



YRC Worldwide®

INVESTOR PRESENTATION

June 2016



FORWARD-LOOKING DISCLOSURES

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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





YRC Worldwide



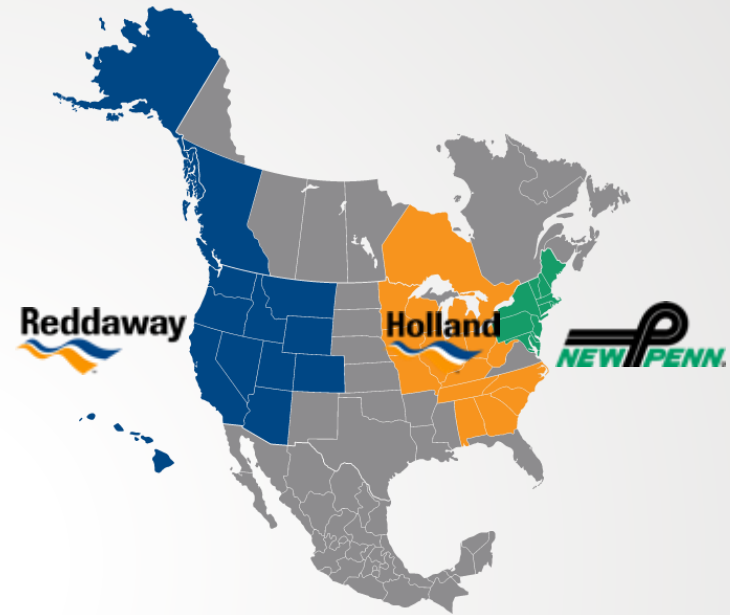
YRCW provides services under a portfolio of four operating companies

Among these 4 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

For next-day and time-sensitive services, YRC regional has 3 distinct carriers: Holland, Reddaway and New Penn. All three brands are well-established and have long histories in their respective regions

YRC Freight	Metric
LTM 1Q16 Revenue	\$3.0 billion
LTM 1Q16 Adj. EBITDA	\$165 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

YRC Regional	Metric
LTM 1Q16 Revenue	\$1.8 billion
LTM 1Q16 Adj. EBITDA	\$173 million
# of Customers	~150,000
# of Terminals	126
Average Length of Haul	400 miles
Average Weight	1,300 lbs
Average Transit	> 90% in 2 days or less

A nighttime photograph of a city skyline, likely New York City, featuring several illuminated skyscrapers and a bridge structure in the foreground. The sky is dark blue, and the city lights are prominent.

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



PHILIPS

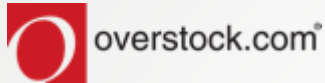
TARGET



Panasonic



BRIDGESTONE



ANHEUSER BUSCH



L'ORÉAL

DOLLAR GENERAL



wayfair

American Airlines

Nestlé



Walmart
save money. live better.

TOYOTA

amazon.com

C.H. ROBINSON
WORLDWIDE, INC.

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 received two Quest of Quality awards in 2015 from Logistics Management magazine

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



James Welch

CEO, YRCW

- More than 34 years of experience in the transportation and logistics industry including 29 years at Yellow Transportation
- Returned to the Company in 2011 to become CEO



Jamie Pierson

CFO, YRCW

- Acted as an advisor to the Company from early 2009 – November 2011
- Joined as CFO in 2011
- Prior to YRCW, served as Vice President, Corporate Development and Integration with Greatwide Logistics 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 27 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 27 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

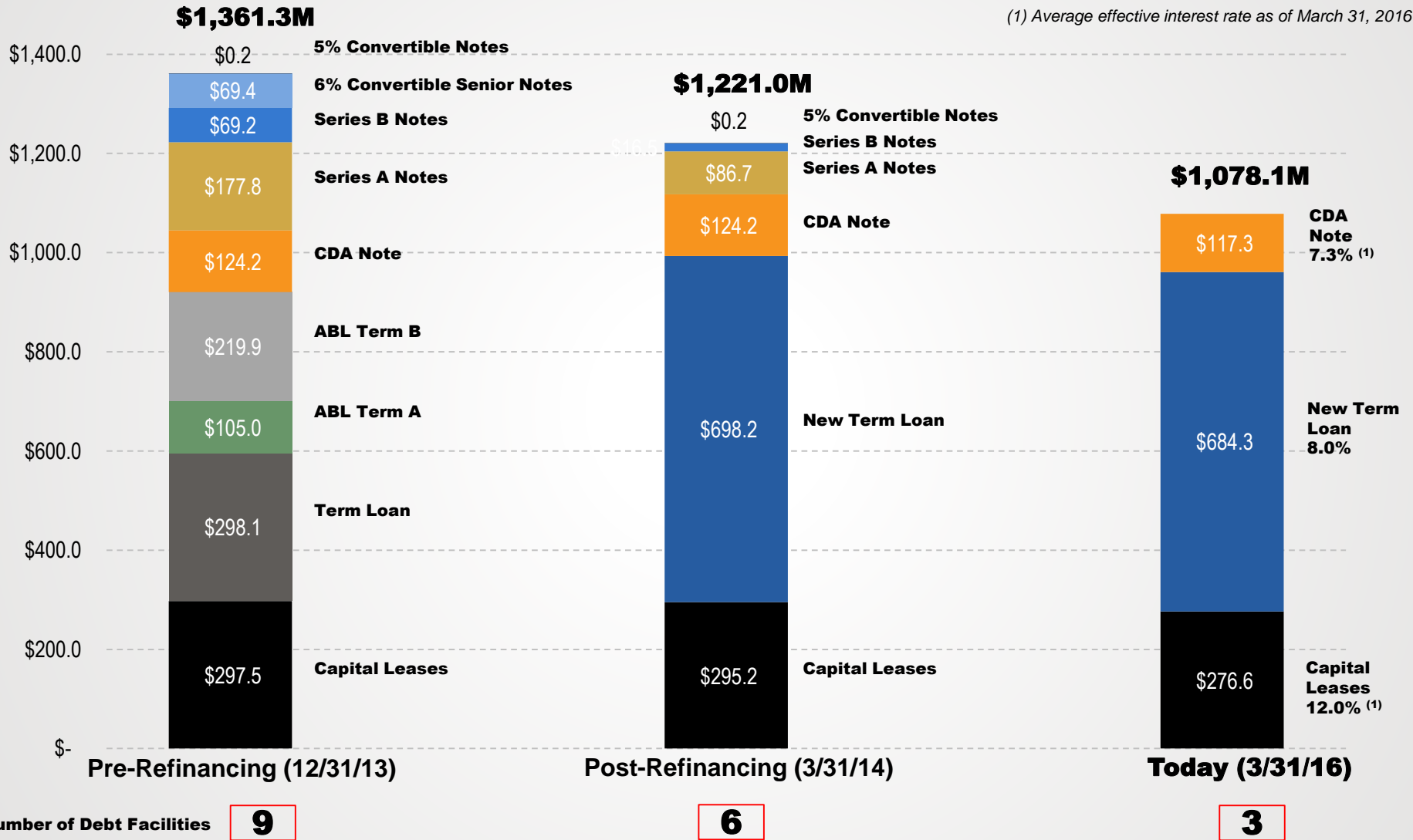
President, Reddaway

- More than 30 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 by \$283.2 million since 2013

