



**COWEN AND COMPANY  
11<sup>TH</sup> ANNUAL GLOBAL  
TRANSPORTATION CONFERENCE**

**PEOPLE DRIVEN SOLUTIONS**



# » **DISCLAIMER**

The information contained in this presentation is provided by Universal Logistics Holdings, Inc. ("Universal", or the "Company") to you solely for your reference and may not be retransmitted or distributed to any other persons for any purpose. The information is subject to change without notice, its accuracy is not guaranteed, has not been independently verified and it may not contain all material information concerning the Company. The Company nor any of their respective directors makes any representation or warranty (express or implied) regarding, and assumes any responsibility or liability for, the accuracy or completeness of, or any errors or omissions in, any information or opinions contained herein. None of the Company or any of its respective directors, officers, employees, stockholders or affiliates nor any other person accepts any liability (in negligence, or otherwise) whatsoever for any loss howsoever arising from any use of this presentation or its contents or otherwise arising in connection therewith. No reliance may be placed for any purposes whatsoever on the information set forth in this presentation or on its completeness.

Universal is a publicly traded company. Improper use of the information may subject the user to federal and state securities law violations. This presentation does not constitute or form part of any offer or invitation for sale or subscription of or solicitation or invitation of any offer to buy or subscribe for any securities, nor shall it or any part of it for the basis of or be relied on in connection with any contract or commitment whatsoever.

Some of the statements contained in this presentation might be considered forward-looking statements. These statements identify prospective information. Forward-looking statements can be identified by words such as: "expect," "anticipate," "intend," "plan," "goal," "seek," "believe," "project," "estimate," "future," "likely," "may," "should" and similar references to future periods. Forward-looking statements are based on information available at the time and/or management's good faith belief with respect to future events, and are subject to risks and uncertainties that could cause actual performance or results to differ materially from those expressed in the statements. These forward-looking statements are subject to a number of factors that may cause actual results to differ materially from the expectations described. Additional information about the factors that may adversely affect these forward-looking statements is contained in the Company's reports and filings with the Securities and Exchange Commission. The Company assumes no obligation to update forward-looking statements to reflect actual results, changes in assumptions or changes in other factors affecting forward-looking information except to the extent required by applicable securities laws.

