



**TURNING THE CORNER**  
2019 INVESTOR PRESENTATION



# STATEMENTS & 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. We believe our presentation of Adjusted EBITDA is useful to investors and other users as these measures represent key supplemental information our management uses to compare and evaluate our core underlying business results both on a consolidated basis and across our business segments, particularly in light of our leverage position and the capital-intensive nature of our business. Additionally, Adjusted EBITDA helps investors to understand how the company is tracking against our financial covenants in our term loan credit agreement as this measure is calculated as prescribed therein and serves as a driving component of our key financial covenants. 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.

Product names, logos, brands, and other trademarks featured or referred to are the property of their respective trademark holders. These trademark holders are not affiliated with YRC Worldwide Inc. They do not sponsor or endorse our materials.

We are North America's largest alliance of LTL regional and national networks, perfectly balanced with multi-mode freight brokerage solutions and easy-to-use technology

Our newly-ratified 5-year labor contract, enterprise network optimization strategy and introduction of HNRV Logistics provide us with a unique opportunity to make strategic investments today which position us for growth, operational improvements and increased profitability in 2020 and beyond

## Today is a new day for YRC Worldwide

**\$5.1B**

Total Revenue

**~380+**

Terminals

**~60,000**

Available assets

**~31,000**

Employees

**~90+**

Years of experience

**~20M**

Shipments Transported Annually

# ROADMAP TO PROFITABILITY IMPROVEMENT

2019-2021

## CUSTOMER ENGAGEMENT & GROWTH

Anticipated growth through simplified engagement and diversified offerings for customers

SECOND HALF 2019

## BLUEPRINT FOR CHANGE

Re-engineering operational efficiencies, service excellence and employee productivities through investments in equipment, employees, technology and capital structure

FIRST HALF 2019

## LABOR CONTRACT RATIFICATION

Five-year contract with a renewed commitment to employees and union workforce. Creates a foundation for operational excellence and revenue growth

2020-2023

## SHAREHOLDER RETURN

Expected profitability improvement through network optimization and implementation of operational efficiencies from the labor contract; potential capital structure change

2019-2021

## NETWORK OPTIMIZATION

Identifying opportunities to optimize our four LTL networks that transport approximately 20 million shipments annually through 380+ terminals, approximately 14,000 tractors and 45,000 trailers

Ready-to-implement strategic plan



# FOCUS AREAS FOR OUR NEXT CHAPTER

## PEOPLE & CULTURE

- Labor Agreement/Engagement
- Employee Productivity
- Recruitment & Retention
- Safety

## TERMINAL & NETWORK OPERATIONS

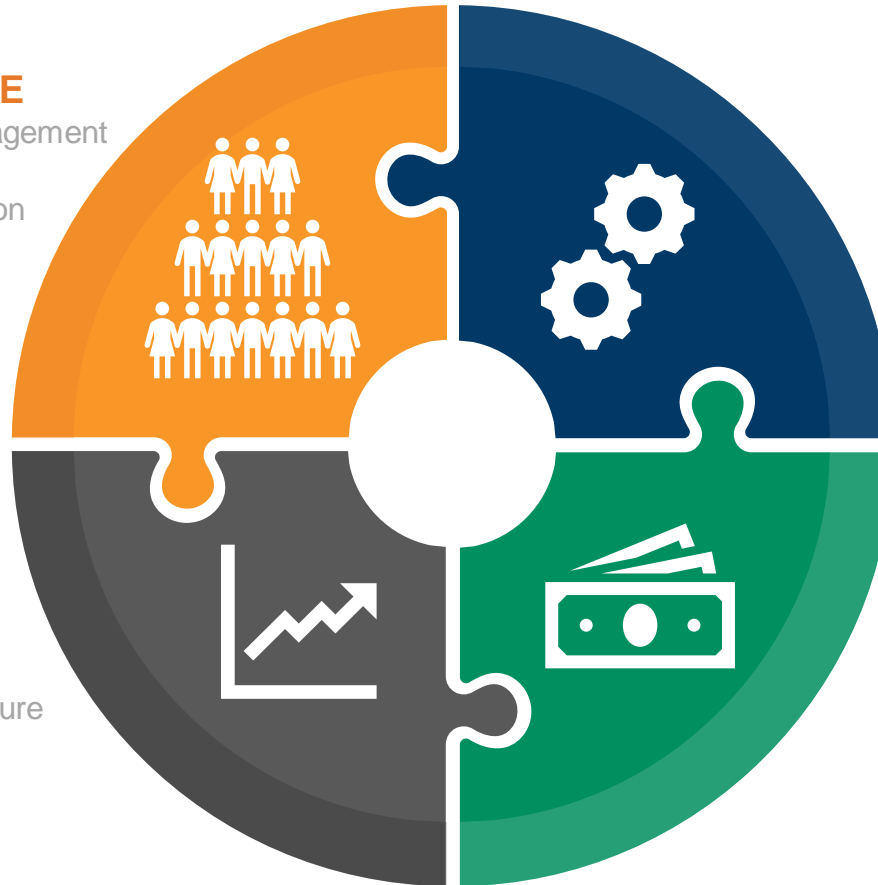
- Network Optimization
- Operational Efficiencies
- Equipment

## CUSTOMER ENGAGEMENT & GROWTH

- Simplified Sales Structure
- Capture New Market Opportunities through HNRV Logistics
- Technology

## SHAREHOLDER RETURN

- Revenue Growth
- CapEx Investment
- Margin Expansion

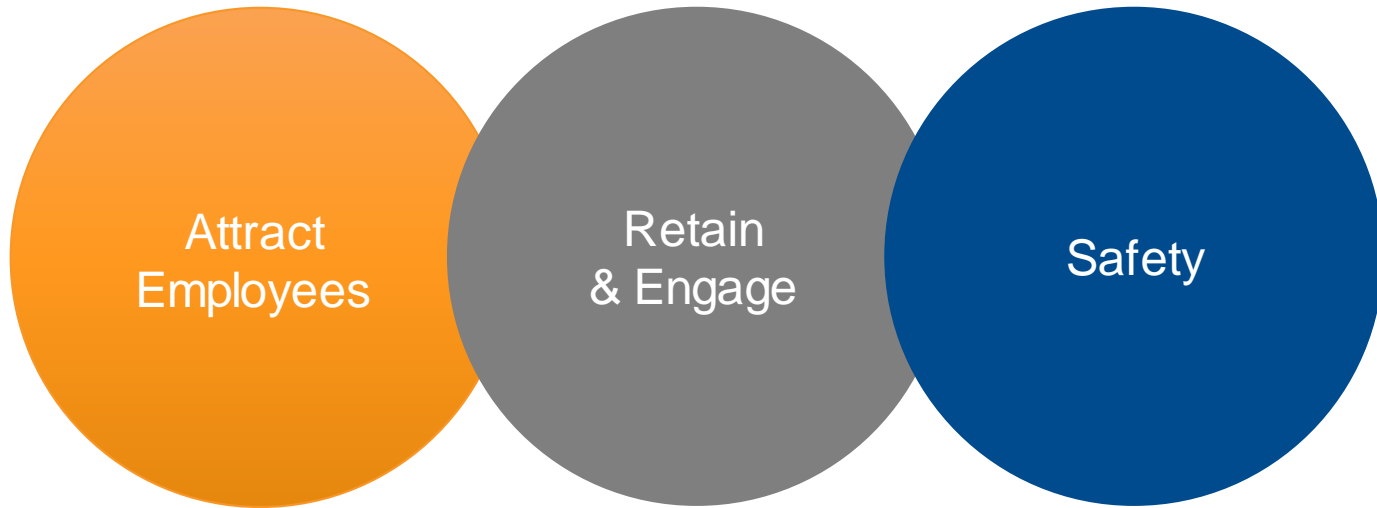


Investing for our future growth



# PEOPLE & CULTURE

OUR FOCUS ON PEOPLE AND CULTURE FUELS OUR NETWORK



Attract  
Employees

Competitive wage package and opportunities for career progression provides the career path and stability to attract employees

Retain  
& Engage

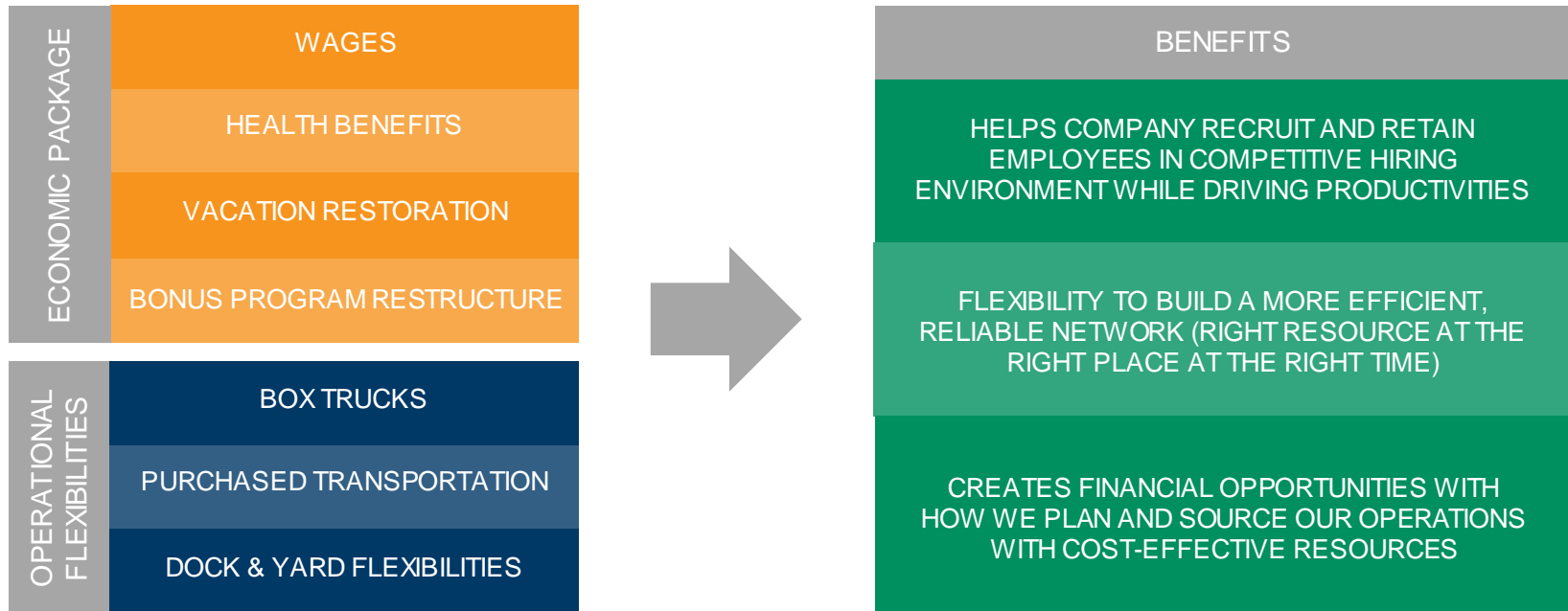
Engaged employees deliver top notch service to customers and the productivities we need to achieve our financial goals

