



Investor Supplement

Segment Overview, Innovation, Financials and ESG

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS



Safe Harbor and Non-GAAP Financial Measures

Note Regarding Forward-Looking Statements:

Certain statements and information included in this news release are “forward-looking statements” under the Federal Private Securities Litigation Reform Act of 1995, including our forecast; expectations regarding market trends and economic environment; impact of supply chain and labor shortage challenges and vehicle production constraints, on market conditions, e-commerce trends, freight environment, earnings, depreciation, commercial rental demand and utilization, and used vehicle sales volume and pricing; expected benefits from our strategic investments and initiatives, including our recent supply chain acquisitions; expectations regarding excess capital for acquisitions and additional share purchases; expectations with respect to timing and anticipated cash proceeds from exit of FMS U.K.; our ability to execute our strategy of focusing our capital on higher returning businesses, including accelerating growth in SCS/DTS and enhancing margins in those segments; expectations related to our performance, including sales and revenue growth, in our product lines and segments, including Ryder E-commerce by Whiplash and our brokerage service; residual values and depreciation expense; used vehicle inventory; earnings; free cash flow; operating cash flow; capital expenditures; fleet growth; expectations regarding sales activity; expectations regarding completion of accelerated share repurchase program; and expected benefits from new contracts and pricing initiatives in our supply chain and dedicated business divisions. Our forward-looking statements also include our estimates of the impact of our changes to residual value estimates on earnings and depreciation expense. The expected impact of the change in residual value estimates is based on our current assessment of the residual values and useful lives of revenue-earning equipment based on multi-year trends and our outlook for the expected near- and long-term used vehicle market. A variety of factors, many of which are outside of our control, could cause residual value estimates to differ from actual used vehicle sales pricing, such as changes in supply and demand of used vehicles; volatility in market conditions; changes in vehicle technology; competitor pricing; regulatory requirements; driver shortages; customer requirements and preferences; and changes in underlying assumption factors.

All of our forward-looking statements should be evaluated by considering the many risks and uncertainties inherent in our business that could cause actual results and events to differ materially from those in the forward-looking statements. Important factors that could cause such differences include, the effect of the COVID-19 pandemic and future variants, supply chain and labor challenges and vehicle production constraints; the impact of geopolitical events, including the ongoing conflict between Russia and Ukraine; our ability to adapt to changing market conditions, lower than expected contractual sales, decreases in commercial rental demand or utilization or poor acceptance of rental pricing, declining market demand for or excess supply of used vehicles impacting current or estimated pricing and our anticipated proportion of retail versus wholesale sales; declining customer demand for our services; higher than expected maintenance costs; lower than expected benefits from our cost-savings initiatives; lower than expected benefits from our sales, marketing and new product initiatives; our ability to retain profitable customer accounts; impact of changing laws and regulations; difficulty in obtaining adequate profit margins for our services; inability to maintain current pricing levels due to soft economic conditions, business interruptions or expenditures due to labor disputes, severe weather or natural occurrences; fluctuations in interest rates; increasing inflationary pressures; competition from other service providers and new technology or entrants; driver and technician shortages resulting in higher procurement costs and turnover rates; impact of worldwide semiconductor shortage, higher than expected bad debt reserves or write-offs; decrease in credit ratings; increased debt costs; adequacy of accounting estimates; our ability to effectively and efficiently integrate acquisitions into our business; higher than expected reserves and accruals particularly with respect to pension, taxes, insurance and revenue; impact of changes in our residual value estimates and accounting policies, including our depreciation policy; unanticipated changes in fuel prices; unanticipated currency exchange rate fluctuations; our ability to manage our cost structure; and the risks described in our filings with the Securities and Exchange Commission (SEC). The risks included here are not exhaustive. New risks emerge from time to time and it is not possible for management to predict all such risk factors or to assess the impact of such risks on our business. Accordingly, we undertake no obligation to publicly update or revise any forward-looking statements, whether as a result of new information, future events, or otherwise.

Note Regarding Non-GAAP Financial Measures: This presentation includes certain non-GAAP financial measures as defined under SEC rules, including:

Comparable Earnings Measures, including comparable earnings from continuing operations; comparable earnings per share from continuing operations; and comparable earnings before income tax. Additionally, our adjusted ROE (ROE) measure is calculated based on adjusted earnings items.

Operating Revenue Measures, including operating revenue, operating revenue growth and EBT as a percentage of operating revenue, in each case for Ryder and its business segments.

Cash Flow Measures, including total cash generated and free cash flow.

Refer to Appendix - Non-GAAP Financial Measures for reconciliations of the non-GAAP financial measures contained in this presentation to the nearest GAAP measure. Additional information regarding non-GAAP financial measures as required by Regulation G and Item 10(e) of Regulation S-K can be found in our most recent Form 10-K, Form 10-Q, and our Form 8-K filed with the SEC as of the date of this presentation, which are available at <http://investors.ryder.com>.

All amounts subsequent to January 1, 2017 have been recast to reflect the impact of the lease accounting standard, ASU 2016-02, *Leases*.

Amounts throughout the presentation may not be additive due to rounding.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.

All Rights Reserved



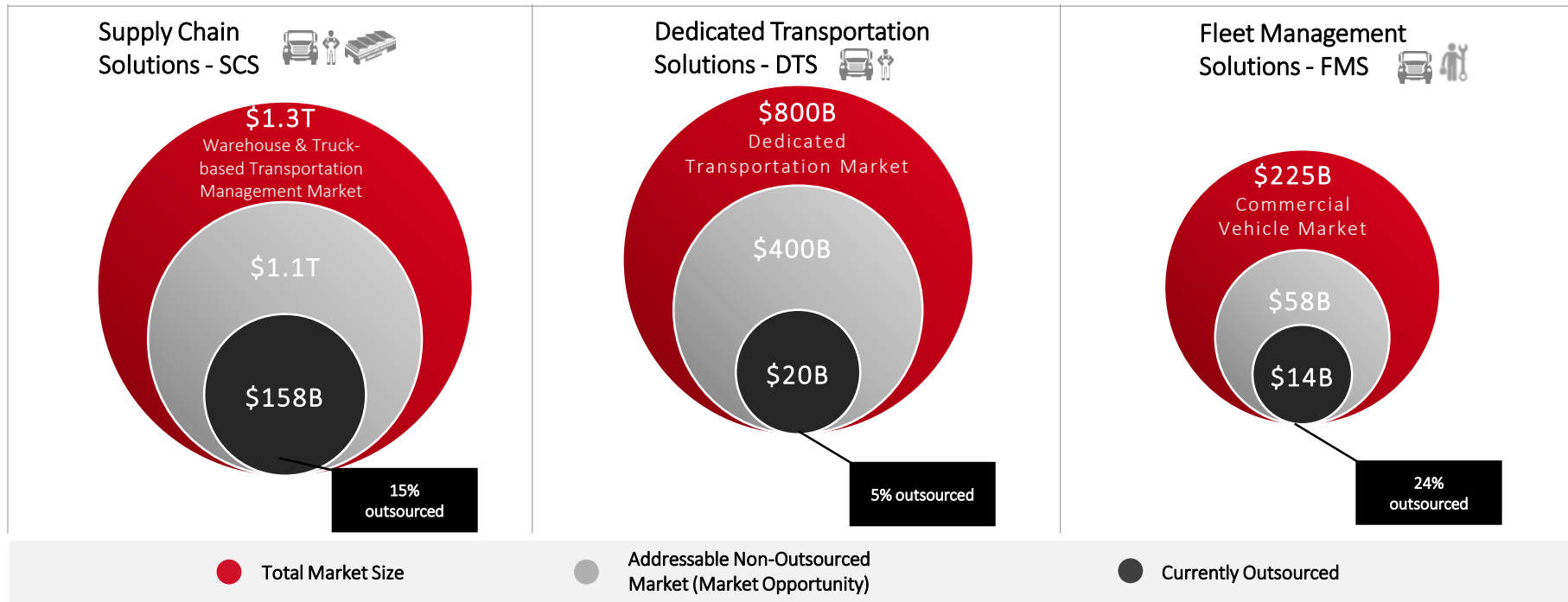


Segment Overview

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved

\$1.5 Trillion Addressable Market Provides Significant Growth Opportunities



Growth opportunity to penetrate large, non-outsourced market

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

SCS – Design and Execute Optimized Logistics Solutions

Supply Chain Solutions

(28% of 2021
RSI Operating Revenue)

Distribution Management (40% SCS revenue)

- Warehouse/distribution center operations (75M sq. ft.)
- Inbound materials management
- Outbound product support
- Kitting, packaging & refurbishment
- Just-in-time replenishment
- Reverse logistics
- E-commerce network support

Dedicated (33% SCS revenue)

- Transportation component of integrated logistics solution
- Includes drivers, vehicles, routing & scheduling and management & administrative support

Transportation Management (10% SCS revenue)

- Procure and execute over \$7.4B in freight moves as customer's agent
- Shipment planning and execution
- Freight brokerage
- Freight bill audit and payment
- Origin/destination services

Ryder Last Mile (10% SCS revenue)

- E-commerce fulfillment provider
- Last mile delivery provider of big & bulky goods
- National network able to reach 100% of US consumers within 2-days

Professional Services (7% SCS revenue)

- Strategic consulting & decision support
- Solutions engineering
- Network modeling & optimization
- Total landed cost
- Lean Six Sigma

