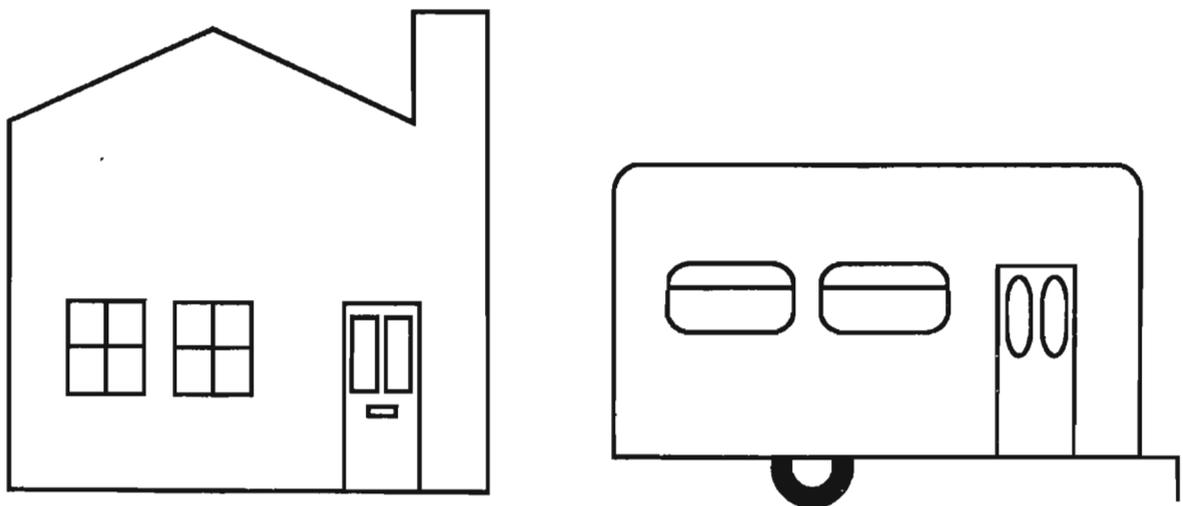


# FIFTH REPORT

Committee to Monitor the  
Implementation of Government  
Policy on Travelling People



COMMITTEE TO MONITOR THE IMPLEMENTATION OF GOVERNMENT POLICY ON  
TRAVELLING PEOPLE

Report for 1989



## CONTENTS

<u>CHAPTER</u>	<u>TITLE</u>	<u>PAGE</u>
1.	INTRODUCTION	1
2.	ACCOMMODATION	5
3.	HEALTH	11
4.	EDUCATION	14
5.	TRAINING AND EMPLOYMENT	17
	APPENDIX 1	20
	APPENDIX 2	25



CHAPTER 1INTRODUCTION TO THE FIFTH ANNUAL REPORT

The Monitoring Committee was established by the Government in 1984 and is charged with monitoring the implementation of Government Policy and the provision of State services to Travelling People. Representatives of Government Departments, Travelling People themselves and people with long experience of working with Travellers on a voluntary basis serve on the Committee, with an independent Chairman. The Committee meets on a regular monthly basis, works hard and takes its role seriously in endeavouring to ensure that Travelling People get basic justice and fair treatment from all the services provided by Government for the well being of the community.

However while it may be appropriate for the Committee to attend to its role and to report regularly on its activities, the important consideration is how much progress is being made in advancing the standard of living and the quality of life of Irish Travellers; are they being treated fairly as an important and vulnerable minority within our community? and what additional steps, if any, need to be taken and by whom to achieve acceptable standards of justice for them?

Indicators of Progress

Successive Irish Governments, including the present Government have been entirely supportive, in terms of policy and resource allocation, of improvements in the accommodation, education, health and welfare of Travellers. This is reflected in statistics such as accommodation units established and school attendance growth during the past decade. There were 75% of school going age attending school in 1989, more than double the percentage in 1979. At the annual count of Travellers which was completed in 1989 there were 2,402 families in acceptable accommodation as compared with 1,275 families in 1979. There are now twenty seven Training Centres as compared to six. This significant progress merits

acknowledgement and is a tribute to the Government Ministers with responsibility for these areas in that period and to the public servants who implement the policies.

But notwithstanding the progress made there were 1,028 families living on unofficial, unserviced roadside sites at the 1989 count; there is still a sizeable number of Traveller children of school going age who are not attending school and this is largely accommodation related; the life expectancy of Travellers at birth is 10-12 years shorter than for settled people; Irish Travellers have an age pyramid similar to that of a Third World country; and they suffer daily discrimination and prejudice at all ages and in most aspects of their lives. None of us can escape some responsibility for or be complacent about the way in which we treat this group of our fellow citizens. Nor can any claim that they are unaware of the squalid conditions of deprivation which we impose, whether wittingly or unwittingly, on many Travelling People.

#### Accommodation

The issues of accommodation and human rights are priorities and continuing concerns of the Monitoring Committee and of the Travelling People, on whose behalf they are working. While progress has been and is being made in accommodating many families in standard houses, group housing and on serviced sites, the rate of new family formation is greater than the rate at which accommodation is being provided. Thus Irish Travellers face continuing problems for the foreseeable future unless there is a significant increase in the extent of suitable accommodation made available to them.