Safety

Committed to safety of our employees and the motoring public

It all starts with people

# 5-YEAR LABOR AGREEMENT EXPECTED TO PROVIDE \$60M TO \$80M OF MARGIN EXPANSION IN 2020



Leveling the playing field for success



# PEOPLE DRIVE OUR BUSINESS

## FOCUS ON HIRING AND RETAINING DRIVERS TO MITIGATE INDUSTRY-WIDE DRIVER SHORTAGE

### MARKET-COMPETITIVE WAGE & BENEFITS PACKAGE

- Total of \$4 per hour increase over the life of the contract
- Continuation of high-quality health care with lower fixed cost for the corporation
- New bonus structure

### CAREER PATH TO ATTRACT AND RETAIN EMPLOYEES

- Military veteran programs
- Tuition-free driving schools
- CDL Tuition Reimbursement
- Dock-to-driver programs allow company to develop future pool of drivers who know our network
- New city box truck program enables us to onboard drivers to operate non-CDL vehicles and convert them to CDL drivers in a progressive career path
- Addition of dock-only employees allows us to plan and source our operations with non-CDL drivers
- 17,000 active drivers with a 14 year average tenure







# DRIVEN BY SAFETY

## INTENSE FOCUS ON SAFETY TO KEEP EMPLOYEES SAFE AND ACCIDENT-FREE

### SAFETY FOCUS

- 200+ safety trainers – many peer-to-peer driver trainers
- Smith System training
- Deployment of executive safety & area safety councils
- Individual area safety plans with locally empowered safety committees
- Injury and accident avoidance focus
- Advanced collision avoidance technology
- Lane departure alert systems

### 914 Million Miles Covered in 2018

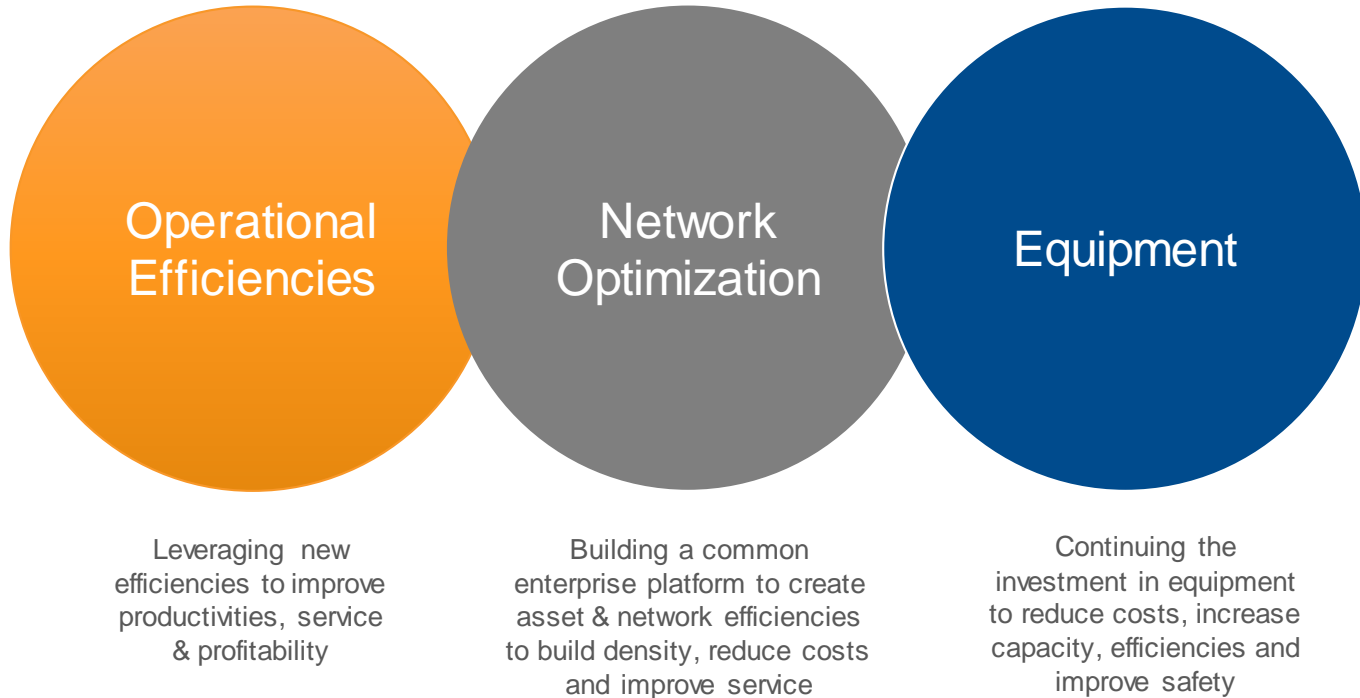
- 1,791 active accident-free 1 million mile drivers
- 624 active accident free 2 million mile drivers
- 148 active accident-free 3 million mile drivers
- 26 active accident-free 4 million mile drivers
- 3 active accident free 5 million mile drivers
- 1 active accident-free 6 million mile driver





# TERMINAL & NETWORK OPERATIONS

BUILDING A NETWORK TO DRIVE FINANCIAL AND CUSTOMER GROWTH



Putting it all together



# OPERATIONAL FLEXIBILITIES CREATE MULTIPLE BENEFITS

NEW OPERATIONAL FLEXIBILITIES CREATE OPERATIONAL OPPORTUNITIES TO:

Expand revenue

Accelerate cost reductions

Improve productivity and service metrics

## NEW FLEXIBILITIES

### PURCHASED TRANSPORTATION

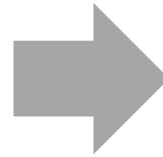
- Increased cap to 29% for YRC Freight and introduced to Holland with an 8% cap
- New flexibility to shift between road and rail carriers as needed

### BOX TRUCKS

- Allows new classification of employees who are not required to possess a CDL license to drive box trucks in our city operations

### DOCK & YARD FLEXIBILITIES

- Creates new dock-only classifications
- Affords opportunities to have work performed across classifications



## BENEFITS

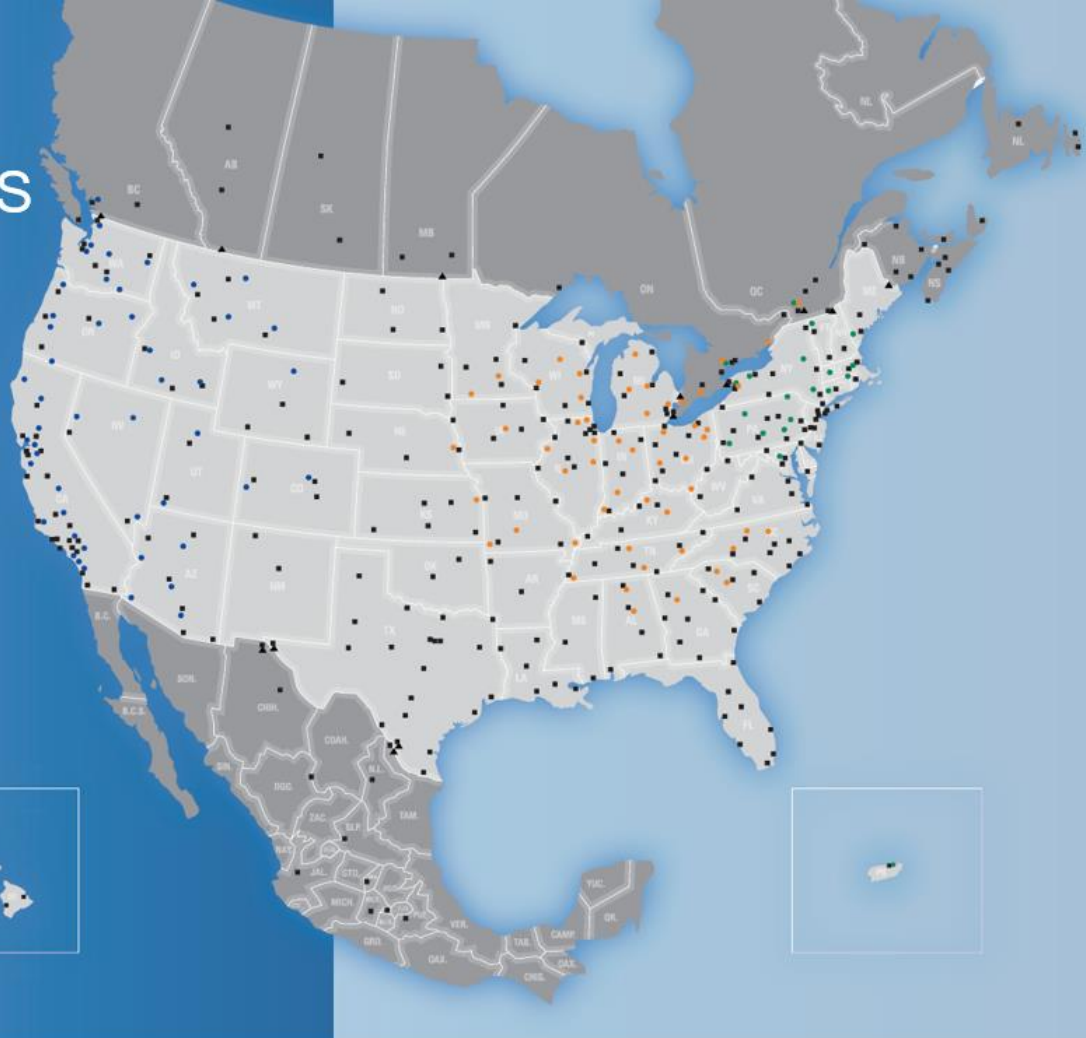
- Expansion of purchased transportation increases network capacity, expands growth opportunities, reduces capital requirements, and eliminates liability exposure
- Enhanced solution to mitigate industry-wide driver shortage due to better utilization of CDL Drivers
- Expands capacity
- Lower cost solutions than expensive local cartage
- Reduces reliance on short-term rentals