Supported by: IT Solutions

Transportation & warehouse management systems - Network optimization tools - Inventory & shipment visibility tools

Sample Clients:



JOHN DEERE



Includes Non-GAAP Financial Measures, such as Operating Revenue. Please see Appendix – Non GAAP Financial Measures for the reconciliation to the GAAP Financial Measure.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



SCS – Industry and Execution Focus Drive Growth



Current Customers

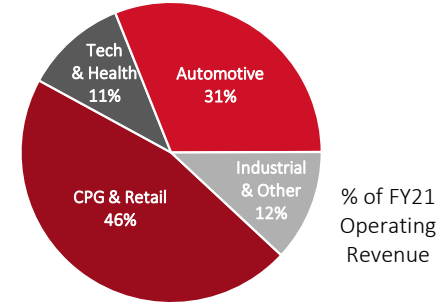
- Comprehensive solutions for over 550 customers
- Lease and operate 75 million square feet of warehouse space in North America
- Manage ~29,600 border crossings per month between the US, Mexico and Canada
- >10,000 vehicles from FMS are utilized to support SCS customers
- Focus is on customers with sophisticated logistics requirements – many require an integrated solution that combines two or more service offerings
- Opportunity to expand customer relationships to include fast growing offerings in e-commerce and last mile

Market Size

- Outsourced supply chain logistics market in the US is estimated to be \$158 billion and is growing faster than the overall economy

Companies continue to increase logistics outsourcing to reduce costs and focus on core competencies

Industry Vertical Focus



- Known for best execution
 - *Ranked among the top five companies by Inbound Logistics*
- Specialized capabilities and proactive solutions based on deep expertise

Differentiated functional execution and deep industry expertise will result in higher growth

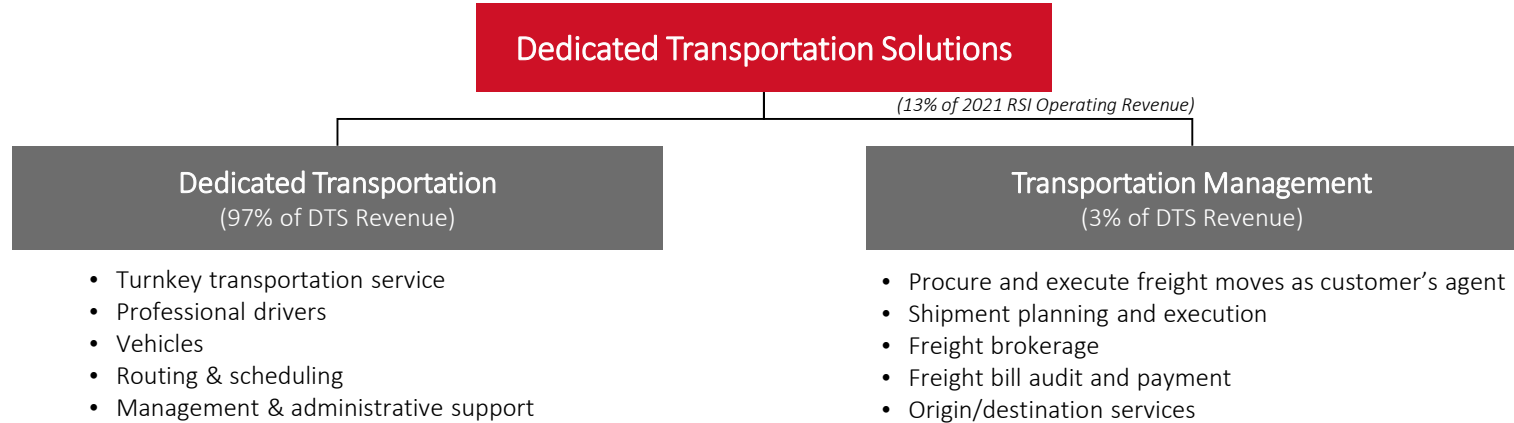
Includes Non-GAAP Financial Measures, such as Operating Revenue. Please see Appendix – Non GAAP Financial Measures for the reconciliation to the GAAP Financial Measure.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



DTS – Providing Dedicated Fleets and Drivers



Supported by: IT and Engineering Solutions

Network optimization tools that efficiently allocate freight between a dedicated fleet and third-party common carriers

Sample Clients:

Do it Best Corp.



NATIONAL TUBE SUPPLY

True Value.

Alro Steel



Includes Non-GAAP Financial Measures, such as Operating Revenue. Please see Appendix – Non GAAP Financial Measures for the reconciliation to the GAAP Financial Measure.

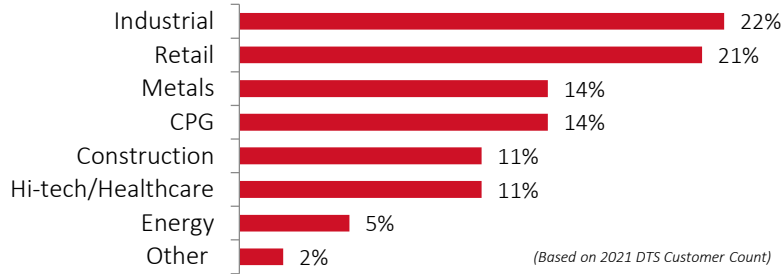
SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



DTS – Driving Customer Value with Flexible Solutions

Diversified portfolio comprising 200+ customers



Ryder's Dedicated Offering

- Focused on developing flexible solutions for customers
- Customer service capabilities include ability to flex with freight volumes; closed-loop, multi-stop shipments; tight delivery windows; high-value, time sensitive freight

Driver Recruiting

- Ryder employ over 10,200 professional drivers and ~25 dedicated recruiters
- A key source for drivers has been former military personnel

Integration

- Nearly 11,300 vehicles from FMS are utilized to support DTS customers
- DTS and SCS share engineering and IT resources

Market Opportunity

- \$20B outsourced of \$400B highly, addressable DIY market
- Significant growth opportunity for DTS as most services in the large, highly addressable dedicated transportation services market are provided by customers themselves

Growth Opportunities

- Leverage secular outsourcing trends such as driver shortage, increased safety regulations and equipment cost/complexity
- Address market demand for flexible capacity
- Conversions from FMS and Private Fleets
 - Upsell targeted FMS customers to a dedicated solution - increases revenue 4-5x with increased margin, return on capital and customer retention – significant source of growth
- Continued Penetration of Target Markets
 - Ryder's dedicated offering differentiates itself from truckload carriers by its ability to provide more specialized services for customers across industries

Safety Focus

- Safety is one of Ryder's core values
- DriveCam® technology is installed on all DTS and SCS vehicles and is aimed at improving safety, while also providing a cost-benefit to Ryder and its customers



FMS – Maximizing Uptime for ~15,000 Contractual Customers

Fleet Management Solutions

(58% of 2021 RSI Operating Revenue)

Commercial Rental

(23% FMS Operating Revenue)

- Commercial vehicles for short-term customer needs
- Used by both lease and non-lease customers
- Complementary service offering for ChoiceLease customers

ChoiceLease

(65% FMS Operating Revenue)

- Long-term contractual agreement
- Includes vehicle procurement, flexible levels of maintenance services and used vehicle disposition
- Comprehensive package of fleet support services available

ChoiceLease Full Service
ChoiceLease Preventive
ChoiceLease On Demand

SelectCare & Other

(12% FMS Operating Revenue)

- Comprehensive, preventive maintenance services
- Vehicles are owned by our clients or under third-party finance lease contracts
- Safety Services
- Regulatory Reporting

SelectCare Comprehensive
SelectCare Preventive
SelectCare OnDemand

Sample Clients:



Note: Revenue percents based on segment operating revenue (excludes fuel).

Includes Non-GAAP Financial Measures, such as Operating Revenue. Please see Appendix – Non GAAP Financial Measures for the reconciliation to the GAAP Financial Measure.

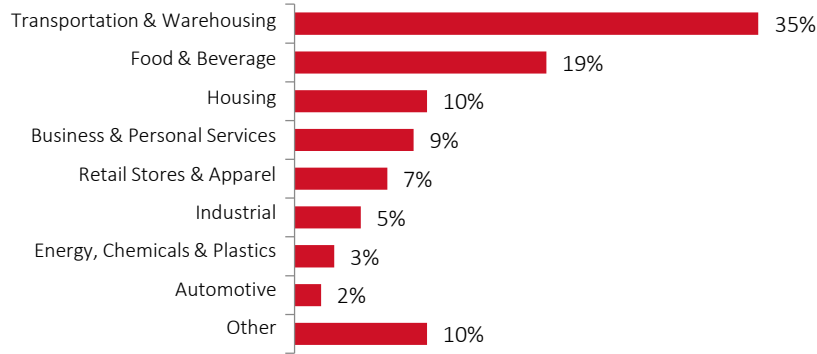
SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



FMS – Operating in Large, Diverse Markets

Diversified customer base represents a broad range of industries



(% of 2021 U.S. Lease, Rental & SelectCare Revenue)

Customer Profile

- Successful services large and small private fleets
- 14,710 ChoiceLease/ SelectCare contractual customers
- 35,200 commercial rental customers

Operating Locations

- ~800 operating locations (operates in U.S., Canada, U.K., Germany)
- Opportunity to leverage maintenance infrastructure with fleet growth

Market Opportunity

Most vehicles in the large, highly addressable truck leasing, maintenance and rental market are owned and managed by customers themselves – *represents a significant growth opportunity for FMS*

Sources of Growth

Private Fleet & For-Hire Conversions

- Largest opportunity for growth

Customer / Economic Expansion

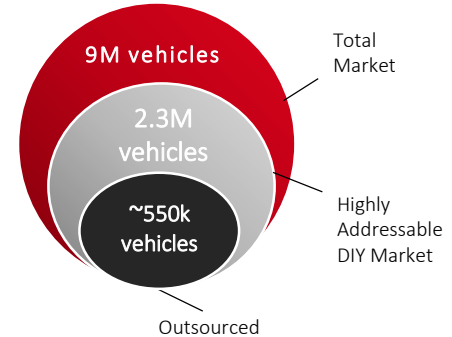
- Fleet additions with existing customers by expanding geographies served and/or resulting from customer growth

Share Gain

- Ability to leverage maintenance infrastructure enhances competitive position in existing outsourced rental/lease market in U.S., Canada and U.K.