#### Importance of local authorities

While central Government, as stated above, has been fully supportive of taking the necessary steps to deal with this, local authorities in some areas of the country have failed to meet their responsibilities in regard to Travellers' needs. The Monitoring Committee is concerned at reports they have received that some

local authorities are not treating Travelling people fairly, in accordance with those Authorities' own housing allocation criteria for the Travellers in their area who want houses. This matter is currently being investigated at the request of the Committee.

The Committee is also concerned about those Local Authorities who are dragging their feet in terms of providing serviced sites for Travellers. The Local Authorities concerned can be established by reference to successive annual reports from the Monitoring Committee in which, for example, the Caravan Parks at Planning including Tender Stage are reported from year to year on the basis of information provided by these Authorities to the Department of the Environment. Some sites which were at Planning including Tender Stage at December 31st., 1989 were at the same stage at December 31st., 1988 and for years prior to that. While it is acknowledged that unforeseen factors can and do delay the completion of serviced sites and that some of these delays are outside the control of the Local Authorities concerned, there are some councils and corporations with significant numbers of Travellers resident within their functional areas who have for long promised action to accommodate these families but have failed to provide a single serviced site.

### Public Attitudes

Delays by Local Authorities in providing serviced sites for Travelling People frequently reflect local opposition from settled residents of these areas to such sites. Well published cases of such opposition over the years occurred in the Ragoon area of Galway and in Leopardstown in Dublin yet in both these areas there are now excellent sites and the grounds for opposition are seen to have been invalid. Within the past few months there has likewise been organised opposition to the establishment of any further serviced sites in Navan, Co. Meath. People have a right to exercise their democratic freedom of objecting, within the law, to new developments in their area. But they must also recognise the right to life along with the inherent rights to Education, Healthcare etc. of Travelling People whose life expectancy is significantly reduced by unsuitable accommodation; the right of Travellers to participate in the improvement in the standard of

living and quality of life which are being enjoyed by Irish people as a whole within the European Community; and their responsibility as members of what claims to be a caring society for underprivileged and vulnerable groups within that society. Furthermore, elected local representatives have the power and responsibility under the law to provide accommodation, including serviced sites for Travelling families and a responsibility not just to reflect public opinion in their area but to lead and influence that opinion.

### Discrimination

In addition to the difficulties experienced by Travellers in the area of accommodation, they also experience difficulties in other aspects of their daily lives. Very few Travelling People are employed in jobs to which settled people have routine access; Travellers are frequently refused entry to hotels, pubs, discos and other places of public assembly and entertainment; their children are occasionally refused admission to schools because they belong to the Travelling community; and discrimination and prejudice are, based on their daily experience, a normal expectation of Travellers at all ages. It is past time that this discrimination was ended both through appropriate legislative provision and through community action. The Monitoring Committee urges that action be accelerated to give legislative effect to the country's obligations under the UN Convention on the Elimination of All Forms of Racial Discrimination. But however important this legislation may be, how can we as a society continually countenance the daily discrimination and insults to which Travelling People are subjected? We as a country have enjoyed over the years international standing for showing solidarity with oppressed peoples in other countries. We ignore and appear to accept oppression of a vulnerable group of our fellow citizens.

## CHAPTER 2

### ACCOMMODATION

#### Annual Count 1989

The total number of traveller families at the Annual Count in November, 1989 was 3,430. (Full details of the Count are at Appendix 2). This represents an increase of 364 families over the total in 1988. The figures show an increase of 190 families in the total settled. This comprises 77 families accommodated in standard housing, 4 in group housing and 107 on sites. The numbers living in chalets increased by 2. The overall figure on sites does however include 179 families living on temporary sites with minimal facilities while awaiting the construction of fully serviced sites. The progress in settling families continued. However, because of the increase of 11% in the total number of families the numbers on the roadside also increased.

#### Progress on the provision of accommodation

##### **Caravan Parks**

During 1989 fifteen residential caravan parks catering for 100 families were completed or extended. At the end of the year 5 were under construction which, on completion, will accommodate 57 families. In addition there were 25 at planning and tender stage which should accommodate approximately about 170 families on completion. Details of the sites are shown in Table I.

##### **Group Housing**

Two group housing schemes were completed in 1989 housing 18 families, 3 schemes of 15 houses were under construction and 3 schemes were at planning and tender stage which will accommodate 18 families on completion. Details of the schemes are shown at Table II.

### Position in Dublin

Dublin continues to have the largest traveller population in the country - 832 families, of whom 188 or 22% live by the roadside. The difficulties in County Dublin mentioned in the last report were overcome when the Council adopted a variation of the Development Plan which allowed the establishment of halting sites in almost all zoning categories. Although legal proceedings in respect of the site at Cherryfield remain outstanding, the rest of the Council's settlement programme can proceed.