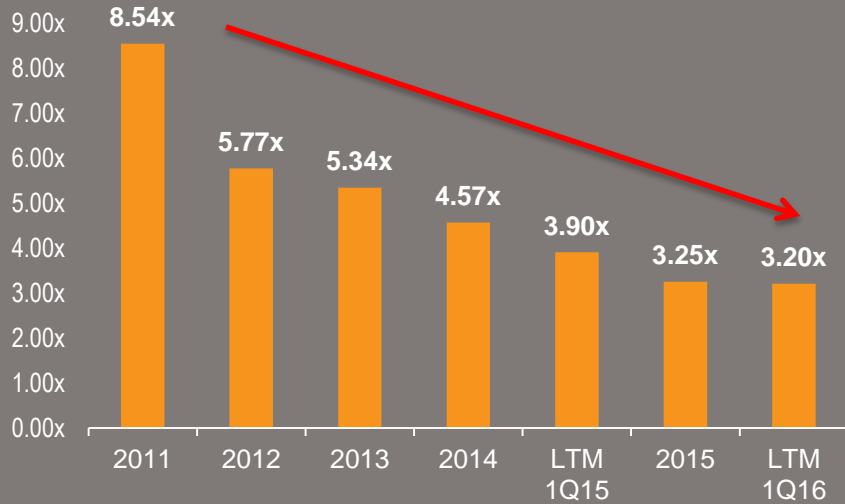
(1) Average effective interest rate as of March 31, 2016



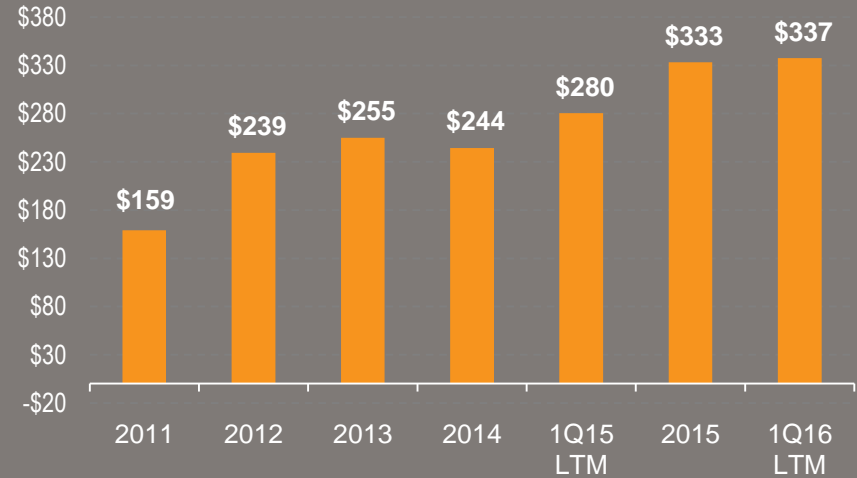
Maturities extended to 2019 and cash interest payments reduced by ~\$40M per year

Leverage Ratio

Funded Debt / Adjusted EBITDA



YRCW Adjusted EBITDA



Note: Funded debt balances based on par value

Steady progress every year since 2011

Funded Debt to Adjusted EBITDA down 5.3 turns

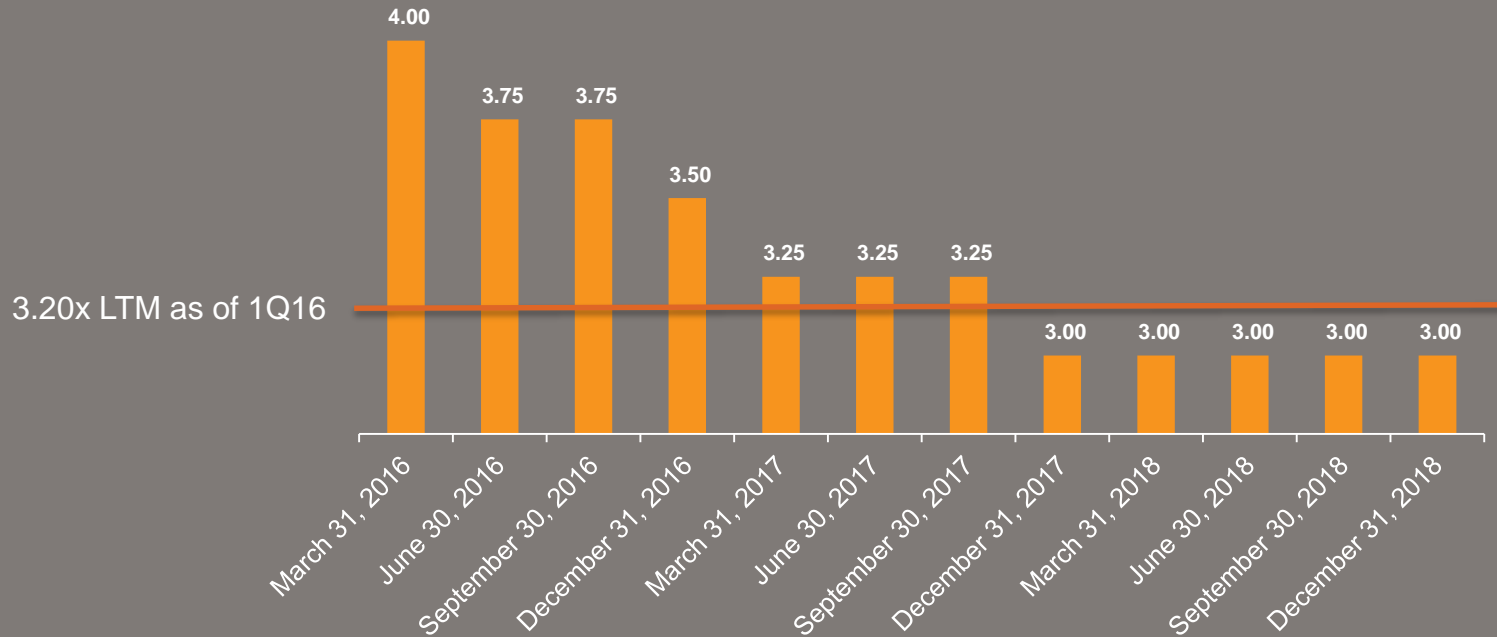
Adjusted EBITDA CAGR of 20.3% for 2011 – 2015

Growing into capital structure

Continue to de-risk the balance sheet

Credit Facility Covenants

Maximum Total Leverage Ratio Four Consecutive Fiscal Quarters Ending



YRCW's credit ratings as of March 31, 2016:

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

Moody's corporate family rating is B3 with a Stable outlook

No Near-Term Maturities



Significant extension of debt maturities provides longer runway to continue operational transformation