# PEOPLE DRIVEN SOLUTIONS



TRUCKLOAD

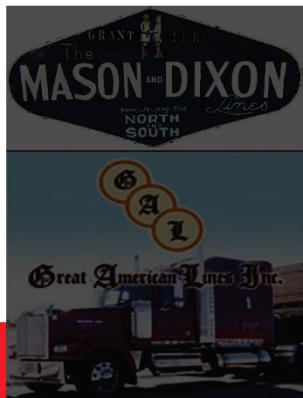
VALUE-ADDED

INTERMODAL

BROKERAGE

DEDICATED

# » OUR HISTORY



**1981**

**UNIVERSAL AM-CAN  
FOUNDED**



**STRATEGIC  
ACQUISITIONS**

**1981 - 2005**

**UNIVERSAL  
TRUCKLOAD  
SERVICES  
INITIAL PUBLIC  
OFFERING**



**2005**



**LINC & WESTPORT  
ACQUISITIONS**

**2012 - 2013**

**2015 - 2016**

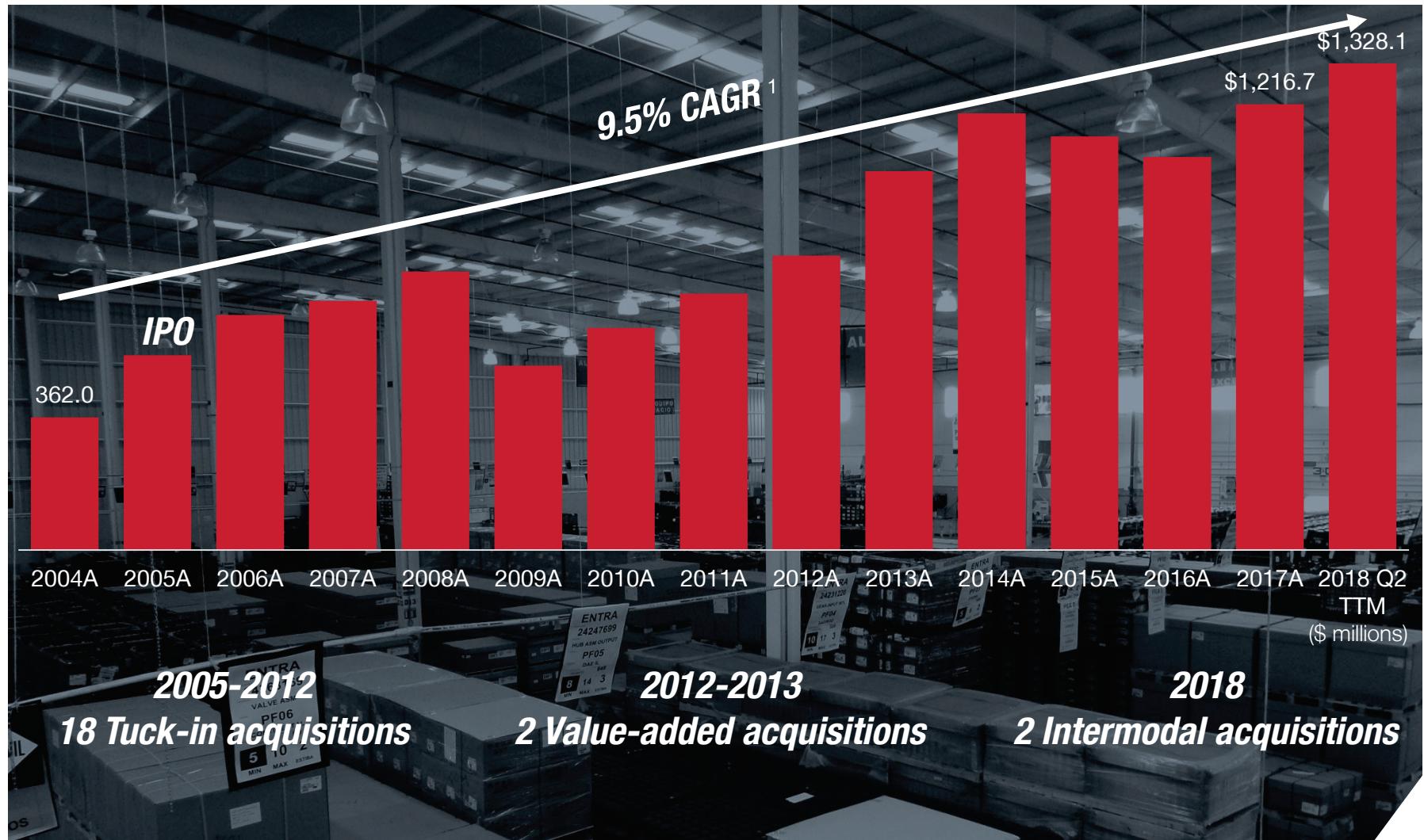
**CORPORATE  
STREAMLINE  
  
UNIVERSAL  
LOGISTICS HOLDINGS  
(NASDAQ: ULH)**



**FORE  
TRANSPORTATION  
&  
SOUTHERN  
COUNTIES EXPRESS  
ACQUISITIONS**

**2018**

# » REVENUE GROWTH



(1) Compounded Annual Growth Rate (CAGR) calculated from 2004 - 2017

# » **VALUE TO CUSTOMERS**



***CUSTOMIZED TRANSPORTATION & LOGISTICS SOLUTIONS***

***PROVIDE SAFE EXPERT SERVICE***

***LONG-TERM STRATEGIC PARTNER***

***REDUCE COSTS***

***INCREASE END CUSTOMER SATISFACTION***

# » SERVICE OFFERINGS

## TRUCKLOAD

### **Truckload transportation**

Uses a mix of owner-operated and company owned equipment to haul commodities in various end markets. Services include dry van, flatbed, heavy haul, refrigerated, and specialized equipment.

### **Specialized truckload**

Provides transportation services of customer goods which is overweight, over-size, and a variety of other specialty characteristics

## BROKERAGE

### **Truckload brokerage**

Uses a nationwide network of broker carriers to fulfill the transportation capacity requirements of customers

### **Forwarding**

Arranges and manages shipments of goods via ground, air and sea

### **Customs house brokerage**

Provides expertise in customs & tariffs and offers the preparation of import/export documents

## VALUE-ADDED

### **Sequencing and sub-assembly**

Provides storage, pre-assembly and rapid delivery of parts

### **Material handling and consolidation**

Coordinates receipt, unloading, sorting and out-bound delivery to specified destinations

### **Central materials area operations**

Operates facilities that store customers' bulk orders until transported to assembly plants

### **Kitting and repacking**

Provides multiple parts in one "kit" for a single assembly operation and repackaging of vendor supplied parts

### **Returnable container management**

Manages the collection and return of customers' containers following delivery

## DEDICATED

### **Dedicated transportation**

Uses a mix of owner-operated and company owned equipment for committed capacity and close-loop transportation

### **Expedited transportation**

Provides expedited direct shipment services using owner-operators

### **Yard management**

Provides switching and inventory management of customer trailers and containers

## INTERMODAL

### **Drayage**

Transports containerized cargo over short distances

### **Storage**

Provides container, chassis and trailer storage near port or railhead locations

### **Maintenance & repair**

Performs repair and preventative maintenance on all types of intermodal equipment