TABLE 1 CARAVAN PARKS1989 Completed Residential Caravan Parks

<u>Local Authority</u>	<u>Scheme</u>	<u>No. of Bays</u>	<u>Date of Completion</u>
Galway Co. Cl.	Ballygar	12	May, 1989
Kildare Co. Cl.	Newbridge	7	March, 1989
Kilkenny Co. Cl.	Wetlands	2 Bay Ext.	Oct., 1989
Kilkenny Co. Cl.	Hebron Road	2 Bay Ext.	Nov., 1989
Leitrim Co. Cl.	Carrick-on-Shannon	8	Dec., 1989
Limerick Co. Cl.	Rathkeale	11	March, 1989
Roscommon Co. Cl.	Ballaghadereen	4	Jan., 1989
Tipperary S.R. Co. Cl.	Heyward Road	3	Aug., 1989
Waterford Co. Cl.	Kilbarry	12	Nov., 1989
Westmeath Co. Cl.	Lissywollen	9	Dec., 1989
Wexford Co. Cl.	New Ross	6	May, 1989
Cork Corp.	Ballyvolane	10	Oct., 1989
Galway Corp.	Circular Rd/Rahoon	5	Jan., 1989
Galway Corp.	Tuam Road	7	Nov., 1989
Limerick Corp.	Clonlong	2 Bay Ext.	
		+ Refurbishment	Nov., 1989

CARAVAN PARKS AT PLANNING INCLUDING TENDER STAGE AT 31 DECEMBER, 1989

AUTHORITY	LOCATION	NO. OF BAYS
Dublin County Council	Cherryfield Firhouse Road	5 bays
Dublin County Council	Porterstown	5 bays
Dublin County Council	Crinken	5 bays
Dublin County Council	Turnpike Lane	5 bays
Dublin County Council	Belgard Road	6 bays
Galway County Council	Tuam	10 bays
Galway County Council	Killimor	10 bays
Laois County Council	Mountmellick	12 bays
Laois County Council	Longbarn	1 bay
Laois County Council	Derrycloney	1 bay
Meath County Council	Athlumney	6/8 bays
Roscommon County Council	Killerney	16 bays Redevelop
Tipperary S.R. Co. Council	Ballybrack	3 bays
Tipperary S.R. Co. Council	Roscrea	2 bays
Wexford County Council	Enniscorthy	10 bays
Wicklow County Council	Fassaroe	6/8 bays
Ballinasloe U.D.C.	Galway Road	5 bays
Ballinasloe U.D.C.	Athlone Road	5 bays
Cork Corporation	Carrigrohane	10 bays
Dublin Corporation	St. Oliver's Park	14 bays redevelop
Dublin Corporation	Grand Canal Harbour	14 bays
Dublin Corporation	Emmet Street Inchicore	4 bays
Drogheda Corporation	Mell	10 bays
Limerick Corporation	Galvone Road	9 bays
Waterford Corporation	Bilberry	7 bays

CARAVAN PARKS UNDER CONSTRUCTION AT 31 DECEMBER, 1989

NAME	AUTHORITY	TYPE	NO. OF UNITS.
Beechpark	Clare County Council	Site	
		Refurbishment	6
Navan	Meath County Council	Site	14 bays
Tubbercurry	Sligo Couty Council	Site	7 bays
Headford Road	Galway Corporation	Site	25 bays
Cooperage	Limerick Corporation	Site	5 bays

TABLE II

GROUP HOUSING COMPLETED JANUARY, 1989 - DECEMBER, 1989

AUTHORITY	LOCATION	NO. OF UNITS
Dublin Corporation	Grove Lane	6
Dublin Corporation	Cara Park Phase 2	12
		Replacement Bungalows

GROUP HOUSING UNDER CONSTRUCTION DECEMBER, 1989

AUTHORITY	LOCATION	NO. OF UNITS
Clare County Council	Ashline	4
Cork (S) County Council	Kinsale Road	7
Meath County Council	Reask	4

GROUP HOUSING AT PLANNING INCLUDING TENDER STAGE AT DECEMBER, 1989

AUTHORITY	LOCATION	NO. OF UNITS
Dublin Corporation	St. Oliver's Park	10
Wexford County Council	Drumgoold	4
Ballinasloe U.D.C.	Ballinasloe	4

## CHAPTER 3

### HEALTH

#### The Travellers Health Status Study

The second in a series of linked reports of the Travellers Health Status Study was published in 1989. This report describes fertility and mortality rates and life expectancy of Travellers based on births and deaths in 1987 using the 1986 Count of Travelling People as a denominator.

The findings and conclusions of the Study are summarised in Appendix 1. However sobering and shocking the findings of this study may be, the Monitoring Committee congratulates the Health Research Board, Dr. Joe Barry and the Study Team as well as the Scientific and Advisory Committees on their pioneering work in this area. The Study continues in its next phase with an examination of the health of Traveller infants and the uptake of antenatal, postnatal and infant health services by Travellers.

The research work of this Study provides a basis for action to improve the health of Travellers and their life expectancy. While the health of Travelling People and their life expectancy is significantly dependent on better living accommodation and conditions being provided for them, actions apart from these can be taken, as suggested by the research work, to improve the health status of Travellers. The Monitoring Committee looks to each Health Board to draw up an action programme based on the findings of this Study to date and will be watching the progress of such programmes during the next year.