1Q 2016 Financial and Operational Highlights

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

- Improved 1Q16 consolidated operating ratio by 90 basis points to 98.8 on a YoY basis

3

Adjusted EBITDA of \$62.9 million in 1Q16 compared to \$58.8 million in 1Q15

4

LTM Adjusted EBITDA increased to \$337.4 million in 1Q16 an improvement of \$57 million compared to 1Q15

- A 20% increase compared to 1Q15

5

Continued reinvesting in the business in 1Q16 with \$19.8 million in capital expenditures and new operating leases for revenue equipment that have a capital value equivalent of \$33.4 million for a total of \$53.2 million

6

Liquidity improved to \$222.1 million, a \$46.5 million increase compared to a year ago

Opportunity for EBITDA Margin Growth & Further Deleveraging

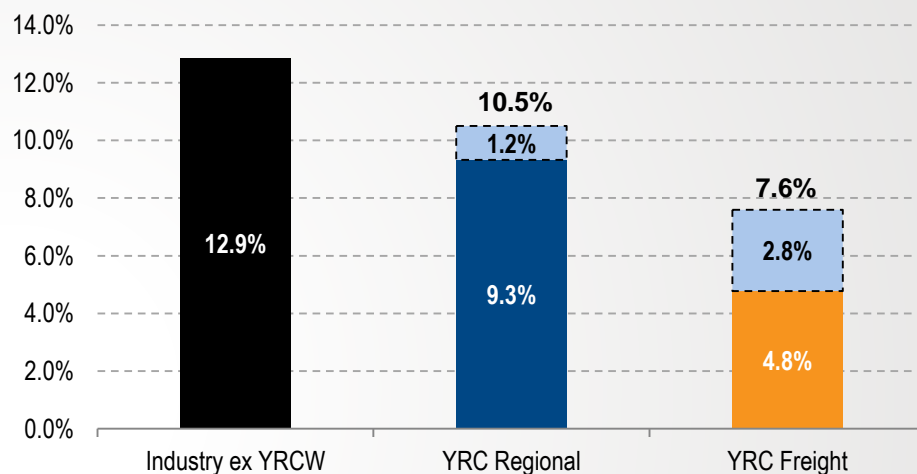
Assuming current market performance of an OR of 91 to 93, the long-term EBITDA margin segment goals are as follows:

YRCF = 7.6% (equivalent to an OR of 95 – 96)

Regional = 10.5% (equivalent to an OR of 93 – 94)

Opportunity for both segments to achieve margin improvements

LTM 1Q16 EBITDA Margin



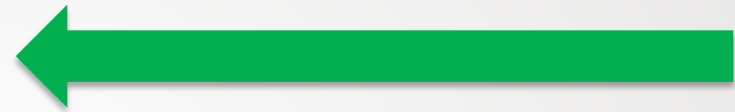
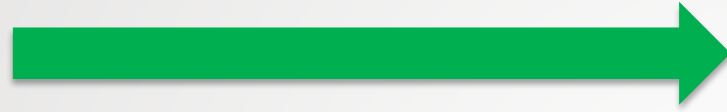
Note: The peer groups LTM 1Q16 EBITDA and OR excludes XPO Logistics' LTL Division and UPS Freight

	LTM 1Q16	YRC Regional	YRC Freight
Revenue		\$ 1,752.9	\$ 3,013.8
EBITDA		164.2	113.8
Non-union pension settlement charge		-	28.7
(Gains) loss on property sales		(0.8)	1.3
EBITDA less losses on property sales		<u>\$ 163.4</u>	<u>\$ 143.8</u>

EBITDA margin %, less (gains) losses on property sales and Non-union pension settlement charge	9.3%	4.8%
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Note: For comparison purposes, EBITDA for all companies is defined as Operating Income, excluding gains or losses from property sales, plus Depreciation and Amortization. EBITDA used to calculate EBITDA margin for YRCW above differs from the credit agreement definition of Consolidated Adjusted EBITDA

Plan to Achieve Margin Segment Goals Include



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

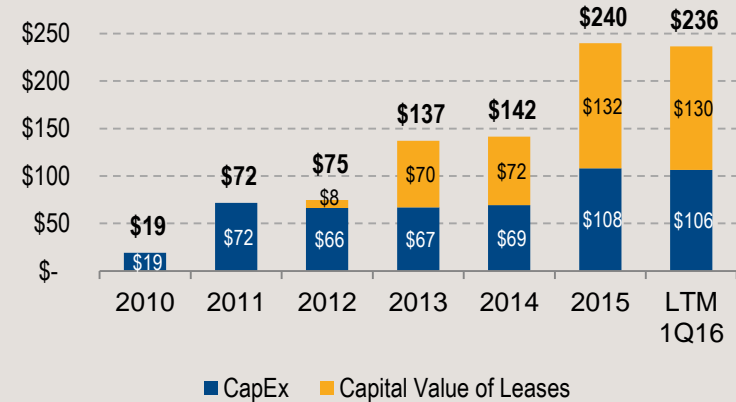
Increased leasing activity due to greater financing options resulting from the Company's improved financial condition

Acquired 70 dimensioners since 2014. Dimensioning technology is used to better cost, price and plan freight loading and flow

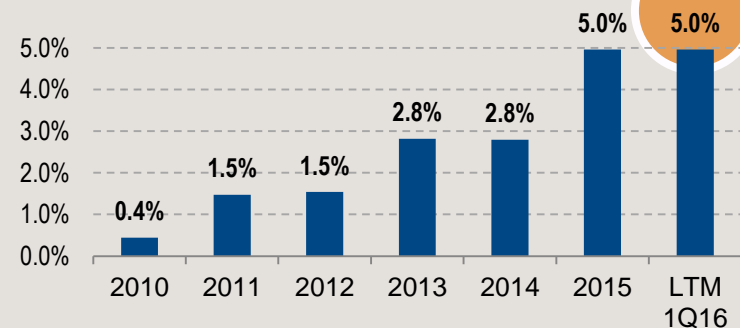
For the LTM 1Q16, the CapEx Equivalent (CapEx plus the Capital Value of Leases) was 5.0% of revenue. This brings the Company more in line with historical industry standards

Since the beginning of 2015, additions have included over 1,400 new tractors and over 1,900 new trailers

CapEx Equivalent



CapEx Equivalent - as a % Revenue



Forward Looking Considerations

1

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

2

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%
- Required contributions to pension plans remain an average of \$1.75 per hour

3

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

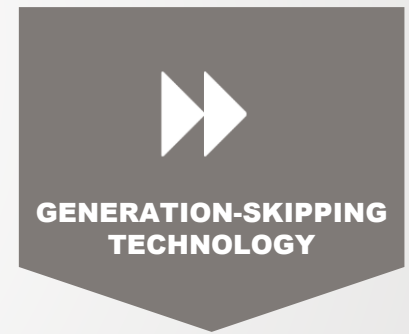
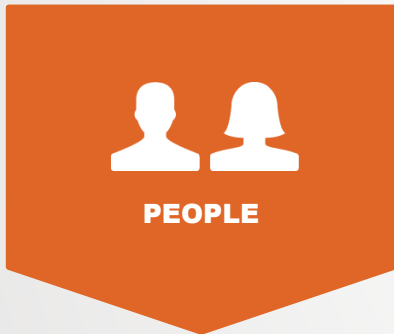
4

