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**UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION**  
Washington, D.C. 20549

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**Form 8-K**

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**CURRENT REPORT**  
Pursuant to Section 13 or 15(d) of the  
Securities Exchange Act of 1934

**Date of Report (Date of earliest event reported): September 30, 2015**

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**YRC Worldwide Inc.**  
(Exact name of registrant as specified in its charter)

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**Delaware**  
(State or other jurisdiction of  
incorporation)

0-12255  
(Commission  
File Number)

48-0948788  
(IRS Employer  
Identification No.)

10990 Roe Avenue  
Overland Park, Kansas 66211  
(Address of principal executive office)(Zip Code)

(913) 696-6100  
(Registrant's telephone number, including area code)

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Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
  - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
  - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
  - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
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**Item 7.01. Regulation FD Disclosure.**

YRC Worldwide Inc. will deliver a presentation at the Deutsche Bank Leveraged Finance Conference (“Deutsche Bank Conference”) on Wednesday, September 30, 2015. A copy of the slide show presentation to be presented is attached hereto as Exhibit 99.1.

**Item 9.01. Financial Statements and Exhibits.**

(d) Exhibits

<u>Exhibit Number</u>	<u>Description</u>
99.1	YRC Worldwide Inc. Deutsche Conference Presentation

**SIGNATURES**

Pursuant to the requirements of the Securities Exchange Act of 1934, the registrant has duly caused this report to be signed on its behalf by the undersigned thereunto duly authorized.

YRC WORLDWIDE INC.

By: /s/ Stephanie D. Fisher  
Stephanie D. Fisher  
Vice President and Controller

Date: September 30, 2015



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

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*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.*

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



## YRC Regional



- 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

- 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 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	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

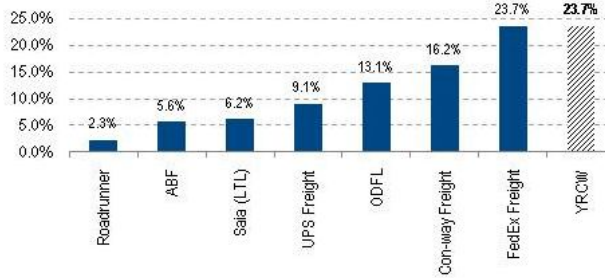
## Diversified Customer Base





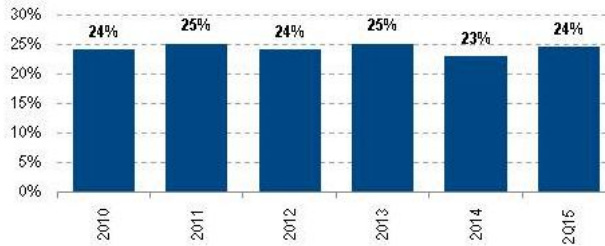
- Market share stability
- 24% market share by tonnage (public LTL carriers only)
- YRC Freight and YRC Regional's combined networks cover all 50 states, Puerto Rico, Canada and Mexico
  - Broad footprint with service to over 250,000 customers
- Scale is important for an LTL operator given the capital 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 (Public LTL Carriers Only)



Market share by tonnage reflects Q2 2015 data.

## Historical Market Share



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 2007, T.J. served as President and CEO of USF Bestway