# » TRUCKLOAD ADVANTAGES

**ASSET-LIGHT VARIABLE COST MODEL**

**A NETWORK OF 330+ AGENTS AND 45+ COMPANY TERMINALS IN THE U.S. AND CANADA**

**MIX OF SPOT AND CONTRACTUAL RATES**

**EXPERTISE AND SPECIALIZATION IN END MARKETS SERVED**

**- STEEL & METALS   - OIL & GAS   - INDUSTRIALS   - GOVERNMENT   - RETAIL & CONSUMER GOODS**

**REVENUE ~ \$300 MILLION**

**TARGET MARGIN 6% - 8%**

# » **BROKERAGE FLEXIBILITY**

**ASSET-LIGHT VARIABLE COST MODEL**

**NATIONWIDE NETWORK BROKER CARRIERS**

**MIX OF SPOT AND CONTRACTUAL RATES**

**EXPERT 3PL OFFERINGS**

**- STEEL & METALS   - OIL & GAS   - INDUSTRIALS   - GOVERNMENT   - RETAIL & CONSUMER GOODS**

**REVENUE ~ \$325 MILLION**

**TARGET MARGIN 4% - 6%**

# » INTERMODAL STRENGTH



**ASSET-RIGHT VARIABLE COST MODEL**

**LOCAL AND REGIONAL DRAYAGE**

**13 FULL SERVICE CONTAINER YARDS**

**SEAMLESS MULTIMODAL CUSTOMER SOLUTIONS**

**- CUSTOMER DIRECT   - STEAMSHIP LINES   - RAILROADS**

**REVENUE ~ \$275 MILLION**

**TARGET MARGIN 8% - 10%**

# » DEDICATED CAPACITY

**ASSET-RIGHT FLEXIBLE COST MODEL**

**LOCAL, REGIONAL, AND EXPEDITED OFFERINGS  
IN THE U.S. AND CANADA**

**SHORT-TERM CONTRACTUAL RATES**

**EXPANDING END MARKETS SERVED**

**- RETAIL & CONSUMER GOODS    - AUTOMOTIVE**

**REVENUE ~ \$100 MILLION**

**TARGET MARGIN 8% - 