# WE'VE GOT NORTH AMERICA COVERED

## OUR NETWORKS

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



Serving our customers coast-to-coast



# NETWORK OPTIMIZATION

BUILD DENSITY

REDUCE COST REDUNDANCIES

ASSET UTILIZATION



## 15 to 20

Facilities identified for immediate cohabitation

## \$20-25M

Estimated cash proceeds which provides additional liquidity

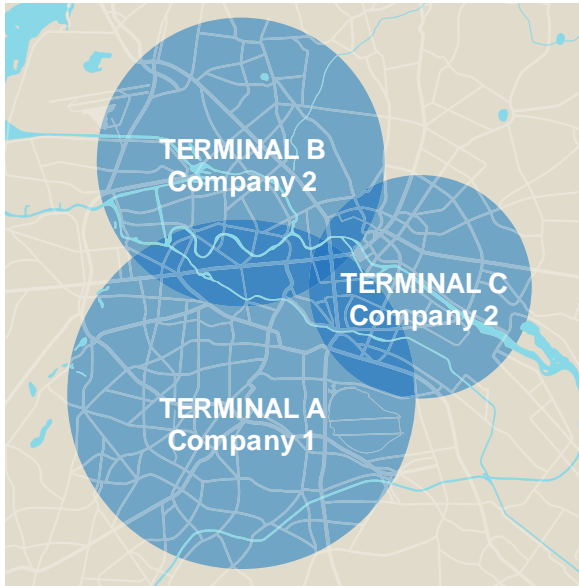
This initial assessment barely scratches the surface for cost savings opportunities





# A NEAR-TERM EXAMPLE OF OPTIMIZATION

## CONSOLIDATION SCENARIO



Immediate focus on gaining efficiencies and cost reductions through terminal cohabitation and consolidation

- Terminals in close proximity and with capacity are merged into one terminal
- Equipment, facility and employees are moved from B & C to generate cash proceeds and create synergies with routes, employees and equipment

## NETWORK OPTIMIZATION

6 key focus areas:

- Network Design and Facilities
- Linehaul Planning
- Routing and Interchange
- City Operations
- Dock and Yard Operations
- Visibility and Status

Optimizing the network for increased efficiencies and service



# EQUIPMENT INVESTMENT

## OUR ASSETS

**YRC Freight** operates a modernized national network

**Holland, New Penn and Reddaway** operate direct loading and quick sort networks

380+ terminals

- 21,000 doors
- 14,000 tractors
- 45,000 trailers

### Reinvesting in the business

by replenishing the fleet through a combined approach of purchasing and leasing, new equipment features and technology to improve operating costs, reduce safety risks, lower maintenance costs and provide better fuel mileage

Since 2015, taken delivery of ~4,600 tractors and ~11,000 trailers



Expected investment level of 6-7% of operating revenues in 2019



# CUSTOMER ENGAGEMENT & GROWTH

GROW REVENUE & YIELD BY DEEPENING RELATIONSHIPS WITH CUSTOMERS THROUGH SIMPLIFIED ENGAGEMENT AND DIVERSIFICATION OF SERVICES



One Sales Team

Create a single point of access to all YRCW services through a new sales structure to simplify engagement & create cross-sell opportunities

HNRV Logistics

Grow business with customers by selling additional services for non-LTL modes and to help customers solve complex supply chain problems

Technology

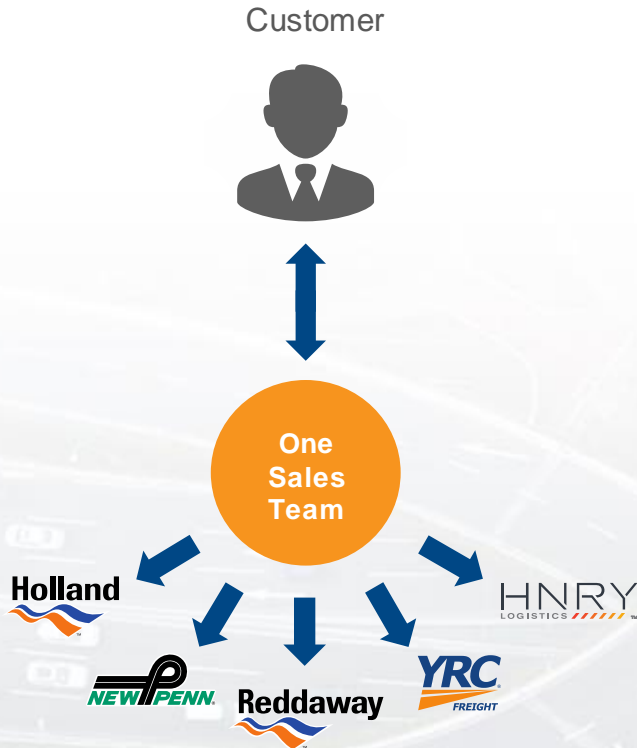
Enable omni-channel engagement for customers with new online tools while capturing data in order to market and grow business

Meeting all customers' transportation needs

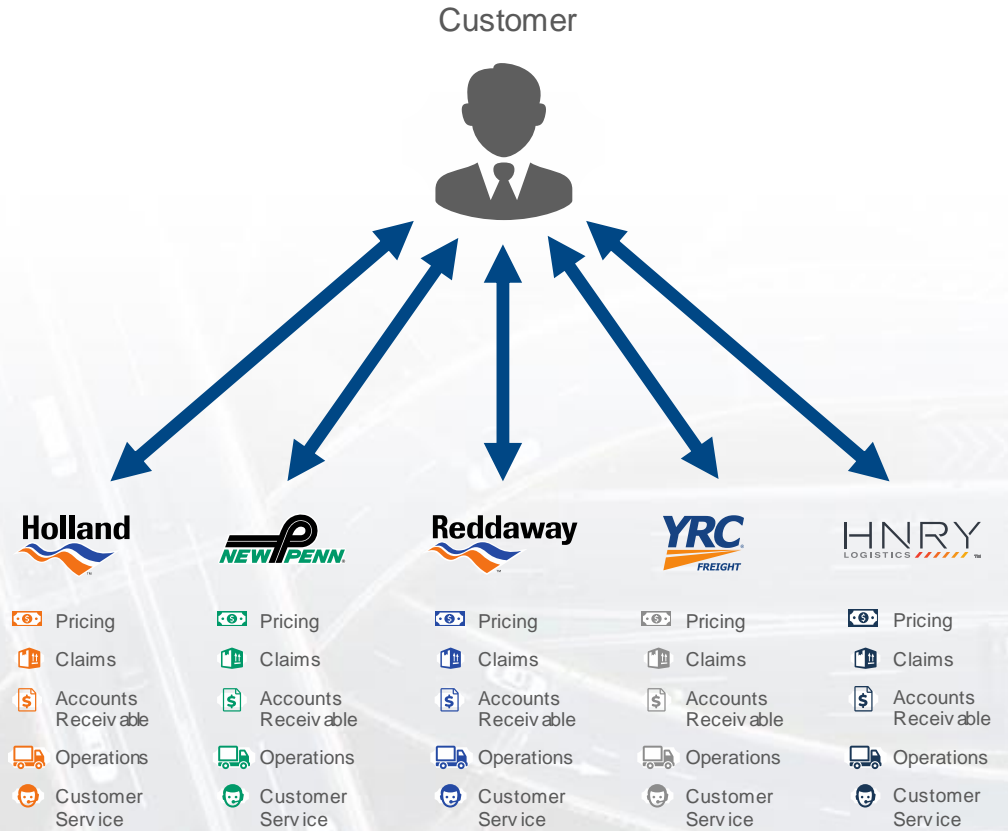


# SIMPLIFYING CUSTOMER ENGAGEMENT

## NEW SALES STRUCTURE



## PREVIOUS SALES STRUCTURE



Single point of contact



# MARKET POTENTIAL BEYOND LTL

TOTAL MARKET POTENTIAL:

**\$546 Billion**



TRUCKLOAD:  
**\$356 Billion**



LTL:  
**\$61 Billion**



REVERSE LOGISTICS & DISTRIBUTION:  
**\$38 Billion**



CONTRACT LOGISTICS:  
**\$40 Billion**



FINAL MILE:  
**\$15 Billion**



EXPEDITED:  
**\$36 Billion**



Source: American Trucking Association, Armstrong & Associates, management estimates May 2019





# SERVING CUSTOMERS BEYOND LTL

## HNRV LOGISTICS

### *TRUCKLOAD DIRECT –*

When you need a full truck, we've got one.  
Along with the power and flexibility of our full network

### *RESIDENTIAL DIRECT –*

An easy way to get larger-than-parcel items from  
warehouse or store to the customer's front door

### *ENGINEERED SOLUTIONS –*

Our project managers put together the best plan for the  
trickiest shipments

### *CONTRACT AND REVERSE LOGISTICS –*

Got freight that needs to go the other way? We make  
recalls and returns safe, reliable and cost-effective

### *EXPRESS DIRECT –*

Truck, flatbed or air, we've got the capacity you need.  
You tell us when and where, and we take it from there



HNRV Logistics  
is driving towards \$175M to  
\$200M of revenue  
in 2019 with growth  
to more than \$300M  
in 2020

Longer term target:  
20% of overall revenue



# IMPROVED EXPERIENCE ENABLED BY TECHNOLOGY

ONE VIEW OF CUSTOMER

EASIER ENGAGEMENT

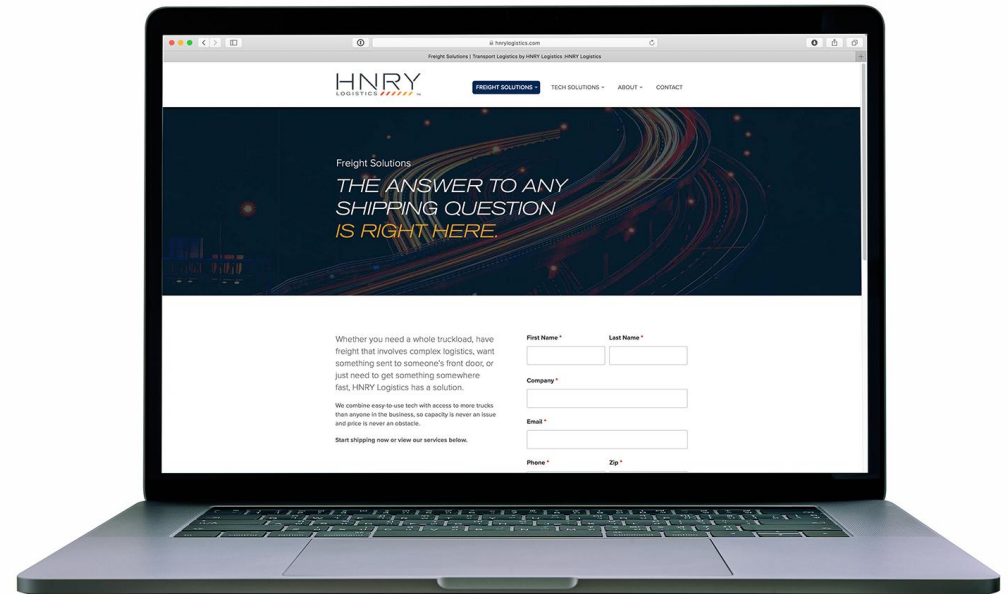
NEW CUSTOMER BASE

## TECHNOLOGY TO IMPROVE OUR NETWORK AND SERVICE

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

- **In-Cab Safety Technology** (in service)
- **Dimensioners** (95 in service)
- **Pickup & Delivery Route Optimization Software** (implemented in 50% of terminals currently)
- **Pick Up & Delivery Handheld Units – Honeywell City Mobile Software** (full implementation expected in 2019)
- **Integrated CRM Solution for all Sales** (full implementation expected late 2019)
- **Freight Documentation Digitization** (full implementation expected in 2019)
- **ELD Process Automation** (full compliance with ELD mandate, migrating from AOBDR in 2019)