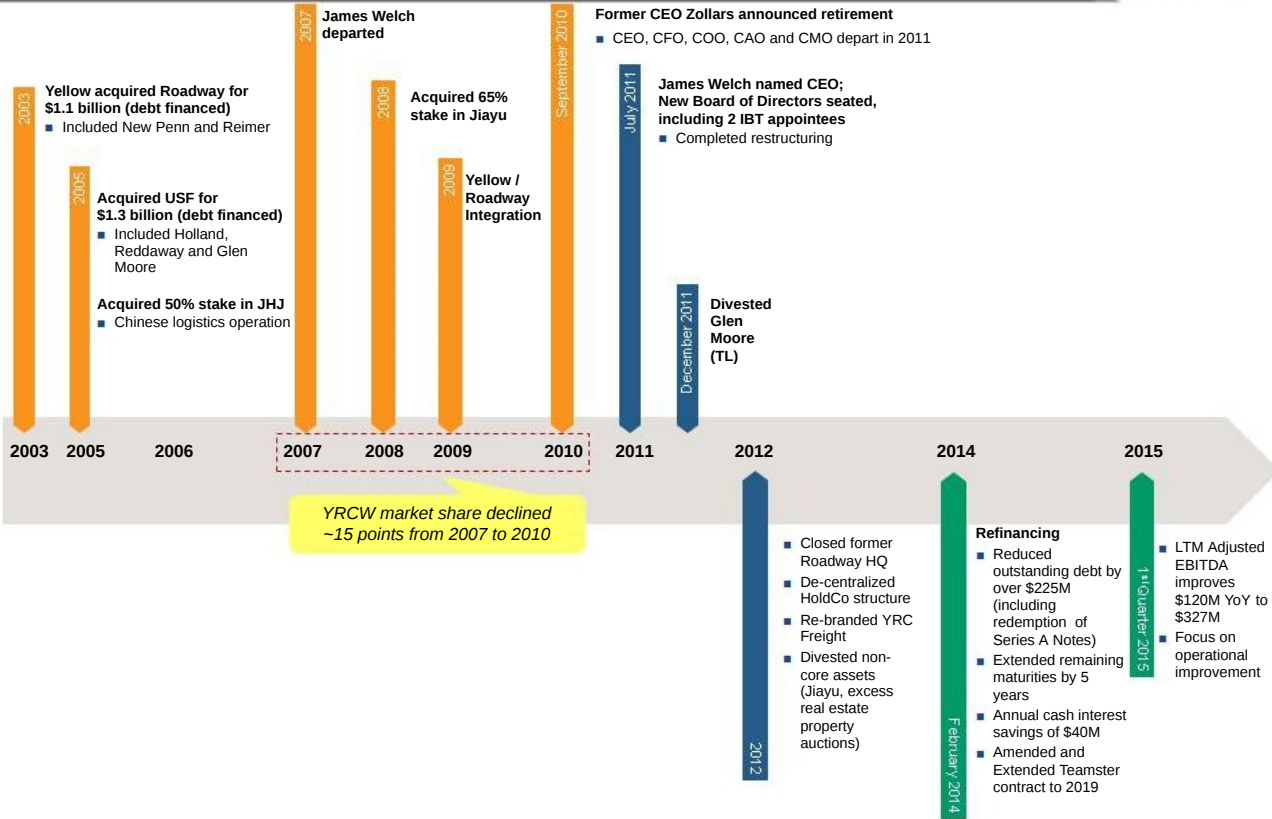


**Darren Hawkins**  
President, YRC Freight

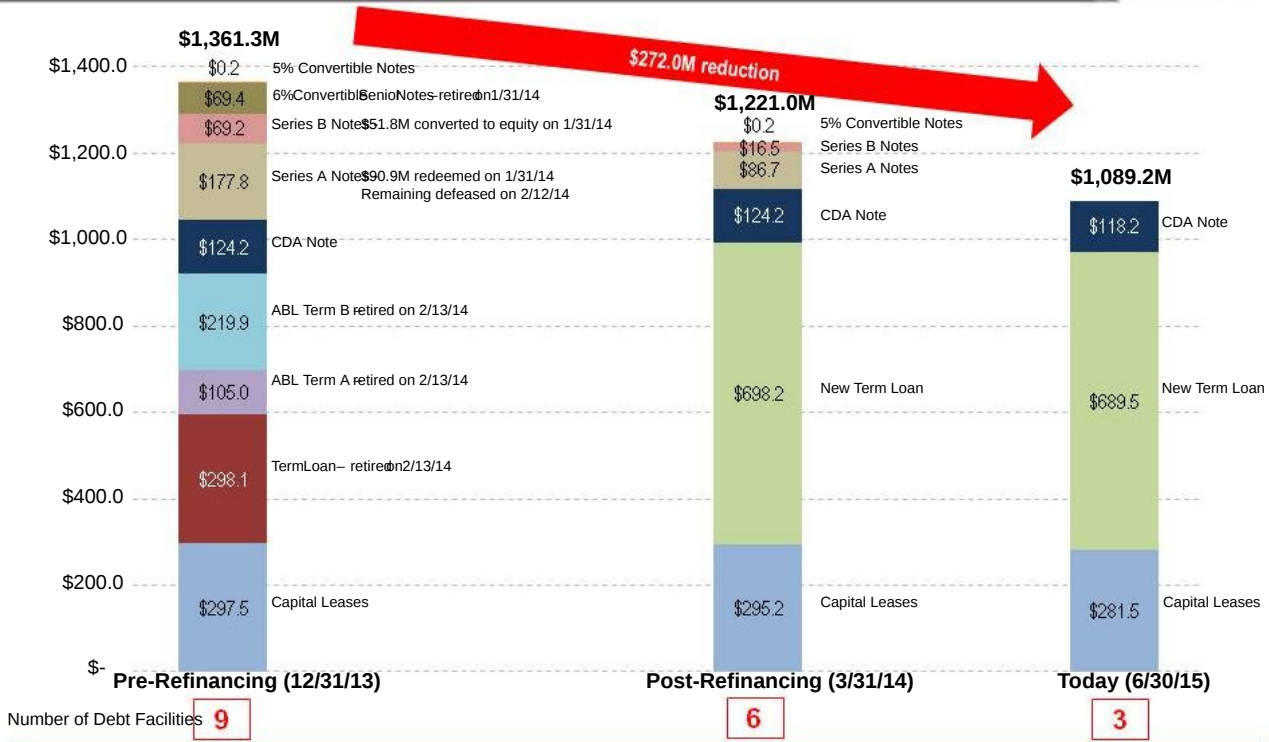
- 24 years of industry experience
- Prior to being named President of YRC Freight, Darren was senior vice president of sales for the company

**150 years of operating experience**

# YRCW Timeline

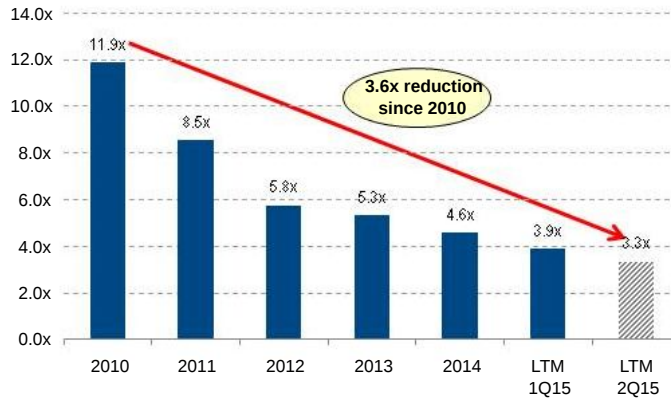


# 2014 Refinancing & Turnaround



**Greatly simplified funded debt structure with maturities extended to 2019**  
**Reduced cash interest payments by ~\$40M per year**

## Funded Debt / Adjusted EBITDA



Note: Funded debt balances based on par value

### Steady progress every year since 2010

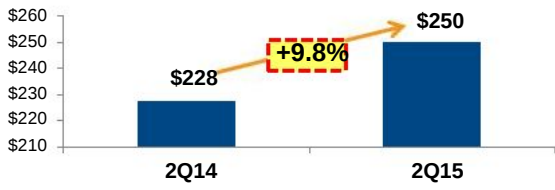
YRCW is on much stronger footing as a result of reduced debt and increased earnings. This progress is being recognized by rating agencies as evidenced by the S&P upgrade.