#### Public Health Nurses

The Public Health Nurse has a crucial role to play in supporting the Traveller community and nurses with a commitment and sensitivity are required in this work. The Monitoring Committee suggests that where there is a relatively large population of Travellers, a Public Health Nurse should be specially appointed to

serve that community. Areas of particular concern in such groups are (a) support services for families with handicapped members, (b) rapid follow up of mothers with newly born babies where, because of their transient lifestyle, delays of up to twelve months in contact with public health nurses can sometimes arise, (c) follow up with traveller patients who are discharged from hospital where again this can be delayed due to the family concerned moving.

### Health Education

The activities of the Eastern Health Board through its excellent Mobile Health Clinic for Travellers have highlighted the importance of Health Education to the Travelling Community and to women in particular. The Eastern Health Board in furtherance of its work is developing Health Education videos for this purpose. We would urge other Health Boards, particularly those with large Traveller populations to develop a programme of Health Education drawing on the experience of the EHB in this field.

### The Safety of Travellers Caravans

There have been several dreadful fire accidents during 1989 in which the lives of Travellers were lost. Dublin County Council examined this matter and has developed a preventive code of practice on serviced sites to reduce the risks to families from fires. The Monitoring Committee has asked the Eastern Health Board, in association with other bodies (The Fire Officers Association, the National Safety Council, the NSAI) to examine this issue to discover what steps, if any, can and should be taken to reduce the risk of fire to which Travelling families are exposed.

### The Castle Street Centre

Traveller families in the Dublin area seeking supplementary welfare have to attend the Eastern Health Board Centre at Castle Street for that purpose or receive an onsite visit from personnel from Castle Street. The Monitoring Committee is of the opinion that families who are long term residents in a particular area of

Dublin be they in group housing, standard housing or serviced sites should be permitted to receive supplementary welfare through their local health centre if the Travellers concerned so choose. The Monitoring Committee has represented this case to the Eastern Health Board on a number of occasions. The Committee sees no good reason why this step cannot be taken and urges the Eastern Health Board to act on it. The Castle Street Community Welfare Centre plays an important role in serving the Travelling Community and we are not advocating that it ceases its activities on their behalf. We are advocating that the choice of using their local health centre be given to Travellers who are essentially of fixed abode.

The Monitoring Committee welcomes the initiative of the Department of Social Welfare who are enabling Travellers of fixed abode to sign on at their Employment Centre with members of the settled community, where previously these Travellers were required to sign on with others from the Travelling Community on Thursday mornings.

CHAPTER 4EDUCATION

There are 4 special national schools with 143 special classes for travellers currently operating in National Schools throughout the country. A number of additional applications for special classes are being investigated.

Recent applications/communications from schools indicate an increased interest in operating the classes on a withdrawal basis (partial integration in the ordinary classes) as opposed to the full-time basis.

The number of pre-schools in receipt of financial assistance towards running costs is 47 - a further application is under consideration at present.

Approximately £3 million was spent in 1989 on providing education for travellers at primary and pre-school level (apart from traveller pupils fully integrated into mainstream education which number 2000 approx.)

The general statistics relating to special education for travellers is summarised in the table below.

	Number	Number of Pupils
Preschools	47	500 approx.
Special National Schools	4	200 approx.
Special Classes with Withdrawal Classes in National Schools	143	2,000 approx.

Having consulted with the National Council for Travelling People it is now considered by the Monitoring Committee that, having successfully raised participation levels by traveller children at

primary level, an additional focus of development should now transfer to post-primary level. About 20% of the 2000 traveller children in the 12+ age group are in attendance at full time education. Half of this figure it is estimated (about 200) are attending Junior Training Centres for travelling children with the remaining half of those attending school at mainstream primary and post primary schools. It is now overdue that new measures be decided upon and put into effect rapidly to improve the participation levels of traveller children at post-primary level. It cannot be anticipated that such higher participation levels will be achieved through the Junior Training Centres alone. The Department of Education role in these institutions is vital providing teaching hours and financial resources through the VECs. But educationally the Department's role has been a passive one - local voluntary bodies have to locate a premises and negotiate the budget for teaching hours and resources, there is no standardisation of curriculum or concerted effort by means of curriculum content to facilitate the progression of pupils into mainstream second level education.

It is the view of the Monitoring committee that in furtherance of the objective of equal educational opportunity the Minister for Education should at an early date establish a Working Group which would consult with the various teacher and school authority interests at post-primary level and bring forward positive proposals that could be implemented by September, 1991 to facilitate participation by the traveller children in second-level schools. The terms of reference of such a group should be to specify:-

- (i) the steps which should be taken by the various second-level school authorities in this context;
- (ii) the procedures that should be established for continued evaluation and assessment of the various types of provision recommended.

The curricula to be adopted in association with the types of provision recommended should in due course be devised by the Curriculum and Examination Board in consultation with the National

Council for Travelling People and other interested parties. We would advocate that such curricula while addressing special needs should be complementary to mainstream standards and based on a strategy of promoting mutual understanding between the travelling and settled communities.

The Monitoring Committee wishes to acknowledge the valuable contribution made by the Visiting Teacher Service. This service has been a major factor in improving home/school links and in increasing school enrolments. While employed through the Primary Branch of the Department, these teachers deal with the entire range of educational provision. The service is at present concentrated in high density population areas only and therefore limited in its geographical scope. The requests for the extension of this service which enjoys a largely positive image should be looked at sympathetically. This service is a valuable resource for any future planning as the personnel who work in the field are uniquely placed. They have accumulated worthwhile experience and specialist skills in liaising between the settled and traveller communities.

