YRC Worldwide Inc.
Deutsche Bank Leveraged Finance Conference
September 30, 2015

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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.

Introduction

YRC Worldwide is one of the largest less-than-truckload (LTL) carriers in North America and generates approximately $5B of revenue by providing services under a portfolio of four subsidiaries

Approximately 24% of the public carrier market share by tonnage

Providing the broadest coverage and more service capability throughout North America than any competitor

YRC Freight and Regional Transportation

YRC Freight

- Formed by the combination of Yellow Transportation and Roadway Express
  - Roadway acquired in 2003 and integrated in 2009
- Branded as YRC Freight in early 2012
- Focused on longer-haul LTL shipping

YRC Freight	Metric
LTM revenue	$3.2 billion
LTM Adj. EBITDA	$167 million
# of Customers	~128,000
# of Terminals	259
Average Length of Haul	1,300 miles
Average Weight	1,000 lbs
Average Transit	3-4 days

YRC Regional

- Three distinct carriers serving separate regions
  - Holland, Reddaway and New Penn
  - Well established brands with long histories
- Focused on next-day and time-sensitive services

YRC Regional	Metric
LTM revenue	$1.8 billion
LTM Adj. EBITDA	$159 million
# of Customers	~266,000
# of Terminals	125
Average Length of Haul	400 miles
Average Weight	1,300 lbs
Average Transit	> 90% in 2 days or less

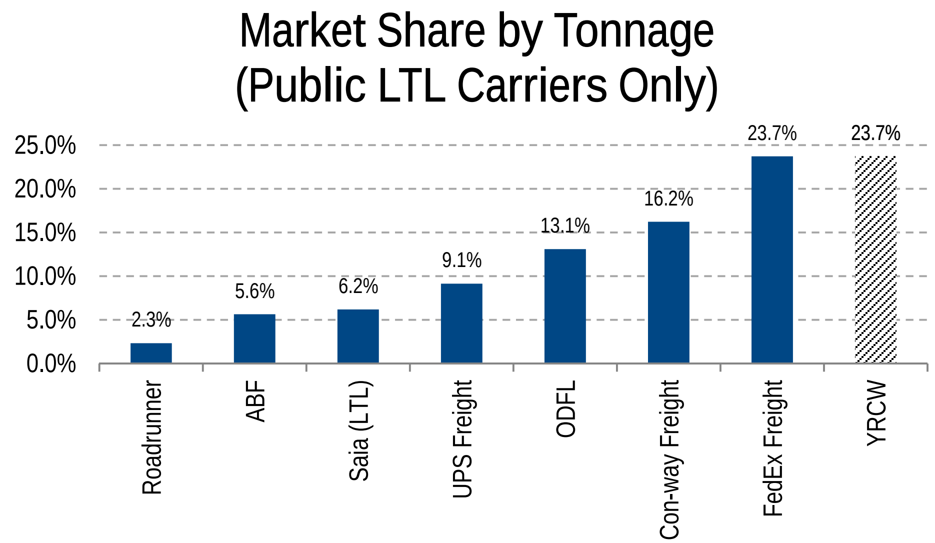
Diversified Customer Base

- Long-standing and stable relationships with a large, diversified base of customers
  - Customers range from Fortune 1000 global corporations to small, privately-held businesses
  - Top 5 customers account for approximately 10% of total revenue
- Recognized by customers as leading operator
  - Recently received Walmart's "2014 National LTL Carrier of the Year" award for outstanding service
    - Received this award in 3 of the last 5 years

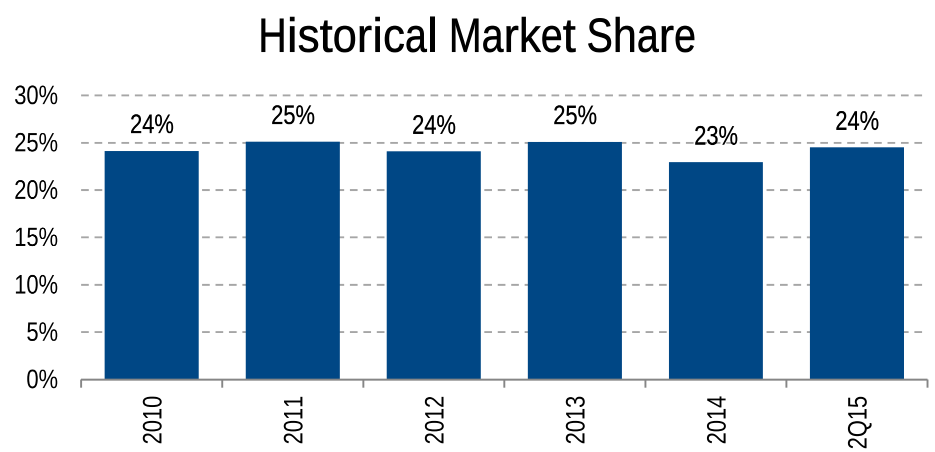
Diversified Customer Base

Largest LTL Operator in North America

- Market share stability
- 24% market share by tonnage (public LTL carriers only)
- YRC Freight and YRC Regional's combined networks cover all 50 states, Puerto Rico, Canada and Mexico
  - Broad footprint with service to over 250,000 customers
- Scale is important for an LTL operator given the capital intensity/requirement to build the large "hub and spoke" network infrastructure and the significant operating leverage associated with the business model's fixed costs



Market share by tonnage reflects Q2 2015 data.



Historical market share by tonnage based upon publicly traded LTL carriers only.

Highly Experienced Management

James Welch
CEO

- 34 years of experience in the transportation and logistics industry
- Returned to the Company in mid 2011 to become CEO

Scott Ware
President, Holland

- 27 years of industry experience
- Prior to being named President of Holland, Scott was vice president of operations and linehaul for the Company

Jamie Pierson
CFO

- Acted as an advisor to the Company from early 2009 – November 2011
- Joined YRCW as CFO in late 2011

Don Foust
President, New Penn

- 35 years of industry experience
- Recognized throughout his career for strong leadership, team building and outstanding results in sales and operations performance

James Fry
Vice President – General Counsel & Corporate Secretary

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

TJ O'Connor
President, Reddaway

- 30 years of industry experience
- Prior to being named President of Reddaway in 2007, T.J. served as President and CEO of USF Bestway

Darren Hawkins
President, YRC Freight

- 24 years of industry experience
- Prior to being named President of YRC Freight, Darren was senior vice president of sales for the company

150 years of operating experience

YRCW Timeline

YRC Worldwide

2003 – **Yellow acquired Roadway for $1.1 billion (debt financed)**
- Included New Penn and Reimer

2005 – **Acquired USF for $1.3 billion (debt financed)**
- Included Holland, Reddaway and Glen Moore