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

Competitive Strengths

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



Competitive Strengths



PEOPLE

- ~32,000 highly experienced employees throughout North America

- Average tenure of union employees approximately 15 years

- Union employees turnover less than 10%

- Long-term relationships with more than 250,000 customers

- Experienced senior management with 150 combined years of operating experience leading transformation



Competitive Strengths



PEOPLE

Typical LTL driving distance contributes to stable workforce and low turnover

YRCW drivers cover approximately 1 billion miles per year

- 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

20 drivers > 4 million miles

1 driver > 6 million miles



Competitive Strengths



Networks include
384 terminals

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

Competitive Strengths



PHYSICAL ASSETS

YRC Freight operates a large hub and spoke network

Regional carriers operate direct loading and quick sort networks

YRCW Totals

384 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 1,400 new tractors and over 1,900 new trailers since the beginning of 2015



Competitive Strengths



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



In-Cab Safety Technology



Dimensioners



Dock Supervisor Tablets



Logistics Planning Technology



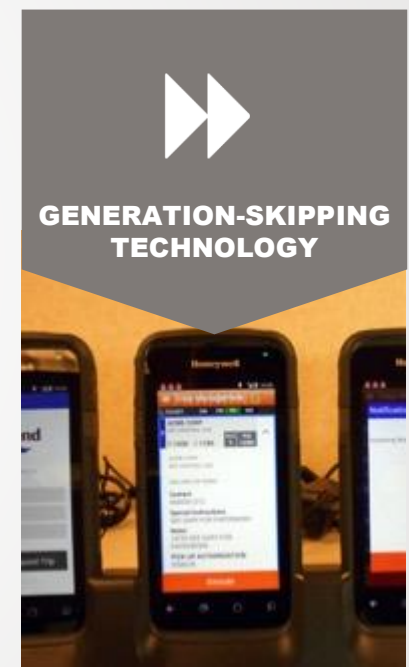
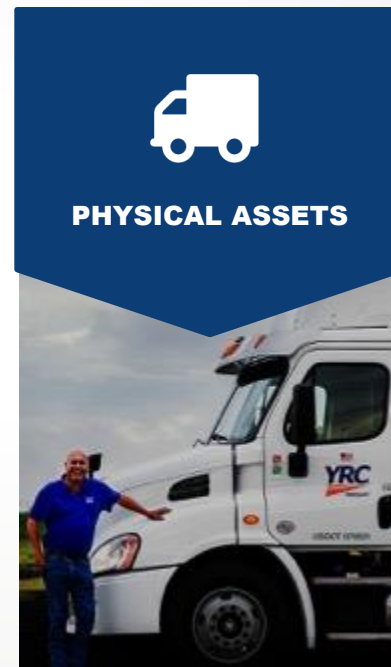
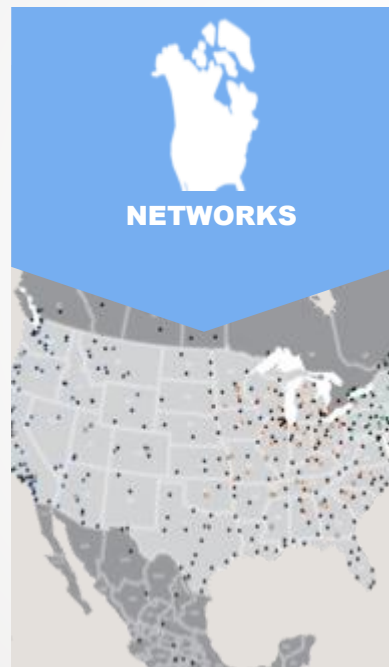
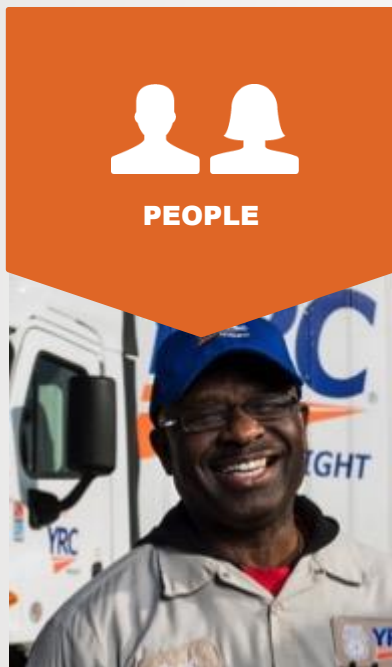
Pick Up & Delivery Handheld Units



Optym Linehaul Optimization Software

Competitive Strengths

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



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**



**Strong
Industry
Position**



**Experienced
Leadership
Team**



**Diversified
Business
Model**



**Simplified
& Stable
Capital
Structure**



**Turnaround
Still Has
Legs Via
Margin
Expansion**



**Reinvestment
Back Into the
Business**



**National
Footprint /
Tremendous
Asset Base**

INVESTOR RELATIONS

NASDAQ:
YRCW



www.yrcw.com

COMPANY CONTACT:

Tony Carreño

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APPENDIX

Multi-Employer Pension Plans Contingent Liability

Employees covered by collective bargaining agreements

Required contributions anticipated to be an average of \$1.75 per hour through the expiration of the Memorandum of Understanding (MOU) with the International Brotherhood of Teamsters (IBT) in March 2019

- 2016 cash contributions to be approximately \$90 million
- 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

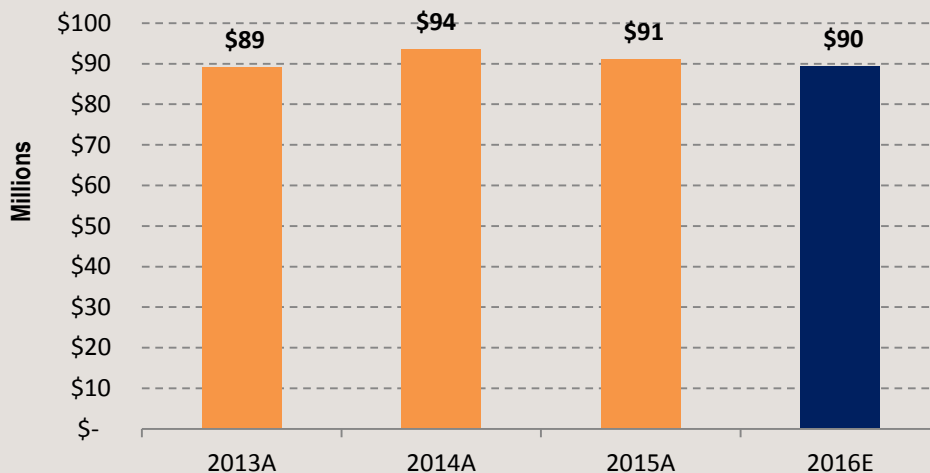
If the Company were to withdraw from or there was a termination of all of the multi-employer pension plans, the Company's portion of the contingent liability would be an estimated \$10 billion