We wish to acknowledge the increased involvement of traveller parents in the education of their children. We ask that they be invited into the educational debate and kept informed of developments. We must take into account the travellers own aspirations and their knowledge and experience of their history and circumstances.

CHAPTER 5TRAINING AND EMPLOYMENTTraining

During 1989, training of young travellers continued at the 27 special training centres located throughout the country. These centres are funded by FAS and the Department of Education (through the VECs) and are established and operated with the involvement of the National Association of Training Centres for Travelling People (NATC).

Out of a total of 498 travellers who completed the programme, 298 went on to employment or further training. The following is a breakdown of their experience:

Employment	110
Self-Employment	46
Schemes	48
Further Training	94
	---
Total	298

During the year, FAS developed and implemented a new approach to the assessment and certification of trainees attending the centres. This system is based on measuring the competencies developed and displayed by trainees and is expressed in "can do" statements rather than grades and percentages. This assessment and certification of what trainees are capable of actually doing should provide them with improved pathways to employment and further training and/or education.

This new system of assessment and certification was designed with the active participation and support of teachers and directors of training centres as well as the Department of Education and the National Association of Training Centres. Operation of the new system will be evaluated at the end of 1990.

Two of the centres, Clondalkin and Athlone, participated in the EC PETRA programme. This is the European Community Action programme for the Vocational Training of Young People and their Preparation for Adult and Working Life. The two centres are involved in a pilot project jointly with two Community Training Workshops. The aim of the project is to develop a pre-enterprise training module suited to this level of trainee. Piloting of the module commenced in the Autumn of 1989. The project is part of a network involving similar type projects in the UK, Spain and the Netherlands. An exchange of trainers between the projects will take place during 1990. Training materials will also be exchanged.

Details of the location and capacity of the centres are set out below:

Travellers Training Centres - End 1989

<u>Location</u>	<u>No. of Training Places</u>	<u>Location</u>	<u>No. of Training Places</u>
Bray	30	Tallaght	24
Coolock	30	Clondalkin	30
Finglas	27	Carlow	30
Cork	24	Killarney	24
Ennis	24	Galway	28
Oranmore, Galway	24	Loughrea	24
Tuam	24	Ballinasloe	24
Abbeyfeale	12	Newcastle West	12
Ballina	24	Letterkenny	24
Navan	24	New Ross	24
Athlone	24	Dundalk	24
Tullamore	30	Longford	24
Thurles	20	Carrick-on-Shannon	24
Portlaoise	24		

