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economically viable. This unique forest type once destroyed will in all probability be lost for all time."

"However, the increased rate of extraction consequent on the phenomenal growth in the installed capacity of the saw mills and plywood factories does not seem sustainable without causing severe damage to the island ecosystem."

"Passenger ships, inter island vessels and ferry boats are the means of day to day movements. These should be increased, modernised and run economically. Inter island cargo vessels are inadequate and should be increased in number and frequency with bulk transport facilities."

"However, the road through the Jarawa Tribal Reserve and the East West Road in Great Nicobar are of debatable value."

"Utmost priority is needed in preserving the forest cover."

"Strict action against new encroachments".

"Reserve set aside for the aboriginal tribals - Jarawa, Sentinelese, Onge and Schompen - should be inviolate whatever be the pressures for land and timber. Attempts at winning over "hostile" groups and in resettling the Onge and Schompens are suspect and must be immediately evaluated by the ASI."

Cutting of Forests Since 1977 Without A Working Plan

49 The learned Single Judge of the Calcutta High Court, Circuit Bench at Port Blair in Writ Petition No.85 of 1993 in the case of S. Dhali v/s. Andaman and Nicobar Administration held, inter alia, as under:

"By a notification dated 17.4.1983 published in the Andaman and Nicobar Gazette, Little Andaman was declared to be a reserve forest within South Andaman Reserve. The entire reserved forest area of Little Andaman excluding the area declared as Tribal Reserve and the areas reserved for non-forestry purposes was granted in lease by an indenture dated 20th November, 1987, executed by the Chief Conservator of Forests for a period of 30 years in favour of Andaman and Nicobar Islands Forest and Plantation