



National Traveller

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Money Advice & Budgeting Service

National Traveller MABS
Working for the financial inclusion of Travellers

Pre-Budget 2024 Submission

Introduction

National Traveller MABS works to reduce poverty, discrimination and the financial exclusion of Travellers in Ireland. We work with the Traveller community and other organisations to change policy and practice which impacts Travellers financially. National Traveller MABS is funded and supported by the Citizens Information Board.

We aim to:

- Help MABS and Citizens Information Services in being more accessible to Travellers.
- Work on the issues that cause Travellers to be financially excluded.
- Work with other groups to improve the financial situation of Travellers.
- Our work involves helping Travellers access MABS and Citizens Information services, community education, research, and policy development.

The cost of living crisis has had a huge impact on Traveller families. The accommodation situation for many Traveller families pre-COVID was already at crisis levels. The cost of living and energy crisis have exacerbated these issues. Overcrowding on halting sites, group housing schemes and rented/owned accommodation has created problems for families. The huge surge in the cost of living has added to the strain on families' already stretched household budget. Food was a particular issue with many local organisations organising food parcels to make sure families could manage to feed themselves. The surge in the cost of living during 2022 has only further exacerbated these issues. The energy crisis is having a severe impact on the community where in 2019 77% were already living in energy poverty.

National Traveller MABS is working with local and national Traveller organisations and the Citizens Information Board to respond to these issues. We are working on a number of priority issues that contribute to the financial exclusion of Travellers and the high rates of poverty and social exclusion experienced by Travellers.

National Traveller MABS policy priorities

National Traveller MABS has three priority policy areas, these are financial exclusion, Traveller accommodation and energy poverty.

Addressing financial exclusion

National Traveller MABS alongside MABS nationally works to address financial exclusion; the former, through community education, development and social policy, the latter through service delivery, development, community education and social policy. National Traveller MABS has conducted a review of policies, services, facilities and schemes with the potential to help the financial inclusion of Travellers. MABS in conjunction with CIB has contributed to the Joint Committee on Finance, Public Expenditure and Reform, and Taoiseach's detailed scrutiny of the Consumer Credit (Amendment) Bill 2018.¹

Being unable to access affordable credit is a huge issue for the community and we need to look again at how to provide accessible affordable credit to people in poverty and on low income. It should be noted that the high cost of credit among licenced moneylenders means that, often the poorest in our society pay the highest charges on borrowings.

Access to affordable culturally appropriate accommodation

Travellers are Ireland's only indigenous ethnic minority. Access to culturally appropriate accommodation is a human right for Travellers. National Traveller MABS welcomes the work this year in the development of the National Pilot Caravan Loan Scheme for Travellers. This scheme has the potential to provide access to credit for families to purchase a trailer/mobile. However, many families that we work with are on very low incomes and a rental scheme is a more suitable mechanism for the provision of culturally affordable accommodation.

Eliminating energy poverty amongst Travellers living in Traveller specific accommodation

National Traveller MABS is concerned with the issue of energy poverty amongst Travellers living in Traveller specific accommodation. Our study into energy poverty amongst Travellers living in mobile homes found that Travellers living in mobile homes spend on average €120 per week, more than a quarter of their income on energy compared to a 4% spend amongst the general population. Access to residential standard mobile homes through caravan loan/caravan rental schemes as well as retrofitting of day units on halting sites and Traveller specific group housing schemes should be prioritised under the State's retrofitting programmes.