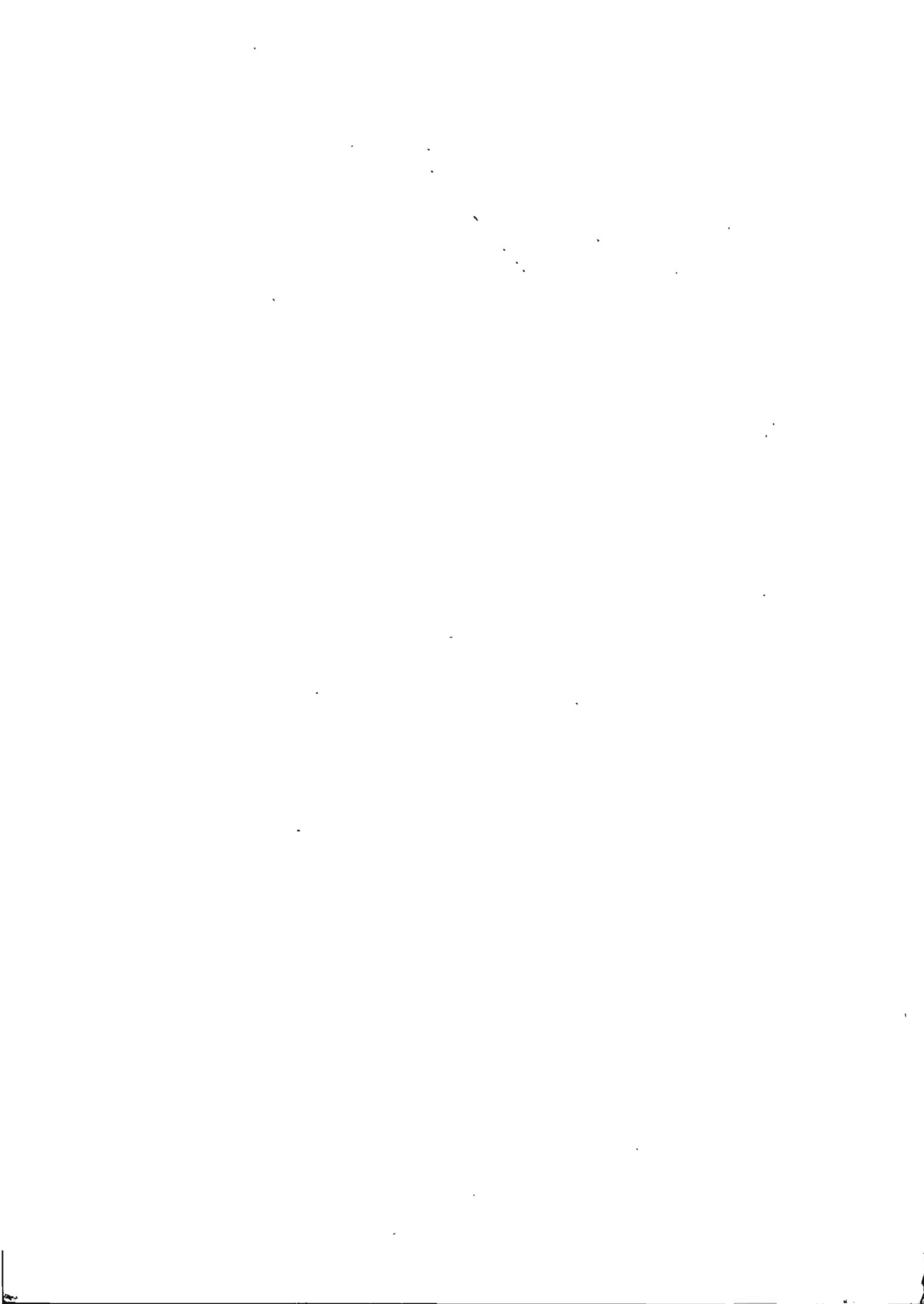
TOTAL - 657

## Employment

A number of travellers participated in the employment schemes operated by FAS during 1989. Young people participated in TEAMWORK projects while older travellers participated in the Social Employment Scheme. A number of projects under both schemes have participants from both the travelling and settled communities.

A variety of work was carried out by the participants on the various projects, including preparing traveller children for school, supervising on school buses, assisting in primary school classes with traveller children, providing secretarial assistance in the training centres, organising summer projects, promoting relations with the settled community, caretaking and general maintenance of buildings and grounds.

Under the Community Enterprise Programme operated by FAS, two projects involving travellers continued to operate during 1989. These were the Dublin Travellers Enterprise Development Group and the Navan Car Care Co-op Society. In addition, this programme also funded an Enterprise Worker to help the Dublin Travellers Education and Development Group to develop commercial opportunities suited to travellers.



## APPENDIX 1

The major development of concern to Travellers in the Health area was the publication of the second report of the Health Research Board's Travellers Health Status Study.

### Objectives

The objective of the Travellers Health Status Study is to get a clearer picture of the health of Traveller People. The most significant measurements, such as the birth rate (fertility) and the death rate (mortality) of Travellers had not been researched before so the first priority was to measure these.

### Numbers of Travellers

As a prerequisite to measuring fertility and mortality a census of Travellers was carried out in November 1986. There were 15,888 travellers enumerated in the Census. Travellers have a very young age profile, with 50% aged less than 15 years and only 2% aged over 65. The Traveller population is similar to that seen in a developing country.

### Fertility

It had been suspected prior to the study that the fertility of Travellers would be high compared to the Irish population as a whole. The results of the study bear this out. The birth rate for Irish people is 16.6 per 1,000 (in other words for every thousand people 16.6 babies are born each year). This is the highest rate in the European Community. For Travellers the birth rate was 34.9 per 1,000 in 1987, over double the National rate.

The "Total Fertility Rate" represents the average family size over the next 30 years based on current fertility rates. The Total Fertility Rate for Irish women in 1987 was 2.3 and for Travellers it was 5.3. Thus Traveller families are over twice as large as the average Irish family.

These fertility measures are summarised in Table 1.

TABLE 1

## Measures of Fertility for Travellers in Ireland, 1987

	Ireland	Travellers
Crude Birth Rate (per 1,000)	16.6	34.9
Total Fertility Rate (per individual woman)	2.3	5.3

Mortality

The Study found that Travellers have a two and a half times greater chance of dying in a given year than settled people. They have a four and a half times greater chance of dying in an accident. The major natural cause is metabolic conditions in childhood. These are often the result of marriage between close blood relations. Because the calculations are based on small numbers (there were only 84 Traveller deaths in the year) not all the figures are statistically significant. Those that are, are in bold type.

TABLE 2

Standard Mortality Ratios (SMR's) for Travellers, 1987  
(Standard Population in Ireland)

Cause of Death	Ireland SMR	Travellers SMR
All Causes	1	2.5
Natural Causes	1	2.3
Accidents	1	4.5
Cancer	1	1.7
Childhood Metabolic Defects	1	15.4
Cardiovascular	1	1.9
Respiratory	1	4.4
Genitourinary	1	6.8
Childhood Congenital Anomalies	1	3.4

### Housing and Mortality

The effect of housing on mortality was examined. Mortality was much higher in relation to accidents for Travellers living in caravans at the time of death, than those in houses. There was no difference between Travellers living in houses and those living in caravans for deaths from natural causes.

TABLE 3

#### Effect of Housing on Mortality

	SMR Ireland	SMR Travellers Living In Houses At time of Death	SMR Travellers Living In Caravans At time of Death
Natural Causes	100	2.3	2.3
Accidents	100	1.4	8.4

### Life Expectancy

Life expectancy for male Travellers at birth is 62 years, compared to 72 years for males generally. For female Travellers it is 65 years, compared to 77 years for females generally.

