| Expedited LTL Operating Statistics |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Three months ended |  |  |  |  |  |  |  |
|  | $\begin{gathered} \hline \text { March 31, } \\ 2017^{* *} \\ \hline \end{gathered}$ | June 30, 2017** | $\begin{gathered} \hline \text { September 30, } \\ 2017^{* *} \end{gathered}$ | $\begin{gathered} \text { December 31, } \\ 2017^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { March 31, } \\ 2018^{* *} \\ \hline \end{gathered}$ | June 30, 2018** | $\begin{gathered} \hline \text { September 30, } \\ 2018^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { December 31, } \\ 2018^{* *} \\ \hline \end{gathered}$ |
| Workdays | 64 | 64 | 63 | 63 | 64 | 64 | 63 | 64 |
|  |  |  |  |  |  |  |  |  |
| Tonnage |  |  |  |  |  |  |  |  |
| Total pounds ${ }^{1}$ | 565,682 | 615,315 | 630,753 | 666,308 | 608,822 | 668,129 | 636,831 | 648,423 |
| Pounds per day ${ }^{1}$ | 8,839 | 9,614 | 10,012 | 10,576 | 9,513 | 10,440 | 10,108 | 10,132 |
|  |  |  |  |  |  |  |  |  |
| Shipments |  |  |  |  |  |  |  |  |
| Total shipments ${ }^{1}$ | 902 | 1,012 | 998 | 1,136 | 971 | 1,095 | 1,003 | 1,104 |
| Shipments per day ${ }^{1}$ | 14 | 16 | 16 | 18 | 15 | 17 | 16 | 17 |
| Total shipments with pickup and/or delivery ${ }^{1}$ | 210 | 244 | 246 | 245 | 231 | 267 | 245 | 260 |
|  |  |  |  |  |  |  |  |  |
| Weight per shipment | 627 | 608 | 632 | 587 | 627 | 610 | 635 | 587 |
|  |  |  |  |  |  |  |  |  |
| Revenue per hundredweight | \$24.01 | \$23.69 | \$23.67 | \$24.25 | \$25.18 | \$25.83 | \$26.47 | \$26.72 |
| Revenue per hundredweight, ex fuel | 21.46 | 21.22 | 21.23 | 21.28 | 21.66 | 21.83 | 22.21 | 22.33 |
|  |  |  |  |  |  |  |  |  |
| Revenue per shipment | 151 | 144 | 150 | 142 | 158 | 158 | 168 | 157 |
| Revenue per shipment, ex fuel | 135 | 129 | 134 | 125 | 136 | 133 | 141 | 131 |

**Adjusted to reflect impact of ASC 606, Revenue from Contracts with Customers
${ }^{1}$ In thousands

| Truckload Premium Services Operating Statistics |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Three months ended |  |  |  |  |  |  |  |
|  | $\begin{gathered} \text { March 31, } \\ 2017^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { June 30, } \\ 2017^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \text { September 30, } \\ 2017^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { December 31, } \\ 2017^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \text { March 31, } \\ 2018^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { June 30, } \\ 2018^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \text { September 30, } \\ 2018^{* *} \\ \hline \end{gathered}$ | $\begin{gathered} \hline \text { December 31, } \\ 2018^{* *} \\ \hline \end{gathered}$ |
| Total Miles ${ }^{1}$ | 22,846 | 24,450 | 24,714 | 24,516 | 20,072 | 20,136 | 19,197 | 19,485 |
| Empty Miles Percentage | 10.2\% | 10.0\% | 9.6\% | 8.9\% | 9.5\% | 9.3\% | 8.5\% | 8.3\% |
| Tractors (avg) | 404 | 409 | 378 | 354 | 335 | 321 | 291 | 315 |
| Miles per tractor per week ${ }^{2}$ | 2,642 | 2,740 | 2,823 | 2,585 | 2,229 | 2,284 | 2,317 | 1,886 |
|  |  |  |  |  |  |  |  |  |
| Revenue per mile | \$2.01 | \$2.00 | \$2.01 | \$2.08 | \$2.19 | \$2.32 | \$2.37 | \$2.55 |
| Cost per mile | \$1.60 | \$1.61 | \$1.66 | \$1.77 | \$1.81 | \$1.86 | \$1.88 | \$2.02 |

**Adjusted to reflect impact of ASC 606, Revenue from Contracts with Customers
${ }^{1}$ In thousands
${ }^{2}$ Calculated using company driver and owner operator miles

| Pool Operating Statistics |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Three months ended |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{gathered} \hline \text { March 31, } \\ 2017^{* *} \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline \text { June 30, } \\ 2017^{* *} \end{gathered}$ |  | $\begin{gathered} \text { September 30, } \\ 2017^{* *} \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline \text { December 31, } \\ 2017^{* *} \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline \text { March 31, } \\ 2018^{* *} \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline \text { June 30, } \\ 2018^{* *} \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { September 30, } \\ 2018^{* *} \\ \hline \end{gathered}$ |  | $\begin{gathered} \hline \text { December 31, } \\ 2018^{* *} \\ \hline \end{gathered}$ |  |
| Cartons ${ }^{1}$ |  | 18,691 |  | 18,078 |  | 19,256 |  | 26,172 |  | 20,223 |  | 20,101 |  | 22,218 |  | 30,435 |
| Revenue per Carton | \$ | 2.08 | \$ | 2.09 | \$ | 2.09 | \$ | 1.98 | \$ | 2.11 | \$ | 2.15 | \$ | 2.13 | \$ | 2.00 |
| Terminals |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |

**Adjusted to reflect impact of ASC 606, Revenue from Contracts with Customers
${ }^{1}$ In thousands