¹ https://www.mabs.ie/downloads/reports_submissions/20201124_MABS_Submission_to_JOC_Finance.pdf

National Traveller MABS recommendations for Budget 2024

| Recommendation | Department |
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| Financial Inclusion | |
| <p>1. <i>Financial inclusion strategy</i></p> <p>Develop a new national financial inclusion strategy that builds on the National Financial Inclusion Strategy</p> | DoF |
| <p>2. <i>Banking inclusion</i></p> <p>Review the operation of ‘Basic Bank Accounts’ to ensure these are accessible and useable by marginalised groups including Travellers</p> | DoF |
| <p>3. <i>Credit inclusion</i></p> <p>Pilot a ‘No Interest Loan Scheme’ similar to ‘the Good Shepherd Scheme’ for families on low income</p> | DSP DoF |
| <p>4. <i>Payment inclusion</i></p> <p>Reframe the Household Budget Scheme to make it more widely available to other groups in receipt of payments from the DEASP</p> <p>Make the Household Budget Scheme more flexible in responding to changes in circumstances.</p> <p>Introduce legislative changes so that the Household Budget Scheme can be used to make repayments to the National Caravan Loan scheme</p> | DSP |
| <p>5. <i>Access to Education</i></p> <p>Ensure SUSI applicants retain their social protection entitlements through their course of study.</p> <p>Ensure recipients of Back To Education Allowance payments and VTOS payments receive the maintenance part of the SUSI grant to ensure the wider participation of those from low income backgrounds in higher education.</p> | DEd |
| <p>6. <i>Minimum Essential Standards for Living</i></p> <p>National Traveller MABS endorses the Vincentian Partnership For Social Justice, Submission to Dept. of Social Protection on the Minimum Essential Standard of Living Pre-Budget 2024 which based on the MESL analysis, calls for core social welfare rate adjustments to ensure people can keep up with the current increases in cost of living.</p> | DSP |

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| <p><i>7. ERSI Energy poverty and deprivation in Ireland</i></p> <p>National Traveller MABS endorses the ERSI research that states targeted measures such as increases to welfare payments, the fuel allowance, lump-sum payments like the household electricity credit as well as paying all social welfare recipients a Christmas Bonus-style double welfare payment, before the end of October at the latest are needed to ensure that people can keep up with the cost of living increases.</p> | DSP |
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| <p>Culturally appropriate affordable accommodation</p> | |
| <p><i>8. National Caravan Loan/Rental Scheme</i></p> <p>The pilot caravan loan scheme needs to be fully evaluated before it is rolled out nationally. At present the maximum amount available is €40,000 but the price of a residential standard caravan begins at €60,000. Vulnerable families are being pushed further into energy poverty as a result.</p> <p>A Caravan rental scheme should be introduced to ensure that families can avail of energy efficient residential stand mobile homes.</p> | DHLGH |
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| <p>Addressing energy poverty</p> | |
| <p><i>9. Residential standard mobile homes and trailers</i></p> <p>The pilot caravan loan scheme needs to be fully evaluated before it is rolled out nationally. Energy efficient residential stand mobiles need to be made available for purchase. The current scheme is pushing vulnerable families further into energy poverty.</p> <p>A Caravan rental scheme should be introduced to ensure that families can avail of energy efficient residential stand mobile homes.</p> <p>A national guide (similar to the BER system) should be introduced to support the selection of energy efficient mobile homes for potential buyers.</p> | DHLGH |

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| <p><i>10. Energy efficiency measures in local authority homes</i></p> <p>Retrofit local authority accommodation on halting sites, Traveller specific group housing schemes and in standard accommodation with energy efficient technologies</p> <p>Review arrangements for the electrification of halting sites to ensure Travellers can get direct access to utility supply from utility companies.</p> | <p>DHLGH</p> |
| <p><i>11. Retrofitting Grants</i></p> <p>SEAI Home Energy Grants Schemes should be expanded to include year-round occupied mobile homes</p> <p>Support efforts to incorporate renewable energy systems (RES) into new manufactured mobile homes.</p> <p>The Government should explore a sliding scale of grants and low-cost loans for deep retrofits based on an income assessment such that lower income households could avail of close to full funding for deep retrofit.</p> | <p>DHLG</p> |
| <p><i>12. Fuel Allowance</i></p> <p>Widen the eligibility for fuel allowance payments to Traveller families who are officially sharing a bay (and thereby liable for rent), and to those in other circumstances who are provided with washing/electricity facilities by the local authority. Traveller families living adjacent to the main home using the family home address to claim Social Welfare payment should be allowed to claim fuel allowance</p> <p>Increase fuel allowance payments for Travellers living in mobile homes to account for the higher energy needs of their homes. There is a higher dependency on solid fuels among the Traveller community, and Travellers in mobiles are paying the carbon tax on these items but as they are excluded from the retrofitting schemes they do not see any benefit.</p> <p>Widen eligibility for the Fuel Allowance by including those receiving Working Family Payment, removing the waiting period for those on Jobseekers, expanding eligibility to cover the specific living arrangements of Traveller families, and making it available to people on modest incomes in poorly insulated homes.</p> <p>A partial-rate Fuel Allowance payment should be available so it is not all-or-nothing for people just outside the eligibility criteria.</p> | <p>DSP</p> |