Acquired 50% stake in JHJ
- Chinese logistics operation

2007 – **James Welch departed**

2008 – **Acquired 65% stake in Jiayu**

2009 – **Yellow / Roadway Integration**

September 2010 – **Former CEO Zollars announced retirement**
- CEO, CFO, COO, CAO and CMO depart in 2011

July 2011 – **James Welch named CEO; New Board of Directors seated, including 2 IBT appointees**
- Completed restructuring

December 2011 – **Divested Glen Moore (TL)**

2003 2005 2006 2007 2008 2009 2010 2011 2012 2014 2015

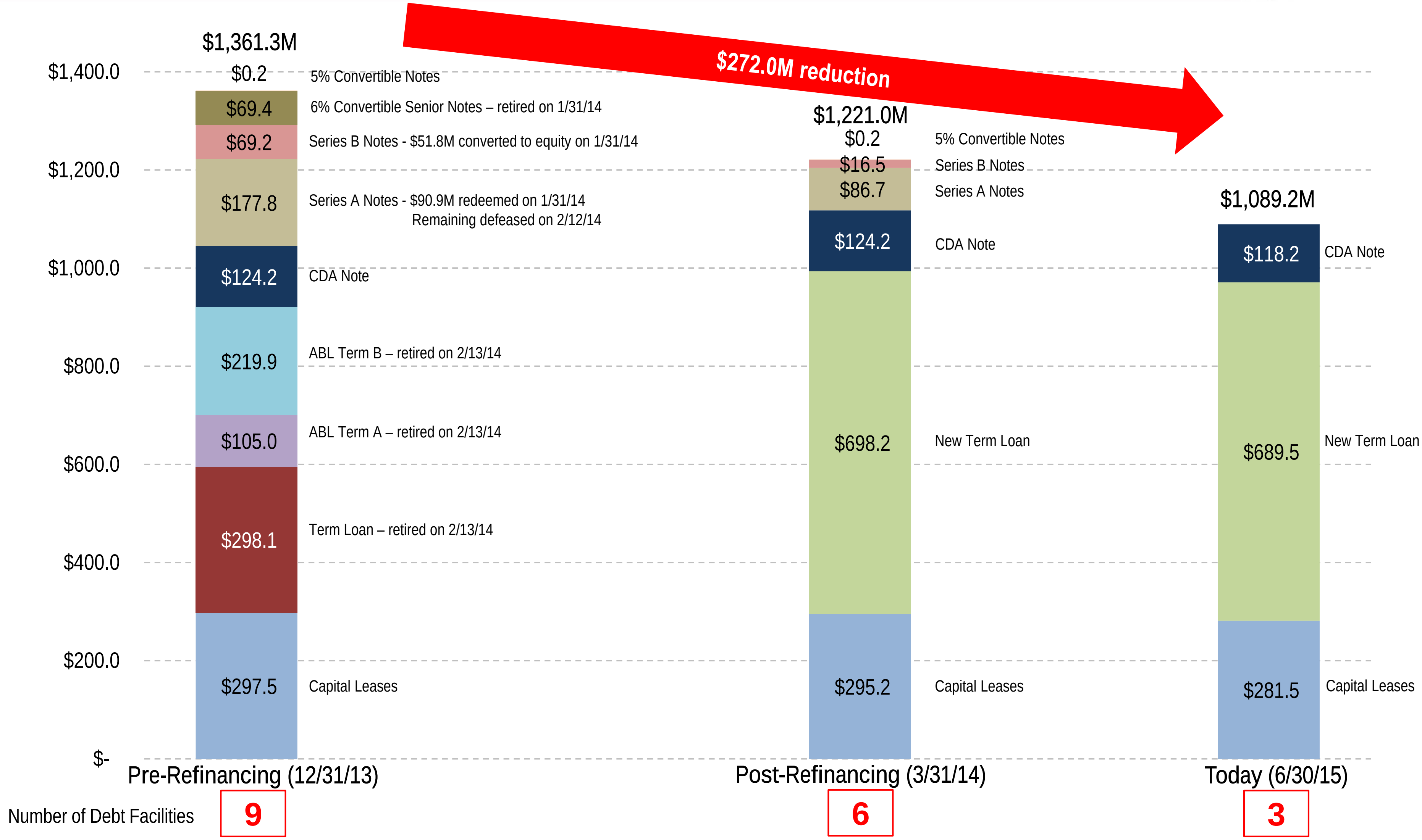
YRCW market share declined ~15 points from 2007 to 2010

2012
- Closed former Roadway HQ
- De-centralized HoldCo structure
- Re-branded YRC Freight
- Divested non-core assets (Jiayu, excess real estate property auctions)

February 2014 – **Refinancing**
- Reduced outstanding debt by over $225M (including redemption of Series A Notes)
- Extended remaining maturities by 5 years
- Annual cash interest savings of $40M
- Amended and Extended Teamster contract to 2019

1st Quarter 2015
- LTM Adjusted EBITDA improves $120M YoY to $327M
- Focus on operational improvement