## TECHNOLOGY TO MAKE IT EASIER FOR CUSTOMERS TO ENGAGE & ATTRACT NEW CUSTOMERS

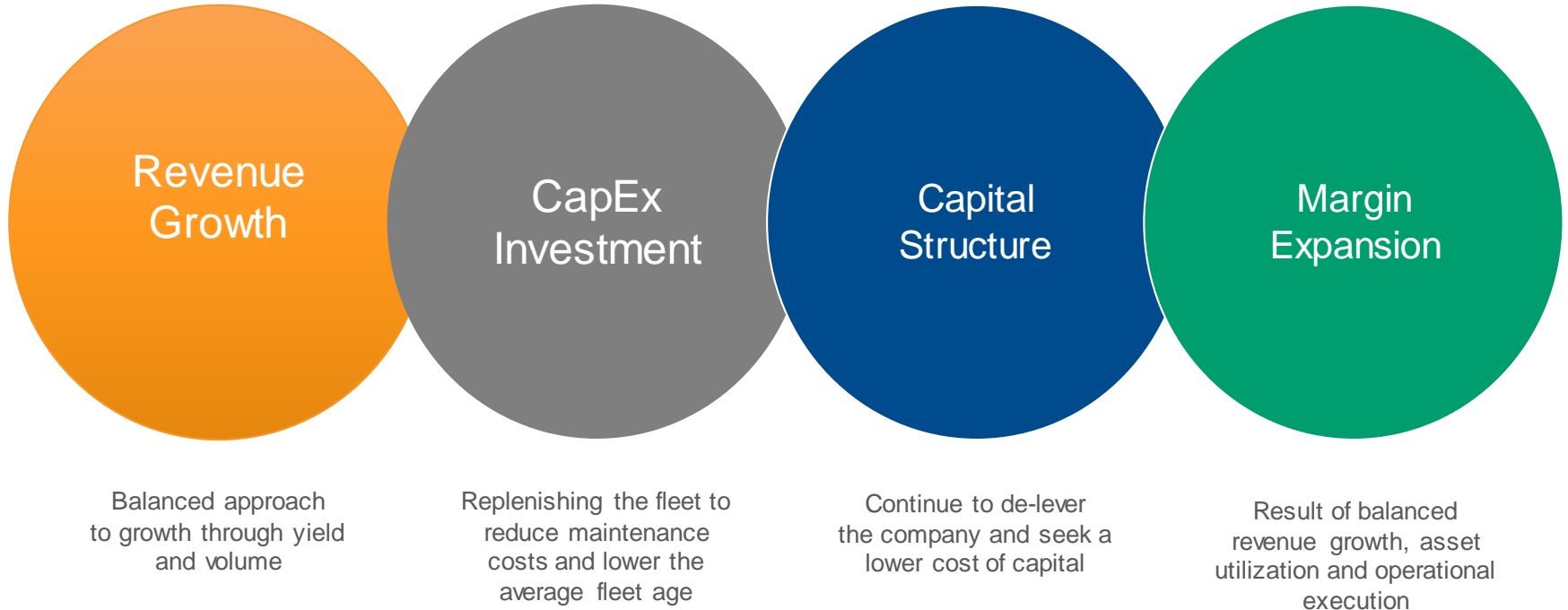


Strategically investing in technology for safety, service and sustainability



# FINANCIAL STRUCTURE

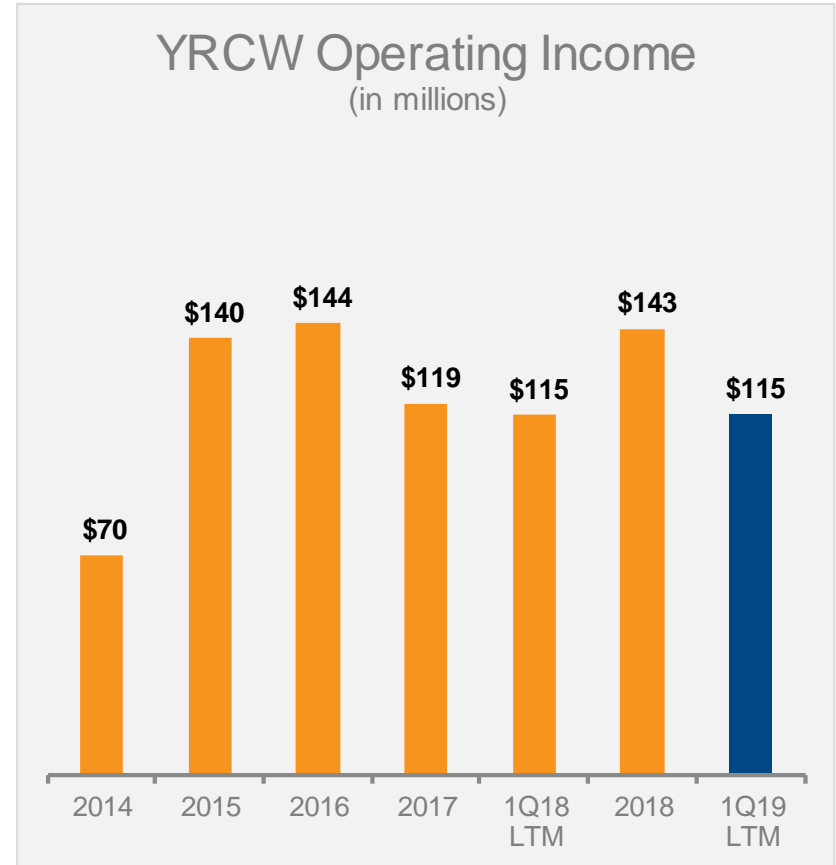
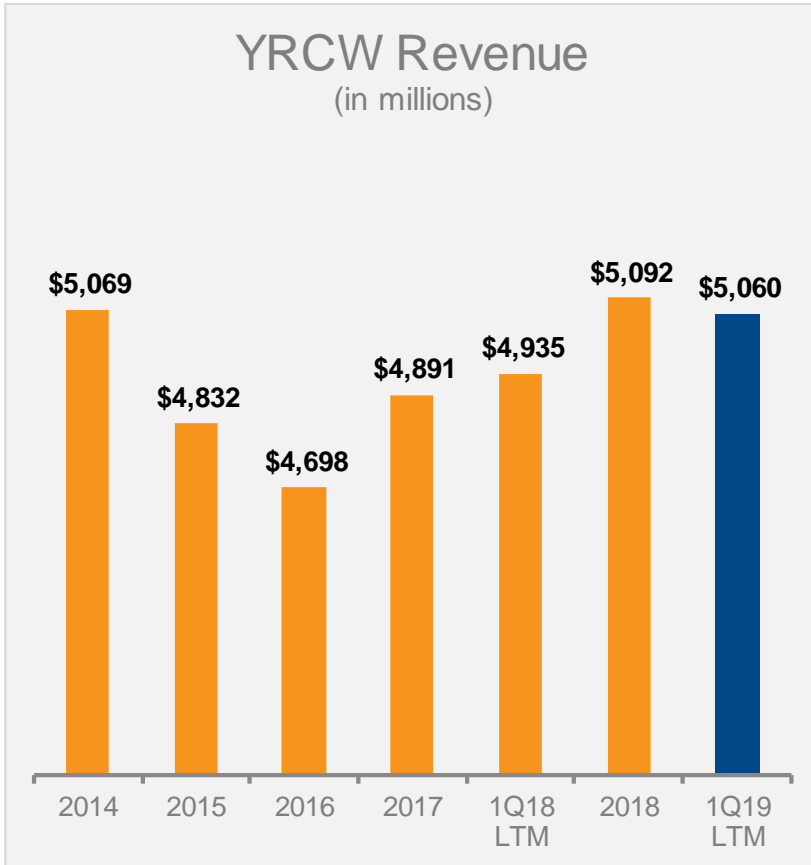
BUILD LONG-TERM SHAREHOLDER VALUE THROUGH FINANCIAL PERFORMANCE



Positioned to drive improved financial performance



# CONSOLIDATED FINANCIAL RESULTS

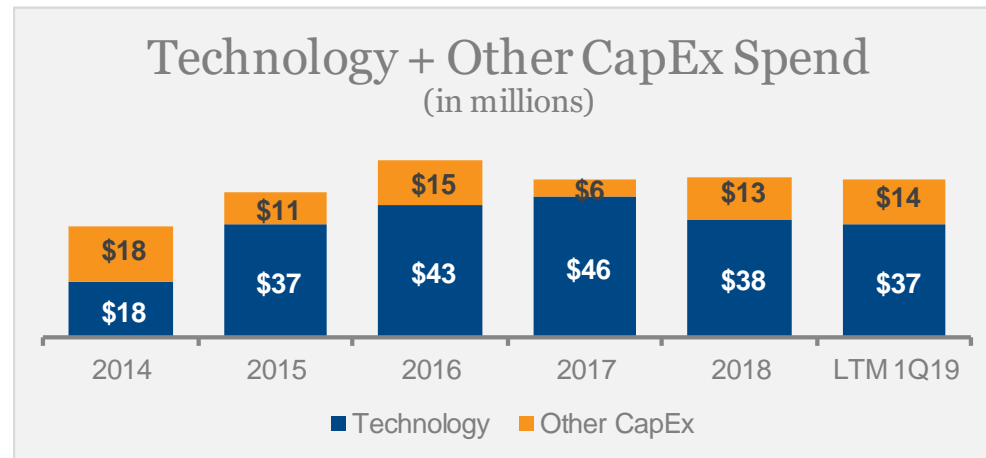
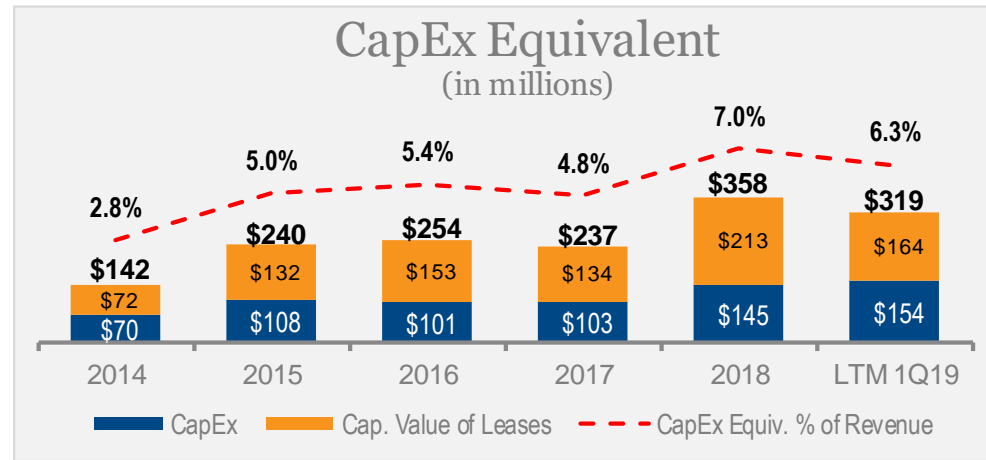