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| <p>13. Electricity Credit Scheme</p> <p>Many Traveller families did not receive electricity credits in 2022/2023. These credits should be applied immediately to Traveller families living on halting sites (official and unofficial), sharing accommodation in group housing schemes, and/or living adjacent to the main home.</p> <p>If this scheme is to be run again in the future then there needs to be a radical overhaul to ensure that those most in need benefit from the credit and we would recommend that a separate scheme be set up for Travellers living in mobile homes that are ineligible for the electricity scheme due the arrangements around provision of energy to their homes by local authorities.</p> | <p>DECC</p> |
| <p>14. Access to additional needs payments</p> <p>Provide better access to additional needs payments for Travellers living in mobile homes experiencing energy poverty.</p> | <p>DSP</p> |
| <p>15. National Energy Poverty Strategy</p> <p>Update the expired Energy Poverty Strategy by immediately convening stakeholders to develop a renewed strategy. This should include requirements for up-to-date data on energy poverty with an ethnic identifier, to be collected and reported regularly and targets for energy poverty reduction.</p> <p>The Energy Poverty Action Plan 2022 was a short term plan. We need a renewed, cohesive and actionable National Energy Poverty Strategy as a matter of urgency.</p> | <p>DECC, DSP, All Dpts</p> |
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Financial exclusion

‘A process whereby people encounter difficulties accessing and/or using financial services and products in the mainstream market that are appropriate to their needs and enable them to lead a normal social life in the society in which they belong’

1. Develop a new national financial inclusion strategy

Financial exclusion refers to a lack of access to mainstream financial services and products that can lead to further marginalisation of excluded groups including Travellers. In 2020, National Traveller MABS conducted a review of policies, services, facilities and schemes to investigate measures to improve financial inclusion from a Traveller perspective.² Our review focused on a selection of initiatives relating specifically to banking, payment and credit, and contextualises them with reference to financial inclusion policy in Ireland over time. It concludes that while there are a number of schemes and services that have the potential to improve the financial inclusion of Travellers, there is the need for the State to play a more coordinating and facilitative role in terms of promoting, supporting and stimulating interest in financial inclusion, including its broader dimensions. Our review advocates for the development of a new national financial inclusion strategy. This strategy would include banking, credit and payment inclusion as well as a focus on savings and insurance. The experience of COVID 19 has identified the importance of access to technologies and a decline in the acceptance of cash which will have serious implications for groups who are financially excluded. At this point in time, it is important that the State takes the lead by developing a national financial inclusion strategy.

2. Review the operation of Basic Bank Accounts

In July 2014 a European Directive issued requiring Member States to ensure that consumers have the right of access to a bank payment account with basic features. The Directive was subsequently transposed into Irish law in September 2016 by way of the European Union (Payment Accounts) Regulations 2016, Part 4 of which deals with the Directive’s provisions on access to payment accounts. A range of banks and other financial service institutions now operate what may be described as basic bank or payment accounts.