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 \$1.75 average per hour contribution for the remaining term of the 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

Cash Contributions to Multi-Employer Pension Plans



Single-Employer Pension Plans

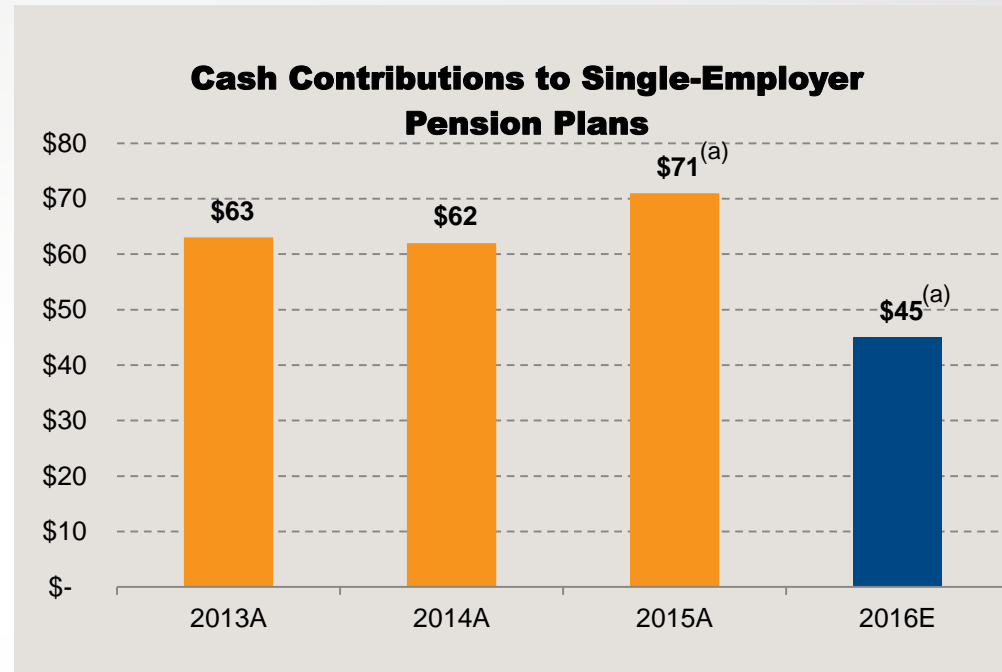
Certain employees not covered by collective bargaining agreements

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



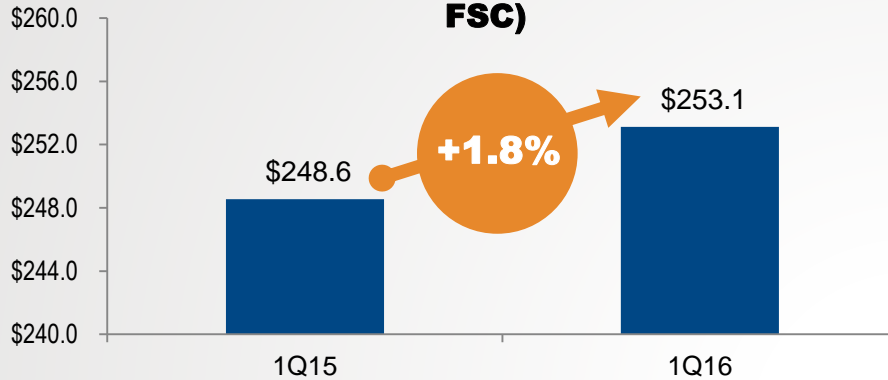
(a) Reflects a \$10.9 million contribution due in January 2016 that was paid in December 2015

KEY FINANCIAL RESULTS

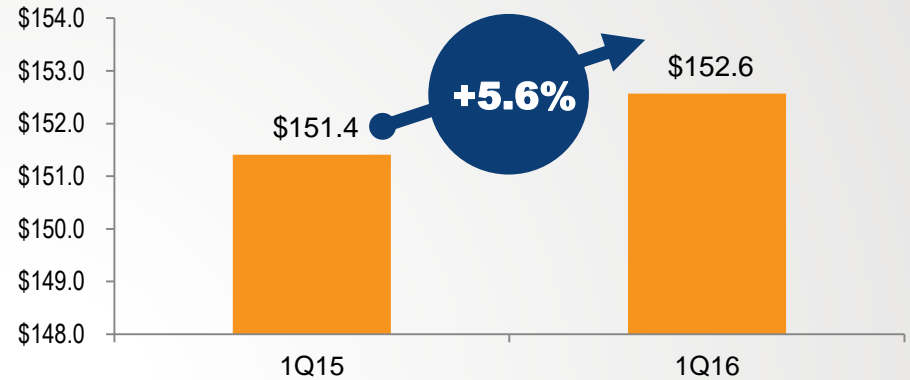


YOY Revenue Per Shipment and Revenue Per CWT

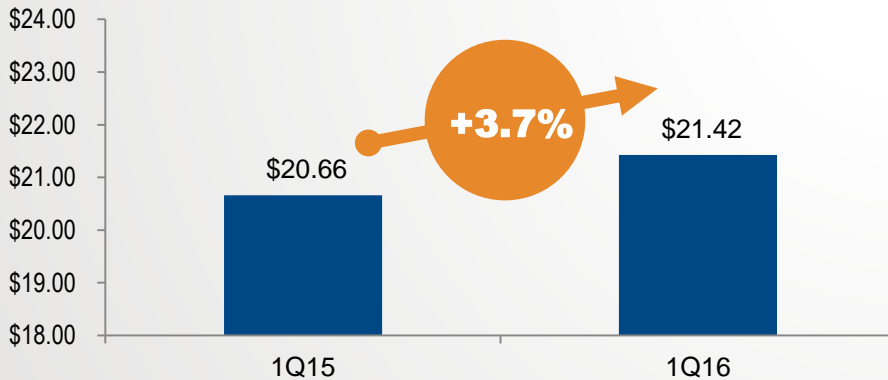
YRC Freight Revenue per Shipment (x-FSC)



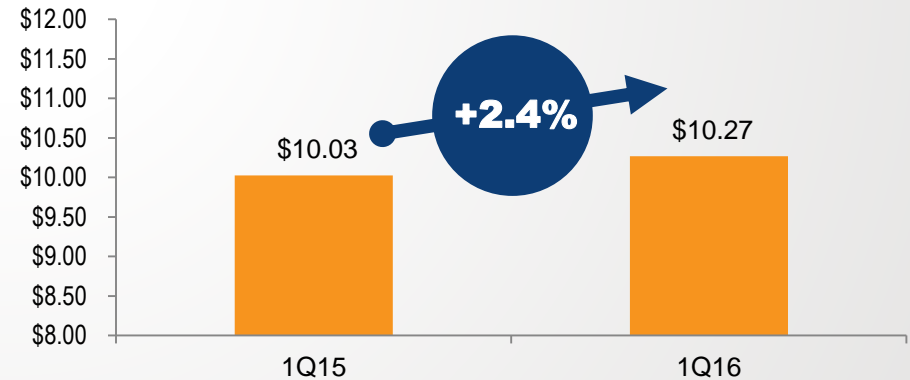
Regional Revenue per Shipment (x-FSC)