Strategic Opportunities

- Supplement to organic growth where mutual interest exists
- Focused on accretive deals in core rental/leasing business to leverage existing facility infrastructure

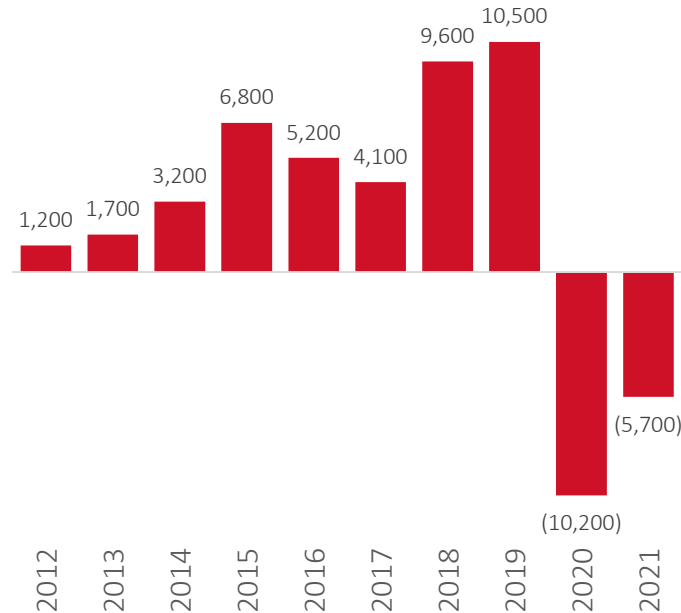


FMS – Strategy Shift to Moderate Lease Growth

A key component of the Return Improvement Actions implemented by Ryder in late 2019 is the **moderation of FMS growth** and the **acceleration of growth in SCS and DTS**

A strategy for moderate FMS growth targets **higher returns** and **positive free cash flow** over the cycle

Historical ChoiceLease Fleet Growth⁽¹⁾



Macro trends that favor outsourcing combined with sales and marketing initiatives targeting private fleet conversions drove eight consecutive years of organic lease fleet growth (2012-2019)

Lease fleet declined in 2020 and 2021 due to lower sales and renewal activity primarily reflecting COVID effects. 2021 fleet decline was also impacted by OEM delivery delays.

Contractual lease growth contributed to a significant increase in comparable EBITDA over the period, but pressured free cash flow during years with high lease fleet growth

(1) Represents lease fleet growth excluding UK trailers 2012-2017; 2016 excludes a higher number of vehicles being prepared for sale (approximately 1,200)

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS



Innovation Disruptive Trends & Technologies New Product Development

Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures



RYDERSHARE™ : The ultimate digital platform for real-time supply chain visibility and collaboration

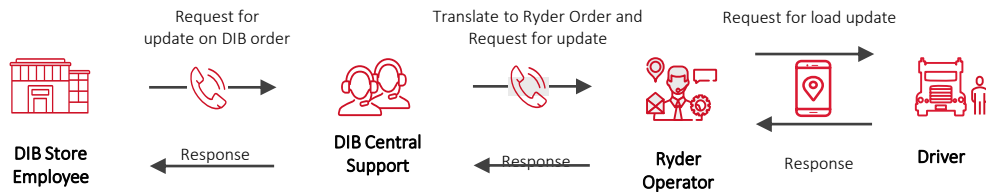
Ryder Case Study: **Do it Best Corp.**

Visibility: Real-time visibility of customer freight across all modes of transportation on a single desktop or mobile device

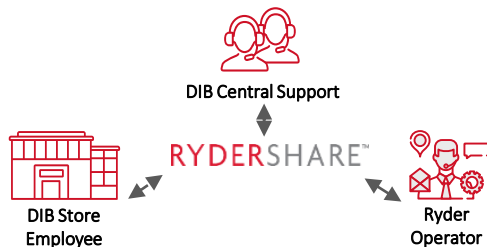
Performance: Real-time tracking that enables prioritization and communication while providing email and text notifications

Collaboration: Allows all supply chain partners access to real time data at the same time, the ability to communicate within the platform, and assign tasks, tags, notes, and load level exceptions

BEFORE • 6 steps and hours of calling



AFTER • 1 step in real-time – DIB store employee has load information at their fingertips



Customer Benefits

- Efficiency gain for central support team
- Improved labor planning at stores
- Higher service levels for store managers
- Reduced turnaround times
- Reduced touches
- Trustworthy data

Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures

RYDERGYDE™ : Fleet management anywhere, anytime, and on any device

RyderGyde™ is
the only fleet
platform that allows
customers to
manage all aspects
of their fleet or a
single vehicle

RyderGyde™
Empowers
Customers

Many Users
Leverage
One
Powerful
Ecosystem



Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures

E-Commerce Fulfillment

RYDERECommerce
by whiplash

Acquisition Highlights:

- National provider of omni-channel and logistics services
- Expands Ryder's e-fulfillment network with scalable e-commerce and omni-channel fulfillment solutions, a proven technology and operating platform, an impressive roster of more than 250 customer brands
- 100% of the US now covered with two-day shipping, 60% in one-day; provides access to key port operations and gateway markets
- 19 warehouses totaling nearly 7M square feet.
- Acquisition of Whiplash completed Jan 1, 2022
- \$480m in annual gross revenue expected

Ryder Last Mile (RLM)

Nationwide network of last mile locations servicing every zip code in the U.S.
for home delivery of big & bulky goods

Organic Geographic Expansion

- Expanded geographic footprint with two new fulfillment centers opened in 2021 in Philadelphia and Milwaukee

Investing in Technology to Add/Enhance Capabilities

- Enhancements in RyderView 2.0™ customer interface include:
 - Improved self-scheduling, re-scheduling, and point of sale scheduling option
 - Delivery route optimization
 - Offering a retailer branded customer experience

Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures



Wearable & Mobile

Customer Value:

- Real time location of resource and material handling equipment (MHE)
- Enables data insight of asset activity and performance
- High scalability and flexibility

Examples: MHE and personnel tracking IoT devices



Autonomous Vehicles & Drones

Customer Value:

- Increases productivity with reduced travel requirement
- Improves pick and inventory accuracy
- Target investment payback in 3-years or less

Examples: forklifts, tuggers, drones, etc.



Sensors & Automation

Customer Value:

- Increases visibility of people, equipment, and product
- Increases productivity and utilization with analytics
- Increases inventory and pick accuracy

Examples: MHE and personnel tracking IoT devices



Robotics & Automation

Customer Value:

- Reduces resources for repetitive, constrained work or travel
- Improves accuracy and throughput
- Typically customized to address specific customer processes

Examples: conveyors, sorters, palletizers, robot pickers, etc.

Ryder is transforming warehouse and distribution centers to deliver advanced automation, flexible and instantly scalable operations, real-time visibility, and a customer centric experience

Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures



Provides access to thousands of commercial trucks, tractors, and trailers available for rent

for both fleet owners who have a commercial vehicle to rent, and businesses that want to rent a commercial vehicle



Maximizes customers' fleet utilization

- Customers can rent out commercial vehicles to carefully vetted businesses on the platform and generate revenue from each rental
- All COOP's renters meet operating and security standards determined by their DOT and FMCSA compliance
- COOP offers competitive rates on trucks, tractors and trailers

Ryder Benefits:

- Asset-light business for long-term rental model
- Leverage of lease clients
- Creation of new class of asset investors
- Tech and innovation leadership



Supply Density and Diversification

COOP is the **largest peer-to-peer commercial vehicle sharing platform** allowing fleet owners to safely **generate revenue from their idle vehicles**, and provide businesses with an alternative **source of rental vehicles**



Scalability

COOP **operates in nine states** with nationwide expansion launched in 2022; insurance for the units offered in 34 states



Diversified Revenue Stream

An **asset-light business model with high profit-margin** offering a one-stop shop for rental trucks by aggregating inventory from multiple sources nationally

Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures

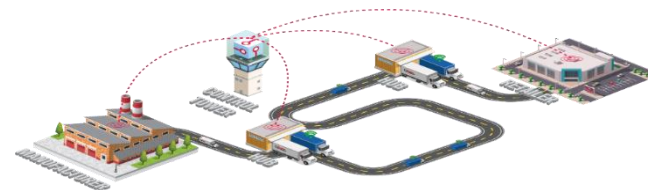
Electric Vehicle (EV) Technology



Ryder is leveraging strategic partnerships and adapting products and services as the EV market evolves:

- **Vehicles:** Partnering with traditional OEMs and startups to pilot pre-production vehicles
- **Early Adoption:** Likely cargo vans and last mile trucks
- **Charging Infrastructure:** Strategic partnerships with charging infrastructure providers
- **Grants:** Identification and application partnership to accelerate adoption

Autonomous Vehicle (AV) Technology



Ryder is well positioned to deliver value in four key areas in the AV landscape :

- **First/Final mile capacity:** Dedicated local fleets
- **Control tower:** RyderShare coordinates movements of all AV freight and capacity
- **Transfer Hubs:** Provide yard operations and captive maintenance services
- **Autonomous Fleet:** Operation of predictable capacity on behalf of shippers

As leading provider of outsourced logistics and transportation solutions, Ryder is strategically positioned as a preferred partner and thought leader on these emerging technologies

Visibility
&
Collaboration

Connected
Fleet

e-Commerce
&
Ryder Last Mile

Warehouse
Automation

Asset
Sharing

Advanced Vehicle
Technology

RyderVentures

RYDERVENTURES

Corporate venture capital fund

Direct investments in start-up companies that are developing technologies to address disruptive trends in logistics and transportation - *primarily where we can partner to develop new products and services*

Recent investment areas include:

e-Commerce
micro-fulfillment

AI enabled dispatch for
small/mid-sized fleets

Tech-enabled hub and spoke
transportation network

Mobile carbon capture
system

Supplementing Organic Growth through Strategic M&A

SCS

M&A strategy is focused on adding/expanding services, capabilities, and locations, as well as non-automotive vertical expansion

- Recent acquisitions significantly expanded capabilities in e-commerce fulfillment (Whiplash) and multi-client warehousing (Midwest)
- 2018 strategic acquisition of MXD Group launched Ryder Last Mile (RLM) offering
- Exploring additional M&A opportunities

DTS

M&A strategy is focused on adding/expanding services and capabilities, as well as tuck-in acquisitions to build scale and density

FMS

M&A strategy is focused primarily on tuck-in acquisitions

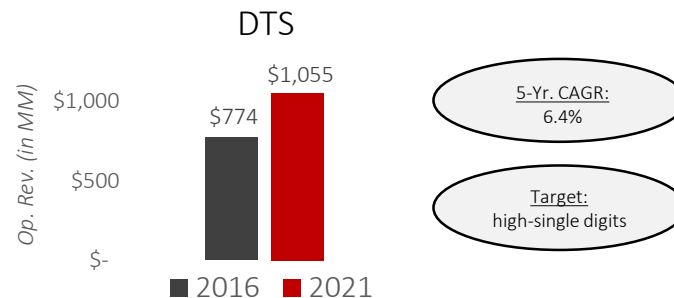
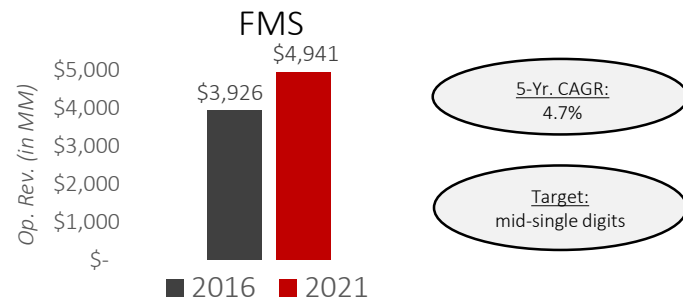
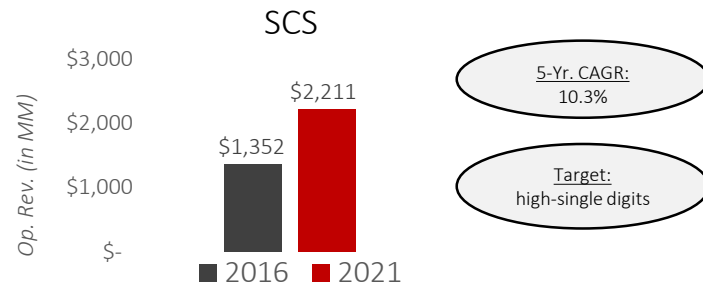
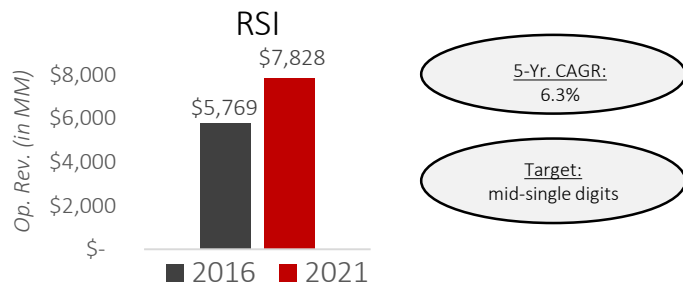
- Since 2000, FMS has completed ~15 tuck-in acquisitions which have expanded their customer base and contributed to operating leverage

Strong balance sheet provides flexibility for future strategic M&A activity



Financial Overview

Operating Revenue & CAGR



Revenue growth is driven by secular trends, favorable freight environment and Ryder's sales and marketing initiatives

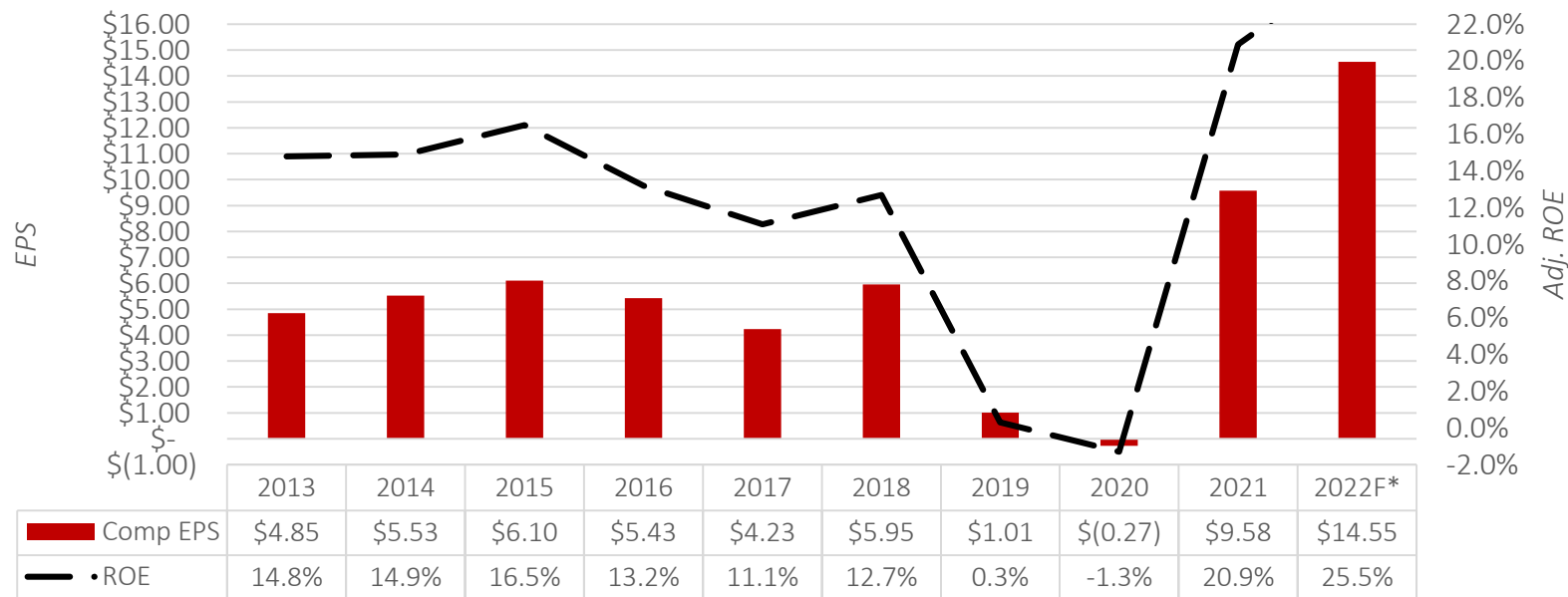
*Note: See Appendix for reconciliations of non-GAAP financial measures including operating revenue

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



ROE and Comparable EPS



Higher ROE and comparable EPS reflect actions to increase returns and strong freight conditions resulting in better used vehicle sales, rental, and lease results. Declining depreciation expense impact also contributed to improved results.