Notwithstanding, in 2018 according to the Central Statistics Office, 5.8% of households were without the use of a current account,³ which amounts to over 100,000 households. National Traveller MABS is aware that substantial cohorts of Travellers do not operate a current account. Our recent review outlines some of the reasons why financially excluded groups remain unbanked through for example:

‘an inability to satisfy institutions’ customer identification requirements, difficulties accessing ATMs and withdrawing small amounts, and the application of fees such as ‘penalty charges’ for returned

² Stamp, S. & Kearns, M. 2020 *Building the Box: A review of policies, services, facilities and schemes with the potential to improve financial inclusion from a Traveller perspective*. Dublin: National Traveller MABS

³ Data kindly supplied on request by the Central Statistics Office.

direct debits... as regards use barriers, these relate to lower literacy levels, a preference for cash to facilitate control and money management, and lack of confidence or mistrust in financial services'

Our review concludes that while there are positives to Basic Bank Accounts available through the market, there is a need to make these more accessible and usable by Travellers and other vulnerable and excluded groups.

3. Pilot a no interest loan scheme similar to the Good Shepherd 'No Interest Loan Scheme'.

In our recent review, we also examine the Good Shepherd 'No Interest Loan Scheme' (NILS). This scheme is targeted specifically at marginalised groups who experience high levels of both social and financial exclusion, and is based on their microfinance scheme that began in Australia in 1988 with State support. The Irish Scheme is still at pilot stage in the Limerick City, and based on community development and empowering principles. It is organised and run in conjunction with partners who refer people in particularly vulnerable situations, with key partner organisations being those who work with asylum seekers, homeless persons/families, families of Travellers in prison and those leaving domestic violence situations. The target group for NILS consists of those most marginalised in terms of credit exclusion, namely those living in precarious situations, on very low incomes, and not in a position to repay interest. Our review concludes that public policy should support the NILS model as a means of supporting Travellers and other groups across the country who are credit excluded. This is because it a NILS as piloted by the Good Shepard in Limerick, involves the borrower much more as an agent of change, provides an option for those who may be excluded even from credit unions, and addresses exclusion more holistically through partnerships with bodies able to assist with other dimensions of marginalised people's lives.

4. Payment exclusion - make changes to the Household Budget Scheme to make it more flexible in responding to changes in circumstances

Our recent review further includes an examination of the Household Budget Scheme (HBS). The review identifies several advantages to the HBS including in terms of accessibility, money management, wellbeing and prevention of unmanageable debt.

It also identifies a number of improvements that might be made to the Scheme, including making it available to a wider group of social welfare recipients and addressing a number of technical or operational issues that can adversely impact on users. These include time consuming processes in activating or de-activating payments and in amending or cancelling amounts payable, thereby resulting in ostensible or actual arrears accrual. Further, changes in circumstances such as securing employment, moving home, a reduction in payment, changed payment type, or increase in rent or utility charge, can cause particular problems as the systems in place appear ill-equipped administratively to deal with such changes quickly, seamlessly and accurately.

During 2021, National Traveller MABS sought a legal opinion on the use of the Household Budget Scheme for deductions for repayments to the Caravan Loan Scheme. Currently as the law stands the HHB scheme cannot be used to deduct repayments in respect of caravan loans issues under the

National Caravan Loan scheme. Deductions from the HHB for repayments of caravan loans requires an amendment to the Social Welfare Consolidation Act of 2005 to section 290(3)(a) by the addition at the end of it words such as “save for the function of making a loan pursuant to section 25 of the Housing (Traveller Accommodation) Act 1998”.

5. Access to education

The financial costs incurred while accessing further education and training courses are a barrier for low income households. PLC students are only eligible for maintenance grants and students in receipt of a BTEA (Back to Education Allowance) or VTOS (Vocational Training Opportunities Scheme) payment are not eligible to receive the maintenance grant leaving them in a precarious position. This is unfair, particularly as students deemed to be from low income household tend to enrol in PLC courses.