YRC Freight Revenue per cwt (x-FSC)

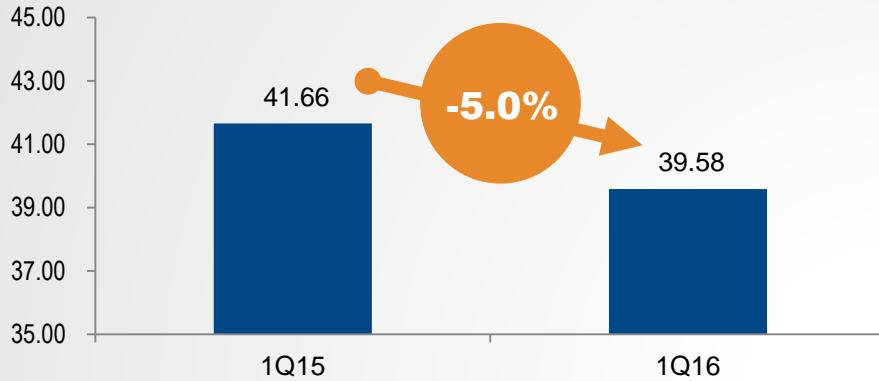


Regional Revenue per cwt (x-FSC)

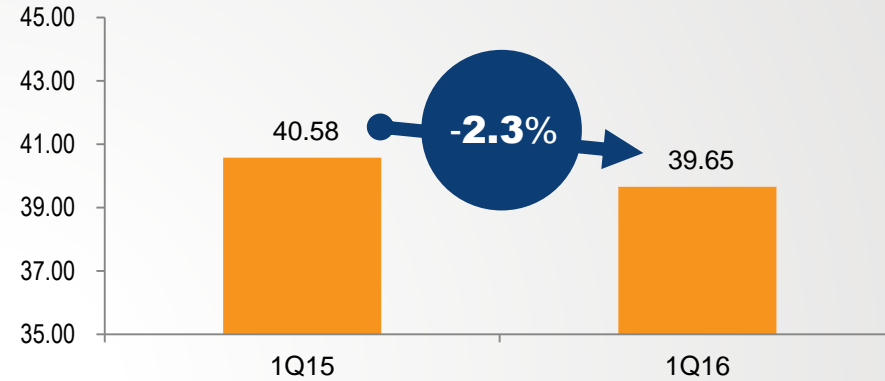


YOY Volume

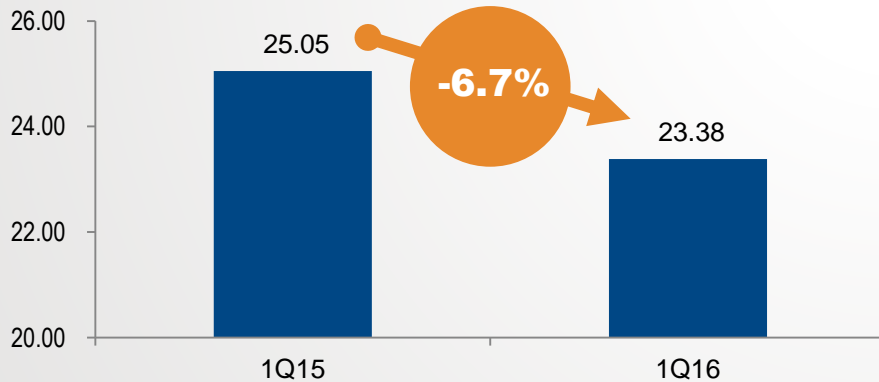
YRC Freight Shipments per Day



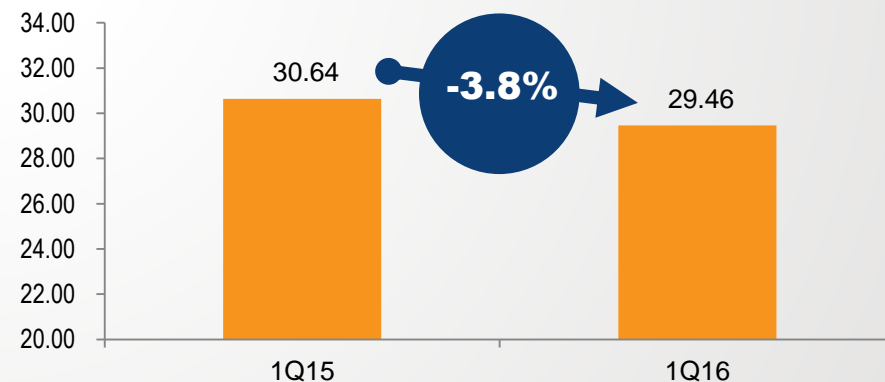
Regional Shipments per Day



YRC Freight Tonnage per Day



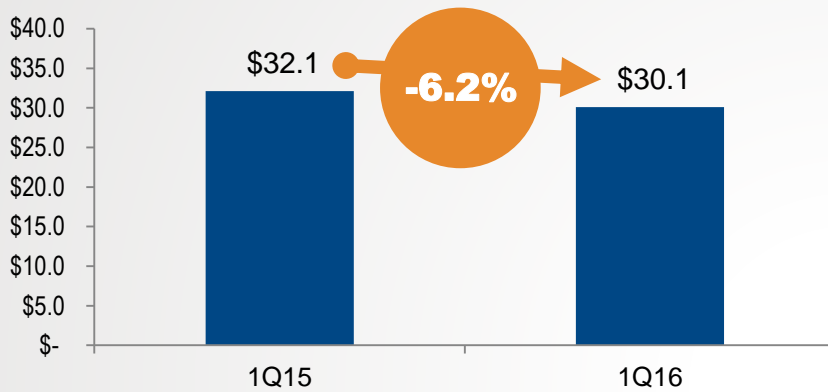
Regional Tonnage per Day



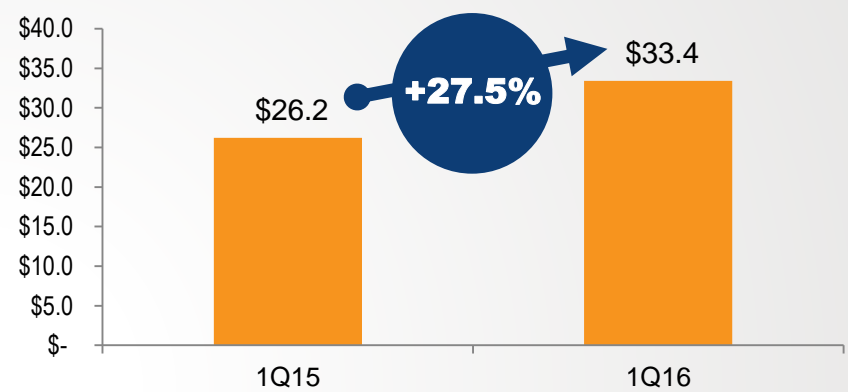
Segment Adjusted EBITDA

(\$ in millions)