Revenue growth from customer engagement, HNRV Logistics growth and network optimization



# REINVESTING IN THE BUSINESS

- Expected investment level of 6-7% of operating revenues in 2019
- After nearly 10 years of under-investment, YRCW resumed equipment acquisition in 2013, ramping up in more earnest in 2015
- 2019 and beyond will reflect more balanced investment approach between YRC Freight and the Regionals
- Heavier focus on YRC Freight since 2015
  - 2018 annual results yielded a 100 bps reduction in YRC Freight's vehicle maintenance expense
- 33% of the linehaul tractor fleet has been replenished since 2015
- Moving into 2020, investment in fleet will assume >50% is purchased vs leased

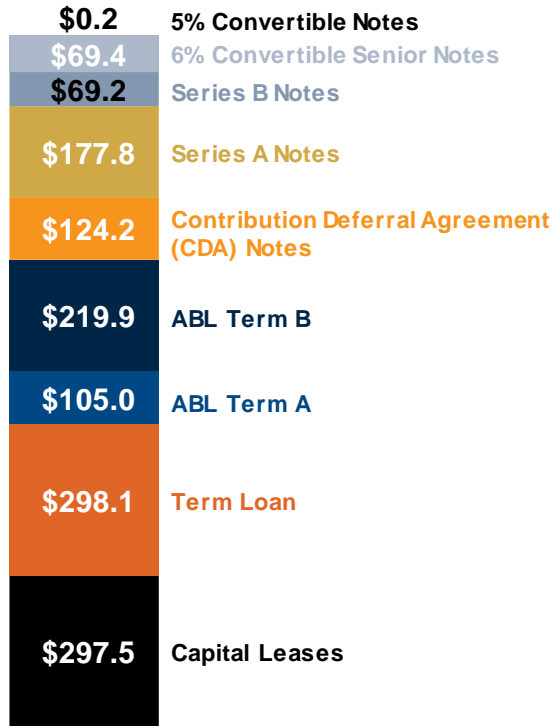




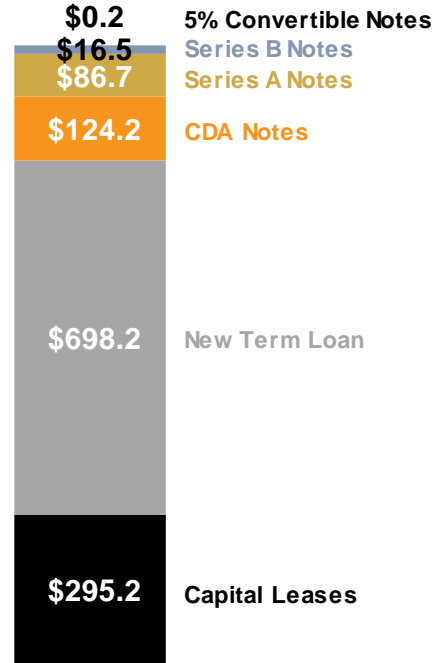


# MANAGEABLE CAPITAL STRUCTURE

**\$1,361.3M**



**\$1,221.0M**



**\$884.5M**



(\$ in millions)

**Pre-Refinancing - 12/31/13**

**9** Debt Facilities

**Post-Refinancing - 3/31/14**

**6** Debt Facilities

**As of 3/31/19**

**3** Debt Facilities

Since 2013, debt obligations reduced by \$476.8 million and cash interest payments reduced by ~\$40 million per year

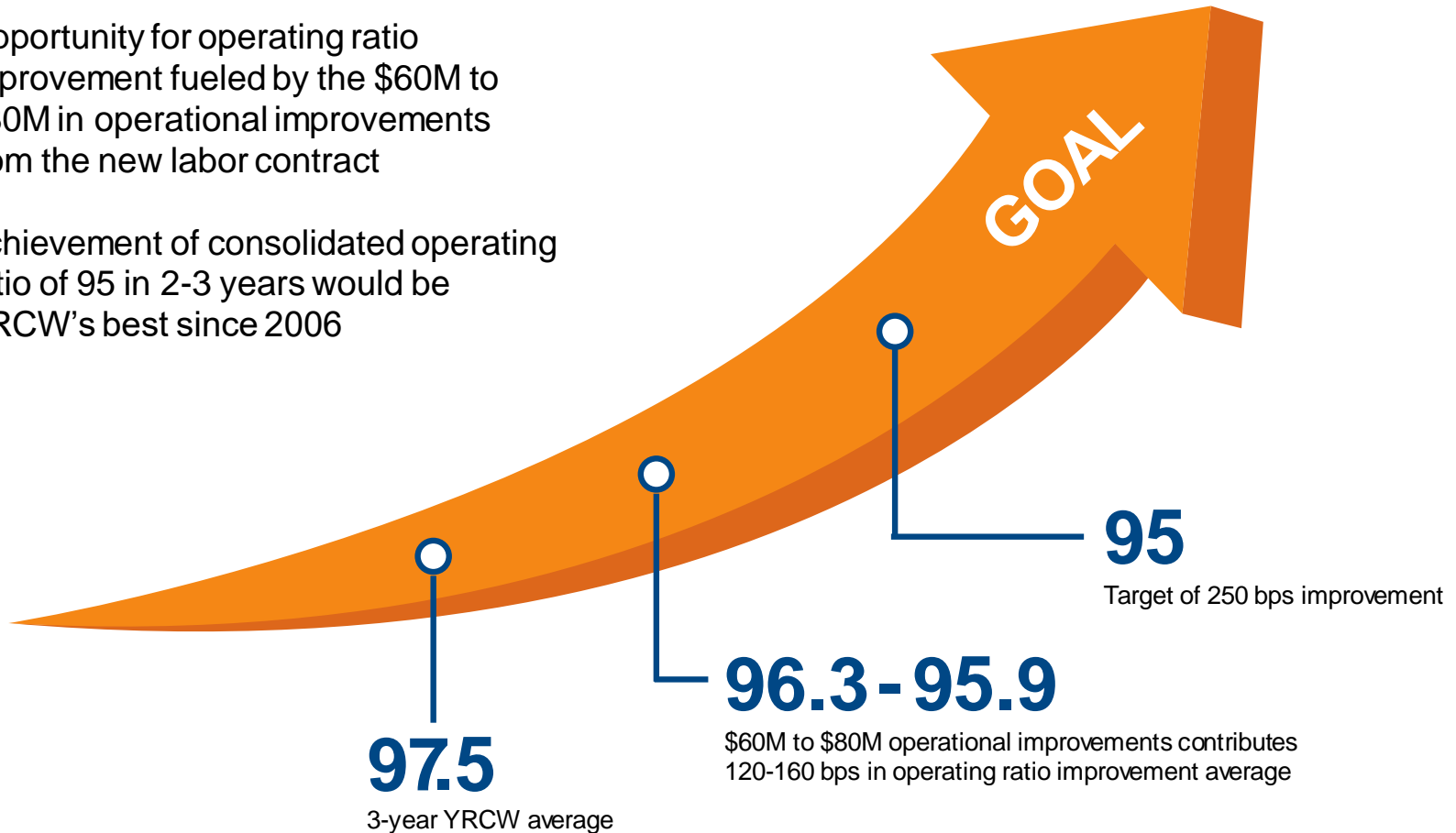
(a) Average effective interest rate as of March 31, 2019



# OPPORTUNITY FOR OPERATING RATIO IMPROVEMENT

Opportunity for operating ratio improvement fueled by the \$60M to \$80M in operational improvements from the new labor contract

Achievement of consolidated operating ratio of 95 in 2-3 years would be YRCW's best since 2006



# INVESTOR RELATIONS

NASDAQ:

**YRCW**

WEBSITE:

**yrcw.com**

COMPANY CONTACT:

**Bri Simoneau**

Vice President and Controller  
investor@yrcw.com



# APPENDIX

# EXPERIENCED SENIOR MANAGEMENT

196 YEARS OF COMBINED INDUSTRY EXPERIENCE LEADING THE TRANSFORMATION OF YRCW		
<b>Darren Hawkins</b>	Chief Executive Officer, YRCW	Returned to the Company in 2013 and served as President of YRC Freight and Chief Operating Officer of YRCW prior to being appointed Chief Executive Officer at YRCW
<b>Stephanie Fisher</b>	Chief Financial Officer, YRCW	15-year veteran of the Company; prior to being named CFO, was Vice President and Controller for the Company
<b>Scott Ware</b>	Chief Network Officer, YRCW President, Holland	Prior to being named President of Holland, was Vice President of Operations and Linehaul for the Company
<b>TJ O'Connor</b>	President, YRC Freight	Prior to being named President of YRC Freight, was President of Reddaway
<b>Bob Stone</b>	President, Reddaway	Prior to being named President of Reddaway, was the Vice President of Operations for Reddaway
<b>Howard Moshier</b>	President, New Penn	Prior to being named President of New Penn, was the Senior Vice President of Operations for YRC Freight
<b>Jim Fry</b>	Vice President, General Counsel & Corporate Secretary, YRCW	Prior to YRCW, served as Executive Vice President, General Counsel, and Secretary for Swift Transportation Company

