Financial Fact Sheet

February 28, 2012

YRC Worldwide Financial Strategy and Strength

YRC Worldwide

> We are one of the leading providers of regional, national and international transportation and supply chain solutions.
> 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.
> After years of financial challenges, our company and our brands, including the newly branded YRC Freight, are now well positioned for long-term success.

Fourth Quarter 2011 Results

> Consolidated operating revenue was $1.212 billion, up 11.1 percent over the fourth quarter of 2010, and consolidated operating loss was $38 million.
> The $38 million operating loss included a $13 million loss on asset disposals, $4 million of restructuring professional fees and $9 million letter of credit fees.
> The company also reported positive operating cash flow of $27 million for the fourth quarter of 2011. This included $4 million in restructuring professional fees, and reported gross capital expenditures of $35 million.
> The employees at all three Regional companies rallied and worked hard during 2011 to deliver an adjusted operating ratio of 97.3% which represents their second consecutive profitable year coming out of the economic downturn.
> Customer satisfaction remains high at Holland, Reddaway and New Penn, which validates that these three companies are doing the right things for their customers.
> YRC Freight (formerly YRC National Transportation segment) shipments per day were up 6.0 percent and revenue per shipment increased 5.5 percent compared to the fourth quarter of 2010.
> For the YRC Regional companies, shipments per day increased 2.5 percent and revenue per shipment was up 7.9 percent.

Positive Momentum

➢ Customers are starting to have confidence in YRC Freight again and that's a fact. Our service levels have shown increases for the past five months. Customer Satisfaction and "Net Promoter Score," a key measure that predicts customer loyalty and future growth, have trended upward since last August.
> Our Regional companies continue to experience success by delivering best-in-class service in the next-day and regional North American LTL markets.
> We increased market share again for YRCW in the fourth quarter. That means we continue to take shipments off of our competitors' trucks at a healthy clip.
> Our liquidity is the best it's been since 2008.
> Adjusted earnings increased on a sequential quarterly basis in 2011 for each of the past four quarters.

10-K Filing

> YRC Worldwide is seeing positive signs of growth. We are making progress and there are many factors to like in our most recent results.
> Our performance trends over the fourth quarter of 2011 are consistent with or exceeding the consolidated operating plan created by the new autonomous operating companies of YRCW.
> For the third straight year, however, we will have "going concern" language included in our 10-K. One factor involved in the "going concern" audit opinion is that despite recent improvements in our performance, those improvements have not occurred for a long enough period of time and they may not increase fast enough to hit our increasing financial covenant thresholds in our credit facilities.
> A "going concern" exception included in an auditor's opinion is not a "prediction" Auditing standards require support that uncertainties over the next 12 months can be addressed by actions entirely within management's control. While we

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believe we can complete our 2012 initiatives and continue to improve our financial performance, many of these initiatives are not entirely within our control.

> The disclosures included in the 10-K do not change management's view of our future one bit. We are pleased with the renewed focus on customer service and believe we have established momentum for a successful turnaround.

> 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 Regionals operating companies continue to experience success by delivering best-in-class service in the next-day and regional North American LTL markets.For the third straight year, we have “going concern” language included in our 10-K report, most recently for 2011.

Sale of Glen Moore Assets

> On December 15, 2011, the company sold a significant portion of the assets of its Glen Moore truckload operating subsidiary and redeployed the remaining revenue equipment units to YRC Freight and the Regional operating companies.

> Proceeds from the sale improved the company’s liquidity position and enabled us to better focus our efforts on improvement our core North American LTL businesses.

> We continue to evaluate additional sales of our non-strategic assets.

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.

> The ongoing support of our stakeholders has played a critical role in the success of our financial restructuring plan. Thank you!

> With the results achieved in the fourth quarter of 2011 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. The words “will,” “plan,” “designed,” “enable,” and similar expressions are intended to identify forward-looking statements. The company's future results could differ materially from any results projected in such forward-looking statements because of a number of factors, including (among others) the company's ability to generate sufficient cash flows and liquidity to fund operations, inflation, inclement weather, price and availability of fuel, sudden changes in the cost of fuel or the index upon which the company bases its fuel surcharge, competitor pricing activity, expense volatility, including (without limitation) expense volatility due to changes in rail service or pricing for rail service, ability to capture cost reductions, changes in equity and debt markets, a downturn in general or regional economic activity, effects of a terrorist attack, labor relations, including (without limitation), the impact of work rules, work stoppages, strikes or other disruptions, any obligations to multi-employer health, welfare and pension plans, wage requirements and employee satisfaction, and the risk factors that are from time to time included in the company's reports filed with the SEC.