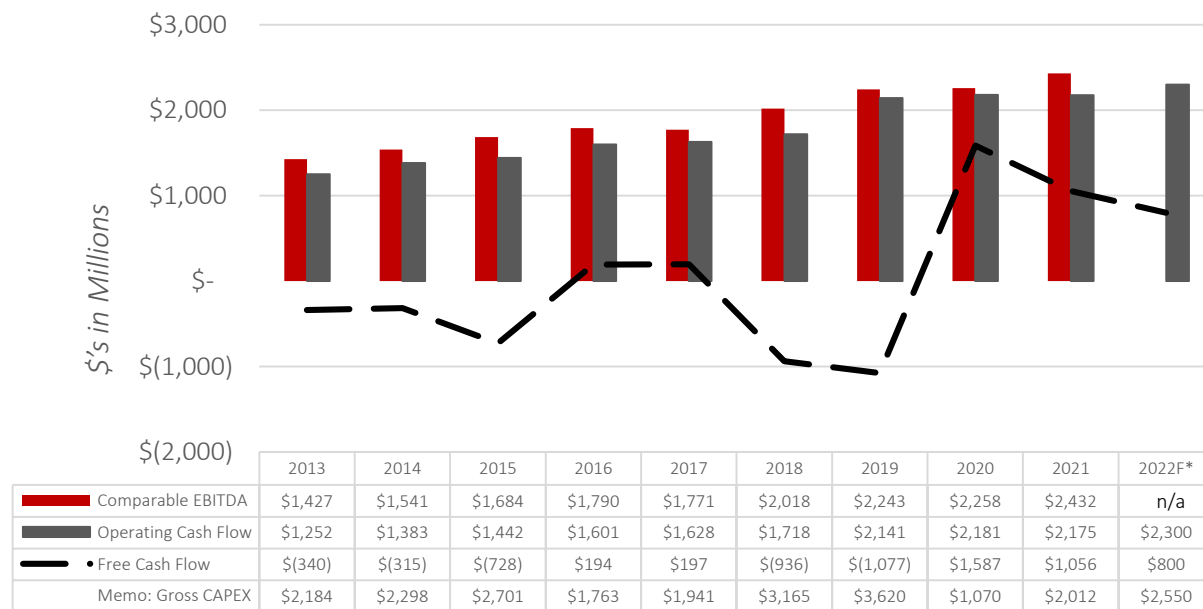
* 2022F reflects forecast midpoint. See Appendix for reconciliations of non-GAAP financial measures including ROE and Comparable EPS

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Free Cash Flow and Comparable EBITDA



Comparable EBITDA and operating cashflow exhibit continued growth and stability due to revenue growth and improved operating performance

Capital expenditures pressure **free cash flow** (FCF) in the period of initial investment

Record FY20 FCF reflects lower capital spending due to COVID effects; FY21 FCF reflects higher lease and rental spending partially offset by OEM delays

FY22F FCF reflects higher planned cap ex partially offset by OEM delays

Contractual growth supports higher EBITDA and operating cash flow

* 2022F reflects forecast midpoint. See Appendix for reconciliations of non-GAAP financial measures including Free Cash Flow and Comparable EBITDA

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Shareholder Returns

Dividend

Uninterrupted quarterly dividend payments for more than 45 years

Current dividend yield ~3%

Share Repurchases

Discretionary: usage dependent upon factors including leverage, quality acquisition opportunities, stock price

Anti-dilutive: offset dilution creep

Over \$2.1B in Cash Returned to Shareholders
Over 2008 – 2021

\$1,160 M

\$951 M

\$2.1B

■ Dividends ■ Share Repurchases



ESG

Ryder ESG Overview



"By ensuring long-term viability as a profitable and thriving enterprise, we are better positioned to make an impact where our business intersects with our communities and stakeholders. At Ryder, we strive to integrate corporate responsibility and sustainability into every aspect of our business and understand that sustainability goes hand-in-hand with maintaining economic viability."

Robert Sanchez
Chairman and CEO

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Protecting our Planet



Safeguarding our People

Vision



- Safeguard our environment via innovation of services, technology, and operations

- Safety of employees, customers and the public is our highest priority

Actions



- Reduce emissions and optimize efficiency across value chain with advanced technology and flexible transportation

- Provide best in class training, practices, and technology.
- Track performance, and implement feedback

Goals






- Reduce emissions below 2018 baseline by 2024:
 - ☐ Scope 1: down 10%
 - ☐ Scope 2: down 30%
 - ☐ Scope 3: down 15%
- Evaluate renewable energy usage strategies and science-based targets for next emissions reduction strategy
- Train 10% of technicians to support alternative fuel vehicles within 5-years

- 10% reduction in vehicle accident and injury frequency within 5 years
- 15% improvement in driver training effectiveness over 5-years



Ryder ESG Overview

	Fostering Talent, Diversity, Equality	Transforming Communities	Upholding Ethics & Integrity
Vision 	<ul style="list-style-type: none"> Develop highly skilled and diverse workforce as it is the foundation of our success 	<ul style="list-style-type: none"> Donate time, talent, and money to improve local communities 	<ul style="list-style-type: none"> Uphold ethics and integrity to make a positive impact
Actions 	<ul style="list-style-type: none"> Foster a collaborative and inclusive work environment that embraces diversity and innovation 	<ul style="list-style-type: none"> Promote positive impacts with charitable contributions and volunteer efforts 	<ul style="list-style-type: none"> Operate with the highest integrity Foster culture of transparency
Goals 	<ul style="list-style-type: none"> Ensure >90% of key talent completes leadership development activity within 3 years Provide leadership development for Black and women leaders through Black Leadership Forum and Ryder's Women's Leadership 	<ul style="list-style-type: none"> Invest 10% of Ryder Charitable Foundation's budget by 2022 towards equality and diversity initiatives for the Black community Award 75 partial scholarships per year for women and minority students by 2025 	<ul style="list-style-type: none"> 100% of employees will complete compliance and ethics training each year 100% of employees will review and agree to Principles of Business Conduct

In our Corporate Sustainability Report, you'll learn about Ryder's sustainability principles and goals, as well as some of the initiatives we are undertaking to protect our planet; ensure the safety of our employees, customers, and the public; foster talent, diversity, and equality in our workforce; improve the local communities where we live and work; and, of course, ensure that we do all of this while upholding the highest standards of ethics and integrity.

For more information visit
rydercsr.com



Corporate Governance Best Practices

- 10 of 11 Directors are independent; all Committee members are independent
- Strong Lead Independent Director with oversight of Board's annual evaluation process, CEO succession planning and search process for new directors
- 7 of 11 directors diverse by race, gender or ethnicity
- Robust board with significant oversight over key risks and overall corporate strategy, comprised of current and former CEOs of other companies; former Presidents and COOs and an academic expert in accounting/governance transparency
- No related party transactions; strict conflict of interest practices
- No stockholder rights plan
- Governance actions taken in recent years:
 - Commenced annual elections for all directors in 2018
 - Provided shareholders with meaningful participation rights, including adopting special meeting, written consent and proxy access rights
 - Eliminated all supermajority voting requirements
 - Adopted double trigger vesting upon a change of control in Ryder's equity plan
 - Adopted a clawback policy
 - Increased stock ownership guidelines (6x base salary for CEO and 3x for other officers)

Key Takeaways

- **Large addressable markets and secular trends that favor outsourcing**
 - Accelerating trends in e-commerce fulfillment and last mile delivery, increased market awareness of supply chain reliability, high cost/complexity of vehicle technology, and driver/technician shortages support growth opportunities
- **Balanced growth strategy focused on increasing returns and generating positive free cash flow over the cycle:**
 - Moderate growth in capital intensive FMS segment and accelerated growth in higher return SCS and DTS
 - Pricing initiatives and reduced residual value estimates de-risk lease portfolio and benefit returns
 - Favorable market conditions in rental and used vehicle sales, cost actions and declining depreciation impact from prior residual value estimate changes are expected to increase returns
- **Disciplined capital allocation supports achieving high teens ROE over the cycle and enhances our ability to invest in higher return opportunities**
 - Expecting to achieve 23-25% ROE in 2022, assuming economic and freight conditions remain strong and no change to current tax policy
- **Strategic investments focused on innovative customer solutions, driving efficiencies and generating long-term sources of revenue and earnings growth**

Well positioned as a leading provider of outsourced solutions to leverage logistics and transportation trends in order to create long term value for customers and shareholders

Note: See Appendix for reconciliations of non-GAAP financial measures including ROE

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved





Appendix

Appendix: FMS – Summary of Prior Accounting Residual Value Estimates Changes (2019 - 2021)

- Ryder is **one of the largest retailers of used vehicles** in the country
 - Used vehicle sales **market is cyclical**
-
- **3Q19** re-evaluation of residual value estimates was triggered by used tractor market conditions that began to soften in June 2019, continued to worsen in 3Q19 and were expected to decline further
 - During **1H20**, further reductions to residual value estimates were triggered by anticipated impacts from COVID-19 on used vehicle market conditions 20k+ vehicles sold annually as lease contracts expire and rental fleet is refreshed
 - Tractors were impacted to a greater extent than trucks by the 3Q19 changes
 - Trucks were impacted to a greater extent than tractors by the 2020 changes
 - In **2Q21**, we incorporated a potential downturn into our used vehicle pricing outlook, which **modestly reduced our accounting residual value estimates for certain tractors**

