



Trailer Bridge, Inc.

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FOR IMMEDIATE RELEASE

**TRAILER BRIDGE EMISSIONS DIFFERENCES FEATURED IN EPA SMARTWAY
TRANSPORT NEWSLETTER**

Jacksonville, FL - November 21, 2007 -- Trailer Bridge, Inc. (NASDAQ Global Market: TRBR), a provider of integrated trucking and marine freight service to and from all points in the lower 48 states and Puerto Rico and the Dominican Republic, today announced that it is the subject of the Partner Spotlight feature in the November e-update newsletter published by the SmartWay Transport Partnership, an innovative voluntary collaboration between the U.S. Environmental Protection Agency (EPA) and the freight industry. The text of the article is included at the end of this release.

The feature highlighted Trailer Bridge's superior environmental performance on land and the significant emissions differences that result from Trailer Bridge's use of cleaner distillate fuel in its vessels. The e-update newsletter has been emailed by the EPA to a contact list of approximately 3,000, including some 575 companies and organizations that are now partners at SmartWay Transport. In December 2006, Trailer Bridge became the first marine carrier to join the SmartWay Transport Partnership. Shippers who are members at SmartWay Transport have agreed to move 50% of their shipments with carriers who are also members.

Numerous studies have shown that distillate fuels are much cleaner and generate fewer emissions than the heavy residual fuels typically used to power oceangoing vessels. The issue of vessel emissions is attracting increasing attention recently, in part, because as fuel from other mobile sources gets cleaner, the relative contribution to various emissions from vessel residual fuels grows. New information now indicates the shipping industry is a larger global contributor to CO² emissions, the primary greenhouse gas, than the aviation industry. In many respects a larger environmental concern are vessel "particulate matter" emissions, which represent up to half of all mobile source particulate matter emissions in various local areas. Particulate matter emissions are associated with many adverse health conditions. A recent report investigating the number of deaths that can be linked to soot emissions from the shipping industry, carried out by one of the foremost authorities on the issue of vessel emissions, James Corbett, Associate Professor, College of Marine and Earth Studies,

University of Delaware, cited that pollution from ships, in the form of tiny airborne particles, kills at least 60,000 people a year - and unless action is taken the toll will climb.

“We’re pleased that the EPA has recognized our noteworthy environmental differences. Against a background of deepening concern by the experts about climate change and the role of carbon dioxide, it’s good to have a business model with one-half the greenhouse gas emissions per equivalent unit compared to carriers using residual fuel,” said Trailer Bridge Chairman & CEO John D. McCown.

Commenting on the competitive aspect of using a cleaner, distillate fuel, Mr. McCown stated, “Our model results in an even more dramatic difference related to particulate matter emissions where we have 1/10th the amount per equivalent unit compared to carriers who use residual fuel. As the adverse health effects associated with vessel particulate matter become more known, it is likely that a wholesale switch to the cleaner distillate fuel that Trailer Bridge uses today will increasingly be viewed as the preferred solution. If and when that occurs in the Puerto Rico lane, it will further increase the relative cost edge of our business model. In such a scenario operators who currently use residual fuel will have dramatic cost increases that we will not have, and we will still have less carbon dioxide and particulate matter emissions. In the meantime, we think this differentiating factor will assist us in attracting shipments from more environmentally conscious companies. Having a greener supply chain effect is a strong ancillary benefit for a transportation system focused primarily on delivering lower underlying freight costs.”

The Company has instituted its own recognition program to highlight to customers the significant difference in particulate matter emissions with shipments associated with Trailer Bridge. Called the “Breathe Easy Award”, it includes a certificate which quantifies the precise reduction in particulate matter emissions from utilizing Trailer Bridge for actual shipments over a particular period.

Below is the full text of the newsletter article:

Trailer Bridge’s Integrated Land/Sea Operations Key to SmartWay Performance

For Trailer Bridge, a provider of integrated trucking and marine freight service to and from all points in the lower 48 states and Puerto Rico, the decision to join SmartWay earlier this year made perfect sense, and already is starting to pay off.

