On 2 January the Secretary of State for Transport announced a new railcard for 16-17-year-olds. It is clear from recent answers to Parliamentary Questions that the Department for Transport is in discussions with the Rail Delivery Group (RDG) to develop and implement the 16-17 railcard. Baroness Sugg recently said "The 26-30 railcard is an industry-led initiative which is well supported by train operating companies and the Rail Delivery Group. Franchised train operators will be contractually required to accept the 16-17 railcard."¹

I have several questions about the new card.

1. How will the 16-17 railcard be funded?
2. Will all current franchises be required to accept the new railcard—and if so how will this be achieved—or will it only apply to franchises let after the railcard is launched later this year?
3. How confident are you that your discussions with the RDG will be complete in time for the new railcard to be launched in September 2019?
4. Why did you consider it necessary to introduce this card given there is already a 16-25 Railcard? Will you be asking the RDG to make changes to the 16-25 Railcard?
5. What evidence is there that people eligible for a 16-17 railcard or a 16-25 railcard can make an informed choice and understand the benefits and costs of each option?
6. How do you justify the current range of different railcards?
7. Do you expect to introduce similar arrangements for discounts for students and young people using buses?

I look forward to receiving your reply. You should be aware that I intend to ask the Committee to publish our correspondence.

Lilian Greenwood MP
Chair of the Transport Committee