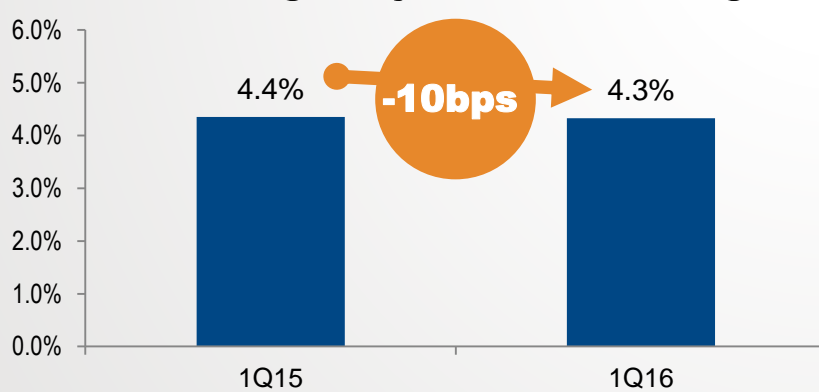
YRC Freight Adjusted EBITDA



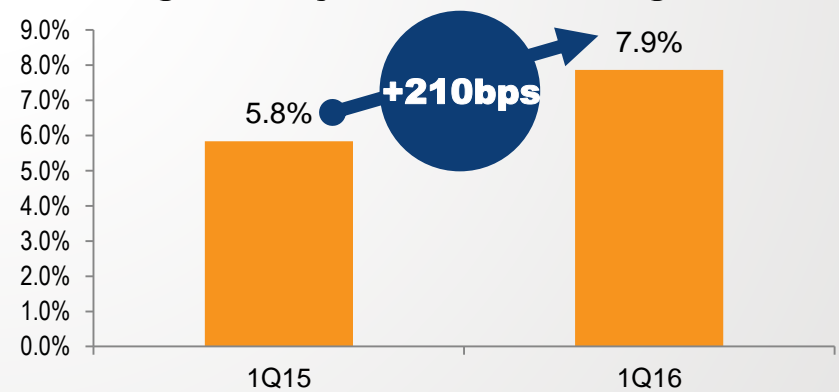
Regional Adjusted EBITDA



YRC Freight Adjusted EBITDA Margin

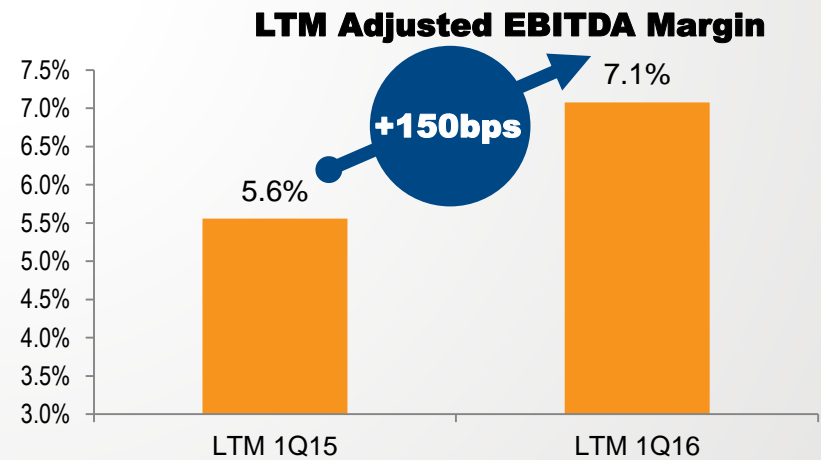
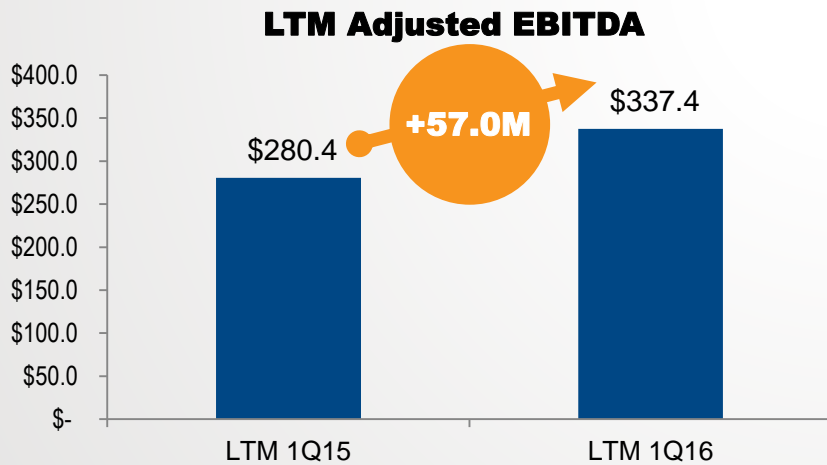
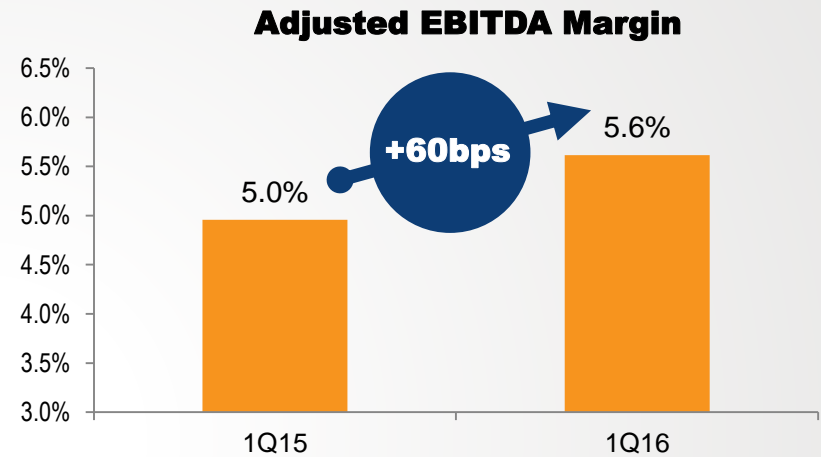
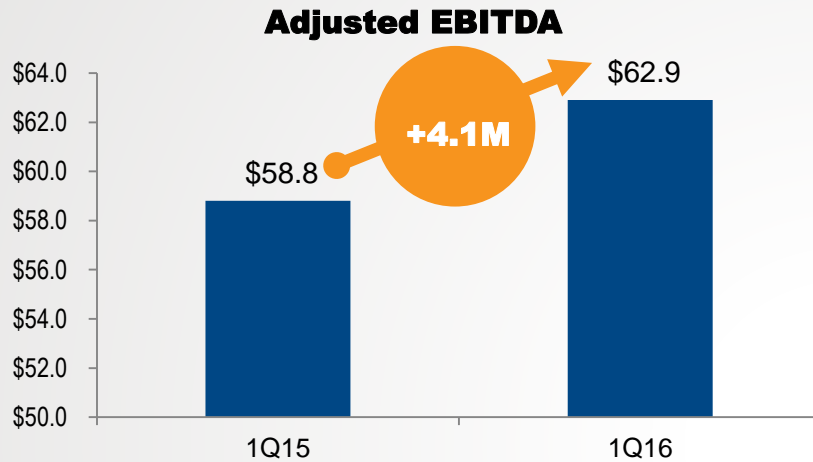