The life expectancy of Travellers now is what it was for Irish people in the 1940's.

### Mortality in Early Life

The stillbirth rate for Ireland is 6.9 per 1,000. For Travellers it is 19.5 per 1,000.

The infant mortality rate (deaths in the first year of life) for Ireland is 7.4 per 1,000. In other words of every 1,000 Irish babies born 7.4 will not reach their first birthday. For Travellers the rate is 18.1 per 1,000. (Table 4).

TABLE 4

## Mortality in Early Life for Travellers in Ireland, 1987

	Ireland	Travellers
Stillbirth Rate (per 1,000)	6.9	19.5
Infant Mortality Rate (per 1,000)	7.4	18.1

Discussion on Findings of ReportFertility

One purpose of measuring fertility is to bring to the attention of Travellers and statutory and voluntary agencies the level of fertility among Travellers as opposed to settled people. Another purpose is to plan for the health care and accommodation needs of Travellers. Questions as to family spacing and contraceptive use are being addressed in a further part of the study.

Mortality

The findings on mortality, while not unexpected, are startling when seen in print. The very high mortality from accidents is an issue that needs to be addressed immediately. The high mortality from metabolic defects is related to the high proportion of Traveller marriages between close blood relatives.

The effect of housing on mortality is difficult to interpret. There is no difference in mortality from natural causes. The mortality rate from accidents in Travellers who live in caravans is very high. There have been numerous deaths of Travellers in fires. There is scope for lowering the number of accidents by adoption of safety features and practices but it is debatable whether caravans can be made as accident proof as houses.

The generally high mortality rate for all common causes from pregnancy to old age is usually due to the poor living circumstances of Travellers which have previously been documented. The findings in this study are consistent with other studies where the health of socially and economically deprived groups have been measured.

Solutions to the problem will require the active participation of statutory and voluntary agencies and the Travelling community.

### Summary

The fertility of Irish Travellers is over twice as high as the Irish population, which is itself the highest in the European Community. The mortality rate for Traveller pregnancies and for Travellers in the first year of life is over two and a half times greater than for settled people. Travellers have excess mortality (by a factor of  $2\frac{1}{2}$ ) for natural causes and an excess (by a factor of  $4\frac{1}{2}$ ) for accidents. The highest relative mortality is for metabolic defects in childhood. Life expectancy for Traveller males is 10 years less than for settled males and for Traveller females it is 12 years less than for settled females.

This Summary is based on "The Travellers Health Status Study - Vital Statistics of Travelling People, 1987". Copies of this report are available from the Health Research Board, 73 Lower Baggot Street, Dublin 2.

The next publication in this series of reports on Travellers Health will focus on the health of traveller infants and the uptake of antenatal, post natal and infant health services by Travellers.