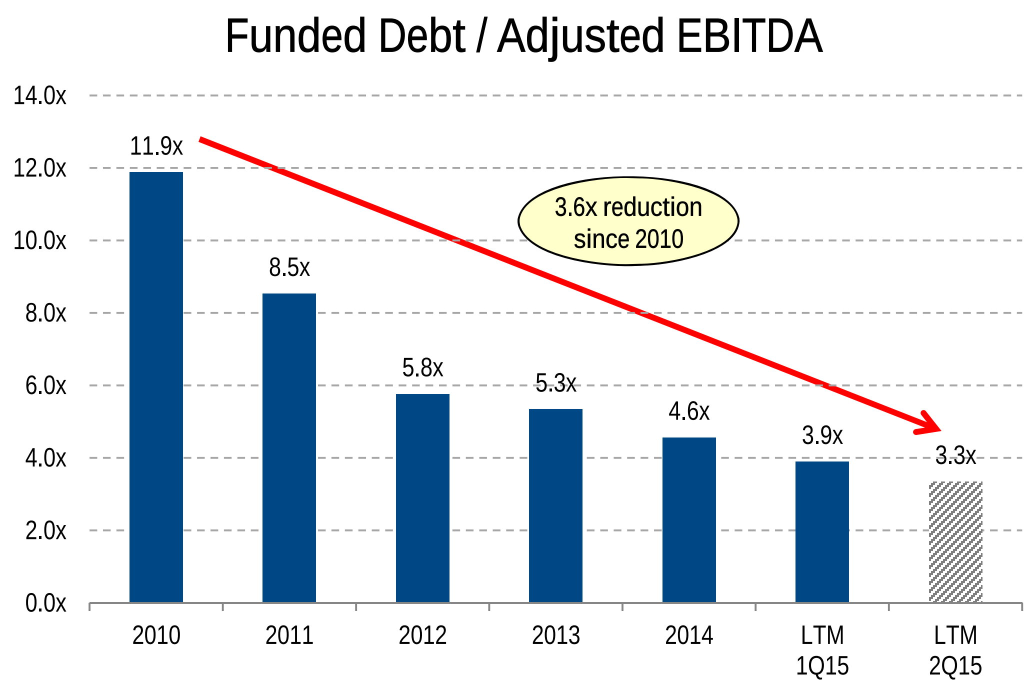
2014 Refinancing & Turnaround



Greatly simplified funded debt structure with maturities extended to 2019

Reduced cash interest payments by ~$40M per year

Leverage Ratio



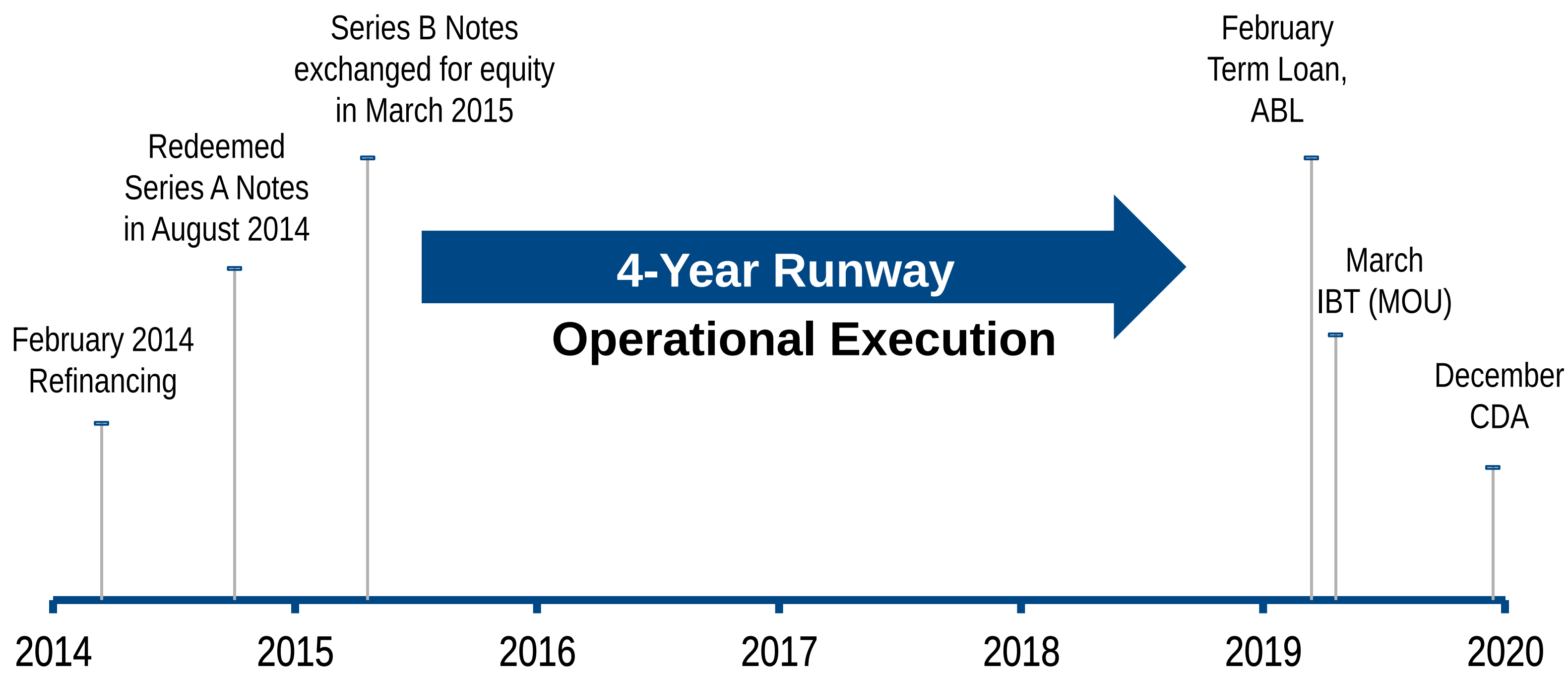
Note: Funded debt balances based on par value

Steady progress every year since 2010

YRCW is on much stronger footing as a result of reduced debt and increased earnings

This progress is being recognized by rating agencies as evidenced by the S&P upgrade

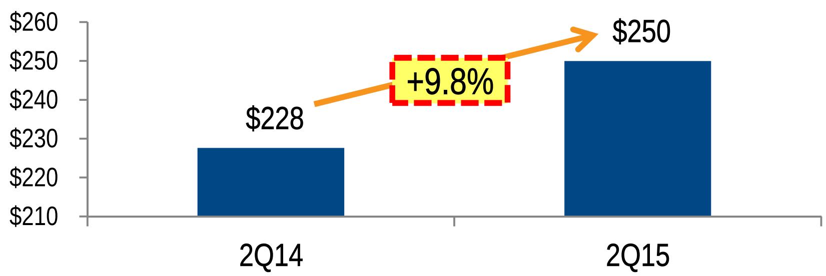
No Near-Term Maturities



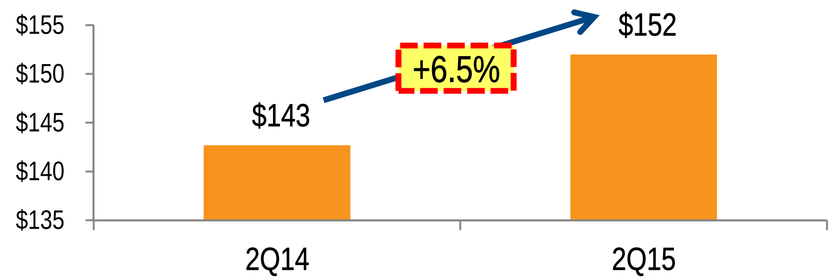
Significant extension of debt maturities provides longer runway to continue operational turnaround

YOY Revenue per Shipment and Revenue per cwt

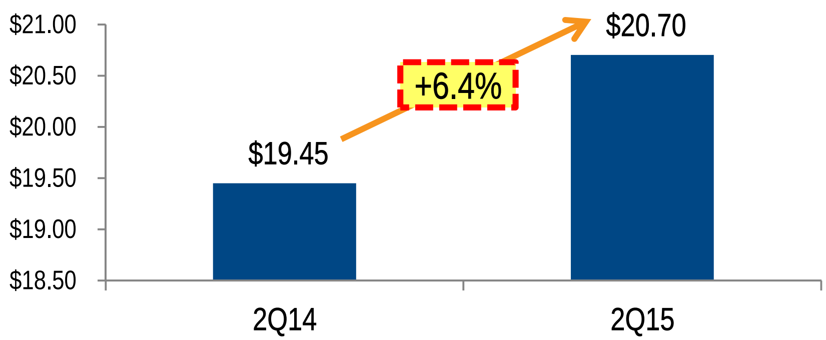
YRCF Revenue per Shipment (x-FSC)