Regional Adjusted EBITDA Margin



Consolidated Adjusted EBITDA

(\$ in millions)



EBITDA Reconciliation – Consolidation

YRCW Consolidated	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	LTM 1Q 2015	LTM 1Q 2016	1Q 2015	1Q 2016
Reconciliation of Net Income (Loss) to Adjusted EBITDA									
Net income (loss)	\$ (354.4)	\$ (136.5)	\$ (83.6)	\$ (67.7)	\$ 0.7	\$ (19.1)	\$ 10.3	\$ (21.6)	\$ (12.0)
Interest expense, net	155.7	150.1	163.8	149.5	107.1	118.7	105.7	27.4	26.0
Income tax expense (benefit)	(7.5)	(15.0)	(45.9)	(16.1)	(5.1)	(10.6)	(8.3)	1.4	(1.8)
Depreciation and amortization	195.7	183.8	172.3	163.6	163.7	164.2	162.8	41.6	40.7
EBITDA	\$ (10.5)	\$ 182.4	\$ 206.6	\$ 229.3	\$ 266.4	\$ 253.2	\$ 270.5	\$ 48.8	\$ 52.9
Adjustments for the Term Loan Agreement									
(Gains) / loss on property disposals, net	(8.2)	(9.7)	(2.2)	(11.9)	1.9	(10.8)	0.3	1.3	(0.3)
Letter of credit expense	35.2	36.3	33.9	12.1	8.8	9.1	8.8	2.2	2.2
Restructuring professional fees	44.0	3.0	12.0	4.2	0.2	3.1	0.2	-	-
Nonrecurring consulting fees	-	-	-	-	5.1	2.9	2.2	2.9	-
Permitted dispositions and other	6.2	(4.0)	1.7	1.8	0.4	1.8	0.2	0.2	-
Equity based compensation expense	0.6	3.8	5.8	14.3	8.5	8.2	9.8	0.5	1.8
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	20.8	18.3	5.2	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	-	0.6	-
Other, net ^(a)	5.8	(3.1)	(2.9)	(9.7)	(6.2)	(8.5)	(1.6)	(2.9)	1.7
Adjusted EBITDA	\$ 159.2	\$ 239.5	\$ 254.9	\$ 244.5	\$ 333.3	\$ 280.4	\$ 337.4	\$ 58.8	\$ 62.9
Revenue	\$ 4,868.8	\$ 4,850.5	\$ 4,865.4	\$ 5,068.8	\$ 4,832.4	\$ 5,044.3	\$ 4,766.3	\$ 1,186.4	\$ 1,120.3
Adjusted EBITDA Margin	3.3%	4.9%	5.2%	4.8%	6.9%	5.6%	7.1%	5.0%	5.6%
Funded Debt	\$ 1,358.8	\$ 1,381.0	\$ 1,361.3	\$ 1,116.2	\$ 1,081.9	\$ 1,093.6	\$ 1,078.1		
Leverage Ratio	8.54x	5.77x	5.34x	4.57x	3.25x	3.90x	3.20x		

(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

YRC Freight Segment	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015	LTM 1Q 2015	LTM 1Q 2016	1Q 2015	1Q 2016
Reconciliation of operating income (loss) to adjusted EBITDA									
Operating income (loss)	\$ (88.5)	\$ (37.3)	\$ (31.2)	\$ 0.5	\$ 18.0	\$ 33.2	\$ 21.9	\$ 0.2	\$ 4.1
Depreciation and amortization	102.9	119.8	109.1	98.0	93.1	97.2	91.9	23.9	22.7
(Gains) losses on property disposals, net	(10.5)	(9.9)	(3.0)	(15.9)	1.9	(15.9)	1.3	(0.2)	(0.8)
Letter of credit expense	28.1	29.6	25.8	8.3	6.1	6.2	6.0	1.5	1.4
Union equity awards	10.3	-	-	-	-	-	-	-	-
Nonrecurring consulting fees	-	-	-	-	5.1	2.9	2.2	2.9	-
Amortization of ratification bonus	-	-	-	10.0	12.2	13.3	11.9	3.3	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)	1.3	0.5	(0.3)
Adjusted EBITDA	\$ 43.7	\$ 104.9	\$ 105.2	\$ 99.8	\$ 167.2	\$ 135.6	\$ 165.2	\$ 32.1	\$ 30.1
Revenue	\$ 3,203.0	\$ 3,206.9	\$ 3,136.8	\$ 3,237.4	\$ 3,055.7	\$ 3,218.2	\$ 3,013.8	\$ 737.6	\$ 695.7
Adjusted EBITDA Margin	1.4%	3.3%	3.4%	3.1%	5.5%	4.2%	5.5%	4.4%	4.3%
Regional Transportation Segment									
Reconciliation of operating income to adjusted EBITDA									
Operating Income	\$ 32.9	\$ 70.0	\$ 79.9	\$ 66.1	\$ 85.4	\$ 62.8	\$ 93.2	\$ 4.6	\$ 12.4
Depreciation and amortization	61.6	63.3	63.1	65.8	70.7	67.1	71.0	17.7	18.0
(Gains) losses on property disposals, net	(2.7)	0.7	0.6	4.0	0.2	5.1	(0.8)	1.5	0.5
Letter of credit expense	6.6	6.2	6.8	2.9	2.1	2.2	2.3	0.5	0.7
Union equity awards	4.6	-	-	-	-	-	-	-	-
Amortization of ratification bonus	-	-	-	5.6	6.7	7.5	6.4	1.9	1.6
Other, net ^(a)	0.1	-	0.1	-	0.8	-	1.0	-	0.2
Adjusted EBITDA	\$ 103.1	\$ 140.2	\$ 150.5	\$ 144.4	\$ 165.9	\$ 144.7	\$ 173.1	\$ 26.2	\$ 33.4
Revenue	\$ 1,554.3	\$ 1,640.6	\$ 1,728.6	\$ 1,831.4	\$ 1,776.9	\$ 1,826.1	\$ 1,752.9	\$ 448.8	\$ 424.8
Adjusted EBITDA Margin	6.6%	8.5%	8.7%	7.9%	9.3%	7.9%	9.9%	5.8%	7.9%

(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