ANNUAL COUNT OF TRAVELLERS 1989

	STANDARD HOUSING				GROUP HOUSING				TOILET SITES				TRAILERS ON SITES				TOTAL SETTLED				ROADSIDE				TOTAL				TRAVELERS #							
	86	87	88	89	86	87	88	89	86	87	88	89	86	87	88	89	86	87	88	89	Indigenous				Transient				86	87	88	89	86	87	88	89
																					86	87	88	89	86	87	88	89								
CARLOW	15	11	10	14	6	6	5	5	3	3	3	3	-	4	3	3	24	24	21	25	9	-	-	17	1	11	18	1	34	35	39	43	-	3	18	-
CAVAN	19	15	21	21	-	-	-	-	-	-	-	-	15	15	12	-	34	30	33	21	5	7	4	5	4	1	18	-	43	38	55	26	-	-	-	-
CLARE	21	20	27	26	10	10	9	8	-	-	-	-	21	8	14	27	52	38	50	61	20	32	20	17	7	13	1	7	79	83	71	85	-	-	-	7
CORK (CITY)	85	89	94	98	-	-	-	-	-	-	-	-	14	19	22	26	99	108	116	124	43	27	33	10	33	15	24	21	175	150	173	155	4	-	-	10
CORK (COUNTY)	45	50	39	39	4	4	13	-	-	-	-	-	26	20	15	14	75	74	67	53	32	24	13	35	7	7	1	22	114	105	81	110	7	8	-	-
DONEGAL	38	33	33	26	-	-	-	-	5	2	2	1	2	-	-	5	45	35	35	32	23	16	18	22	-	2	2	2	68	53	55	56	-	1	3	-
DUBLIN (CORP)	30	54	85	107	45	57	65	78	44	33	26	24	63	90	116	99	182	234	292	308	31	67	51	77	50	-	-	-	263	301	343	385	-	-	-	-
DUBLIN (COUNTY)	56	74	69	77	26	29	20	23	-	-	-	-	55	50	165	226*	147	153	254	326	197	193	32	78	30	-	12	20	374	346	298	424	9	29	15	-
DUBLIN (COUNTY)	4	4	5	4	6	6	6	6	-	-	-	-	-	-	-	-	10	10	11	10	-	1	5	6	-	1	-	7	10	12	16	23	-	-	-	-
DUBLIN (COUNTY)	69	68	68	63	17	20	23	27	2	4	-	3	-	-	2	7	88	92	93	100	37	29	14	20	7	9	12	17	132	130	119	137	-	-	-	-
DUBLIN (COUNTY)	133	144	135	140	-	-	11	12	3	2	4	-	34	-	-	-	170	146	150	152	51	69	72	68	13	8	-	6	234	223	222	226	-	-	9	1
KERRY	107	111	117	127	2	2	2	2	3	3	2	2	13	17	11	18	125	133	132	149	9	2	9	7	-	-	1	1	134	135	142	157	-	8	-	3
KILDARE	2	1	1	2	-	-	-	-	-	-	-	-	6	6	8	21	8	7	9	23	17	13	18	4	4	9	7	14	29	29	34	41	3	-	-	8
KILKINNY	9	10	13	14	3	3	3	3	1	5	9	10	-	3	-	3	13	21	25	30	1	4	2	3	8	10	9	18	22	35	36	51	7	2	-	-
LAOIS	8	6	5	5	-	-	-	-	1	1	1	1	15	13	18	30	24	20	24	36	12	12	14	13	5	8	11	8	41	40	49	57	3	-	-	13
LEITRIM	9	8	10	7	-	-	-	-	-	-	-	-	8	9	13	13*	17	17	23	20	-	-	-	11	-	-	-	2	17	17	23	33	-	-	-	1
LIMERICK (CITY)	3	4	6	6	5	5	5	5	-	-	-	-	-	-	-	2	8	9	11	13	27	35	37	35	11	5	9	14	46	49	57	62	-	-	-	-
LIMERICK (COUNTY)	98	98	101	121	-	-	-	-	-	-	-	-	7	8	8	13	105	106	109	134	36	50	40	45	33	15	29	9	174	171	178	188	-	-	-	3
LONGFORD	60	76	81	85	-	-	-	-	7	4	2	2	2	8	8	10	69	88	91	97	14	11	11	11	3	-	1	-	86	99	103	108	-	5	-	-
LOUTH	49	44	48	51	-	-	14	14	12	14	-	-	-	1	14	15	61	59	76	80	4	6	-	7	13	4	10	7	78	69	86	94	-	-	-	-
MAYO	73	63	60	66	6	6	6	5	-	-	-	-	-	2	-	-	79	71	66	71	28	11	16	8	-	4	5	13	107	86	87	92	13	-	-	-
MEATH	32	32	36	37	17	18	18	16	-	-	-	-	-	-	-	-	49	50	54	53	27	33	45	57	11	45	12	14	87	128	111	124	-	3	1	-
MONAGHAN	26	29	29	31	-	-	-	-	-	-	-	-	7	1	3	4	33	30	32	35	9	6	3	9	-	3	8	3	42	39	43	47	-	-	-	7
OFFALY	36	35	32	29	3	4	3	3	1	1	1	3	19	19	19	19	59	59	55	54	16	29	28	38	15	7	10	17	90	95	93	109	-	-	-	-
ROSCOMMON	14	15	16	15	2	2	2	2	-	-	-	-	7	9	12	18	23	26	30	35	17	12	9	13	4	4	5	2	44	42	44	50	-	-	-	-
SLIGO	11	12	12	15	3	3	2	2	-	-	-	-	7	-	1	6	21	15	15	23	17	11	20	14	5	1	6	6	43	27	41	43	-	10	13	23
TIPPERARY N.R.	34	34	34	38	-	-	-	-	-	-	-	-	6	7	5	5	40	41	39	43	15	17	17	22	23	21	21	19	78	79	77	84	8	3	-	4
TIPPERARY S.R.	22	22	22	24	-	-	-	-	-	-	-	-	1	1	1	3	23	23	23	27	9	14	27	25	8	5	11	6	40	42	61	58	-	-	-	3
WATERFORD (CITY)	27	29	31	30	-	-	-	-	-	-	-	-	-	14	11	-	27	43	42	30	4	6	2	5	11	15	8	13	42	64	52	48	-	-	-	-
WATERFORD (COUNTY)	6	6	6	6	-	-	2	2	-	2	4	3	-	-	-	-	6	8	12	11	7	4	2	2	8	-	3	6	21	12	17	19	-	-	-	-
WESTMEATH	81	83	83	83	-	-	-	-	-	-	-	4	10	8	5	-	91	91	88	87	7	7	13	17	-	3	-	5	98	101	101	109	-	-	-	-
WEXFORD	87	84	83	85	-	-	-	-	3	3	3	3	28	10	16	22	118	97	102	110	9	9	8	14	13	17	6	12	140	123	116	136	-	-	-	-
WICKLOW	13	30	32	29	-	-	-	-	-	-	-	-	-	-	-	-	13	30	32	29	17	6	9	9	4	3	2	12	34	37	43	50	-	-	-	-
TOTAL	1332	1394	1444	1521	155	175	209	213	85	77	57	59	366	342	502	609	1938	1988	2212	2402	750	763	582	724	331	246	272	304	3019	2997	3066	3430	54	72	59	83

\* Includes 179 families living on transitional sites with minimal facilities while awaiting the provision of fully serviced sites by local authorities.

# NOT included in total figures.

PRINTED BY THE GOVERNMENT SUPPLIES AGENCY