Many of the most vulnerable in higher education are mature students, those who have a disability or an illness and come from low income households. Upon entry to higher education, those on payments such as carer’s allowances, jobseekers allowance, and / or disability may be forced to change to the Back to Education Allowance (BTEA) payment to keep entitlements such as the Housing Assistance Payment (HAP) or rent supplement and other social welfare scheme and supports. Those in receipt of the BTEA payments are not then entitled to receive the maintenance part of the SUSI grant. This should be recognised as a significant barrier to widening participation of those from low income backgrounds in higher education and should be examined as a matter of urgency.

6. Minimum Essential Standards for Living

National Traveller MABS endorses the Vincentian Partnership For Social Justice, Submission to Dept. of Social Protection on the Minimum Essential Standard of Living Pre-Budget 2024 which based on the MESL analysis, calls for core social welfare rate adjustments to ensure people can keep up with the current increases in cost of living.

Compared to 2021, the cost of a MESL has increased for all household types. The rate of increase is being driven by increases in the cost of home energy and food, which makeup a greater proportion of the MESL basket compared to the CPI average household basket.

The external factors driving the exceptional increases in the cost-of-living are well documented and present unprecedented challenges to households on low and fixed incomes being pushed further into income inadequacy and poverty. However, the issue of income inadequacy is not new and the gap between incomes and the cost of a Minimum Essential Standard of Living will grow if the Government response does not adequately invest in our social protection system to ensure more people are not pulled into poverty and pushed deeper into hardship.

7. ERSI Energy poverty and deprivation in Ireland

National Traveller MABS endorses the ERSI research that states targeted measures such as increases to welfare payments, the fuel allowance, lump-sum payments like the household electricity credit as well as paying all social welfare recipients a Christmas Bonus-style double welfare payment, before the end of October at the latest are needed to ensure that people can keep up with the cost of living increases. The report states the income poverty and material deprivation remain closely linked to the absence of anyone in paid work and this should give rise to concerns about the impact of pandemic related job losses and a slower than hoped for recovery which means that the social welfare system remains a powerful tool for those seeking to address poverty and deprivation. While this report refers to the situation in 2022 there is no doubt that it remains relevant today.

Culturally Appropriate Affordable Accommodation

8. Provide a National Caravan Loan/Rental Scheme that is available to all Travellers in all counties

National Traveller MABS has a history of working in the area of Caravan Loan Schemes. We have been involved in supporting Travellers in accessing local authority caravan loans, supporting the operation of guaranteed loan schemes and lobbying for the introduction of a National Caravan Rental scheme that would provide residential standard mobile homes. We have produced a series of research documents in this area.⁴

We look forward to the operation of the new 'Nationwide Pilot Caravan Loan Scheme' that is currently running until December 2023 by the Department of Housing, and Local Government. We hope that learning from the pilot is incorporated quickly into a new scheme that is operational in all local authority areas and advocate the following:

- That any new scheme incorporates a rental option for families who do not wish to undertake a loan
- That the Department continues to use the BS 3632:2015 that denotes residential standard mobile homes as part of any proposed loan or rental scheme. Applying this standard greatly contributes to a reduction in energy poverty amongst Travellers living in mobile homes and trailers.
- That any future scheme has an accessible application process that provides engagement with money management support (through MABS services).
- That repayment options are considered carefully and that mechanisms that facilitate accessible payment options are put in place.

⁴ Stamp, S. and Kearns, M. (2019). *Accommodating Ethnicity; Addressing Energy Poverty Among Travellers Living in Mobile Homes and Trailers, An Exploratory Study*. Dublin: National Traveller MABS.

National Traveller MABS (2018). *A Small Scale Study into the Cost of Mobile Homes and Trailers for the purpose of Social Housing for Travellers*. Dublin: National Traveller MABS

Stamp, S. And Daly, L. (2015). *A Review of National Traveller MABS Loan Guarantee Schemes*. Dublin: National Traveller MABS.

