-	5.1	5.9	(0.8)	3.0	-
Amortization of ratification bonus	-	-	-	10.0	12.2	13.0	8.9	3.0	-
Non-union pension settlement charge	-	-	-	-	28.7	-	28.7	-	-
Other, net[(a)]	1.4	2.7	4.5	(1.1)	2.1	(1.3)	5.3	(1.0)	3.0
Adjusted EBITDA	$ 43.7	$ 104.9	$ 105.2	$ 99.8	$ 167.2	$ 167.2	$ 156.0	$ 53.1	$ 43.9
Revenue	$ 3,203.0	$ 3,206.9	$ 3,136.8	$ 3,237.4	$ 3,055.7	$ 3,171.3	$ 2,973.6	$ 795.2	$ 755.0
Adjusted EBITDA Margin	1.4%	3.3%	3.4%	3.1%	5.5%	5.3%	5.2%	6.7%	5.8%

Regional Transportation Segment	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	LTM 2Q 2015	LTM 2Q 2016	2Q 2015	2Q 2016
Reconciliation of operating income to adjusted EBITDA									
Operating Income	$ 32.9	$ 70.0	$ 79.9	$ 66.1	$ 85.4	$ 77.3	$ 86.1	$ 37.7	$ 30.6
Depreciation and amortization	61.6	63.3	63.1	65.8	70.7	69.0	69.1	18.1	16.2
(Gains) losses on property disposals, net	(2.7)	0.7	0.6	4.0	0.2	3.6	0.6	(1.3)	0.1
Letter of credit expense	6.6	6.2	6.8	2.9	2.1	2.1	2.5	0.5	0.7
Union equity awards	4.6	-	-	-	-	-	-	-	-
Amortization of ratification bonus	-	-	-	5.6	6.7	7.2	4.8	1.6	-
Other, net[(a)]	0.1	-	0.1	-	0.8	-	1.1	-	0.1
Adjusted EBITDA	$ 103.1	$ 140.2	$ 150.5	$ 144.4	$ 165.9	$ 159.2	$ 164.2	$ 56.6	$ 47.7
Revenue	$ 1,554.3	$ 1,640.6	$ 1,728.6	$ 1,831.4	$ 1,776.9	$ 1,813.9	$ 1,742.6	$ 463.2	$ 452.8
Adjusted EBITDA Margin	6.6%	8.5%	8.7%	7.9%	9.3%	8.8%	9.4%	12.2%	10.5%

(a) As required under our Term Loan, other nonoperating, net, shown above does not include the impact of non-cash foreign currency gains or losses

Free Cash Flow Reconciliation - Consolidated

($ in millions)

YRCW Free Cash Flow	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	LTM 2Q15	LTM 2Q16	2Q14	2Q15	2Q16
Net cash (used)/provided in operating activities	(26.0)	(25.9)	12.1	28.5	140.8	115.2	157.2	(55.6)	31.1	47.5
Acquisition of property and equipment	(71.6)	(66.4)	(66.9)	(69.2)	(108.0)	(87.1)	(112.7)	(24.7)	(42.6)	(47.3)
Proceeds from disposal of property and equipment	67.5	50.4	9.8	20.8	17.5	26.6	25.4	7.3	13.1	21.0
Free Cash Flow	(30.1)	(41.9)	(45.0)	(19.9)	50.3	54.7	69.9	(73.0)	1.6	21.2