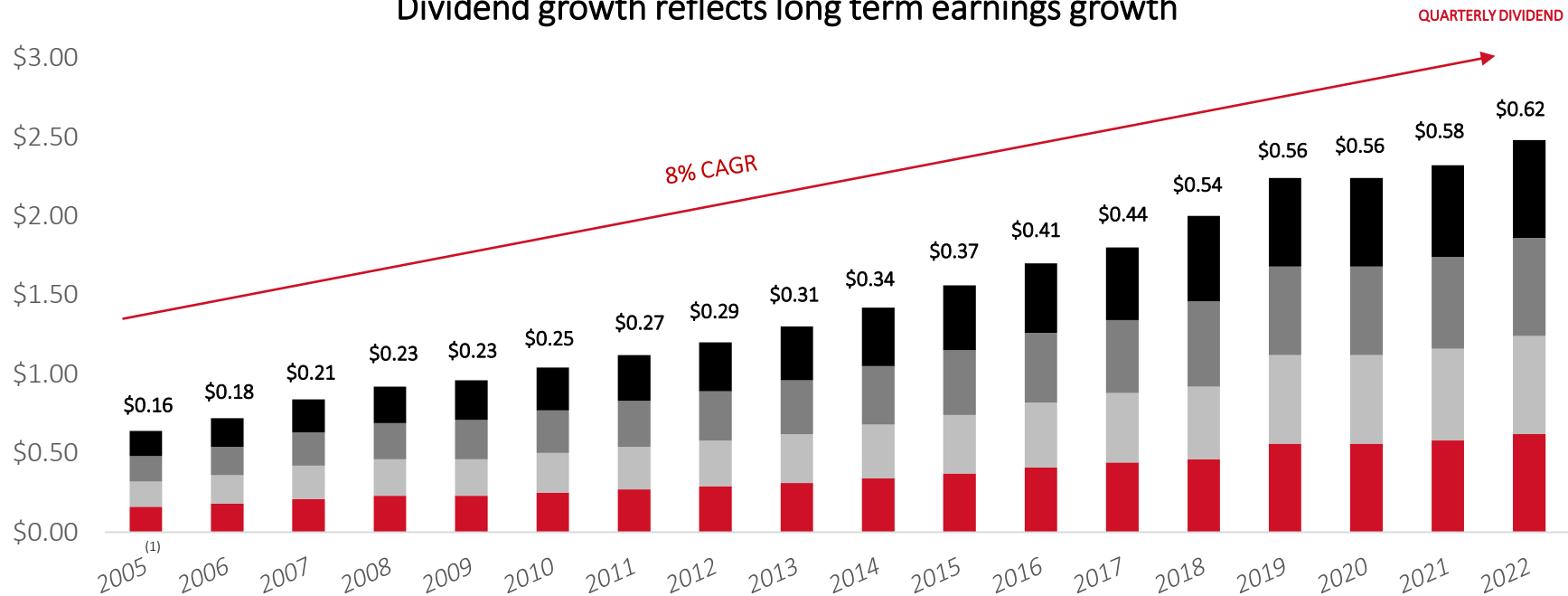
Average U.S. tractor and truck pricing is above residual values used for depreciation purposes

Depreciation headwinds expected to decline each year

Residual value estimate changes expected to reduce the likelihood and magnitude of negative earnings impact from used vehicle sales

Appendix: Dividend History

Dividend growth reflects long term earnings growth



(1) Dividend unchanged at \$0.15 per quarter from 1989 through 2004

Appendix: Debt Ratings & Availability

Debt Ratings Summary

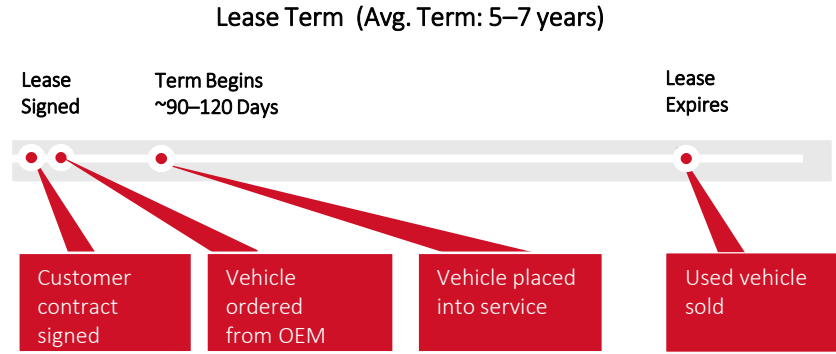
	Rating Summary			
	Short-term	Short-term Outlook	Long-term	Long-term Outlook
Standard & Poor's Ratings Services	A2	—	BBB	Positive
Moody's Investors Service	P2	Stable	Baa2	Stable
Fitch Ratings	F2	—	BBB+	Stable
DBRS	R-1 (Low)	Stable	A (Low)	Stable

Credit Facility Availability

As of 6/30/22, the following amounts were available to fund operations under the following facilities:

	(in millions)
Global revolving credit facility	\$ 654
Trade receivables program	\$ 250

Appendix: FMS –Timing of ChoiceLease Revenue and Cash Flow



- Lease contract pricing based on DCF approach
- Pricing targeted at 100-150 bps above product line cost of capital (on a fully-costed basis)
- Sales compensation driven by deal profitability
- Higher vehicle investment and maintenance costs recovered in lease rate

Illustrative cash flows for a ChoiceLease unit:

	Time 0	Years 1–6	YE 6
Financial Impact	Capital Expenditure (avg. \$90K)	Fixed Revenue: ~85% based on fixed rate per month Variable Revenue: Remainder (~15%) based on rate per mile driven Maintenance, Depreciation and Interest Expense incurred Fuel costs passed through to customer <i>Note: Revenue escalates during contract life based on CPI index</i>	Sales Proceeds <i>(historically represents ~20–30% of original cost)</i>
Cash Flow	Negative	Positive	Positive

Appendix: Key Leverage Statistics

(\$ Millions)

	<u>June 30, 2021</u>	<u>December 31, 2021</u>
Total Debt	\$ 6,593	\$ 6,580
Equity	\$ 2,833	\$ 2,798
Debt to Equity	233%	235%

Book Value of Revenue Earning Equipment = 1.3x Debt Balance

Non-GAAP Financial Measures

This presentation includes “non-GAAP financial measures” as defined by SEC rules. As required by SEC rules, we provide a reconciliation of each non-GAAP financial measure to the most comparable GAAP measure. Non-GAAP financial measures should be considered in addition to, but not as a substitute for or superior to, other measures of financial performance prepared in accordance with GAAP. Specifically, the following non-GAAP financial measures are included in this presentation:

Non-GAAP Financial Measure	Comparable GAAP Measure	Reconciliation & Additional Information Presented on Slide Titled
Operating Revenue Measures:		
Operating Revenue	Total Revenue	Reconciliation of Total Revenue to Operating Revenue
FMS Operating Revenue, SCS Operating Revenue and DTS Operating Revenue	FMS Total Revenue, SCS Total Revenue and DTS Total Revenue	Reconciliation of Operating Revenue
Comparable Earnings Measures:		
Comparable EPS	EPS from Continuing Operations	Comparable EPS Reconciliation
Adjusted Return on Equity	Not Applicable. However, the non-GAAP elements of the calculation have been reconciled to the corresponding GAAP measures. A numerical reconciliation of net earnings to adjusted net earnings and average shareholders' equity to adjusted average equity is provided in the following reconciliations.	Adjusted Return on Equity Reconciliation
Comparable Earnings (Loss) Before Income Tax and Comparable Earnings (Loss) Before Interest, Taxes, Depreciation and Amortization - (EBITDA)	Net Earnings (Loss) from Continuing Operations	Comparable EBITDA Reconciliation
Cash Flow Measures:		
Total Cash Generated and Free Cash Flow	Cash Provided by Operating Activities	Cash Flow Reconciliation

**We believe comparable segment EBITDA provides investors with useful information, as it is a standard measure commonly reported and widely used by analysts, investors and other interested parties to measure financial performance by segment.

Appendix: Non-GAAP Financial Measures

Ryder System, Inc.

(\$ Millions)

Reconciliation of Operating Revenue

	<u>2016</u>	<u>2021</u>
Total revenue	\$ 6,758.1	\$ 9,663.0
Subcontracted Transportation & Fuel	(967.2)	\$ (1,833.7)
ChoiceLease Liability Insurance Revenue ⁽¹⁾	<u>(21.7)</u>	<u>\$ (0.8)</u>
Operating revenue	\$ 5,769.2	\$ 7,828.4

(1) In the first quarter of 2021, we completed the previously announced exit of the extension of our liability insurance coverage for ChoiceLease customers.

Appendix: Non-GAAP Financial Measures

(\$ Millions)

Fleet Management Solutions

Reconciliation of Operating Revenue

<u>Revenue</u>	<u>2016</u>	<u>2021</u>
ChoiceLease	\$ 2,551.9	\$ 3,219.9
SelectCare & Other	527.8	1113.7
Commercial Rental	846.3	606.9
FMS Operating Revenue	3,926.0	4,940.5
Fuel Services	608.5	737.6
ChoiceLease Liability Insurance Revenue ⁽¹⁾	21.7	0.8
FMS Total Revenue	<u>\$ 4,556.2</u>	<u>\$ 5,678.9</u>

(1) In the first quarter of 2021, we completed the previously announced exit of the extension of our liability insurance coverage for ChoiceLease customers.

