



Trailer Bridge, Inc.

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FOR IMMEDIATE RELEASE

TRAILER BRIDGE TO PRESENT AT 4TH ANNUAL JEFFERIES SHIPPING CONFERENCE; SEPARATELY TO MAKE PRESENTATION TO SENIOR DOMINICAN REPUBLIC LEADERS

Jacksonville, FL – September 17, 2007 -- Trailer Bridge, Inc. (NASDAQ: TRBR) today announced that the Company's Chairman & CEO, John D. McCown, is scheduled to present at the Jefferies 4th Annual Shipping Conference on Tuesday, September 25, 2007 in New York, NY. Mr. McCown will be presenting at 3:15 PM Eastern Time. A number of publicly held companies within the shipping industry will be making individual presentations.

The presentation will also be broadcast live over the Internet via <http://www.wsw.com/webcast/jeff19/trbr/>. To listen to the live presentation, go to the website at least 15 minutes early to register, download and install any necessary audio software.

Jefferies is one of the largest underwriters of equity issues for the marine sector. Jefferies is also one of the largest underwriters of debt issues in the marine sector, including Trailer Bridge's \$85 million bond issue in December 2004.

Separately, Trailer Bridge will be making a presentation on its new Dominican Republic service to senior government and business leaders at an event it is hosting in the Dominican Republic at the Santiago Courtyard Marriot tomorrow, Tuesday, September 18th. Attendees are expected to include the Vice President of the Dominican Republic, the Secretary of Commerce and Industry, various industry association heads, senior representatives from the garment, textile, footwear, furniture, leather and tobacco industries, and the media. Trailer Bridge's new service represents the first time 53' containers have been used in a foreign marine trade lane. The new, highest inside cube 53' containers have security features that further differentiate them from smaller and older containers. In addition to the economic efficacy of more cubic space for most shipments, particularly garment shipments, to and from the Dominican Republic, Trailer Bridge's connection through Jacksonville rather than Miami brings these shipments 300 miles closer to their mainland U.S. origin or destination points.

John D. McCown, Chairman & CEO, said, "The 62% more inside space offered by our 53's compared to a traditional 40' translates into much better economics per product unit shipped. In addition, starting in Jacksonville rather than Miami typically shaves off at least \$500 per load in inland costs since most shipments come from or go to interior points in the U.S. We look forward to further highlighting the compelling benefits of our new service to business and government leaders. For the first time, from a logistics standpoint, a foreign country can now be seamlessly connected with the U.S.'s Interstate Highway System by moving shipments in the same efficient size that those shipments have moved on the mainland for more than a decade."

Trailer Bridge provides integrated trucking and marine freight service to and from all points in the lower 48 states, Puerto Rico, and the Dominican Republic bringing efficiency, service, security and environmental and safety benefits to these traffic lanes. This total transportation system utilizes its own trucks, drivers, trailers, containers and U.S. flag vessels to link the mainland with Puerto Rico and the Dominican Republic via marine facilities in Jacksonville, San Juan and Puerto Plata. Additional information on Trailer Bridge is available at the www.trailerbridge.com website.

This press release contains statements that constitute forward-looking statements within the meaning of the Private Securities Litigation Reform Act of 1995. The matters discussed in this press release include statements regarding the intent, belief or current expectations of the Company, its directors or its officers with respect to the future operating performance of the Company and its asset utilization. Investors are cautioned that any such forward looking statements are not guarantees of future performance and involve risks and uncertainties, and that actual results may differ materially from those in the forward looking statements as a result of various factors. Without limitation, these risks and uncertainties include the risks of implementing the new deployment, economic recessions, severe weather, changes in the price of fuel, changes in demand for transportation services offered by the Company, capacity conditions in the Puerto Rico and Dominican Republic trade lanes and changes in rate levels for transportation services offered by the Company.

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