| Expedited Freight: LTL Operating Statistics |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | March 31, 2017 |  | $\begin{gathered} \text { June 30, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { September 30, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { December 31, } \\ 2017 \\ \hline \end{gathered}$ |  | March 31, 2018 |  | June 30,$2018$ |  | September 30, 2018 |  | December 31, 2018 |  | March 31, 2019 |  | June 30, |  | September 30,$2019$ |  | December 31, |  |
| Workdays |  | 64 |  | 64 |  | 63 |  | 63 |  | 64 |  | 64 |  | 63 |  | 64 |  | 63 |  | 64 |  | 64 |  | 64 |
| Tonnage ${ }^{\text {1/2 }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total pounds |  | 565,682 |  | 615,315 |  | 630,753 |  | 666,308 |  | 608,822 |  | 668,129 |  | 636,831 |  | 648,423 |  | 596,640 |  | 626,748 |  | 613,812 |  | 642,092 |
| Pounds per day |  | 8,839 |  | 9,614 |  | 10,012 |  | 10,576 |  | 9,513 |  | 10,440 |  | 10,108 |  | 10,132 |  | 9,470 |  | 9,793 |  | 9,591 |  | 10,033 |
| Shipments ${ }^{\text {1.2 }}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| Total shipments |  | 902 |  | 1,012 |  | 998 |  | 1,136 |  | 971 |  | 1,095 |  | 1,003 |  | 1,104 |  | 930 |  | 1,014 |  | 977 |  | 1,069 |
| Shipments per day |  | 14 |  | 16 |  | 16 |  | 18 |  | 15 |  | 17 |  | 16 |  | 17 |  | 15 |  | 16 |  | 15 |  | 17 |
| Weight per shipment |  | 627 |  | 608 |  | 632 |  | 587 |  | 627 |  | 610 |  | 635 |  | 587 |  | 642 |  | 618 |  | 628 |  | 601 |
| Revenue per hundredweight | \$ | 24.01 | \$ | 23.69 | \$ | 23.67 | \$ | 24.25 | S | 25.27 | \$ | 25.91 | \$ | 26.56 | \$ | 26.81 | \$ | 26.78 | \$ | 27.39 | \$ | 27.65 | \$ | 27.02 |
| Revenue per hundredweight, ex fuel |  | 21.46 |  | 21.22 |  | 21.23 |  | 21.28 |  | 21.75 |  | 21.89 |  | 22.31 |  | 22.42 |  | 22.74 |  | 22.91 |  | 23.23 |  | 22.72 |
| Revenue per shipment | \$ | 151 | \$ | 144 | \$ | 150 | \$ | 142 | \$ | 161 | \$ | 160 | \$ | 171 | \$ | 160 | \$ | 174 | \$ | 171 | \$ | 176 | \$ | 164 |
| Revenue per shipment, ex fuel |  | 135 |  | 129 |  | 134 |  | 125 |  | 139 |  | 136 |  | 144 |  | 134 |  | 148 |  | 144 |  | 148 |  | 139 |
| Network Revenue from door-to-door shipments as a percentage of network revenue ${ }^{3,4}$ |  | 32.3\% |  | 32.7\% |  | 34.4\% |  | 32.7\% |  | 34.1\% |  | 36.0\% |  | 35.3\% |  | 35.6\% |  | 38.3\% |  | 39.9\% |  | 40.7\% |  | 41.1\% |
| Network Gross Margin ${ }^{4,5}$ |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  | 52.7\% |  |  |  |  |  |  |  | 53.8\% |
| ${ }^{1}$ In Thousands |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{2}$ Excludes accessorial, full truckload and final mile products |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| ${ }^{3}$ Door-to-door shipments include all shipments with a picku <br> ${ }^{4}$ Network revenue is comprised of all revenue, including line excluding accessorial, truckload and final mile revenue | livery | /or delivery, and | fuel su | urcharge revenı |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |


|  | $\begin{gathered} \text { March 31, } \\ 2017 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { June 30, } \\ 2017 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { September 30, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { December 31, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { March 31, } \\ 2018 \\ \hline \end{gathered}$ |  | June 30,2018 |  | September 30,2018 |  | $\begin{gathered} \text { December 31, } \\ 2018 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { March 31, } \\ 2019 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { June 30, } \\ 2019 \\ \hline \end{gathered}$ |  | $\begin{gathered} \text { September 30, } \\ 2019 \end{gathered}$ |  | December 31,2019 |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Drayage shipments |  | 34,754 |  | 57,591 |  | 72,476 |  | 76,007 |  | 73,671 |  | 74,021 |  | 75,981 |  | 81,566 |  | 75,607 |  | 76,074 |  | ,230 |  | ,906 |
| Drayage revenue per shipment | \$ | 663 | \$ | 535 | \$ | 535 | \$ | 519 | \$ | 571 | \$ | 565 | \$ | 574 | \$ | 560 | \$ | 625 | \$ | 571 | \$ | 597 | \$ | 603 |
| Number of locations |  | 13 |  | 19 |  | 19 |  | 19 |  | 19 |  | 19 |  | 19 |  | 20 |  | 21 |  | 21 |  | 21 |  | 1 |


| Pool Operating Statistics |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Three months ended |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
|  | $\begin{gathered} \text { March 31, } \\ 2017 \end{gathered}$ |  | $\begin{gathered} \text { June 30, } \\ 2017 \\ \hline \end{gathered}$ |  | September 30,2017 |  | $\begin{gathered} \text { December 31, } \\ 2017 \end{gathered}$ |  | March 31, 2018 |  | June 30,$2018$ |  | September 30,$2018$ |  | December 31, 2018 |  | March 31, 2019 |  | June 30,$2019$ |  | September 30,$2019$ |  | December 31, 2019 |  |
| Cartons ${ }^{\text {' }}$ |  | 8,691 |  | 18,078 |  | 19,256 |  | 26,172 |  | 20,223 |  | 20,101 |  | 22,218 |  | 30,435 |  | 22,316 |  | 23,031 |  | 25,692 |  | 33,563 |
| Revenue per Carton | \$ | 2.08 | \$ | 2.09 | \$ | 2.09 | \$ | 1.98 | \$ | 2.11 | \$ | 2.15 | \$ | 2.13 | \$ | 2.00 | \$ | 2.02 | \$ | 1.99 | \$ | 1.98 | \$ | 1.95 |
| Terminals |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 28 |  | 30 |  | 30 |

${ }^{1}$ In thousands