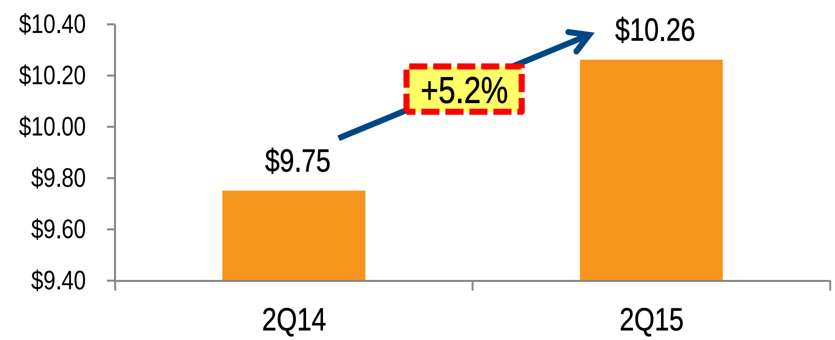
Regional Revenue per Shipment (x-FSC)



YRCF Revenue per cwt (x-FSC)



Regional Revenue per cwt (x-FSC)



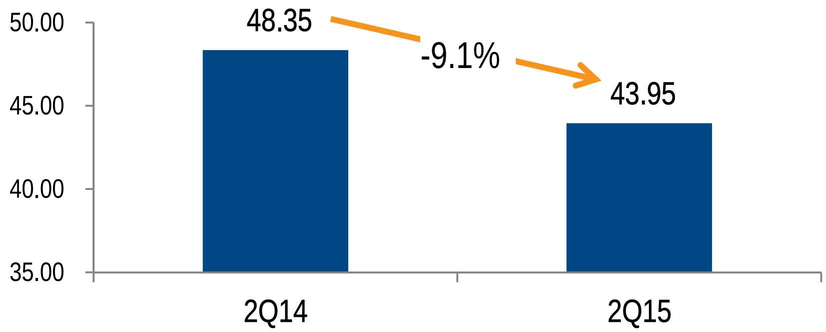
Both segments experiencing positive pricing growth driven by a focused effort on improving yield and further supported by a favorable industry pricing environment

Note: Percent change calculation based on unrounded figures and not the rounded figures presented

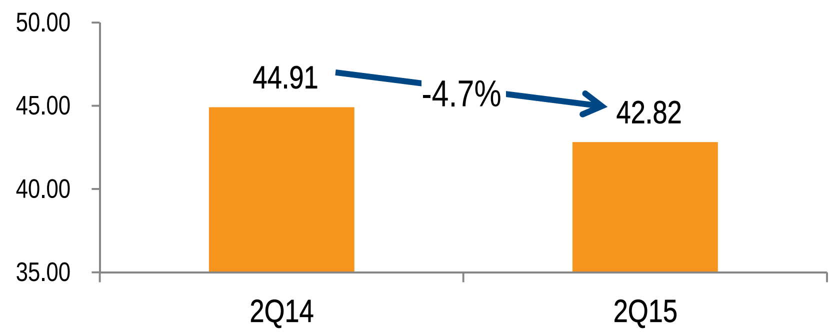
YOY Volume

YRC Worldwide

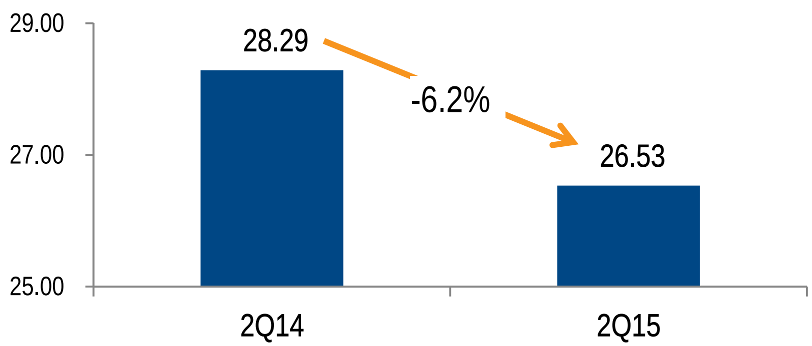
YRC Freight Shipments per Day



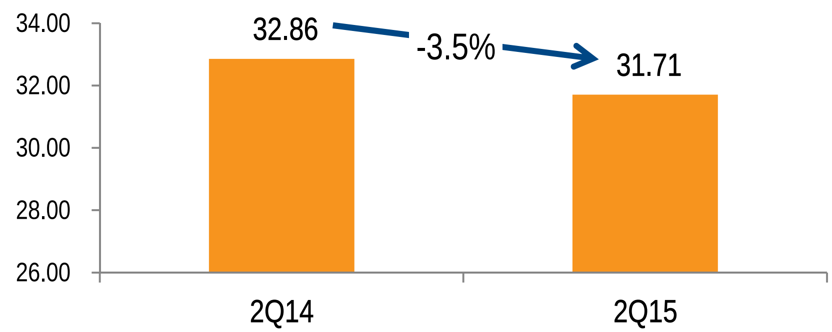
Regional Shipments per Day



YRC Freight Tonnage per Day



Regional Tonnage per Day



YoY decrease at YRCF due to shift away from minimum charge and lighter shipments and toward higher yielding business

YOY decrease at the Regionals is primarily due to efforts to better manage capacity and service performance

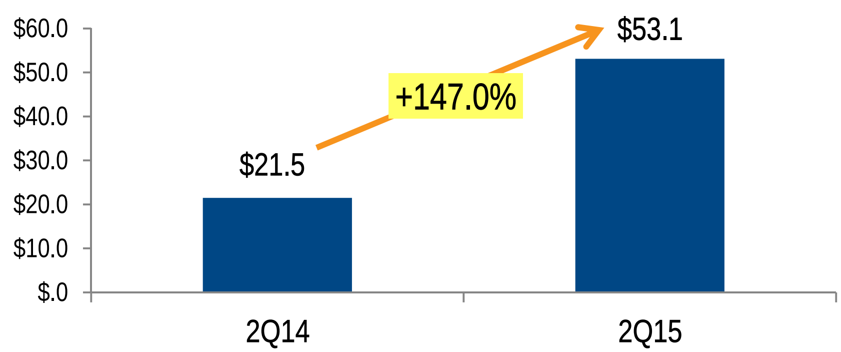
Note: Percent change calculation based on unrounded figures and not the rounded figures presented