10%**

# » VALUE-ADDED SOLUTIONS

**ASSET-RIGHT FLEXIBLE COST MODEL & PROPRIETARY INFORMATION TECHNOLOGY**

**CUSTOMIZED CUSTOMER SOLUTIONS IN-PLANT OR OFFSITE  
IN THE U.S., MEXICO & COLOMBIA**

**5 – 7 YEAR CONTRACTS WITH HIGH RENEWAL RATE**

**LONG-TENURED CUSTOMER BASE**

**- RETAIL & CONSUMER GOODS   - AUTOMOTIVE   - CLASS 8**

**REVENUE ~ \$400 MILLION**

**TARGET MARGIN 12% - 14%**

# » INDUSTRIES SERVED



*Automotive*



*Industrial*

*Steel & metals*



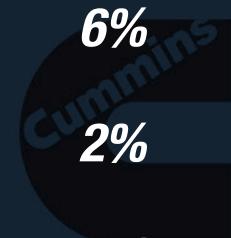
*Intermodal container*

*Energy*

*Aerospace*

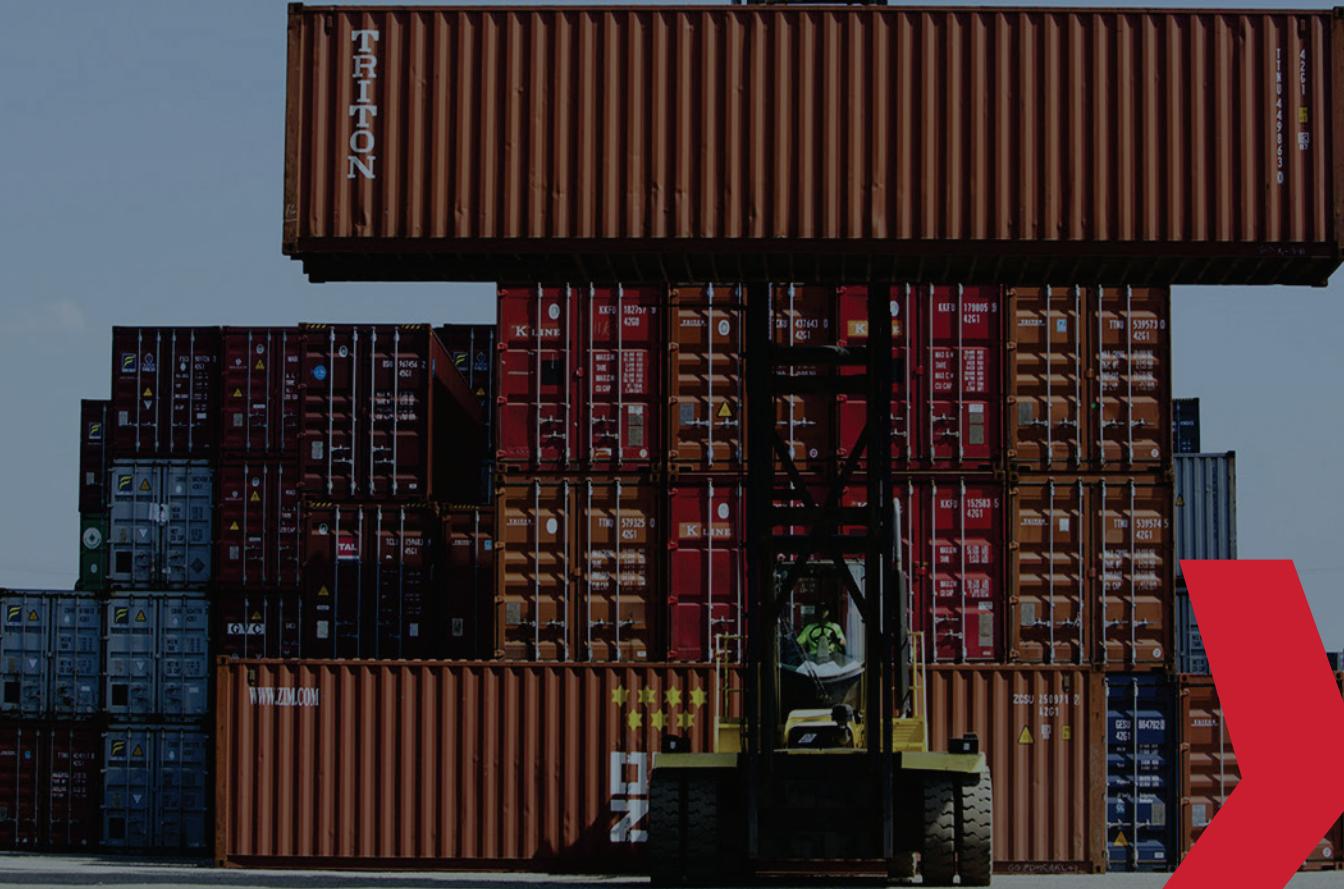
*Government*

*Healthcare*

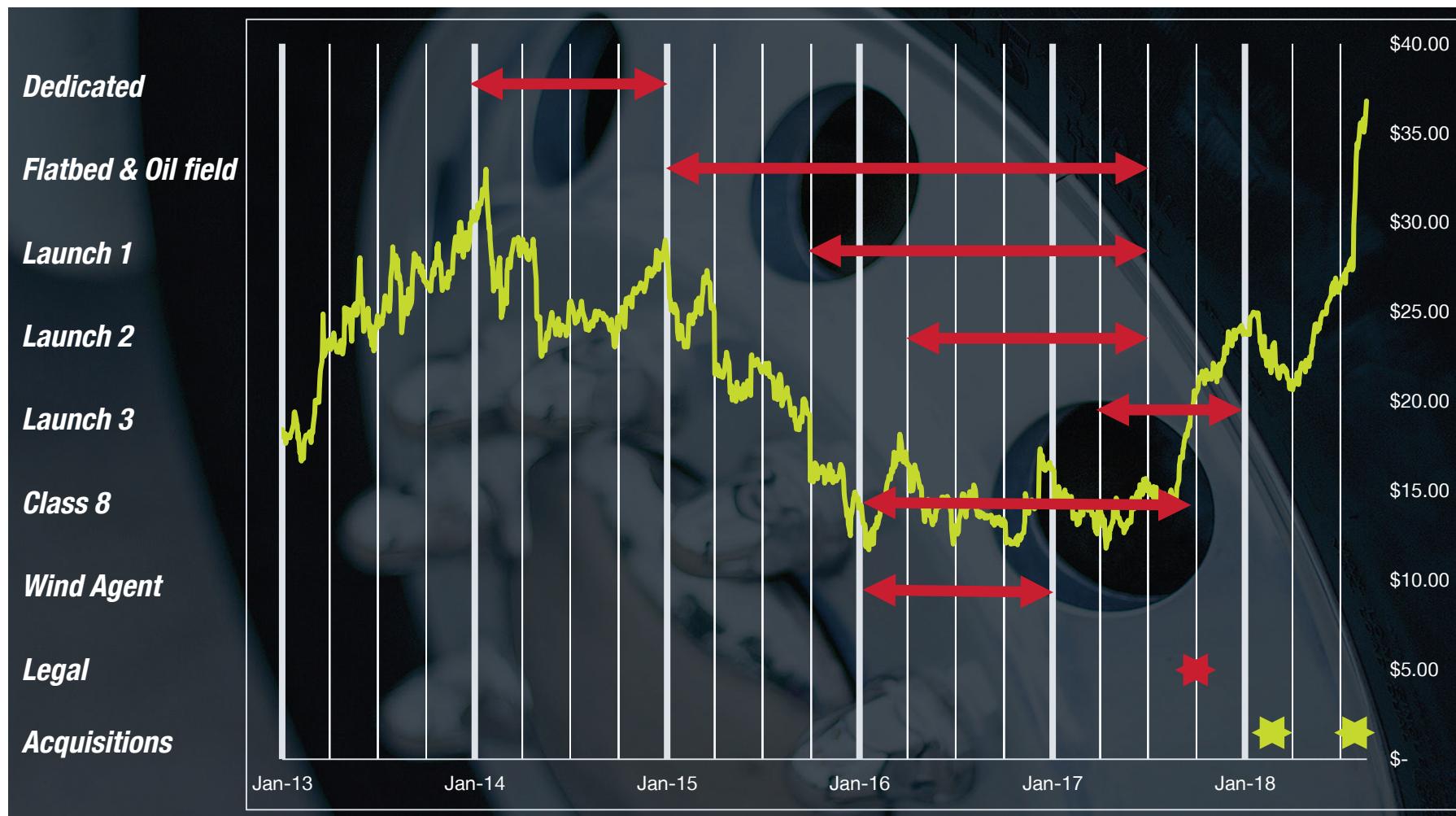