Appendix: Non-GAAP Financial Measures

(\$ Millions)

Supply Chain Solutions

Reconciliation of Operating Revenue

<u>Revenue</u>	<u>2016</u>	<u>2021</u>
Automotive	\$ 548.7	\$ 629.7
Technology & Healthcare	242.5	240.1
CPG & Retail	436.4	1,020.3
Industrial & Other	124.6	257.4
SCS Operating Revenue	1,352.2	2,210.5
Subcontracted Transportation & Fuel	257.3	944.3
SCS Total Revenue	\$ 1,609.4	\$ 3,154.8

Appendix: Non-GAAP Financial Measures

Dedicated Transportation Solutions

(\$ Millions)

Reconciliation of Operating Revenue

<u>Revenue</u>	<u>2016</u>	<u>2021</u>
DTS Operating Revenue	\$ 774.3	\$1,054.9
Subcontracted Transportation	246.6	402.3
DTS Total Revenue	<u>\$ 1,020.9</u>	<u>\$1,457.2</u>

Appendix: Non-GAAP Financial Measure

Comparable EPS Reconciliation	(\$ Earnings Per Share)									
	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022F
GAAP EPS	\$ 4.63	\$ 4.14	\$ 5.73	\$ 4.95	\$ 13.54	\$ 5.43	\$ (0.45)	(2.15)	\$9.70	\$14.45 – 14.95
Non-operating pension costs	0.25	0.05	0.19	0.33	0.31	0.09	0.85	0.10	(0.06)	0.13
Goodwill impairment	-	-	-	-	-	0.29	-	-	-	-
Restructuring and other charges, net	(0.01)	0.03	0.23	0.06	0.15	0.08	0.51	0.84	0.34	(0.28)
ERP Implementation Costs	-	-	-	-	-	0.01	0.30	0.49	0.18	-
Tax reform-related and other tax adjustments, net	-	-	-	-	(9.62)	0.19	0.06	-	-	-
Uncertain tax provision	-	-	-	-	-	(0.08)	-	-	-	-
Pension lump sum settlement expense	-	1.16	-	-	-	-	-	-	-	-
Pension-related adjustments	0.03	0.14	(0.01)	0.09	0.06	-	-	-	-	-
Operating tax adjustment	-	-	-	-	0.03	-	-	0.42	-	-
Gain on sale of property	-	-	-	-	(0.27)	-	(0.26)	(0.10)	(0.59)	-
Acquisition-related tax adjustment	-	0.03	-	-	-	-	-	-	-	-
Acquisition transaction costs	-	0.01	-	-	-	-	-	-	-	-
Tax law changes	-	(0.03)	(0.04)	-	0.03	(0.06)	-	-	-	-
Superstorm Sandy vehicle-related recoveries	(0.01)	-	-	-	-	-	-	-	-	-
Foreign currency translation benefit	(0.04)	-	-	-	-	-	-	-	-	-
Early redemption of medium-term notes	-	-	-	-	-	-	-	0.13	-	-
Comparable EPS	\$ 4.85	\$ 5.53	\$ 6.10	\$ 5.43	\$ 4.23	\$ 5.95	\$ 1.01	\$ (0.27)	\$9.58	\$14.30-14.80

Note: Amounts may not recalculate due to rounding.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Appendix: Non-GAAP Financial Measures

Adjusted Return on Equity Reconciliation⁽¹⁾

(\$ Millions)

	2013	2014	2015	2016
Net earnings ⁽²⁾	\$ 238	\$ 218	\$ 305	\$ 263
Other items impacting comparability ⁽⁷⁾	—	115	18	13
Income taxes ⁽³⁾	126	118	164	142
Adjusted earnings before income taxes	363	451	486	418
Adjusted income taxes ⁽⁴⁾	(127)	(162)	(171)	(147)
Adjusted net earnings [A]	\$ 236	\$ 289	\$ 315	\$ 271
Average total shareholders' equity ⁽⁵⁾	\$ 1,594	\$ 1,926	\$ 1,895	\$ 2,053
Average adjustments to shareholders' equity ⁽⁶⁾	(2)	8	11	2
Adjusted average total equity [B]	\$ 1,592	\$ 1,934	\$ 1,906	\$ 2,055
Adjusted Return on Equity [A]/[B]	14.8 %	14.9 %	16.5 %	13.2 %

1) Non-GAAP elements of this calculation have been reconciled to the corresponding GAAP measures. A numerical reconciliation of net earnings to adjusted net earnings and average shareholders' equity to adjusted average total equity is provided on this slide.

2) Earnings calculated based on a 12-month rolling period.

3) Includes income taxes on discontinued operations.

4) Adjusted income taxes represents the tax provision on adjusted earnings before income taxes.

5) The average is calculated based on the GAAP balances.

6) Represents the impact of other items impacting comparability, net of tax, to equity for the respective period.

7) Other items impacting comparability are comprised of the following:

	2013	2014	2015	2016
Restructuring and other, net	\$ (0.5)	\$ 3.4	\$ 18.1	\$ 5.1
Pension-related adjustments	2.8	12.6	(0.5)	7.7
Pension lump sum settlement expense	—	97.2	—	—
Acquisition-related tax adjustment	—	1.8	—	—
Superstorm Sandy vehicle-related (recoveries) losses	(0.6)	—	—	—
Foreign currency translation benefit	(1.9)	—	—	—
Acquisition transaction costs	—	—	—	—
Other items impacting comparability	\$ (0.2)	\$ 115.0	\$ 17.6	\$ 12.8

Appendix: Non-GAAP Financial Measures

Adjusted Return on Equity Reconciliation ⁽¹⁾

(\$ Millions)

	2017	2018	2019	2020
Net Earnings ⁽²⁾	\$ 720	\$ 285	\$ (24)	\$ (122)
Other items impacting comparability ⁽⁷⁾	24	22	38	90
Income taxes ⁽³⁾	(423)	103	(19)	(18)
Adjusted earnings before income taxes	321	409	(5)	(50)
Adjusted income taxes ⁽⁴⁾	(112)	(101)	13	21
Adjusted net earnings [A]	\$ 209	\$ 308	\$ 8	(29)
Average total shareholders' equity ⁽⁵⁾	\$1,984	\$2,493	\$2,533	\$2,257
Average adjustments to shareholders' equity ⁽⁶⁾	(99)	(78)	15	60
Adjusted average total equity [B]	\$1,885	\$2,415	\$2,548	\$2,317
Adjusted Return on Equity	11.1%	12.7%	0.3%	(1.3)%

1) Non-GAAP elements of this calculation have been reconciled to the corresponding GAAP measures. A numerical reconciliation of net earnings to adjusted net earnings and average shareholders' equity to adjusted average total equity is provided on this slide.

2) Earnings calculated based on a 12-month rolling period.

3) Includes income taxes on discontinued operations.

4) Adjusted income taxes represents the tax provision on adjusted earnings before income taxes.

5) The average is calculated based on the GAAP balances.

6) Represents the impact of other items impacting comparability, net of tax, to equity for the respective period.

7) Other items impacting comparability are comprised of the following:

	2017	2018	2019
Restructuring and other, net	\$ 17.3	\$ 5.6	\$ 35.3
Pension-related adjustments	5.5	—	—
Operating tax adjustment	2.2	—	—
Tax reform-related and other tax adjustments, net	23.3	—	—
Gain on sale of property	(24.1)	—	(18.6)
Goodwill impairment	—	15.5	—
ERP implementation costs	—	0.7	21.3
Other items impacting comparability	\$ 24.2	\$ 21.8	\$ 38.0

	2020	2021
Restructuring and other, net	\$ 52.5	\$ 18.9
Gain on sale of property	34.3	12.7
Early redemption of medium-term notes	(5.4)	(42.0)
ERP implementation costs	9.0	—
Other items impacting comparability	\$ 90.4	\$ (10.4)

Appendix: Non-GAAP Financial Measures

Adjusted Return on Equity Reconciliation

(\$ Millions)

	2021	2022 Forecast
Net earnings (loss) (12-month rolling period)	\$ 519.0	\$ 740.0
Other items impacting comparability, net ⁽⁶⁾	(10.4)	(50.0)
Income taxes ⁽²⁾	171.0	300.0
Adjusted earnings (loss) before income taxes	679.6	990.0
Adjusted income taxes ⁽³⁾	(164.2)	(265.0)
Adjusted net earnings (loss) [A]	\$ 515.4	\$ 725.0
Average shareholders' equity ⁽⁴⁾	\$ 2,453.0	\$ 2,850.0
Average adjustments to shareholders' equity ⁽⁵⁾	14.4	(10.0)
Adjusted average shareholders' equity [B]	\$ 2,467.4	\$ 2,840.0
Adjusted return on equity [A]/[B]	20.9 %	25.5 %

1. Non-GAAP elements of this calculation have been reconciled to the corresponding GAAP measures. A numerical reconciliation of net earnings to adjusted net earnings and average shareholders' equity to adjusted average total equity is provided on this slide.
2. Includes income taxes on discontinued operations.
3. Adjusted income taxes represents the tax provision on adjusted earnings before income taxes.
4. The average is calculated based on the GAAP balances.
5. Represents the impact of other items impacting comparability, net of tax, to equity for the respective period.
6. Other items impacting comparability are comprised of the following:

	2021	2022 Forecast
Restructuring and other, net	\$ 18.9	\$ 45.0
ERP implementation costs	12.7	-
Gains on sale of U.K. revenue earning equipment	-	(50.0)
Gains on sale of properties	(42.0)	(45.0)
Early redemption of medium-term notes	-	-
ChoiceLease liability insurance revenue	-	-
Other items impacting comparability, net	\$ (10.4)	\$ (50.0)

Note: Amounts may not be additive due to rounding.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

Appendix: Non-GAAP Financial Measures

Comparable EBITDA Reconciliation ⁽¹⁾

(\$ Millions)

	2013	2014
Net earnings (loss)	\$ 237.9	\$ 218.3
Loss (earnings) from discontinued operations, net of tax	5.4	1.9
Provision for income taxes	125.7	118.1
Earnings (loss) before income taxes from continuing operations	369.0	338.3
Non-operating pension costs	22.2	5.5
Restructuring and other, net	(0.5)	3.4
Pension-related adjustments	2.8	109.8
Superstorm Sandy vehicle-related (recoveries) losses	(0.6)	—
Foreign currency translation benefit	(1.9)	—
Acquisition transaction costs	—	1.8
Comparable earnings before income taxes	391.1	458.7
Interest expense	140.5	144.7
Depreciation	967.2	1,047.0
Used vehicle sales, net	(79.8)	(116.2)
Amortization	7.9	6.9
Comparable EBITDA	\$ 1,426.9	\$ 1,541.3

(1) Comparable EBITDA has been recast to exclude gains/losses from the sale of used vehicles. Periods prior to 2017 do not reflect the impact from the lease accounting standard adopted in 2019. Non-GAAP elements of this calculation have been reconciled to the corresponding GAAP measure. A numerical reconciliation of earnings before income taxes from continuing operations to comparable earnings before income taxes from continuing operations is provided on this slide.