Segment Adjusted EBITDA

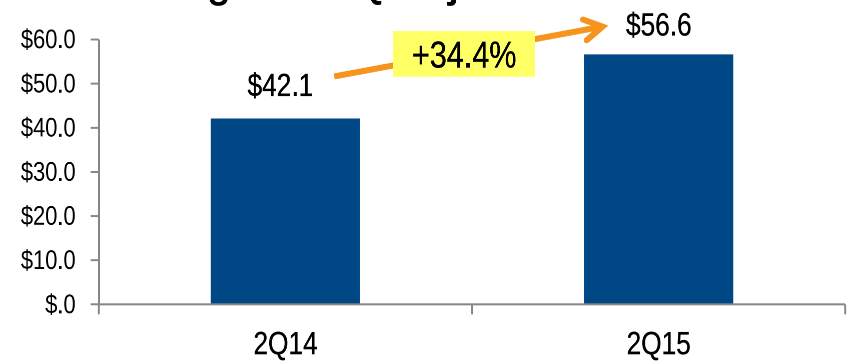
($ in millions)

Second Quarter

YRCF 2Q Adjusted EBITDA

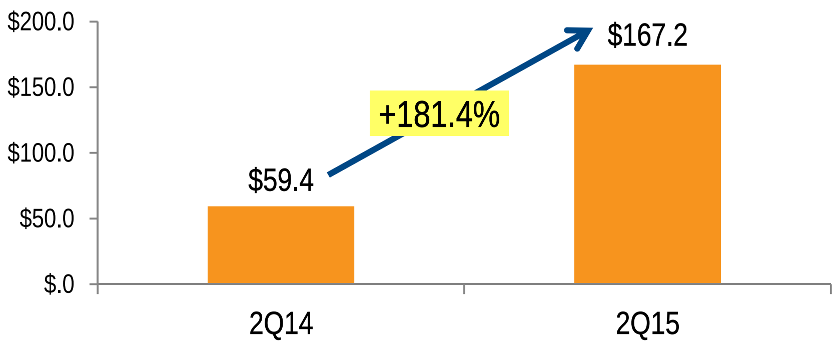


Regional 2Q Adjusted EBITDA

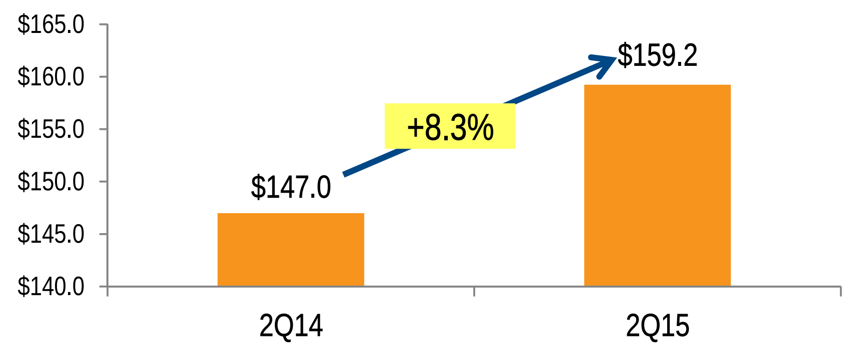


LTM 2Q15

YRCF LTM Adjusted EBITDA



Regional LTM Adjusted EBITDA



YRC Freight improvement driven by increased yield, partially offset by lower volume and lower productivity

Regional performance driven by increased yield, partially offset by decreased volumes, lower productivity and higher equipment lease costs

Note: Percent change calculation based on unrounded figures and not the rounded figures presented

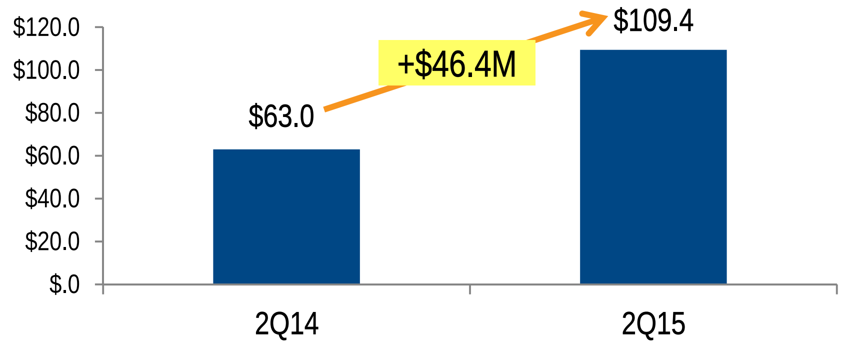
Consolidated (YRCW) Adjusted EBITDA

YRC Worldwide

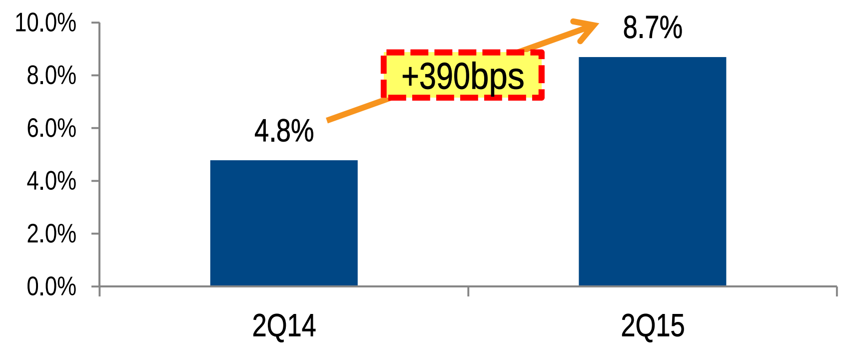
($ in millions)