MEDITERRANEAN SHIPPING COMPANY

# FINANCIAL OVERVIEW

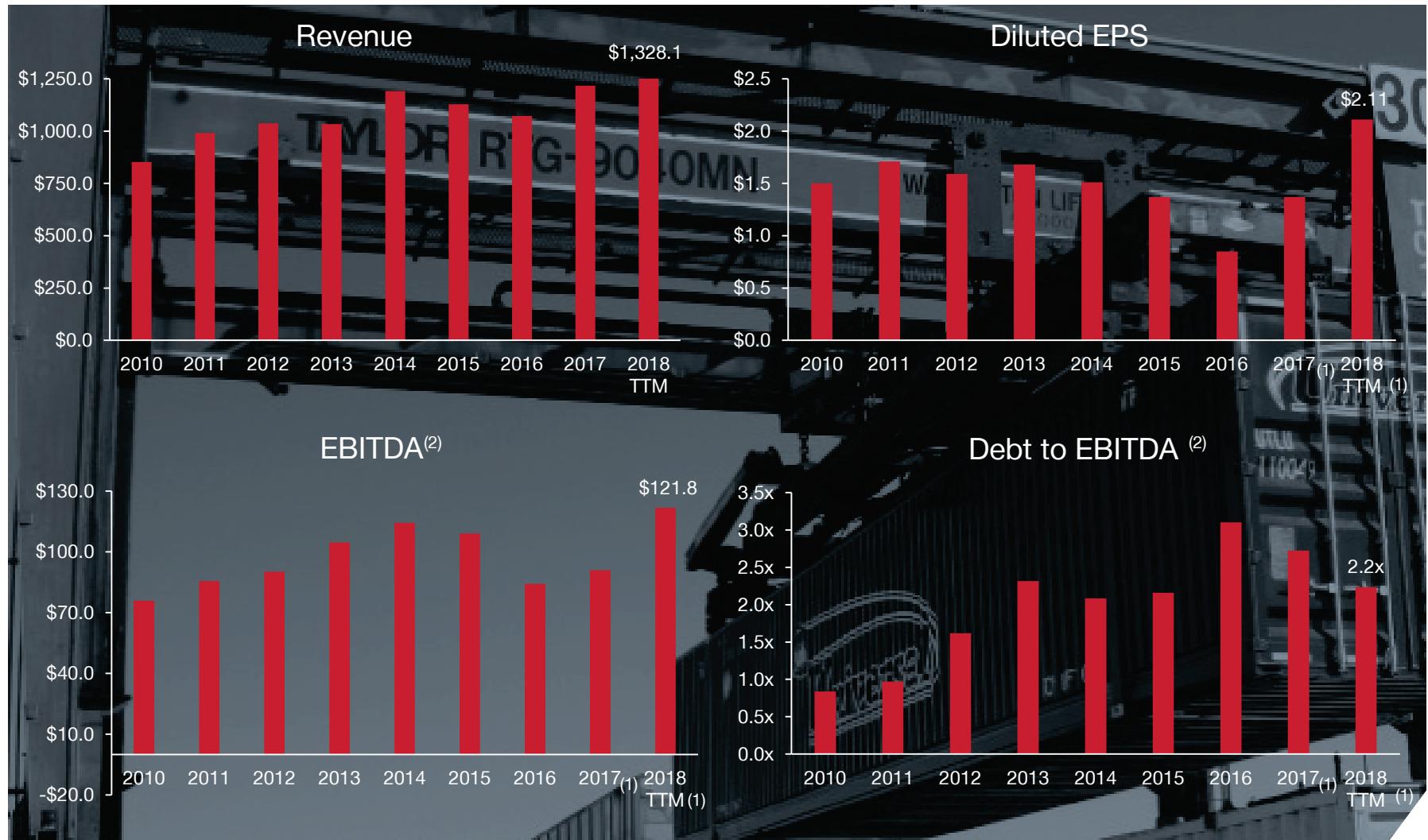


# » PAST HEADWINDS



February 2, 2018 ULH acquired Fore Transportation, a Chicagoland intermodal logistics solutions provider  
August 10, 2018 ULH acquired Southern Counties Express, Inc., a Ports of Los Angeles and Long Beach intermodal logistics solutions provider

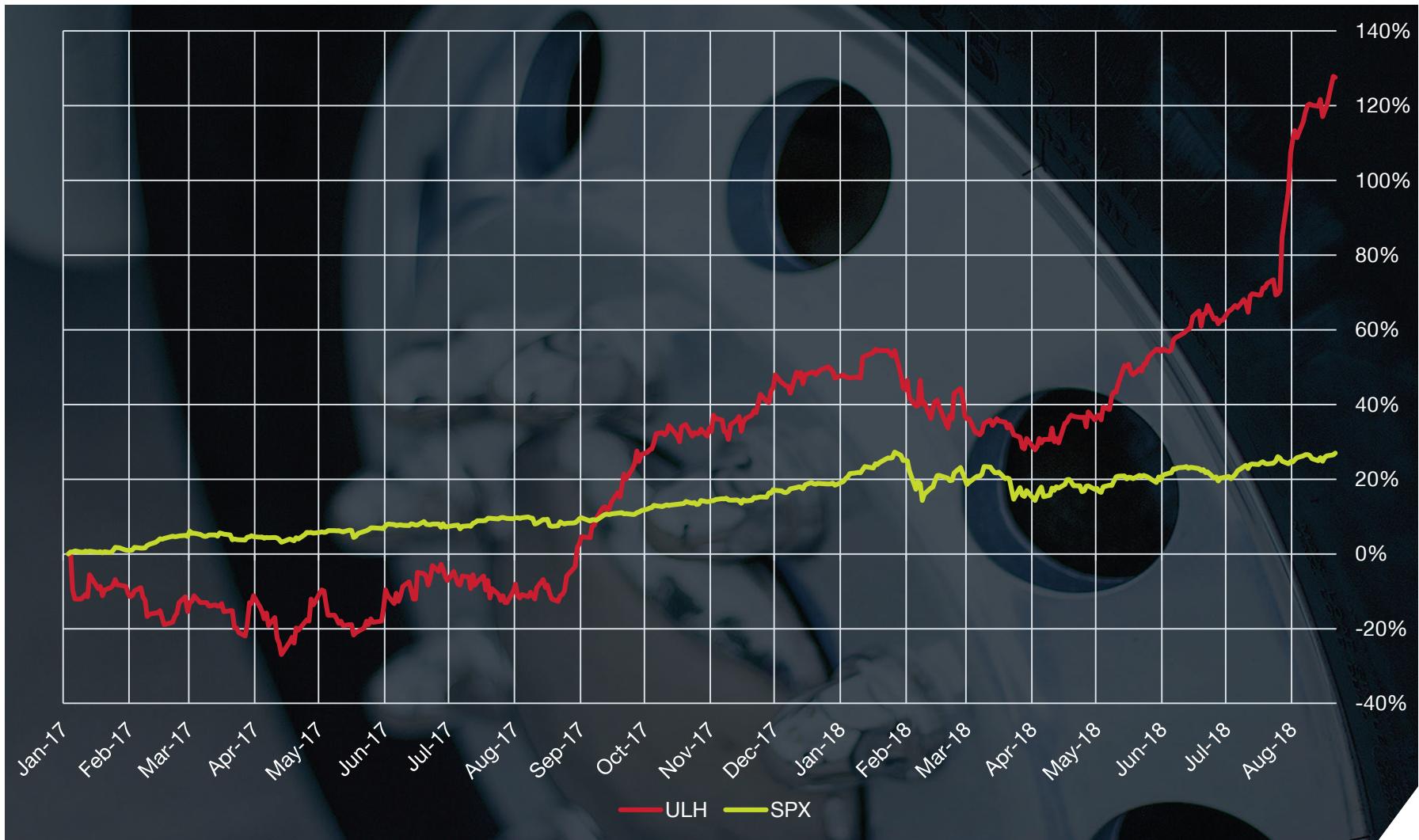
# » KEY FINANCIAL METRICS



(1) Q3 2017 and 2018TTM Diluted EPS, EBITDA, and Debt to EBITDA are adjusted to exclude the impact of \$17.4 million or \$0.38 per diluted share, related to on-going litigation. See Appendix