# No Near-Term Maturities

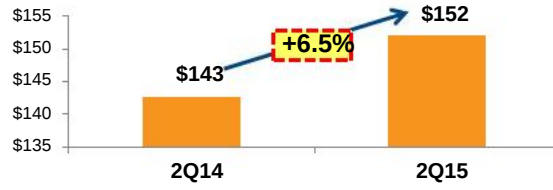


Significant extension of debt maturities provides longer runway to continue operational

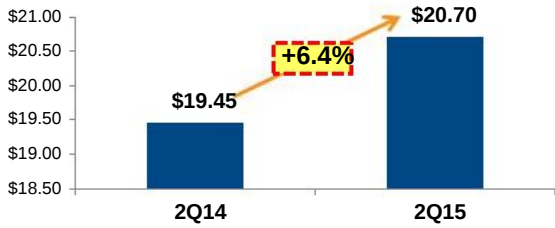
### YRCF Revenue per Shipment (x-FSC)



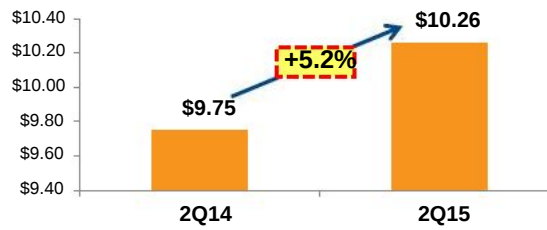
### Regional Revenue per Shipment (x-FSC)



### YRCF Revenue per cwt (x-FSC)



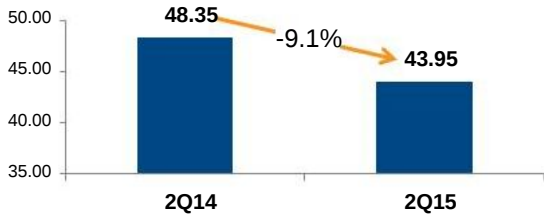
### Regional Revenue per cwt (x-FSC)



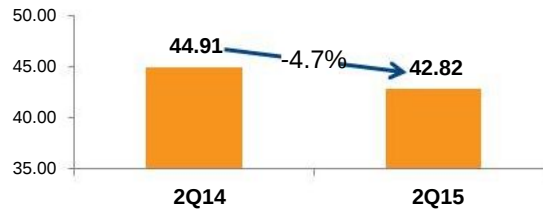
Both segments experiencing positive pricing growth driven by a focused effort on improving yield and further supported by a favorable industry pricing environment

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

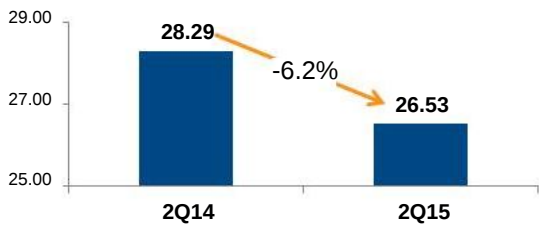
### YRC Freight Shipments per Day



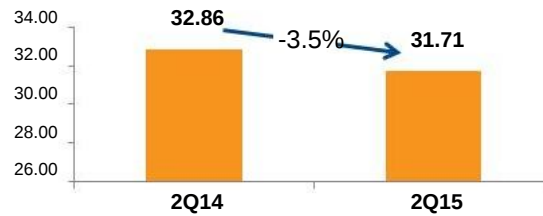
### Regional Shipments per Day



### 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*



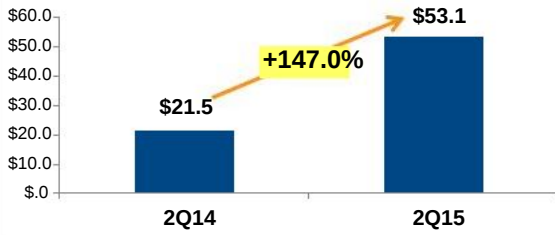
# Segment Adjusted EBITDA



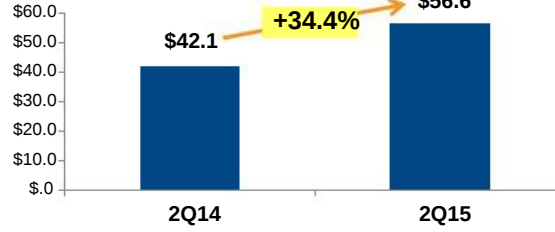
(\$ in millions)