Second Quarter

2Q Adjusted EBITDA

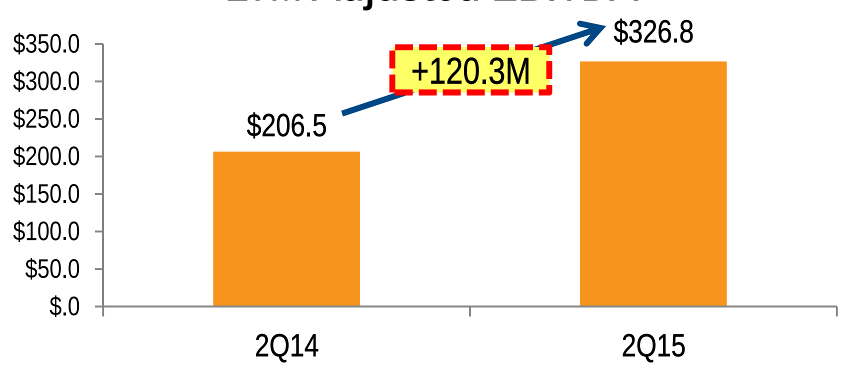


2Q Adjusted EBITDA Margin

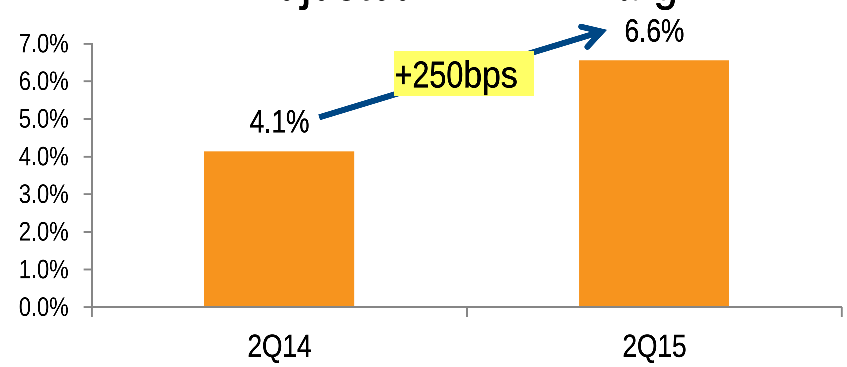


2Q15

LTM Adjusted EBITDA



LTM Adjusted EBITDA Margin



Improved EBITDA and margin growth due to yield growth and strong base pricing environment, partially offset by lower volume, lower productivity, and higher equipment lease costs

Highest LTM EBITDA since 2008

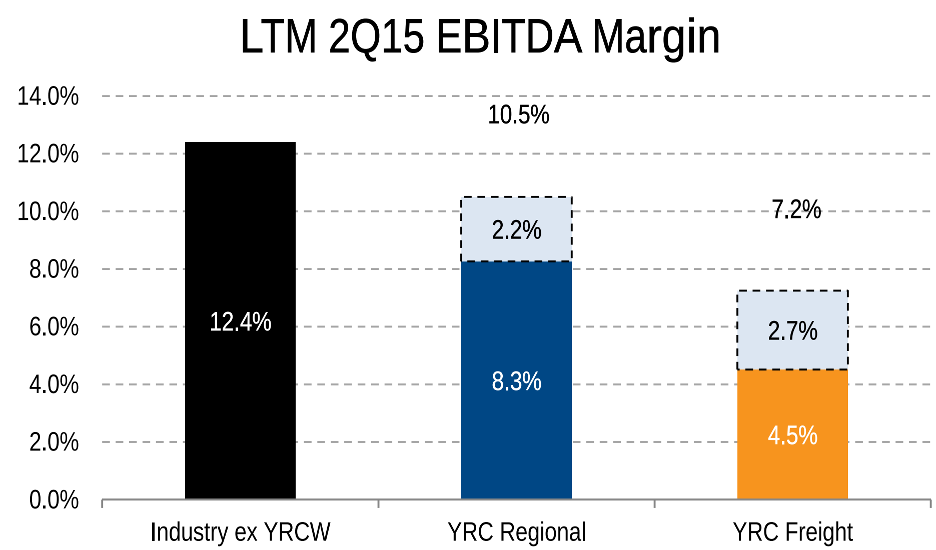
Note: Percent change calculation based on unrounded figures and not the rounded figures presented

Opportunity for EBITDA Margin Growth & Further Deleveraging

- Significant opportunity for both segments to achieve margin improvements
  - Assuming current market performance of an OR of 91 to 93, the long-term EBITDA margin segment goals are as follows:

    YRCF = 7.2% (equivalent to an OR of 95 – 96)

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

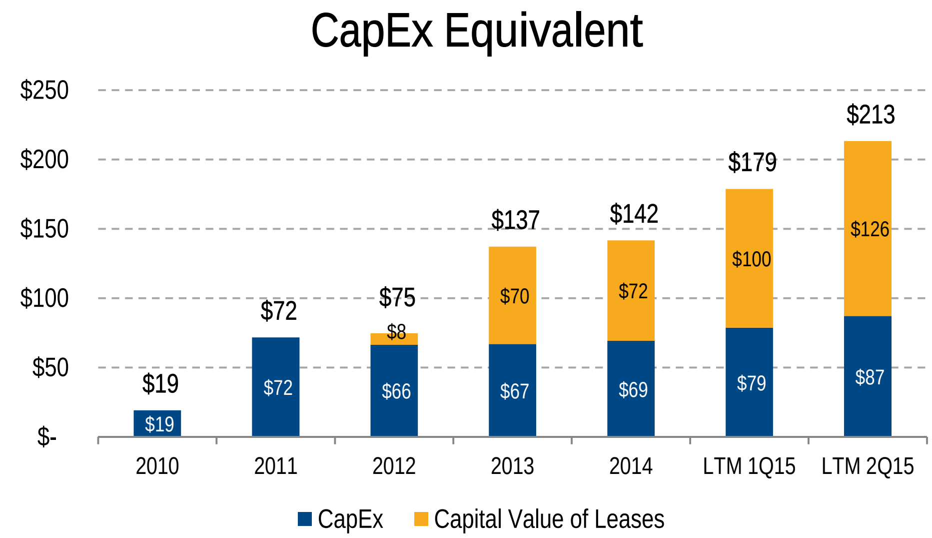


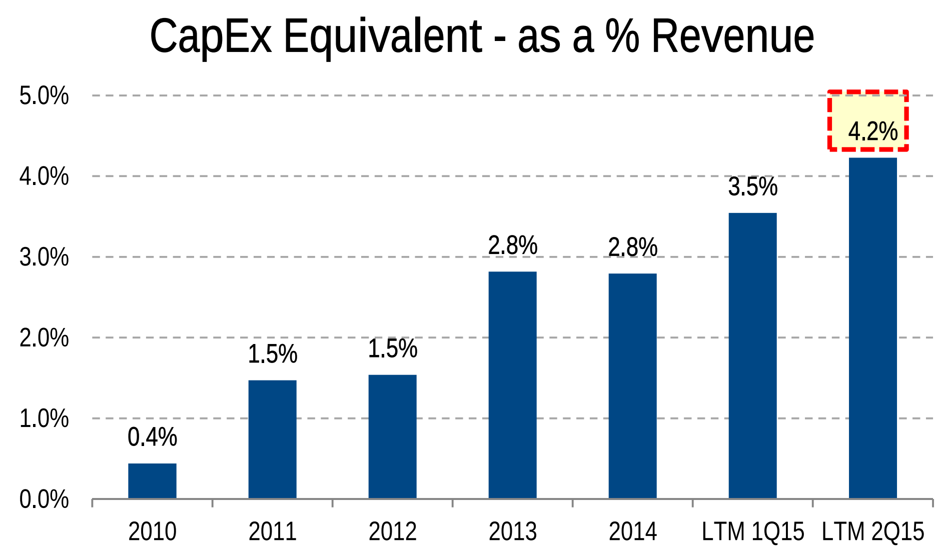
LTM 2Q15	YRC Freight	YRC Regional
Revenue	$ 3,171.3	$ 1,813.9
EBITDA	151.6	146.3
(Gains) / losses on property sales	(8.4)	3.6
EBITDA less (gains) / losses on property sales	$ 143.2	$ 149.9
EBITDA margin, less (gains) / losses on property sales	4.5%	8.3%

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.