(2) A non-US GAAP financial measure. See Appendix

# » STOCK PERFORMANCE



Source: Nasdaq.com

# » CURRENT FOCUS



***GROW AND RECAPITALIZE FLEET***

***MAKE STRATEGIC ACQUISITIONS***

***PAYDOWN DEBT***

***RETURN CAPITAL TO SHAREHOLDERS***

# » RECONCILIATION OF NON-GAAP MEASURES

This presentation includes certain non-U.S. generally accepted accounting principles (GAAP) financial measures and adjustments. Presented are EBITDA, adjusted EBITDA, debt to EBITDA, and adjusted diluted earnings per share. The Company defines EBITDA as net income plus (i) interest expense, net, (ii) provision for income taxes and (iii) depreciation and amortization. EBITDA, Debt to EBITDA, and diluted earnings per share are further adjusted in 2017 and the Trailing Twelve Month (TTM) period ended June 30, 2018 to eliminate the impact of certain items that we do not consider indicative of our ongoing operating performance, including the impact of a \$17.4 million pre-tax litigation charge, or \$0.38 per diluted share, recorded in the third quarter 2017. The calculation of these measures, and a reconciliation to previously reported comparable measures calculated in accordance with U.S. GAAP is shown in the accompanying Appendix. The Company believes that this information, when used in conjunction with information presented in accordance with U.S. GAAP, can facilitate a better understanding of the impact of various factors and trends on the Company's financial condition and results of operations. The Company believes that this information should be used in conjunction with the Company's Quarterly Report on Form 10-Q for the quarter ended September 30, 2017 and previously filed public financial reports.

# » APPENDIX

	Year Ended December 31, 2010 (in thousands)	Year Ended December 31, 2011 (in thousands)	Year Ended December 31, 2012 (in thousands)	Year Ended December 31, 2013 (in thousands)	Year Ended December 31, 2014 (in thousands)	Year Ended December 31, 2015 (in thousands)	Year Ended December 31, 2016 (in thousands)	Year Ended December 31, 2017 (in thousands)	Year Ended December 31, 2018 TTM (in thousands)
<b>Revenue</b>	\$ 851,868	\$ 990,672	\$ 1,037,006	\$ 1,033,492	\$ 1,191,521	\$ 1,128,773	\$ 1,072,751	\$ 1,216,665	\$ 1,328,062
<b>Adjusted Income from operations</b>									
Income from operations	\$ 52,452	\$ 66,068	\$ 69,157	\$ 84,493	\$ 80,835	\$ 73,395	\$ 46,580	\$ 25,214	\$ 52,984
Litigation charges	-	-	-	-	-	-	-	17,356	17,356
Adjusted Income from operations	\$ 52,452	\$ 66,068	\$ 69,157	\$ 84,493	\$ 80,835	\$ 73,395	\$ 46,580	\$ 42,570	\$ 70,340
<i>Adjusted operating margin</i>	<i>6.2%</i>	<i>6.7%</i>	<i>6.7%</i>	<i>8.2%</i>	<i>6.8%</i>	<i>6.5%</i>	<i>4.3%</i>	<i>3.5%</i>	<i>5.3%</i>
<b>Adjusted EBITDA</b>									
Net Income	\$ 45,709	\$ 51,446	\$ 47,688	\$ 50,572	\$ 45,370	\$ 40,001	\$ 24,244	\$ 28,153	\$ 49,199
Provision for income taxes	11,286	14,207	20,264	30,344	27,729	25,004	15,161	(11,012)	(5,669)
Interest expense, net	1,394	2,158	3,983	4,036	8,183	9,180	8,109	9,538	10,325
Depreciation and amortization	17,539	17,731	18,237	19,686	33,053	34,873	36,702	46,995	50,591
EBITDA	\$ 75,928	\$ 85,542	\$ 90,172	\$ 104,638	\$ 114,335	\$ 109,058	\$ 84,216	\$ 73,674	\$ 104,446
Litigation charges	-	-	-	-	-	-	-	17,356	17,356
Adjusted EBITDA	\$ 75,928	\$ 85,542	\$ 90,172	\$ 104,638	\$ 114,335	\$ 109,058	\$ 84,216	\$ 91,030	\$ 121,802
<b>Debt to Adjusted EBITDA</b>									
Total debt, net of debt issuance costs	\$ 63,544	\$ 83,061	\$ 146,000	\$ 242,143	\$ 238,329	\$ 235,395	\$ 261,267	\$ 247,978	\$ 272,224
Adjusted EBITDA	75,928	85,542	90,172	104,638	114,335	109,058	84,216	91,030	121,802
Debt to Adjusted EBITDA	0.84	0.97	1.62	2.31	2.08	2.16	3.10	2.72	2.23
<b>Adjusted EPS</b>									
EPS diluted	\$ 1.50	\$ 1.71	\$ 1.59	\$ 1.68	\$ 1.51	\$ 1.37	\$ 0.85	\$ 0.99	\$ 1.73
Litigation charges, net of tax	-	-	-	-	-	-	-	0.38	0.38
Adjusted EPS	\$ 1.50	\$ 1.71	\$ 1.59	\$ 1.68	\$ 1.51	\$ 1.37	\$ 0.85	\$ 1.37	2.11
<b>Free Cash Flow</b>									
Net cash provided by operating activities	\$ 46,885	\$ 78,700	\$ 70,403	\$ 57,590	\$ 79,392	\$ 78,304	\$ 68,629	\$ 83,849	\$ 80,178
Capital expenditures, net of proceeds from the sale of property and equipment	(12,284)	(28,413)	(28,579)	(15,245)	(58,458)	(25,441)	(94,925)	(62,149)	(59,197)
Free Cash Flow	\$ 34,601	\$ 50,287	\$ 41,824	\$ 42,345	\$ 20,934	\$ 52,863	\$ (26,296)	\$ 21,700	\$ 20,981