# NORTH AMERICA. DELIVERED.

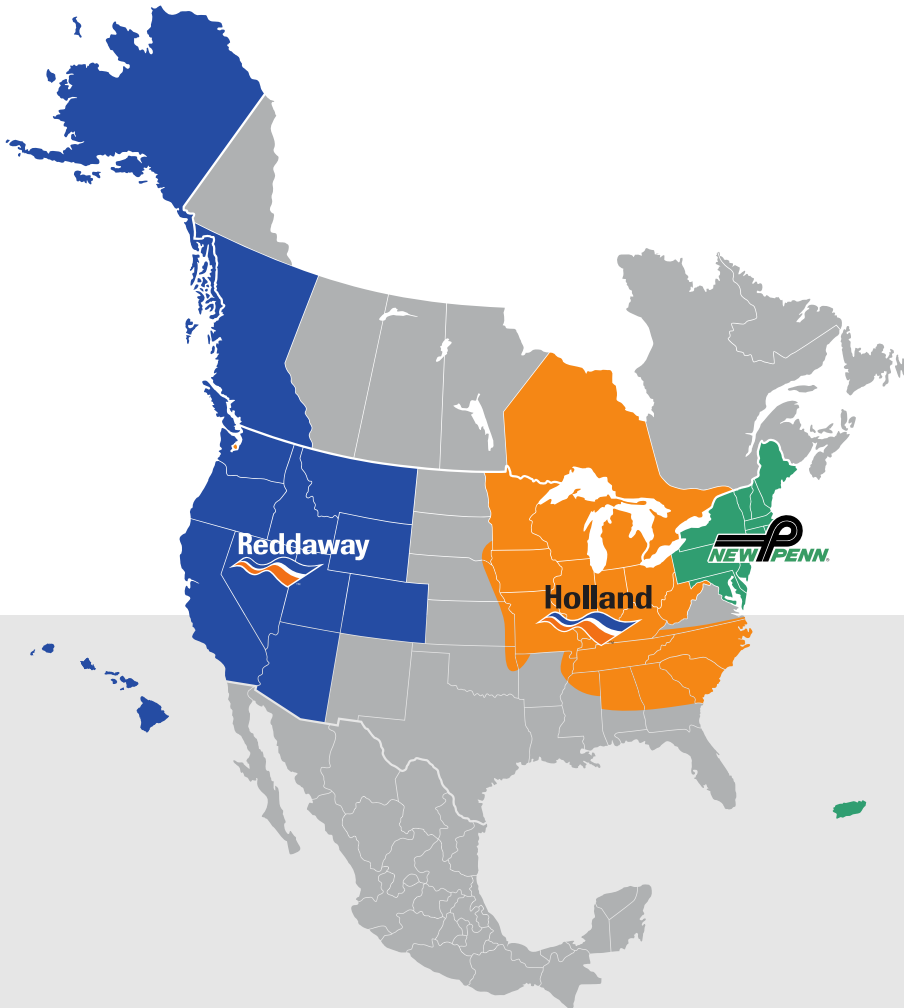


YRC Freight serves manufacturing, wholesale, retail and government customers throughout North America. When customers need longer-haul LTL shipping solutions, YRC Freight is the expert

<b>LTM 1Q19 Revenue</b>	\$3.2 Billion
<b>LTM 1Q19 Adjusted EBITDA</b>	\$194 Million
<b># of Customers</b>	~ 110,000
<b># of Terminals</b>	260
<b>Average Length of Haul</b>	1,250 Miles
<b>Average Weight</b>	1,200 lbs.
<b>Average Transit</b>	3-4 Days



# REGIONAL EXPERTISE

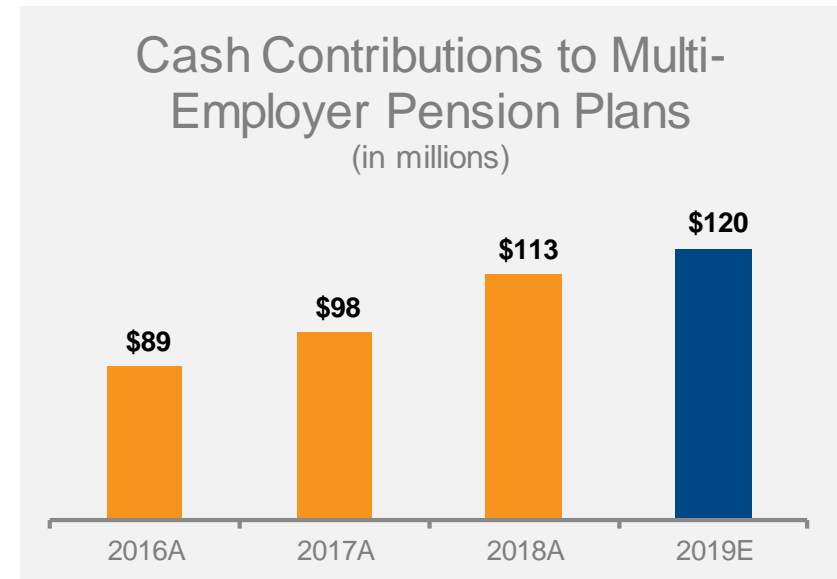


For next-day and time-sensitive services, we have three distinct regional carriers: Reddaway, Holland and New Penn. All three brands are well established in their respective regions

<b>LTM 1Q19 Revenue</b>	\$1.9 Billion
<b>LTM 1Q19 Adjusted EBITDA</b>	\$127 Million
<b># of Customers</b>	~ 125,000
<b># of Terminals</b>	124
<b>Average Length of Haul</b>	400 Miles
<b>Average Weight</b>	1,400 lbs.
<b>Average Transit</b>	> 90% 2 Days or Less

# MULTI-EMPLOYER PENSION PLANS

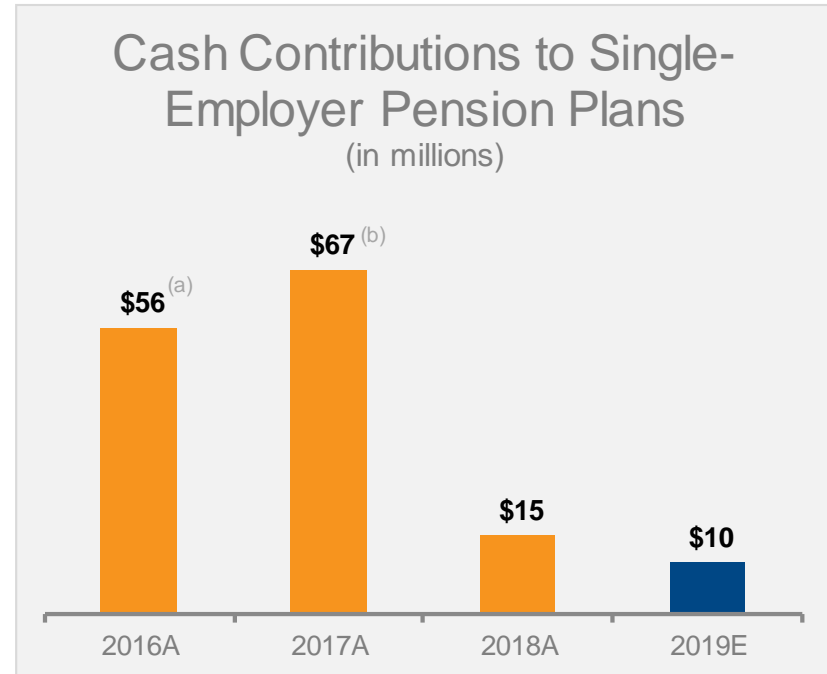
- Employees covered by collective bargaining agreements
- Required contractual contributions anticipated to be an average of \$2.63 per hour in 2019
  - Rates under new labor agreement are equal to 2018 rates with no future rate increases
  - 2019 cash contributions to be approximately \$120 million
  - Expense included in EBITDA
  - Not impacted by changes in interest rates
- 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 \$9 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



- Other than the 12 funds in a rehabilitation plan, there are no current regulations that would change our average per hour contribution under the terms of the new Labor Agreement. The new Labor Agreement provides for contribution rate increases for certain funds, up to a capped amount. We are not 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

# SINGLE-EMPLOYER PENSION PLANS

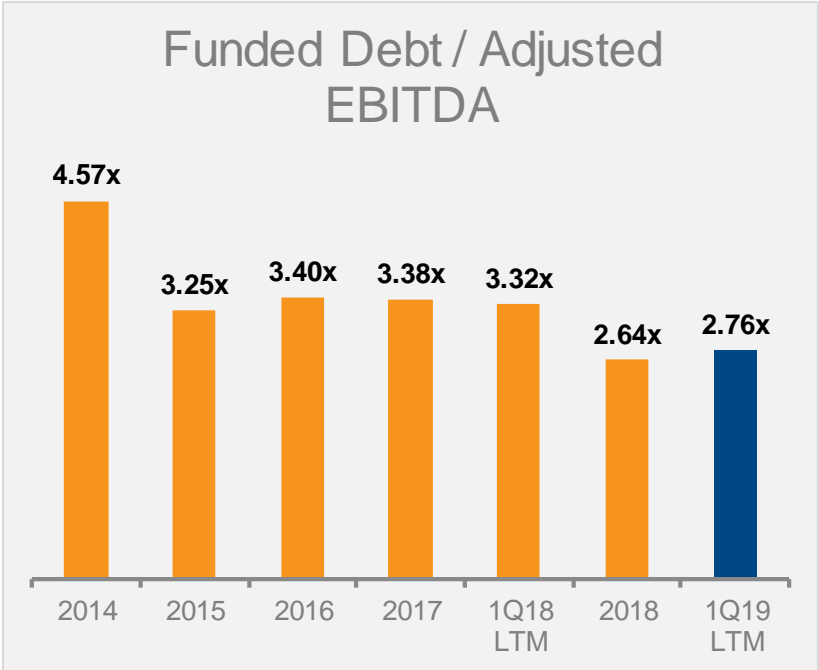
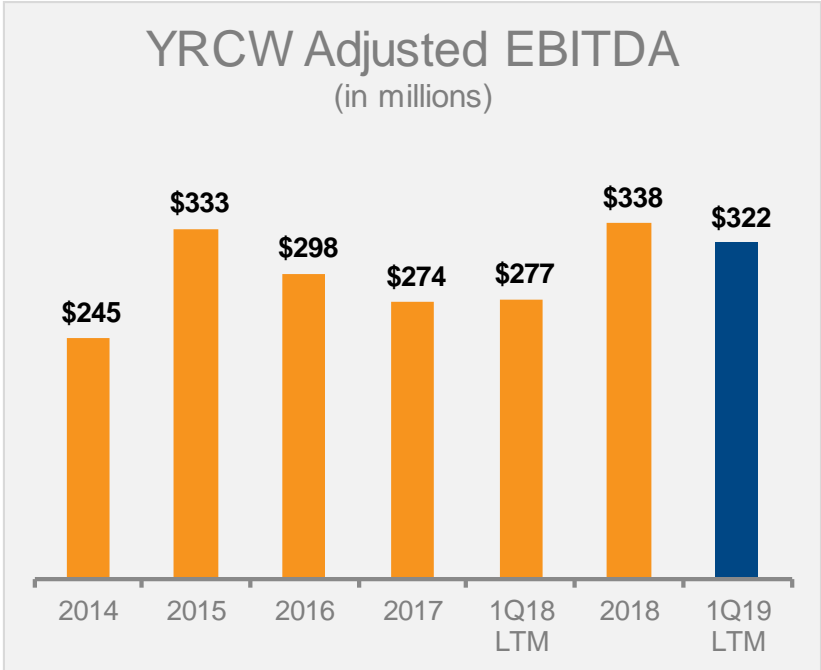
- Certain employees not covered by collective bargaining agreements
- Plans closed to new participants effective January 1, 2004 with benefit accrual for active employees frozen effective July 1, 2008
- Future funding requirements are primarily driven by movements in plan asset returns and discount rate
- Long-term strategy is to reduce the risk of the underfunded plans
- On average, the single-employer pension expense from 2016 – 2018 was approximately \$10 million per year, excluding the expense recognition of settlements from lump sum payouts