Re-investment 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 44 dimensioners since 2014. Dimensioning technology is used to better cost, price and plan freight loading and flow
- For the LTM 2Q15, the CapEx Equivalent (CapEx plus the Capital Value of Leases) was 4.2% of revenue. This brings the Company more in line with historical industry standards

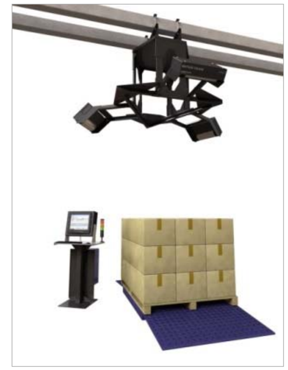




Re-investment in the Business

- YRCW's goal is to more aggressively replenish the fleet through a combined approach of purchasing and leasing new tractors and trailers

- Further roll-out of dimensioning technology

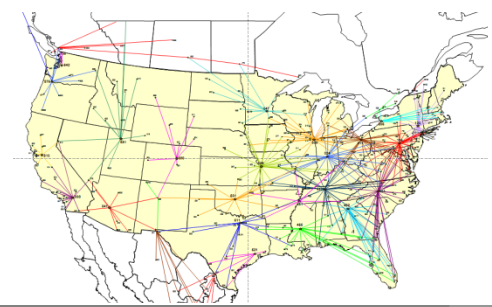


- Retrofitting existing fleet with in-cab collision avoidance systems to enhance safety

- Tablets for dock supervisors to more efficiently manage dock operations

- Implemented Kronos workforce management technology

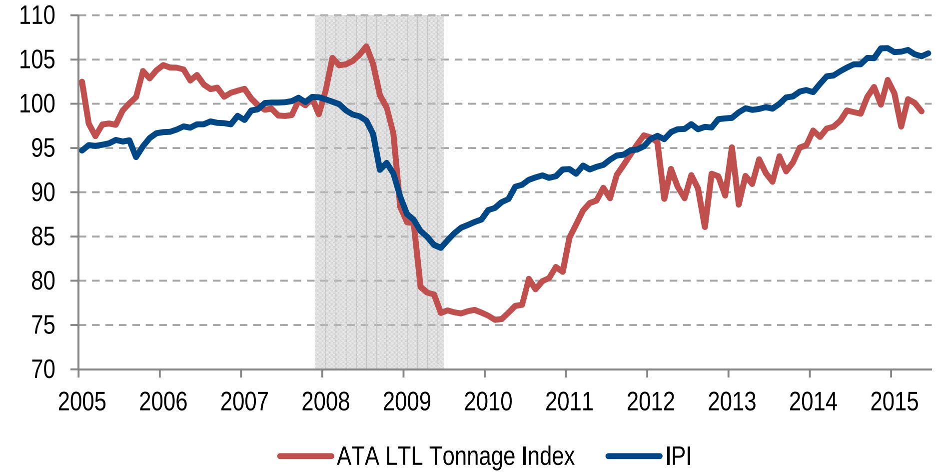
- Logistical planning technology to improve network efficiencies



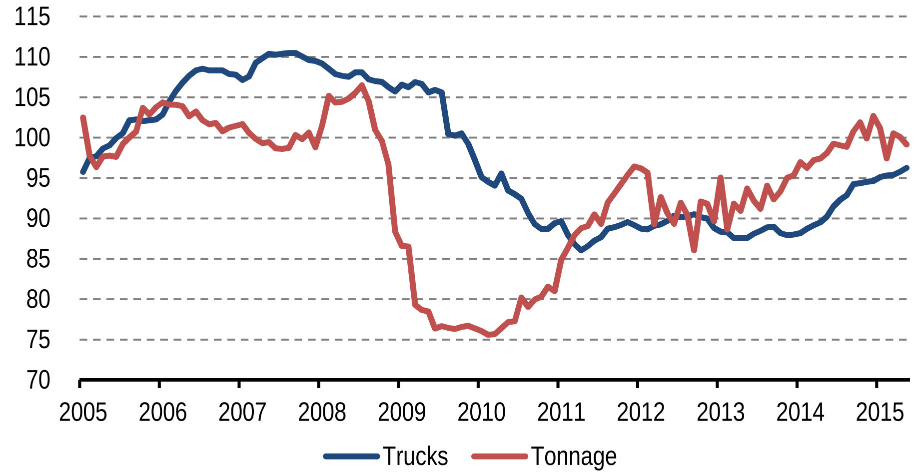
LTL Demand Fundamentals Remain Favorable

- Based on market research, LTL freight volumes are highly correlated with IPI
- Although IPI has been somewhat flat in 2015 partially due to severe weather in 1Q15, strengthening labor market and loosening credit is expected to bolster consumer spending which augers well for manufacturing growth
- According to the American Trucking Association (ATA), demand as measured by LTL tonnage continues to outstrip LTL supply (size of driver fleets)
- The ATA forecasts shortages of 35,000 to 40,000 drivers in coming years due to retirees outstripping new drivers

