

# Maryland Energy

ADMINISTRATION

*Powering Maryland's Future*

**Media Contact:** Ian P. Hines  
Office: 410-260-7655  
Cell: 443-694-3651

**FOR IMMEDIATE RELEASE**

**MARTIN O'MALLEY**  
GOVERNOR

60 West St, Suite 300  
Annapolis, MD 21401

**MALCOLM D. WOOLF**  
DIRECTOR

800.72.ENERGY  
(TEL) 410.260.7655  
(FAX) 410-974-2250  
[www.energy.maryland.gov](http://www.energy.maryland.gov)

## MARYLAND ENERGY ADMINISTRATION, U.S. DEPARTMENT OF ENERGY AND DAIMLER TRUCKS NORTH AMERICA BEGIN DEPLOYMENT OF 143 HEAVY-DUTY HYBRID TRUCKS IN MARYLAND

*Initiative received \$5.9 million in funding from the American Recovery and Reinvestment Act  
and will create and retain American 'green' jobs*

**BALTIMORE, MARYLAND (January 25, 2011)** – The Maryland Energy Administration (MEA) with the U.S. Department of Energy (U.S. DOE) and Daimler Trucks North America (DTNA) today announced the launch of deployment for 143 heavy-duty Freightliner hybrid electric and Freightliner Custom Chassis hybrid hydraulic trucks under the Maryland Hybrid Truck Initiative (MHTI). MHTI is utilizing \$5.9 million in grant funding from the American Recovery and Reinvestment Act through the U.S. DOE to help offset the incremental cost to purchase and deploy these heavy-duty hybrid trucks that are designed to meet the operational demands of local goods movement.

The official announcement was made this morning at a ribbon cutting celebration commemorating the first “wheels-on-the-ground” funded by MHTI at the Nestle Waters North America Deer Park facility in Baltimore.

“Today, we celebrate the deployment of 143 new heavy-duty hybrid trucks that will provide immediate economic and air quality benefits for Maryland,” said Malcolm Woolf, director of the MEA. “This project will keep Maryland *Smart, Green, and Growing* by significantly reducing petroleum consumption, greenhouse gas emissions and criteria pollutants to bring us closer to achieving our goal of reducing greenhouse gas emissions by 25% by 2025.”

"We are proud to be the vehicle technology partner for the Maryland Hybrid Truck Initiative," said Mark Lampert, senior vice president of sales and marketing at DTNA. "We've begun rapid production and deployment of these trucks, thanks to the effective partnership of DTNA, MEA, U.S. DOE and our customers, the five progressive fleets of Nestle Waters North America, United Parcel Service, ARAMARK, Sysco and Efficiency Enterprises."

MHTI is made possible through the creation of a public-private partnership led by the U.S. DOE and its Clean Cities program, together with the MEA and DTNA. Five dedicated partner fleets—ARAMARK, United Parcel Service, Nestle Waters of North America, Sysco Corporation, and Efficiency Enterprises—were selected to participate in the initiative based on their demonstrated record of implementing large-scale truck deployments and commitment to advanced clean vehicle technology development.

These five partner fleets are the combined recipients of the 143 heavy-duty hybrid trucks and have centered their deployments in Maryland and other clusters nationwide to maximize the impact of mechanic training on hybrid repair, service, and deployment. Workforce trained in advanced technology repair through this initiative will help make Maryland an advanced vehicle technology hub that can support future innovative technology projects.

MHTI is creating and retaining highly-skilled, full-time equivalent American 'green' jobs in automotive factories, dealerships and supply chains. The initiative also provides immediate emission and petroleum displacement benefits by reducing NOx emissions by more than 67,747 lbs. per year; greenhouse gas emissions by 652,748 lbs. per year; and consumption of conventional petroleum products by 138,420 gallons per year.

On Aug. 26, 2009, U.S. Vice President Joe Biden and U.S. Energy Secretary Steven Chu announced that the MHTI was the recipient of \$5.9 million in support as part of awards totaling \$300 million in funding under the U.S. Department of Energy's Clean Cities program. More than 100 applications were submitted, seeking nearly \$1 billion in funding.

For more information, [visit the Maryland Energy Administration](#).

For more information and updates on MHTI, visit [www.marylandhti.com](http://www.marylandhti.com).

###

Acknowledgment: This material is based upon work supported by the Department of Energy under Award Number DE-EE0002565.

Disclaimer: This was prepared as an account of work sponsored by an agency of the United States Government. Neither the United States Government nor any agency thereof, nor any of their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States Government or any agency thereof. The views and opinions of authors expressed herein do not necessarily state or reflect those of the United States Government or any agency thereof.