Addressing Energy Poverty

9. Provide access to residential standard mobile homes

In our 2019 study into energy poverty amongst Travellers living in mobile homes, National Traveller MABS found that:

- Travellers living in mobile homes or trailers are nine times more likely to go without heat than the general population;
- Travellers living in mobile homes are fourteen times more likely to be unable to keep their household warm than the general population;
- 77% of Travellers living in mobile homes are in energy poverty;
- Travellers living in mobile homes spend on average 26.1% of their income on energy, and that this is around five to six times higher than the corresponding figure of 4.6% for the population as a whole;
- Travellers living in mobile homes spend on average €108 per week on energy compared to the general population who spend €38.56 weekly.

This 2019 study recommends that families living in mobile home accommodation should be facilitated to access residential standard mobile homes to address the problem of energy poverty. This can be achieved by ensuring that Caravan Loan/Rental Schemes provide access to mobile homes and trailers that carry the British Standard BS 3632 2015.

10. Retrofit local authority accommodation on halting sites, group housing schemes and standard accommodation with energy efficient technologies

While our energy poverty study shows that Travellers living in mobile homes experience high levels of energy poverty, it is also apparent that there are some issues with 'day units' on halting sites in terms of energy efficiency. Research by Dublin 10 and 20 MABS has also identified energy poverty as a problem amongst clients in the Dublin 10 and 20 area living in local authority homes and in receipt of social welfare.⁵ According to the annual count of Traveller families undertaken by the Department of Housing, about one third of Traveller families live in standard local authority accommodation with a further 10% living on halting sites, and less than 10 % living in group housing schemes.⁶ We welcome the Programme for Government's commitment to increase targets for retrofitting social housing and the commitment to target people experiencing energy poverty. We propose that Travellers living in local authority accommodation including those living in Traveller specific accommodation be prioritized under this commitment. This year, National Traveller MABS has instigated a pilot project in conjunction with SEAI Ireland, the Irish Traveller Movement and Sligo

⁵ Stamp, S., McMahon, A. And McLoughlin, C. (2017). *Left Behind in the Cold. Fuel Poverty, Money Management and Financial Difficulty Among Dublin 10 and 20 MABS Clients, 2013 and 2017*. Dublin: Citizens Information Board.

⁶ <https://www.housing.gov.ie/housing/special-housing-needs/traveller-accommodation/2017-annual-estimate-traveller-families-la-and>

IT to explore measures to effectively eliminate energy poverty on halting sites. It is hoped that learning from this pilot can inform government measures towards a just transition for Travellers.

11. Retrofitting Grants

Currently, Travellers in mobile homes cannot avail of any energy upgrades or SEAI grants, despite 77% of Travellers living in energy poverty before the current energy crisis began. SEAI Home Energy Grants Schemes should be expanded to include year-round occupied mobile homes

Support efforts to incorporate renewable energy systems (RES) into new manufactured mobile homes. As with other housing types, this is the simplest route to incorporating RES (especially solar) in terms of financing and manufacturing, but there is an important limitation to keep in mind: most Travellers residing in mobile homes live in older units, especially those who are most in need of electricity cost savings. Such an effort will therefore work mainly with manufacturers and suppliers to make the incorporation of RES as part of the features when supplying a mobile home. This could be afforded with an expansion of the current SEAI Home Energy Grants Schemes, to include year round occupied mobile homes considerations.

The Government should explore a sliding scale of grants and low-cost loans for deep retrofits based on an income assessment such that lower income households could avail of close to full funding for deep retrofit.

12. Fuel Allowance

Widen the eligibility for fuel allowance payments to Traveller families who are officially sharing a bay (and thereby liable for rent), and to those in other circumstances who are provided with washing/electricity facilities by the local authority. Traveller families living adjacent to the main home using the family home address to claim Social Welfare payment should be allowed to claim fuel allowance.

Increase fuel allowance payments for Travellers living in mobile homes to account for the higher energy needs of their homes. There is a higher dependency on solid fuels among the Traveller community, and Travellers in mobiles are paying the carbon tax on these items but as they are excluded from the retrofitting schemes they do not see any benefit.