Second Quarter

### YRCF 2Q Adjusted EBITDA

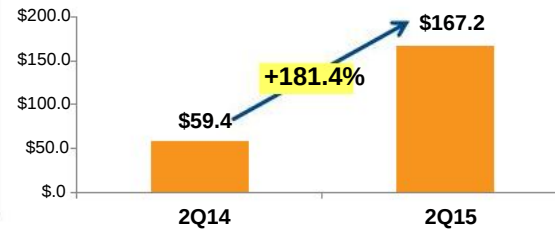


### Regional 2Q Adjusted EBITDA

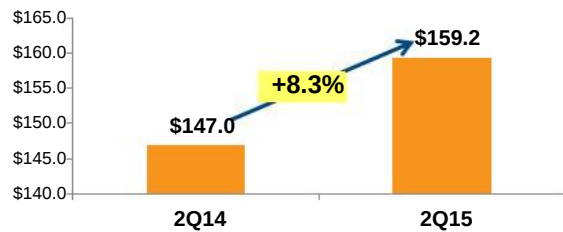


LTM 2Q15

### YRCF LTM Adjusted EBITDA



### Regional LTM Adjusted EBITDA



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

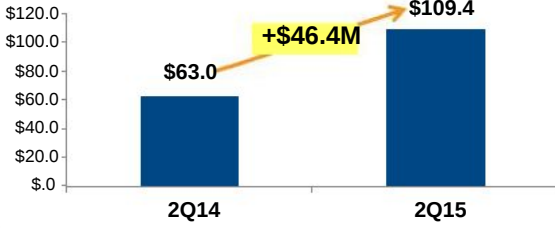
Regional performance driven by increased yield, partially offset by decreased volumes, lower productivity and higher equipment lease costs

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

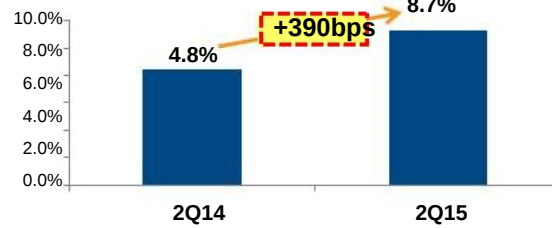
(\$ in millions)

Second Quarter

## 2Q Adjusted EBITDA

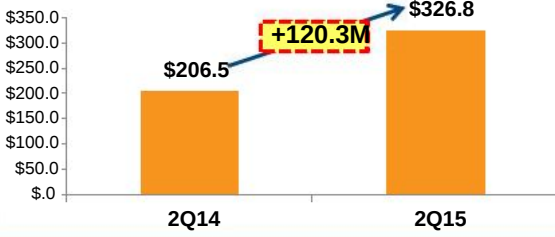


## 2Q Adjusted EBITDA Margin

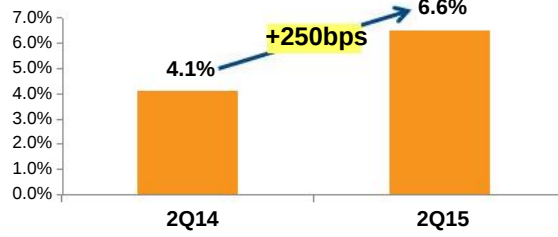


2Q15

## 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

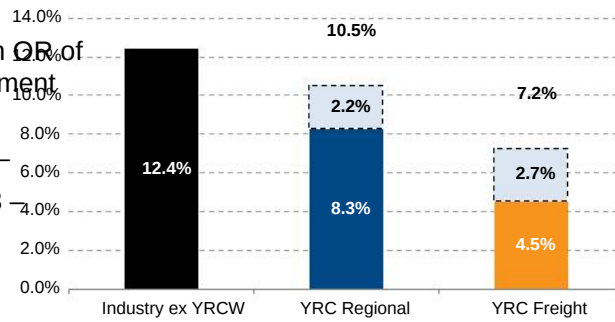
■ **Significant opportunity for both segments to achieve margin improvements**