LTL Tonnage Index vs. Industrial Production Index

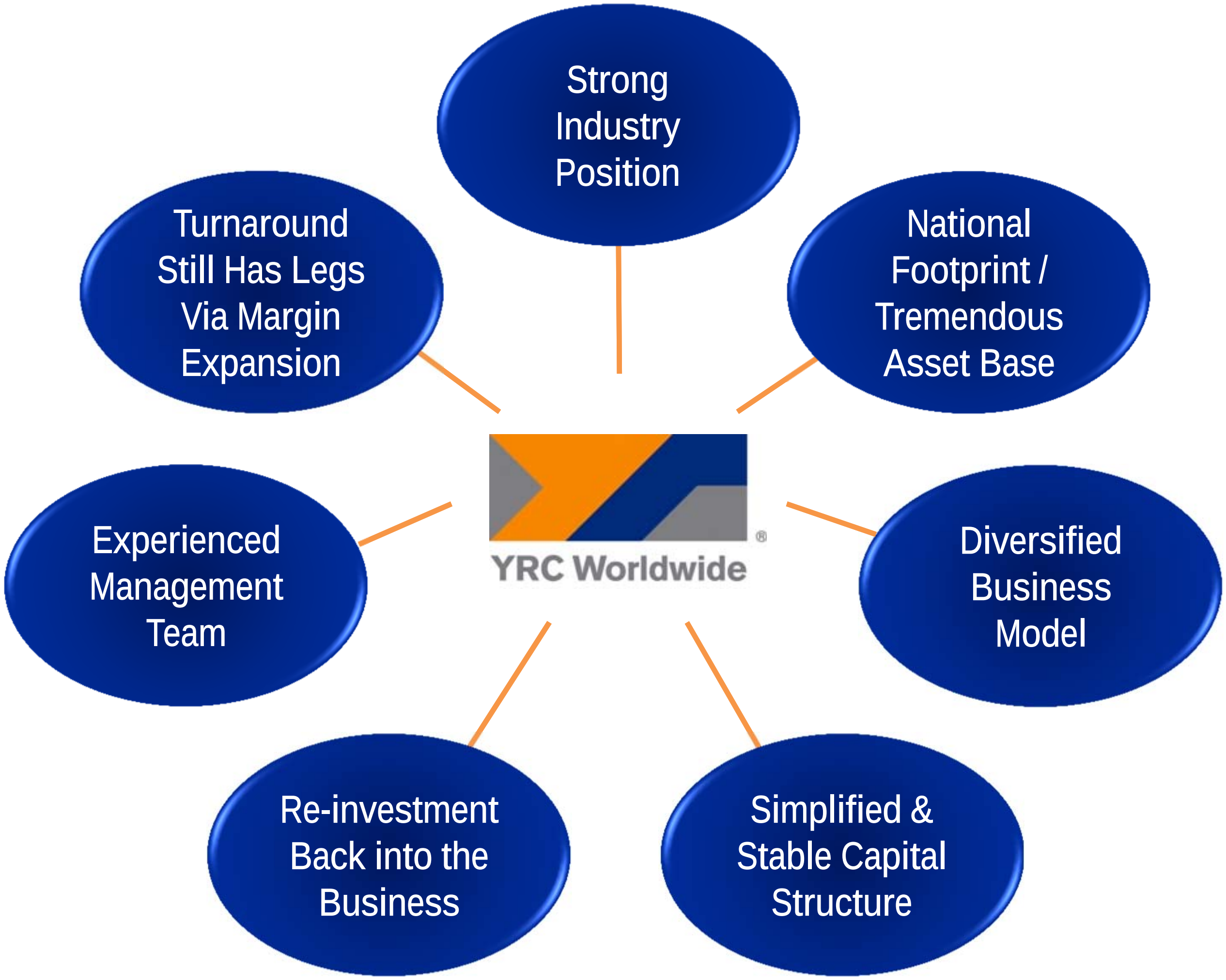


LTL Supply vs. Demand



Source: American Trucking Association

YRCW – Investment Thesis



Appendix

EBITDA Reconciliation – Consolidated

YRC Worldwide

YRCW Consolidated	2Q15	2Q14	LTM 2Q15	LTM 2Q14
Reconciliation of net loss to adjusted EBITDA:				
Net income (loss)	$ 26.0	$ (4.9)	$ 11.8	$ (119.0)
Interest expense, net	27.9	31.6	115.0	172.4
Income tax expense (benefit)	2.3	(7.9)	(0.4)	(43.4)
Depreciation and amortization	41.3	41.0	164.5	167.2
EBITDA	97.5	59.8	290.9	177.2
Adjustments for debt covenants:				
Losses (gain) on property disposals, net	(0.7)	(6.5)	(5.0)	(5.3)
Letter of credit expense	2.2	2.1	9.2	23.5
Restructuring professional fees	-	-	3.1	10.2
Nonrecurring consulting fees	3.0	-	5.9	-
Permitted dispositions and other	0.1	-	1.9	2.1
Equity based compensation expense	3.2	2.5	8.9	10.9
Amortization of ratification bonus	4.6	5.2	20.2	5.2
(Gain) loss on extinguishment of debt	-	-	0.6	(11.2)
Other, net (a)	(0.5)	(0.1)	(8.9)	(6.0)
Adjusted EBITDA	$ 109.4	$ 63.0	$ 326.8	$ 206.5
Revenue	$ 1,258.4	$ 1,317.6	$ 4,985.1	$ 4,988.9
Adjusted EBITDA Margin	8.7%	4.8%	6.6%	4.1%

(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 under our Term Loan Agreement.

EBITDA Reconciliation – Segment

YRC Freight segment	2Q15	2Q14	1H15	1H14	LTM 2Q15	LTM 2Q14
Reconciliation of operating income (loss) to adjusted EBITDA:						
Operating income (loss)	$ 22.5	$ (0.3)	$ 22.7	$ (32.8)	$ 56.0	$ (57.9)
Depreciation and amortization	23.3	24.9	47.2	49.6	95.6	102.8
EBITDA	45.8	24.6	69.9	16.8	151.6	44.9
Adjustments for debt covenants:						
(Gains) loss on property disposals, net	0.8	(6.7)	0.6	(6.9)	(8.4)	(6.4)
Letter of credit expense	1.5	1.4	3.0	5.0	6.3	16.2
Nonrecurring consulting fees	3.0	-	5.9	-	5.9	-
Amortization of ratification bonus	3.0	3.3	6.3	3.3	13.0	3.3
Other nonoperating, net (b)	(1.0)	(1.1)	(0.5)	(0.4)	(1.2)	1.4
Adjusted EBITDA	$ 53.1	$ 21.5	$ 85.2	$ 17.8	$ 167.2	$ 59.4

Regional Transportation segment	2Q15	2Q14	1H15	1H14	LTM 2Q15	LTM 2Q14
Reconciliation of operating income to adjusted EBITDA:						
Operating income	$ 37.7	$ 23.2	$ 42.3	$ 31.1	$ 77.3	$ 73.8
Depreciation and amortization	18.1	16.2	35.8	32.6	69.0	64.6
EBITDA	55.8	39.4	78.1	63.7	146.3	138.4
Adjustments for debt covenants:						
Losses on property disposals, net	(1.3)	0.2	0.2	0.6	3.6	1.1
Letter of credit expense	0.5	0.6	1.0	1.8	2.1	5.6
Amortization of ratification bonus	1.6	1.9	3.5	1.9	7.2	1.9
Adjusted EBITDA	$ 56.6	$ 42.1	$ 82.8	$ 68.0	$ 159.2	$ 147.0

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