

Hot Spots, five namely - Jhao Kona, Tirur, Potatang in South Andaman and Phooltala, Lakra Lungta in Middle & North Andaman have started functioning.

7) The A&N Administration has set up A&N Tribal Research & Training Institute and made functional. The objectives of the ANTRI is to provide input to direct a research led welfare policy, work in partnership with indigenous communities, act as clearing house for research proposals and collect, conserve, preserve document, analyse & make accessible, set up tribal museum and give training. Following the establishment of ANTRI, a Research Advisory Board has been constituted with the following (i) Secretary (Tribal Welfare) as Convener (ii) Dr Kanchan Mukhopadhyay, Director AnSI (iii) Prof Visvajit Pandya, Anthropologist (iv) Prof T Subramanyam, Naidu, Pondicherry University (v) Shri SN Awaradi and (vi) Shri Manish Chandi, ANET as members. The Board shall advise the Administration regarding the functioning of the ANTRI, coordinate and oversee the research activities of ANTRI and provide strategic inputs and also consider and recommend the research proposal received by ANTRI pertaining to the indigenous tribal communities and tribal areas.

8) Administration has created ANTRI to do exactly the kind of research required. Major projects have been completed and they have had impact within the community and further work is going on. It would be wrong to simplify and assume that all resources have depleted. Some problems are there because of population pressure, deforestation and poaching. There is no secrecy. ANTRI reviews research applications and if they are worthy (procedures have been set) Administration would give due attention

10) As a part of implementation of the Jarawa Policy notified in 2004 with the approval of the Central Govt. following the direction of the Hon'ble High Court, Calcutta, the Project of "Alternate Sea Route" has been taken up since January, 2011 in order to facilitate travel by the sea and reduce density of traffic on ATR. Once the facilities for travel by the alternate sea route between Port Blair and Baratang are developed the tourists traffic now passing through the Jaraw reserve in convoy system will be diverted to alternate sea route resulting in reduction of tourists traffic on ATR. However the Public Transport (Govt. Buses) including vehicles carrying essential supplies and medical emergencies will continue to ply in convoy on the stretch of ATR between Jirkatang and Middle Strait, both ways, as usual even after commissioning of alternate sea route. In this regard it may be recalled that this Admn. had filed an affidavit in the Hon'ble Supreme Court in April, 2003 seeking review of direction on the recommendation of Sekhar Singh Commission recommendation as far as it relates to the closure of ATR passing through the Jarawa reserve, the matter is still under sub-judice. So there is no prospect of increased traffic in the stretches passing through the Jarawa reserve even if broadening of ATR is carried out in the other stretches.

11) The Administration has been steadily making sincere efforts to get the project of alternate sea route materialized ever since it was initiated in 2011 in order to fulfill its commitment on its completion by March, 2015 made before the Hon'ble Supreme Court. However, the standing Finance Committee (SFC) of Ministry of Shipping, GoI in its meeting held on 25.8.2014 decided to recommend the project for approval involving an expenditure of Rs. 45.16 crore with certain conditions including timeline of 24 months for its completion. Side by side, the process for obtaining environmental clearance of the Project is in progress with public hearing held on 19.9.2014 inviting suggestions/ views from the stake holders.