“Joining SmartWay has helped us focus on new strategies to further improve our fuel efficiency on land,” said John D. McCown, Chairman & CEO of Trailer Bridge, “and the

partnership is a great platform for highlighting the significant emissions savings our U.S. flag vessel operation is achieving.”

Upon joining SmartWay, Trailer Bridge received high marks for its efficiency. Trailer Bridge’s inland operations rank among the top tier of SmartWay carriers for its efficiency and environmental performance, a ranking achieved largely through its use of intermodal rail services along key lanes coming into Jacksonville from Chicago, Cincinnati, Baltimore, North Bergen, NJ., Miami and City of Industry, CA.

To further strengthen its performance, Trailer Bridge is seeking to decrease idling emissions from its land-based tractor fleet. The company has begun to test and equip its tractors with auxiliary power units and to adopt idling policies. Through its new idling strategies Trailer Bridge anticipates continued efficiency gains and expects to build on its ranking as a top SmartWay performer.

On the marine side of its operations, Trailer Bridge has taken a leadership position to address air pollution within the shipping industry. As the company’s chief executive officer, McCown is active in several maritime associations, and regularly addresses the energy, environmental and economic challenges facing shippers. He also is committed to taking actions that effectively reduce marine vessel emissions.

Specifically, the company’s marine-based operations run a tug and barge system that is dedicated to using a distillate fuel at all times, both at sea and in port. Distillate fuels are much cleaner and generate fewer emissions than the heavy residual fuels typically used to power oceangoing vessels.

In addition to using a cleaner, distillate fuel, Trailer Bridge’s tug and barge system is built around longer 53-foot equipment, the same equipment it uses to move freight by trailer on land. By running its tug barge system on a clean distillate fuel, in combination with 53-foot equipment, Trailer Bridge achieves several important efficiencies that positively affect both its environmental and financial performance. These include a high degree of flexibility, increased capacity, reduced maintenance, lower fuel costs, and fewer emissions.

McCown is pleased with the environmental performance of his company's marine operations and as a SmartWay Partner is working with EPA and other interested companies to create a marine category within the partnership. He also is promoting SmartWay within the marine industry and encourages other marine-based companies to join.

In addition, Trailer Bridge is highly supportive of SmartWay efforts to upgrade its Freight Logistics Environmental and Energy Tracking Performance or 'FLEET performance model'. Preliminary work is now underway to both expand and refine the FLEET model so that it can examine and assess the efficiency of all modes used to transport goods, globally, inclusive of land, rail, sea and air.

"We've developed a unique and highly integrated transportation system" said McCown, "and our experience is that the same elements that deliver better cost efficiency, also result in significant emissions benefits. That one-two punch fits squarely with the laudable goals of the SmartWay and we look forward to working through the Partnership to help our colleagues and the industry realize these same benefits."

For more information on Trailer Bridge, visit www.trailerbridge.com.

About the SmartWay Transport(R) Partnership

Launched in February 2004, the SmartWay Transport Partnership aims to achieve fuel savings of up to 150 million barrels of fuel per year. The Partnership brings together major freight shippers, trucking companies, railroads, logistics companies and trade/professional associations to pursue mutually beneficial efficiencies that result in emissions reductions and other environmental improvements, as well as cost savings to the companies. The Partnership currently has over 575 Partners. For information, including a complete list of all Partners, visit www.epa.gov/smartway.

About Trailer Bridge

Trailer Bridge provides integrated trucking and marine freight service to and from all points in the lower 48 states and Puerto Rico and the Dominican Republic, bringing efficiency, service, security and environmental and safety benefits to shipments in those traffic lane. 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. 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 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 trade lane as well as the Dominican Republic trade lane and changes in rate levels for transportation services offered by the Company.

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