

Clean Diesel Technologies signs supply agreement

By the Associated Press

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(AP) — Clean Diesel Technologies Inc. said Monday it has signed an agreement to supply emission control systems in a deal worth about \$320,000.

The Bridgeport, Conn., technology company said the contract involves supplying 14 of its Purifier e4(R) DPF systems to the Californian Off-Road Diesel Retrofit Showcase program, which provides grants to vehicles to companies to develop and verify diesel emission control solutions for off-road vehicles used by local governments.

Separately, Clean Diesel Technologies said it had agreed to supply Europe's GMS Lubricants BV with its patented Platinum Plus products for the Northern European market. GMS is one of the largest suppliers of specialty additives and lubricants to the automotive aftermarket.

No terms of that deal were disclosed.

Clean Diesel shares added 2 cents to \$77 cents in morning trading.

Paramount Farms offers land for high-speed rail maintenance facility

By Courtenay Edelhart, Californian staff writer

Bakersfield Californian, Tuesday, Oct. 12, 2010

Civic leaders trying to lure a high-speed rail heavy maintenance facility to Kern County have reached an agreement with Paramount Farms to provide farmland to build on in the event the facility comes here.

The job-rich facility would store, maintain and repair high-speed rail trains.

Kern and Fresno counties are among those vying for the project, which could create 1,500 or more relatively high-paying and stable jobs. Kern County Council of Governments has two sites in the running, one in Shafter and one in Wasco.

Most observers believe the project will go somewhere in the San Joaquin Valley because of its central location in the state. The multibillion dollar high-speed rail system would connect Los Angeles and San Francisco with a 225-mile-per-hour bullet train.

The Shafter bid got a big boost Monday when rail advocates announced that Paramount Farms will donate 180 acres to the California High-Speed Rail Authority if it awards the facility to Shafter.

That would cover 150 acres for the heavy maintenance facility, itself, with remaining acreage set aside for a related "maintenance of way" facility, where railroad tracks, ties, lights and other equipment could be worked on.

The two may not necessarily be built adjacent to one another.

The land that would be donated is valued at between \$7 million and \$8 million, said John Ritchie, vice president of commercial development for Paramount.

"We believe that rail is the key to alleviating a lot of our air issues," he said. "Mass transit is very good for the region, and we very much wanted to be a good partner."

Even giving away the land for free, Paramount stands to gain financially if the Shafter site is chosen. The company owns another 1,100 adjacent acres, and peripheral development near the heavy maintenance facility is anticipated, wherever it's built.

Wasco officials are still fine tuning their own attempt to entice the complex's jobs, but civic leaders at a news conference announcing the Paramount donation downplayed the competition between Shafter and Wasco.

"We are rivals here. Fresno is the enemy," said former Congressman Bill Thomas. "We should never let a contest between rivals benefit the enemy."

From American Indian trails to the area's modern industrial rail system, Kern County has almost always determined its own transportation destiny, Thomas said.

The one time residents here left that task to others, the county wound up with freeways with "more dead ends than they connect with other freeways," and that's having to be corrected at considerable expense decades later, Thomas said.

Today, the county has another opportunity to shape its future, and should seize it and not let go, he said.

Kern County Supervisor Ray Watson also called for unity and defended the construction of the rail system, which some oppose as too expensive for a state in severe financial crisis.

Watson ticked off a list of financial and environmental benefits to rail as opposed to driving, including billions of dollars in savings with fewer car crashes, less road repair and maintenance, [and fewer fines for falling short of federal air quality mandates](#).

"We can't afford not to have high-speed rail," Watson said.

The heavy maintenance facility would serve the entire state, creating an estimated 1,500 to 2,500 jobs in construction alone, and potentially another 1,500 permanent positions.

The California High-Speed Rail Authority is expected to announce a decision next year on where it will build.