— 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)

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

## LTM 2Q15 EBITDA Margin



	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
<b>EBITDA margin, less (gains) / losses on property sales</b>		<b>4.5%</b>	<b>8.3%</b>

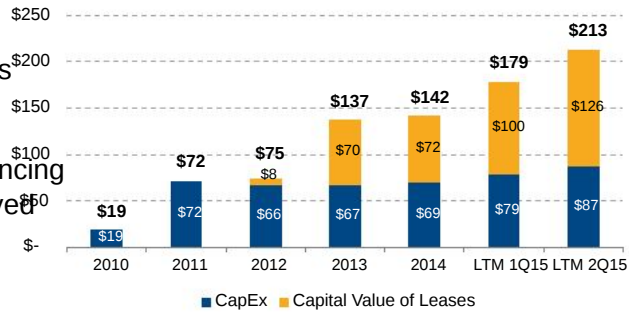
Note: For comparison purposes, EBITDA for all companies is defined as Operating Income, excluding gains or losses from property sales, plus Depreciation and Amortization. EBITDA used to calculate EBITDA margin for YRCW above differs from the credit agreement definition of Consolidated Adjusted EBITDA.

- 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

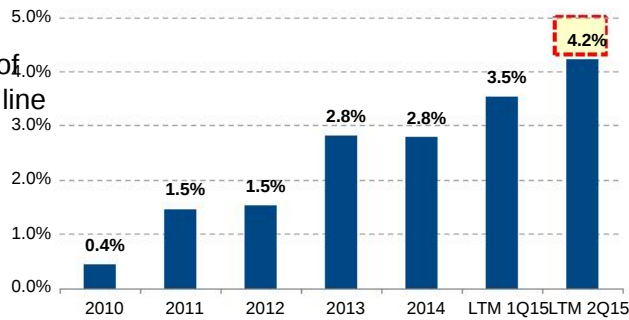
- Acquired 44 dimensioners since 2014. Dimensioning technology is used to better cost, price and plan freight loading and flow

- 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

## CapEx Equivalent



## CapEx Equivalent as a % Revenue



# 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

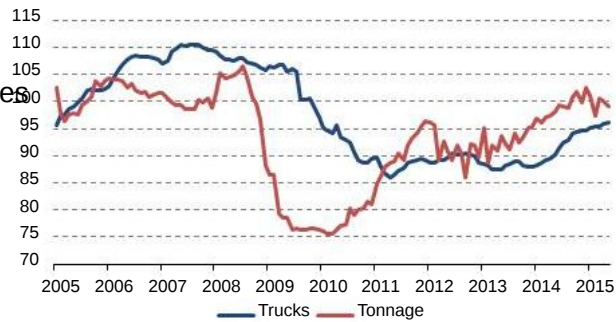


- Based on market research, LTL freight volumes are highly correlated with IPI
- Although IPI has been somewhat flat in 2015 partially due to severe weather in 1Q15, strengthening labor market and loosening credit is expected to bolster consumer spending which augers well for manufacturing growth
- According 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



# Appendix



# EBITDA Reconciliation Consolidated



YRCW Consolidated	2Q15	2Q14	LTM 2Q15	LTM 2Q14
<b>Reconciliation of net loss to adjusted EBITDA:</b>				
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
<b>Reconciliation of operating income (loss) to adjusted EBITDA:</b>						
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
<b>Reconciliation of operating income to adjusted EBITDA:</b>						
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.