# » APPENDIX CONTINUED

	Year Ended December 31, 2010 (in thousands)	Year Ended December 31, 2011 (in thousands)	Year Ended December 31, 2012 (in thousands)	Year Ended December 31, 2013 (in thousands)	Year Ended December 31, 2014 (in thousands)	Year Ended December 31, 2015 (in thousands)	Year Ended December 31, 2016 (in thousands)	Year Ended December 31, 2017 (in thousands)	Year Ended December 31, 2018 TTM (in thousands)
<b>Adjusted NOPAT</b>									
Income from operations	52,452	66,068	69,157	84,493	80,835	73,395	46,580	25,214	52,984
Litigation charges	-	-	-	-	-	-	-	17,356	17,356
Effect of tax*	(20,194)	(25,436)	(26,625)	(32,530)	(31,121)	(28,257)	(17,933)	(11,494)	(18,992)
<b>Adjusted NOPAT</b>	<b>\$ 32,258</b>	<b>\$ 40,632</b>	<b>\$ 42,532</b>	<b>\$ 51,963</b>	<b>\$ 49,714</b>	<b>\$ 45,138</b>	<b>\$ 28,647</b>	<b>\$ 31,076</b>	<b>\$ 51,348</b>
<b>Total Invested Capital</b>									
Total assets	294,841	315,847	327,369	490,136	529,014	503,155	570,457	610,592	687,911
Cash & cash equivalents	(9,773)	(5,511)	(2,554)	(10,223)	(8,001)	(12,930)	(1,755)	(1,672)	(1,664)
Marketable securities	(15,041)	(16,059)	(9,962)	(11,626)	(14,309)	(13,431)	(14,359)	(15,144)	(12,526)
Total liabilities	(133,015)	(220,976)	(269,997)	(384,571)	(391,853)	(372,074)	(422,725)	(441,827)	(495,133)
Total debt	63,544	83,061	146,000	242,143	238,329	235,395	261,267	247,978	272,224
<b>Total invested capital</b>	<b>\$ 200,556</b>	<b>\$ 156,362</b>	<b>\$ 190,856</b>	<b>\$ 325,859</b>	<b>\$ 353,180</b>	<b>\$ 340,115</b>	<b>\$ 392,885</b>	<b>\$ 399,927</b>	<b>\$ 450,812</b>
<b>Return on Invested Capital</b>									
Adjusted NOPAT	\$ 32,258	\$ 40,632	\$ 42,532	\$ 51,963	\$ 49,714	\$ 45,138	\$ 28,647	\$ 31,076	\$ 51,348
Total invested capital	200,556	156,362	190,856	325,859	353,180	340,115	392,885	399,927	450,812
<i>Return on invested capital</i>	<i>16.1%</i>	<i>26.0%</i>	<i>22.3%</i>	<i>15.9%</i>	<i>14.1%</i>	<i>13.3%</i>	<i>7.3%</i>	<i>7.8%</i>	<i>11.4%</i>

\*For years 2010-2016 38.5% effective tax rate is used; for years 2017 and beyond 27.0% effective tax rate is used



***Steve Fitzpatrick***  
***Investor Relations***  
**(586) 920 – 0100**  
***sfitzpatrick@universallogistics.com***

**CONTACT US**

