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Jeff Vehicles Ltd. has been working with partners Porterbrook Leasing Company Ltd. and the Birmingham Centre for Rail Research and Education (BCRRE) to prepare and run the UK’s first hydrogen train on the Network Rail mainline from Honeybourne to Evesham today.

Jeff Vehicles Ltd carried out software, electronic and electrical design work allowing the first UK hydrogen train to be built in less than 12 months. It was demonstrated by the Porterbrook and BCRRE team to the Secretary of State for Transport and shadow Secretary of State for Transport at the Rail Live exhibition in June 2019 at a test track at Long Marston.

Since June 2019 BCRRE gained an Innovate UK grant to progress to running the train on the mainline with the support of Porterbrook and suppliers. Jeff Vehicles Ltd has provided hazard analysis, electromagnetic compatibility assessment and engineering design help to enable the train to gain the necessary approvals.

Mary Grant, CEO of Porterbrook, said: “Porterbrook is committed to innovation and the delivery of a carbon neutral and sustainable railway. Today’s mainline testing of HydroFLEX achieves another important milestone on this journey. I’m also delighted to be able to announce our intention to start producing HydroFLEX trains, creating the world’s first electric and hydrogen powered bi-mode rolling stock, as well as generating significant opportunities for the UK supply chain.”

Dr. Jeff Allan, CEO of Jeff Vehicles Ltd said “This has been a great month as not only has HydroFLEX run on the mainline to Evesham but Jeff Vehicles Ltd. has published the second edition of the free book “Driving an Electric Car”. This book has already seen a readership of over 5000. It covers battery electric, hybrid and hydrogen cars as well as e-bikes. It is available from <http://www.jeffvehicles.com/free-book/>

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**Notes to Editors**

**About Jeff Allan**

Jeff is CEO of Jeff Vehicles Ltd., a company set up to carry out consultancy in innovation in Transport and Energy, especially to design battery and hydrogen powered vehicles for road and rail. He holds two Guinness World Records for charging time in an electric vehicle, across Britain and across Europe. He has written a popular free book “Driving an electric car” available on his website [www.jeffvehicles.com](http://www.jeffvehicles.com). He lectures/tutors on signalling topics at University of Birmingham and Glasgow Caledonian University for Institution of Railway Signal Engineers and Institution of Railway Operators degree courses. He has won awards for Institution of Engineering and Technology papers on railway subjects. He is also a director of Vanguard Sustainable Transport Solutions Ltd. which provided the specification for the hydrogen refuelling system for HydroFLEX.

**About BCRRE**

BCRRE is part of the University of Birmingham. The university is ranked amongst the world’s top 100 institutions. Its work brings people from across the world to Birmingham including researchers, teachers and more than 6,500 international students from over 150 countries.

**About Porterbrook**

* Porterbrook Leasing Company Limited ("Porterbrook") is a leading participant in the rail leasing market and has a rolling stock fleet of almost 4,500 vehicles.
* Since privatisation, Porterbrook has invested over £3bn in the UK rail market. The company is looking to invest more than £1bn in Britain’s railway over the coming years.
* We have successfully introduced 2,500 new vehicles into passenger service.
* Porterbrook also spends £3m each week on its existing fleets, supporting almost 7,000 jobs in the UK supply chain.
* In October 2014, the Porterbrook Group of companies was acquired by a consortium of investors including Alberta Investment Management Corporation (“AIMCo”), Allianz Capital Partners (“ACP”) on behalf of certain insurance companies of the Allianz Group, EDF Invest and a consortium of Utilities Trust of Australia (“UTA”), The Infrastructure Fund (“TIF”) and Royal Bank of Scotland Group Pension Fund (“RBS”).

**About Vanguard**

Vanguard Sustainable Solutions is a spinout from the University of Birmingham and has worked extensively on the design, development and integration of the HydroFLEX train.



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