(a) Reflects a \$12.2 million contribution due in January 2017 that was paid in December 2016

(b) Reflects a \$14.0 million contribution due in January 2018 that was paid in December 2017

# LEVERAGE RATIO

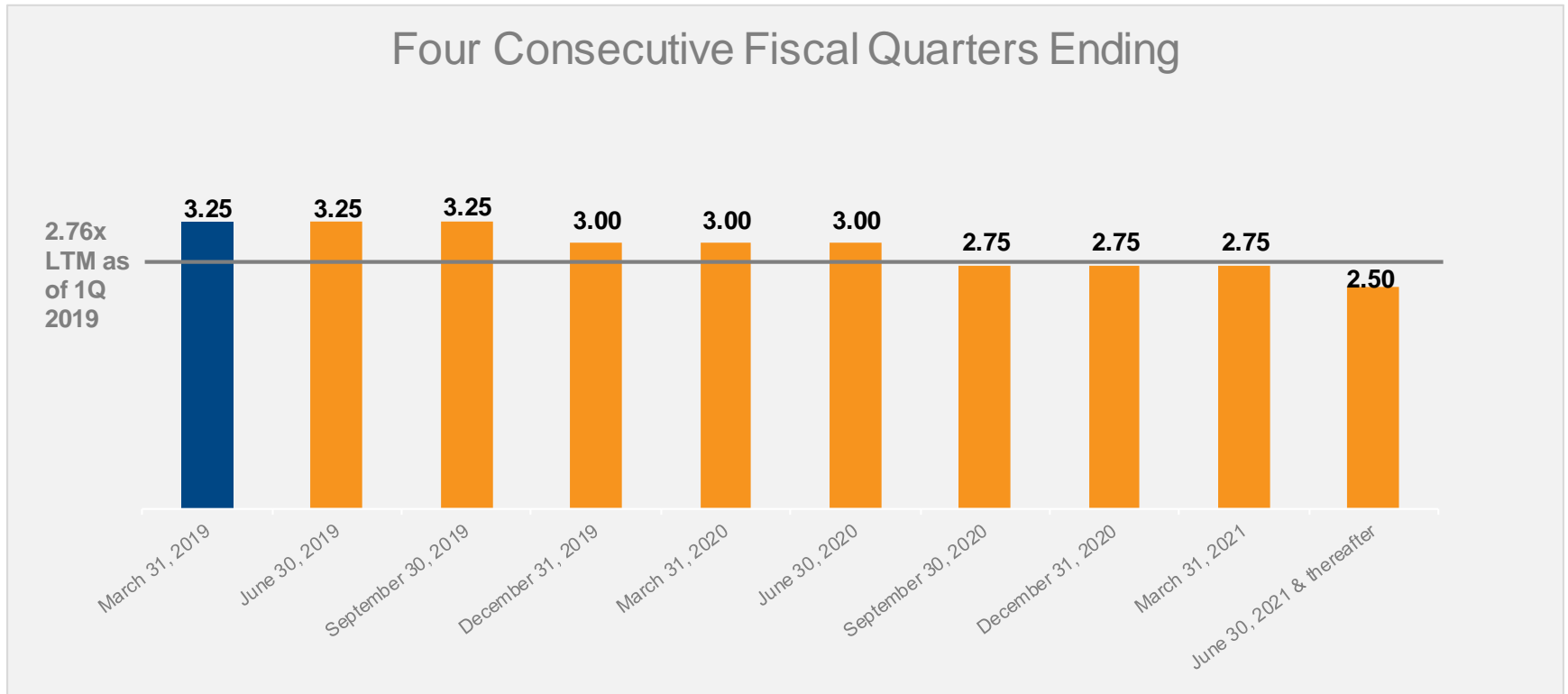


Note: Funded debt balances based on par value

Continue to de-risk the balance sheet

Funded Debt to Adjusted EBITDA ratio down 1.81 turns

# CREDIT FACILITY COVENANTS

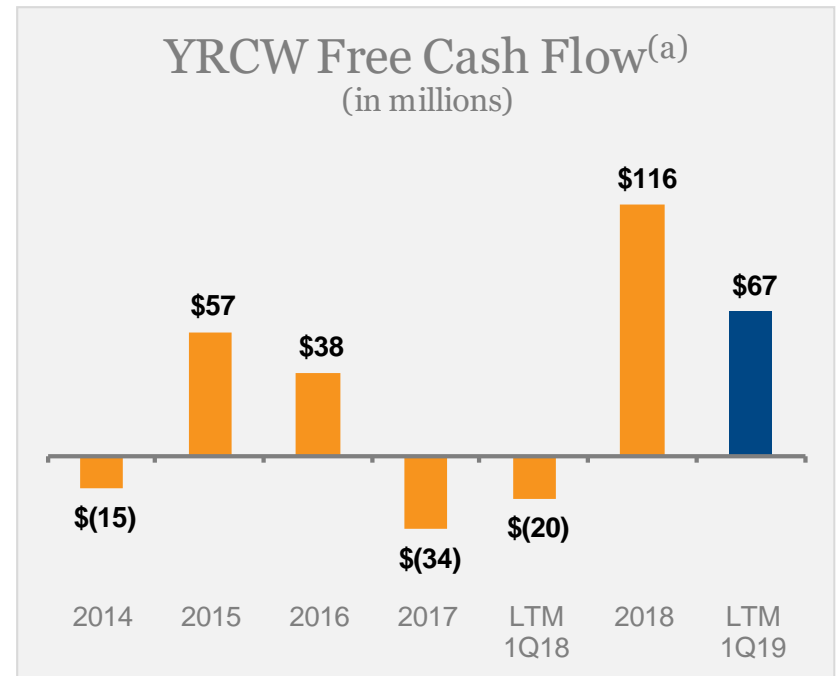
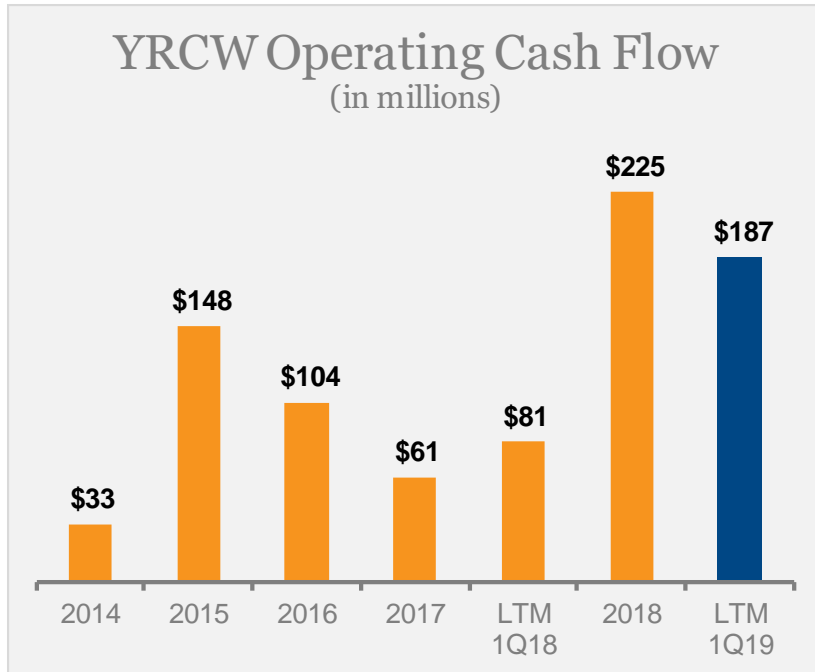


## YRCW's credit ratings as of March 31, 2019:

Standard & Poor's Corporate Family Rating was B- with Stable outlook

Moody's Investor Service Corporate Family Rating was B3 with Positive outlook

# CASH FLOW



Focused on improving cash flows while simultaneously increasing reinvestment into the Company

(a) Free cash flow = operating cash flow less acquisitions of property and equipment, cash proceeds from disposals



# KEY SEGMENT INFORMATION

	YRC Freight			Regional Transportation		
	1Q19	1Q18	YoY % <sup>(a)</sup>	1Q19	1Q18	YoY % <sup>(a)</sup>
Workdays	63.0	63.5		63.0	63.5	
Total LTL tonnage (in thousands)	1,155	1,236	(6.5)	1,388	1,512	(8.2)
Total LTL tonnage per day (in thousands)	18.33	19.46	(5.8)	22.02	23.80	(7.5)
Total LTL shipments (in thousands)	2,298	2,416	(4.9)	2,193	2,387	(8.1)
Total LTL shipments per day (in thousands)	36.47	38.05	(4.1)	34.81	37.59	(7.4)
Total picked up LTL revenue/cwt.	\$ 29.80	\$ 28.27	5.4	\$ 14.59	\$ 14.06	3.8
Total picked up LTL revenue/cwt. (excl. FSC)	\$ 26.33	\$ 24.90	5.8	\$ 12.93	\$ 12.41	4.2
Total picked up LTL revenue/shipment	\$ 300	\$ 289	3.6	\$ 185	\$ 178	3.7
Total picked up LTL revenue/shipment (excl. FSC)	\$ 265	\$ 255	3.9	\$ 164	\$ 157	4.1
Total LTL weight/shipment (in pounds)	1,005	1,023	(1.7)	1,265	1,266	(0.1)
Total tonnage (in thousands)	1,442	1,499	(3.8)	1,726	1,914	(9.8)
Total tonnage per day (in thousands)	22.90	23.60	(3.0)	27.39	30.14	(9.1)
Total shipments (in thousands)	2,331	2,450	(4.9)	2,242	2,444	(8.3)
Total shipments per day (in thousands)	37.01	38.59	(4.1)	35.58	38.49	(7.6)
Total picked up revenue/cwt.	\$ 25.58	\$ 24.94	2.6	\$ 12.70	\$ 12.12	4.8
Total picked up revenue/cwt. (excl. FSC)	\$ 22.66	\$ 21.99	3.1	\$ 11.26	\$ 10.71	5.2
Total picked up revenue/shipment	\$ 317	\$ 305	3.8	\$ 196	\$ 190	3.0
Total picked up revenue/shipment (excl. FSC)	\$ 280	\$ 269	4.3	\$ 173	\$ 168	3.4
Total weight/shipment (in pounds)	1,237	1,223	1.2	1,540	1,566	(1.7)