Note: Amounts may not be additive due to rounding.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Appendix: Non-GAAP Financial Measures

Comparable EBITDA Reconciliation ⁽¹⁾

(\$ Millions)

	2015	2016	2017	2018
Net earnings (loss)	\$ 304.8	\$ 263.1	\$ 719.6	\$ 284.6
Loss (earnings) from discontinued operations, net of tax	1.2	2.2	0.5	2.3
Provision (benefit) for income taxes	163.2	142.0	(423.7)	102.5
Earnings (loss) before income taxes	469.2	407.3	296.4	389.5
Non-operating pension costs	17.8	29.9	27.7	7.5
Restructuring and other, net	18.1	5.1	17.3	5.6
Pension-related adjustments	(0.5)	7.7	5.5	—
ERP implementation costs	—	—	—	0.7
Operating tax adjustment	—	—	2.2	—
Tax reform-related and other tax adjustments, net	—	—	23.3	—
Gain on sale of property	—	—	(24.1)	—
Goodwill impairment	—	—	—	15.5
Comparable earnings before income taxes	504.6	449.9	348.3	418.9
Interest expense	150.4	147.8	141.9	180.5
Depreciation	1,122.0	1,187.1	1,257.7	1,388.6
Used vehicle sales, net	(99.9)	(1.0)	17.0	22.3
Amortization	6.8	5.8	5.8	7.6
Comparable EBITDA	\$ 1,684.0	\$ 1,789.6	\$ 1,770.6	\$ 2,017.9

(1) Comparable EBITDA has been recast to exclude gains/losses from the sale of used vehicles. Periods prior to 2017 do not reflect the impact from the lease accounting standard adopted in 2019. Non-GAAP elements of this calculation have been reconciled to the corresponding GAAP measure. A numerical reconciliation of earnings before income taxes from continuing operations to comparable earnings before income taxes from continuing operations is provided on this slide.

Note: Amounts may not be additive due to rounding.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Appendix: Non-GAAP Financial Measures

(\$ Millions)

Comparable EBITDA Reconciliation ⁽¹⁾

	Years ended December 31,		
	2019	2020	2021
	(In thousands)		
Net earnings (loss)	\$ (24,410)	\$ (122,250)	\$ 519,041
Loss from discontinued operations, net of tax	1,138	10,254	2,557
Provision for (benefit from) income taxes	(18,999)	(18,364)	171,042
EBT	(42,271)	(130,360)	692,640
Non-operating pension costs, net ⁽¹⁾	60,406	11,167	(577)
Other items impacting comparability, net ⁽²⁾	37,954	90,379	(10,437)
Comparable EBT	56,089	(28,814)	681,626
Interest expense ⁽³⁾	241,381	252,343	213,892
Depreciation	1,878,929	2,027,413	1,786,218
Used vehicle sales, net ⁽⁴⁾	58,706	(414)	(257,402)
Amortization	8,294	7,730	8,146
Comparable EBITDA	\$ 2,243,399	\$ 2,258,258	\$ 2,432,480

(1) Comparable EBITDA has been recast to exclude gains/losses from the sale of used vehicles. Periods prior to 2017 do not reflect the impact from the lease accounting standard adopted in 2019. Non-GAAP elements of this calculation have been reconciled to the corresponding GAAP measure. A numerical reconciliation of earnings before income taxes from continuing operations to comparable earnings before income taxes from continuing operations is provided on this slide.

Note: Amounts may not be additive due to rounding.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Appendix: Non-GAAP Financial Measures

	<u>Cash Flow Reconciliation</u>			(\$ Millions)
	2013	2014	2015	
Cash Provided by Operating Activities from Continuing Operations	\$ 1,252	\$ 1,383	\$ 1,442	
Proceeds from Sales (Primarily Revenue Earning Equipment) ⁽¹⁾	452	497	427	
Collections of Direct Finance Leases ⁽¹⁾	71	66	71	
Other, net ⁽¹⁾	8	(1)	—	
Total Cash Generated	1,783	1,944	1,940	
Capital Expenditures ^{(1), (2)}	(2,123)	(2,259)	(2,668)	
Free Cash Flow ⁽³⁾	\$ (340)	\$ (315)	\$ (728)	
Memo:				
Depreciation Expense ⁽⁴⁾	\$ 967	\$ 1,047	\$ 1,122	
Net Cash Used in Investing Activities	(1,604)	(1,705)	(2,161)	
Net Cash Provided by (Used in) Financing Activities	347	312	731	

1. Included in cash flows from investing activities.

2. Capital expenditures presented net of changes in accounts payable related to purchases of revenue earning equipment.

3. Non-GAAP financial measure. We refer to the net amount of cash generated from operating activities and investing activities (excluding changes in restricted cash and acquisitions) from continuing operations as “free cash flow”. We calculate free cash flow as the sum of net cash provided by operating activities from continuing operations and net cash provided by the sale of revenue earning equipment and operating property and equipment, collections on direct finance leases and other cash inflows from investing activities, less purchases of revenue earning equipment and property.

4. Includes adjustment to reclassify losses from fair value adjustments on our used vehicles to “Used Vehicles Sales, Net”.

Appendix: Non-GAAP Financial Measures

	<u>Cash Flow Reconciliation</u>				(\$ Millions)
	2016	2017 ⁽⁵⁾	2018 ⁽⁵⁾	2019	
Cash Provided by Operating Activities from Continuing Operations	\$ 1,601	\$ 1,628	\$ 1,718	\$ 2,141	
Proceeds from Sales (Primarily Revenue Earning Equipment) ⁽¹⁾	421	429	396	518	
Collections of Direct Finance Leases ⁽¹⁾	77	N/A	N/A	N/A	
Total Cash Generated	2,099	2,057	2,114	2,659	
Capital Expenditures ^{(1), (2)}	(1,905)	(1,860)	(3,050)	(3,735)	
Free Cash Flow ⁽³⁾	\$ 194	\$ 197	\$ (936)	\$ (1,077)	
Memo:					
Depreciation Expense ⁽⁴⁾	\$ 1,187	\$ 1,258	\$ 1,389	\$ 1,879	
Net Cash Used in Investing Activities	(1,406)	(1,439)	(2,821)	(3,217)	
Net Cash Provided by (Used in) Financing Activities	(186)	(162)	1,086	1,084	

1. Included in cash flows from investing activities.

2. Capital expenditures presented net of changes in accounts payable related to purchases of revenue earning equipment.

3. Non-GAAP financial measure. We refer to free cash flow as the sum of net cash provided by operating activities from continuing operations and net cash provided by the sale of revenue earning equipment and operating property and equipment, collections on direct finance leases and other cash inflows from investing activities, less purchases of revenue earning equipment and property.

4. Includes adjustment to reclassify losses from fair value adjustments on our used vehicles to "Used Vehicles Sales, Net".

5. These amounts have been recast to reflect the impact of the lease accounting standard adopted in 2019. Prior full year periods do not reflect the impact from the lease accounting standard.

SUPPLY CHAIN | DEDICATED TRANSPORTATION | FLEET MANAGEMENT SOLUTIONS

@ 2022 Ryder System, Inc.
All Rights Reserved



Appendix: Non-GAAP Financial Measures

(\$ Millions)

Cash Flow Reconciliation

	2020	2021	2022 Forecast
Net Cash Provided by Operating Activities from Continuing Operations	\$ 2,181	\$ 2,175	\$ 2,300
Proceeds from Sales (Primarily Revenue Earning Equipment) ⁽¹⁾	552	822	1,100
Other, net ⁽¹⁾	—	1	—
Total Cash Generated ⁽²⁾	2,734	2,998	3,400
Purchases of Property and Revenue Earning Equipment ⁽¹⁾	(1,147)	(1,941)	(2,650 - 2,550)
Free Cash Flow ^{(2) (3)}	\$ 1,587	\$ 1,056	\$750M - 850M

Note: Amounts may not be additive due to rounding.

(1) Included in cash flows from investing activities.

(2) Capital expenditures presented net of changes in accounts payable related to purchases of revenue earning equipment.

(3) Non-GAAP financial measure. We refer to free cash flow as the sum of net cash provided by operating activities from continuing operations, net cash provided by the sale of revenue earning equipment and operating property and equipment and other cash inflows from investing activities, less purchases of revenue earning equipment and property.



Contact Information

Bob Brunn
SVP – Investor Relations & Corporate Strategy
305-500-4210
bob_brunn@ryder.com

Calene Candela
Group Director – Investor Relations
305-500-4764
ccandela@ryder.com

Investor Website:
<http://investors.ryder.com>