|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  |  | $\begin{aligned} & \text { tember 30, } \\ & 2017 \\ & \hline \end{aligned}$ |  | $\begin{gathered} \text { ecember } 31 \text {, } \\ 2017 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { March 31, } \\ 2018 \end{gathered}$ |  | $\begin{gathered} \text { June 30, } \\ 2018 \end{gathered}$ |  | $\begin{aligned} & \text { ptember } 30 \text {, } \\ & 2018 \\ & \hline \end{aligned}$ |  | $\text { ecember } 31 \text {, }$ $2018$ |  | $\begin{gathered} \begin{array}{c} \text { March 31, } \\ 2019 \end{array} \\ \hline \end{gathered}$ |  | June 30, |  | $\begin{aligned} & \text { ptember 30, } \\ & 2019 \\ & \hline \end{aligned}$ |  | $\begin{gathered} \text { ecember 31, } \\ 2019 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { March } 31, \\ 2020 \\ \hline \end{gathered}$ |  | June 30, 2020 |  | $\begin{aligned} & \text { ptember 30, } \\ & 2020 \\ & \hline \end{aligned}$ |  | $\begin{aligned} & \text { cember 31, } \\ & 2020 \\ & \hline \end{aligned}$ |
| Business days |  | 63 |  | 63 |  | 64 |  | 64 |  | 63 |  | 64 |  | 63 |  | 64 |  | 64 |  | 64 |  | 64 |  | 64 |  | 64 |  | 64 |
| Tonnage ${ }^{\text {1,2 }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total pounds |  | 630,753 |  | 666,308 |  | 608,822 |  | 668,129 |  | 636,831 |  | 648,423 |  | 596,640 |  | 626,748 |  | 613,812 |  | 642,092 |  | 569,956 |  | 522,031 |  | 636,194 |  | 641,370 |
| Pounds per day |  | 10,012 |  | 10,576 |  | 9,513 |  | 10,440 |  | 10,108 |  | 10,132 |  | 9,470 |  | 9,793 |  | 9,591 |  | 10,033 |  | 8,906 |  | 8,157 |  | 9,941 |  | 10,021 |
| Shipments ${ }^{1.2}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total shipments |  | 998 |  | 1,136 |  | 971 |  | 1,095 |  | 1,003 |  | 1,104 |  | 930 |  | 1,014 |  | 977 |  | 1,069 |  | 885 |  | 963 |  | 1,018 |  | 1,052 |
| Shipments per day |  | 16 |  | 18 |  | 15 |  | 17 |  | 16 |  | 17 |  | 15 |  | 16 |  | 15 |  | 17 |  | 14 |  | 15 |  | 16 |  | 16 |
| Weight per shipment |  | 632 |  | 587 |  | 627 |  | 610 |  | 635 |  | 587 |  | 642 |  | 618 |  | 628 |  | 601 |  | 644 |  | 542 |  | 625 |  | 610 |
| Revenue per hundredweight ${ }^{3}$ | \$ | 23.67 | \$ | 24.25 | s | 25.27 | s | 25.91 | s | 26.56 | \$ | 26.81 | \$ | 26.78 | s | 27.39 | s | 27.65 | \$ | 27.02 | \$ | 27.16 | \$ | 26.32 | s | 26.84 | s | 26.65 |
| Revenue per hundredweight, ex fuel ${ }^{3}$ |  | 21.23 |  | 21.28 |  | 21.75 |  | 21.89 |  | 22.31 |  | 22.42 |  | 22.74 |  | 22.91 |  | 23.23 |  | 22.72 |  | 23.09 |  | 23.09 |  | 23.41 |  | 23.23 |
| Revenue per shipment ${ }^{3}$ | \$ | 150 | \$ | 142 | s | 161 | s | 160 | s | 171 | s | 160 | s | 174 | s | 171 | s | 176 | \$ | 164 | \$ | 172 | s | 139 | s | 166 | s | 162 |
| Revenue per shipment, ex fuel ${ }^{3}$ |  | 134 |  | 125 |  | 139 |  | 136 |  | 144 |  | 134 |  | 148 |  | 144 |  | 148 |  | 139 |  | 145 |  | 122 |  | 145 |  | 141 |
| Network revenue from door-to-door shipments as a percentage of network revenue ${ }^{3,4,5}$ |  | 34.4\% |  | 32.7\% |  | 34.1\% |  | 36.0\% |  | 35.3\% |  | 35.6\% |  | 38.3\% |  | 39.9\% |  | 40.7\% |  | 41.1\% |  | 44.3\% |  | 49.9\% |  | 51.3\% |  | 46.6\% |
| Network Gross Margin ${ }^{6}$ |  |  |  |  |  |  |  |  |  |  |  | 52.7\% |  | 54.3\% |  | 55.8\% |  | 55.6\% |  | 53.8\% |  | 53.4\% |  | 50.6\% |  | 49.7\% |  | 49.6\% |

${ }_{2}^{1_{2} \text { Introusunds }}$
Excludes accessorial, ful Truckload and Final Mile products
Includes intercompany yevenuu between the Network and Truckoad reverus streams
Network revenue is compisied of al
Netvor revenue sis compisised of al revenue, inctuding linehaul, pickuif
${ }^{5}$ Doorto-dodorstipments include alls shipments with pidikup and/ord divery

Intermodal Operating Statistics


|  | $\begin{gathered} \text { September 30, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { December 31, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { March 31, } \\ 2018 \end{gathered}$ |  | $\begin{aligned} & \text { June } 30 \text {, } \\ & 2018 \end{aligned}$ |  | September 30,2018 |  | December 31, <br> 2018 |  | March 31, |  | $\begin{aligned} & \text { June 30, } \\ & 2019 \end{aligned}$ |  | September 30,2019 |  | December 31,2019 |  | March 31, |  | $\begin{aligned} & \text { June 30, } \\ & 2020 \end{aligned}$ |  | September 30,2020 |  | $\begin{gathered} \text { December 31, } \\ 2020 \\ \hline \end{gathered}$ |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Cartons ${ }^{1}$ |  | 19,256 |  | 26,172 |  | 20,223 |  | 20,101 |  | 22,218 |  | 30,435 |  | 22,316 |  | 23,031 |  | 25,692 |  | 33,563 |  | 18,701 |  | 6,252 |  | 17,673 |  | 3,503 |
| Revenue per Carton | \$ | 2.09 | \$ | 1.98 | \$ | 2.11 | \$ | 2.15 | \$ | 2.13 | \$ | 2.00 | \$ | 2.02 | \$ | 1.99 | \$ | 1.98 | \$ | 1.95 | \$ | 2.11 | \$ | 2.24 | \$ | 2.12 | \$ | 2.25 |
| Terminals |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 30 |  | 30 |  | 30 |  | 29 |  | 29 |  | 29 |