Widen eligibility for the Fuel Allowance by including those receiving Working Family Payment, removing the waiting period for those on Jobseekers, expanding eligibility to cover the specific living arrangements of Traveller families, and making it available to people on modest incomes in poorly insulated homes.

A partial-rate Fuel Allowance payment should be available so it is not all-or-nothing for people just outside the eligibility criteria.

13. Electricity Credit Scheme

Many Traveller families did not receive the electricity credits in 2022/2023. This credit should be applied immediately to Traveller families living on halting sites (official and unofficial), sharing accommodation in group housing schemes, and/or living adjacent to the main home.

If this scheme is to be run again in the future then there needs to be a radical overhaul to ensure that those most in need benefit from the credit and we would recommend that a separate scheme be set up for Travellers living in mobile homes that are ineligible for the electricity scheme due the arrangements around provision of energy to their homes by local authorities.

We have serious reservations about another credit scheme as a large cohort of Travellers did not benefit from this scheme despite being severely affected by energy poverty and rising energy costs.

As you may be aware that in the case of halting sites, the local authority has an account with the electricity company. Families make payments for electricity directly to the local authority. On many sites these payments are paid via meter. On some halting sites payments combine rent and electricity in the one system. Families often do not get an electricity bill or are not given a unit breakdown of their energy usage.

Furthermore you may also be aware that there is a serious problem with Traveller homelessness. This has led to many families sharing bays on halting sites or living in the yards of family members' houses on group housing schemes. In these instances one family connects to another's electricity supply. All of these families, despite being in energy poverty, did not receive the credit as the doubling up was not taken into account.

National Traveller MABS 2019 study on energy poverty found that 77% of Travellers living in mobile homes are in energy poverty. It also found weekly energy usage was €108 per week and 26% of income. Our 2022 study saw the weekly energy usage rise to €120 for electricity only, and the majority of this was spent on space heating requirements. We are aware that the introduction and increases of carbon taxes and increased energy prices means that this figure has increased. These families are among the most energy poor in the country and yet they did not benefit from the electricity scheme and have fallen further into energy poverty.

While we acknowledge that Government has attempted to rectify the situation for Travellers who did not receive the credit we are still receiving reports of and requests from help from those who did not receive the credit. If a similar scheme it to be introduced again we would like to see a full plan for ensuring that Travellers will see the benefit and will not miss out again.

14. . Easier access to additional needs payments for Travellers living in mobile homes and trailers.

The 2019 study into energy poverty in mobile homes and trailers identified high levels of energy poverty with families spending 25% of their income on energy. 80% of families reported experiencing damp and 77% experiencing condensation. Many reported having to replace bedclothes and clothes more frequently. We recommend that there should be easier access to additional needs payments for families in these circumstances.

15. National Energy Poverty Strategy

Update the expired Energy Poverty Strategy by immediately convening stakeholders to develop a renewed strategy. This should include requirements for up-to-date data on energy poverty with an ethnic identifier, to be collected and reported regularly and targets for energy poverty reduction.

We urgently need Government to publish its review of the 2016-2019 Energy poverty strategy and to develop a new Energy Poverty Strategy with public consultation ahead of the Winter. National Traveller MABS would like to see Travellers engaged with during consultations and specifically named in any new energy poverty strategy as Travellers were among the most energy poor prior to this crisis. National Traveller MABS 2019 research found that 77% of Travellers living in mobile homes were in energy poverty, were 9 times more likely to go without heat than the general population and 14 times more likely to be unable to keep their household warm than the general population. Travellers living in mobile homes spend on average 26.1% of their income on energy this is around five to six times higher than the corresponding figure of 4.6% of the population. The situation has only worsened since then and urgent action needs to be taken to protect the most energy poor families in the country. The Energy Poverty Action Plan 2022 while welcomed was a relatively short sighted plan deigned to mitigate the worst effects of the energy and cost of living crisis.

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