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Trailer Bridge Applauds IMO Action on Vessel Fuel Quality Issue on Earth Day and Announces Trademark Status for "Breathe Easy" Term

Company's Entire Fleet Already Meets IMO's New Long-Term Global Standard

JACKSONVILLE, Fla.--([BUSINESS WIRE](#))-- **Trailer Bridge, Inc. (NASDAQ: TRBR)** commemorated Earth Day by expressing its full support for the recent recommendations by the United Nation's International Maritime Organization (IMO) aimed at improving vessel air emissions through the use of cleaner fuel. With a regulatory framework now beginning to form on how to best address vessel emissions, the Company is focused on educating shippers on the less harmful effects of cleaner fuel like the distillate fuel used all the time in Trailer Bridge's vessels.

Trailer Bridge also announced that it has been notified by the U.S. Patent and Trademark Office that it found no conflicting marks related to the Company's application to trademark "Breathe Easy". Trailer Bridge believes that a trademark related to its application will be issued by mid-year 2008. The "Breathe Easy" term is used to recognize and award customers with certificates that disclose the amount and percentage reduction in particulate matter emissions that can be associated with their shipments with Trailer Bridge.

On April 4, 2008, the IMO's Marine Environmental Protection Committee (MEPC) approved far reaching new standards that it hopes will sharply reduce vessel particulate matter and sulfur oxide emissions. Vessels represent a disproportionate share of those emissions, sometimes even a majority, in many coastal areas around the world due to the heavy residual fuel presently used by most vessels. The IMO has come out with a new single long-term global standard calling for no more than 0.5% sulfur content for all vessel fuel by 2020, a dramatic reduction from the current 4.5% IMO standard. In Emission Control Areas (ECAs), IMO has called for no more than 1.0% sulfur content by 2010, reducing to 0.1% by 2015.

It is anticipated that the new IMO standards will be reached primarily through the switch to cleaner distillate fuel which results in geometrically less particulate matter and sulfur oxide emissions. With the IMO framework now in place, individual countries are now expected to establish numerous ECAs which will typically be a protected zone extending out a defined distance from the shore. The more timely and stringent standards in those regional areas, depending on how broadly they are established, may accelerate the transition to cleaner fuel in many areas.

The new IMO standards are focused on air quality and the pollution effect of residual fuel used in vessels as opposed to the broader greenhouse gas effect which the MEPC has indicated it will address next year. The vessel fuel quality issue took on added importance following a November 2007 peer-reviewed study which linked particulate matter emissions from vessel residual fuel to 60,000 deaths worldwide each year, potentially increasing by 40% by 2012. Residual fuel is what is left over after all the cleaner fuels have been extracted from crude oil. It includes a concentration of the impurities and contaminants found in crude oil, including sulfur, vanadium and other heavy metal elements which are all known to be hazardous to human health.

Trailer Bridge's tug/barge vessels use only cleaner distillate fuel. When coupled with tug/barge vessels lower fuel consumption per unit mile characteristics, it results in significantly less particulate matter and other emissions compared to carriers which use residual fuel. For instance, compared to the carriers serving Puerto Rico that presently use residual fuel, Trailer Bridge has up to 10 and 16 times less particulate matter and sulfur oxide emissions, respectively. Importantly, the Company's entire fleet already meets the IMO's new long-term global standard and is one of the few marine transportation companies to do so. As other carriers transition away from residual fuel and to distillate fuel to meet the IMO standards, their fuel costs will increase. Today, distillate fuel is approximately twice the cost of the same quantity of residual fuel.

John D. McCown, Chairman & CEO of Trailer Bridge, stated, "We continue to closely monitor all developments in relation to this environmental issue. Taking into account the IMO's recommendation and the direction government regulation is gravitating towards, I expect shippers will begin to incorporate this environmental aspect into their supply chain decisions. Last week for the first time we had a new business prospect ask us for detail on all of our emissions per unit mile. We feel that is indicative of changing perceptions. Trailer Bridge's existing differences here offer customers and prospects a way to economically get in front of this issue. I see the compelling data here assisting in our revenue growth and as others transition to the more expensive distillate fuel we already use, our cost advantage will widen. Our definition of sustainability includes all economic and environmental concerns, and we feel the fuel quality issue will be a win-win for Trailer Bridge and its customers in the coming months and years."

Trailer Bridge was the first marine carrier to join the Smartway Transport Partnership, an innovative voluntary collaboration between the U.S. Environmental Protection Agency and the freight industry designed to increase energy efficiency while significantly reducing greenhouse gases and air pollution. Trailer Bridge also owns and operates modern Class 8 tractors as part of its integrated service offering and some of those tractors have been equipped with auxiliary power units that reduce idling time and improve overall costs. Based upon the high actual return on investment Trailer Bridge has achieved, it will be installing the auxiliary power units in more tractors. Additional information on the vessel fuel quality issue as well as Trailer Bridge's in-place differences is available by calling (800) 964-4503 or by emailing enviro@trailerbridge.com.

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 domestic cargo in that 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 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 and changes in rate levels for transportation services offered by the Company.

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