	YRC Freight - YoY % <sup>(a)</sup>			Regional Transportation - YoY % <sup>(a)</sup>		
	Jan-19	Feb-19	Mar-19	Jan-19	Feb-19	Mar-19
Total LTL tonnage per day	(5.6)	(5.0)	(6.5)	(3.8)	(9.9)	(8.3)
Total tonnage per day	(3.5)	(1.6)	(3.6)	(5.4)	(11.2)	(10.2)

(a) Percent change based on unrounded figures and not the rounded figures presented

# UPDATED 2018 LTL OPERATING METRICS

	YRC Freight			
	1Q18	2Q18	3Q18	4Q18
Workdays	63.5	64.0	63.0	61.5
Total LTL tonnage (in thousands)	1,236	1,327	1,270	1,207
Total LTL tonnage per day (in thousands)	19.46	20.73	20.17	19.63
Total LTL shipments (in thousands)	2,416	2,629	2,513	2,425
Total LTL shipments per day (in thousands)	38.05	41.08	39.88	39.42
Total picked up LTL revenue/cwt.	\$ 28.27	\$ 28.85	\$ 29.61	\$ 30.19
Total picked up LTL revenue/cwt. (excl. FSC)	\$ 24.90	\$ 25.24	\$ 25.87	\$ 26.33
Total picked up LTL revenue/shipment	\$ 289	\$ 291	\$ 299	\$ 301
Total picked up LTL revenue/shipment (excl. FSC)	\$ 255	\$ 255	\$ 262	\$ 262
Total LTL weight/shipment (in pounds)	1,023	1,009	1,011	996

	Regional Transportation			
	1Q18	2Q18	3Q18	4Q18
Workdays	63.5	64.0	63.0	61.5
Total LTL tonnage (in thousands)	1,512	1,590	1,511	1,415
Total LTL tonnage per day (in thousands)	23.80	24.84	23.98	23.00
Total LTL shipments (in thousands)	2,387	2,531	2,417	2,253
Total LTL shipments per day (in thousands)	37.59	39.55	38.36	36.64
Total picked up LTL revenue/cwt.	\$ 14.06	\$ 14.44	\$ 14.68	\$ 14.67
Total picked up LTL revenue/cwt. (excl. FSC)	\$ 12.41	\$ 12.68	\$ 12.89	\$ 12.85
Total picked up LTL revenue/shipment	\$ 178	\$ 181	\$ 184	\$ 184
Total picked up LTL revenue/shipment (excl. FSC)	\$ 157	\$ 159	\$ 161	\$ 161
Total LTL weight/shipment (in pounds)	1,266	1,256	1,250	1,256

With the enhanced focus of service and product expansion and the launch of HENRY Logistics in late 2018, our increase in shipments over 10,000 pounds is growing, impacting the year-over-year revenue per hundredweight metrics that we have historically presented for YRC Freight, which includes the results of operations for HENRY Logistics. Therefore, the Company has updated its presentation of operating metrics to separately present less-than-truckload (LTL) operating statistics, which represents shipments less than 10,000 pounds. Shipments greater than 10,000 pounds are primarily transported using third-party purchased transportation.

# EBITDA RECONCILIATION (CONSOLIDATED)

(\$ in millions)

YRCW Consolidated	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	1Q 2018	1Q 2019	LTM 1Q 2018	LTM 1Q 2019
<b>Reconciliation of net income (loss) to adjusted EBITDA <sup>(a)</sup></b>									
Net income (loss)	\$ (67.7)	\$ 0.7	\$ 21.5	\$ (10.8)	\$ 20.2	\$ (14.6)	\$ (49.1)	\$ (0.1)	\$ (14.3)
Interest expense, net	149.5	107.1	103.0	102.4	104.5	25.5	26.5	102.7	105.5
Income tax (benefit) expense	(16.1)	(5.1)	3.1	(7.3)	11.1	(12.9)	(9.7)	(16.1)	14.3
Depreciation and amortization	163.6	163.7	159.8	147.7	147.7	37.7	40.0	148.3	150.0
<b>EBITDA</b>	<b>\$ 229.3</b>	<b>\$ 266.4</b>	<b>\$ 287.4</b>	<b>\$ 232.0</b>	<b>\$ 283.5</b>	<b>\$ 35.7</b>	<b>\$ 7.7</b>	<b>\$ 234.8</b>	<b>\$ 255.5</b>
Adjustments for Term Loan Agreement:									
(Gains) losses on property disposals, net	(11.9)	1.9	(14.6)	(0.6)	(20.8)	3.2	1.6	(0.1)	(22.4)
Property gains on certain disposals	-	-	-	-	29.7	-	-	-	29.7
Impairment charges	-	-	-	-	-	-	8.2	-	8.2
Letter of credit expense	12.1	8.8	7.7	6.8	6.6	1.7	1.6	6.8	6.5
Restructuring charges	4.2	0.2	-	0.9	2.3	0.6	-	1.5	1.7
Transaction costs related to the issuances of debt	-	-	-	10.3	-	-	-	8.1	-
Nonrecurring consulting fees	-	5.1	-	-	7.7	1.5	2.4	1.5	8.6
Permitted dispositions and other	1.8	0.4	3.0	1.2	0.3	0.5	(1.1)	1.6	(1.3)
Equity-based compensation expense	14.3	8.5	7.3	6.5	6.3	1.6	2.3	6.7	7.0
Amortization of ratification bonus	15.6	18.9	4.6	-	-	-	-	-	-
Non-union pension settlement charge	-	28.7	-	7.6	10.9	-	-	7.6	10.9
(Gain) loss on extinguishment of debt	(11.2)	0.6	-	-	-	-	-	-	-
Nonrecurring item (vendor bankruptcy)	-	-	-	-	4.3	-	3.7	-	8.0
Other, net <sup>(b)</sup>	(9.7)	(6.2)	2.1	9.5	6.7	0.9	3.7	8.2	9.5
<b>Adjusted EBITDA</b>	<b>\$ 244.5</b>	<b>\$ 333.3</b>	<b>\$ 297.5</b>	<b>\$ 274.2</b>	<b>\$ 337.5</b>	<b>\$ 45.7</b>	<b>\$ 30.1</b>	<b>\$ 276.7</b>	<b>\$ 321.9</b>

(a) Certain reclassifications have been made to prior years to conform to current year presentation

(b) 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 2014	FY 2015	FY 2016	FY 2017	FY 2018	1Q 2018	1Q 2019	LTM 1Q 2018	LTM 1Q 2019
<b>Reconciliation of operating income (loss) to adjusted EBITDA <sup>(a)</sup></b>									
Operating income (loss)	\$ 23.2	\$ 63.3	\$ 71.8	\$ 60.8	\$ 85.0	\$ (6.9)	\$ (21.1)	\$ 61.4	\$ 70.8
Depreciation and amortization	98.0	93.1	90.3	84.8	82.2	21.6	22.9	85.1	83.5
(Gains) losses on property disposals, net	(15.9)	1.9	(15.7)	(2.2)	(20.3)	2.8	1.1	(1.5)	(22.0)
Property gains on certain disposals	-	-	-	-	29.7	-	-	-	29.7
Impairment charges	-	-	-	-	-	-	8.2	-	8.2
Letter of credit expense	8.3	6.1	5.0	4.3	4.2	1.0	1.0	4.2	4.2
Restructuring charges	-	-	-	0.9	0.1	0.1	-	1.0	-
Nonrecurring consulting fees	-	5.1	-	-	7.4	1.5	2.1	1.5	8.0
Amortization of ratification bonus	10.0	12.2	3.0	-	-	-	-	-	-
Non-union pension and postretirement benefits	(22.7)	(16.1)	(18.6)	(11.7)	2.0	0.6	(0.1)	(8.1)	1.3
Nonrecurring item (vendor bankruptcy)	-	-	-	-	4.3	-	3.7	-	8.0
Other, net <sup>(b)</sup>	(1.1)	1.6	4.3	0.9	3.5	1.4	0.5	1.5	2.6
Adjusted EBITDA	\$ 99.8	\$ 167.2	\$ 140.1	\$ 137.8	\$ 198.1	\$ 22.1	\$ 18.3	\$ 145.0	\$ 194.2

Regional Transportation Segment	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	1Q 2018	1Q 2019	LTM 1Q 2018	LTM 1Q 2019
<b>Reconciliation of operating income to adjusted EBITDA</b>									
Operating income	\$ 66.2	\$ 85.5	\$ 81.4	\$ 67.9	\$ 70.7	\$ 5.2	\$ (7.0)	\$ 60.9	\$ 58.5
Depreciation and amortization	65.8	70.7	69.5	62.9	65.0	16.1	16.8	63.2	65.7
(Gains) losses on property disposals, net	4.0	0.2	1.1	1.6	(0.6)	0.4	0.5	1.4	(0.5)
Letter of credit expense	2.9	2.1	2.5	2.2	2.2	0.6	0.5	2.3	2.1
Amortization of ratification bonus	5.6	6.7	1.6	-	-	-	-	-	-
Nonrecurring consulting fees	-	-	-	-	0.3	-	0.3	-	0.6
Other, net <sup>(b)</sup>	(0.1)	0.7	0.4	1.8	1.1	0.3	0.2	1.8	1.0
Adjusted EBITDA	\$ 144.4	\$ 165.9	\$ 156.5	\$ 136.4	\$ 138.7	\$ 22.6	\$ 11.3	\$ 129.6	\$ 127.4

(a) Certain reclassifications have been made to prior years to conform to current year presentation

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

# FREE CASH FLOW RECONCILIATION

(\$ in millions)

YRCW Consolidated	FY 2014	FY 2015	FY 2016	FY 2017	FY 2018	1Q 2018	1Q 2019	LTM 1Q 2018	LTM 1Q 2019
Net Cash (used) / provided in operating activities	\$ 33.3	\$ 147.6	\$ 103.8	\$ 60.7	\$ 224.8	\$ (3.7)	\$ (41.7)	\$ 80.6	\$ 186.9
Acquisition of property and equipment	(69.2)	(108.0)	(100.6)	(103.3)	(145.4)	(23.5)	(32.6)	(110.5)	(154.5)
Proceeds from disposal of property and equipment	20.8	17.5	35.1	8.8	36.4	3.0	0.8	10.2	34.1
Free Cash Flow	\$ (15.1)	\$ 57.1	\$ 38.3	\$ (33.8)	\$ 115.8	\$ (24.2)	\$ (73.5)	\$ (19.7)	\$ 66.5