YRC Worldwide

> We are focused on regaining our leadership position in the North American LTL industry.
> Subsidiaries: YRC Freight, YRC Reimer, and the YRC Regional Transportation brands – Holland, Reddaway and New Penn.
> We are working to build a more service-centric culture focused on delivering quality and consistently reliable freight service for our customers.
> Our company and our brands, including the newly branded YRC Freight, are well positioned for long-term success.

First Quarter 2012 Results

> Consolidated operating revenue for the seasonally slow first quarter was $1.194 billion, up 6.4 percent over the first quarter of 2011, and consolidated operating loss was $48.8 million.
> The $48.8 million operating loss included an $8.4 million loss on asset disposals.
> YRC Freight (formerly YRC National Transportation segment) shipments per day were up 2.8 percent and revenue per shipment increased 4.0 percent compared to the first quarter of 2011.
> For the YRC Regional companies, shipments per day increased 4.3 percent and revenue per shipment was up 6.2 percent compared to the first quarter of 2011.

Positive Momentum

> Customers are starting to have confidence in YRC Freight again and that’s a fact. Customer satisfaction ratings remain high after a steady climb in the second half of 2011, a reflection of improved reliability and reduced claims rates.
> Customer satisfaction remains high at Holland, Reddaway and New Penn, which validates that these three companies are doing the right things for their customers.
> On April 30, NASSTRAC (The National Shippers Strategic Transportation Council) named YRC Freight as its 2012 LTL Carrier of the Year. The annual award recognizes carriers that have demonstrated excellence and also helps shippers identify the “best of the best” in carrier performance.
> Our Regional companies continue to experience success by delivering best-in-class service in the next-day and regional North American LTL markets.
> Our liquidity is the best it’s been since 2009.
> Customers are returning—and we are winning new business—as service levels improve. Case in point: one of our largest customers just signed on for another three years of service with YRC Freight, Holland, Reddaway and New Penn.

Financial Flexibility

> On April 27, 2012, YRC Worldwide reached an agreement with 100% of its credit facility lenders to reset certain compliance thresholds. With the agreement in place, YRCW has additional flexibility to execute on its growth initiatives and market share.
> Lenders approved the agreement with a unanimous vote, which is virtually unprecedented in these types of situations.
> We believe our lenders are encouraged by our positive results, our commitment to excellence in service and our focus on the LTL industry.
> At YRC Freight, our growth strategy continues to focus on delivering high-quality, long-haul service that is reliable and cost-effective with competitive transit times.
> Our Regional operating companies continue to experience success by delivering best-in-class service in the next-day and regional North American LTL markets.

Summary

> During the past three years, the brands of YRC Worldwide have continued to deliver confidence to customers despite the global economic challenges, changes within our corporation and incredible noise in the marketplace.
> Thanks to our talented and dedicated workforce, comprised of 32,000 of the best freight professionals in the industry, we are achieving operational improvements, increased profitability.
and better serving our customers.
> The ongoing support of our stakeholders has played a critical role in our success. Thank you!
> With the results achieved in the first quarter of 2012 and the momentum being built so far this year, YRC Worldwide is well positioned for long-term success.

Forward-Looking Statements

This document contains forward-looking statements within the meaning of Section 27A of the Securities Act and Section 21E of the Exchange Act. Words such as “will,” “expect,” “intend,” “anticipate,” “believe,” “project,” “forecast,” “propose,” “plan,” “designed,” “enable” and similar expressions are intended to identify forward-looking statements. Forward-looking statements are inherently uncertain and are subject to significant business, economic, competitive, regulatory and other risks, uncertainties and contingencies, known and unknown, many of which are beyond our control. Our future financial condition and results could differ materially from those predicted in such forward-looking statements because of a number of factors, including (without limitation) our ability to generate sufficient cash flows and liquidity to fund operations and satisfy our obligations related to our substantial indebtedness and lease and pension funding requirements; our ability to finance the maintenance, acquisition and replacement of revenue equipment and finance other necessary capital expenditures; changes in equity and debt markets; general or regional economic activity, including (without limitation) customer demand in the retail and manufacturing sectors; the success of our management team in implementing its strategic plan and operational and productivity improvements, including (without limitation) our continued ability to meet high on-time and quality delivery performance standards, and the impact of those improvements on our future liquidity and profitability; inclement weather; price and availability of fuel; sudden changes in the cost of fuel or the index upon which we base our fuel surcharge and the effectiveness of our fuel surcharge program in protecting us against fuel price increases; competition and competitive pressure on service and pricing; expense volatility, including (without limitation) expense volatility due to changes in rail service or pricing for rail service; our ability to comply and the cost of compliance with federal, state, local and foreign laws and regulations, including (without limitation) laws and regulations for the protection of employee safety and health and the environment; terrorist attack; labor relations, including (without limitation) the continued support of our union employees with respect to our strategic plan, the impact of work rules, work stoppages, strikes or other disruptions, our obligations to multi-employer health, welfare and pension plans, wage requirements and employee satisfaction; the impact of claims and litigation to which we are or may become exposed; and other risks and contingencies, including (without limitation) the risk factors that are included in our reports filed with the Securities and Exchange Commission, including those described under “Risk Factors” in our annual report on Form 10-K and quarterly reports on Form 10-Q.