

82-
All types of vehicles are moving in convoy with specified 40 Kmph under the police escort and in each convoy one police personnel sitting at first vehicle with the green flag and other police personnel sitting in last vehicle with red flag. In spit of all these arrangements there were road accidents taken place at Kadamtala area 12 times and at Middle Strait to Jirkatang area 33 times respectively from 1997 - 2006.

84-
During the above period, the six Jarawas were also met an accidents of which one Jarawa boy lost his hand from wrist and other Jarawa boy got severe injury and fracture his leg resulted unable for hunting and fishing. Thus it is evident that **ATR and movement of vehicles through Jarawa Reserve Area are on the cost of Jarawa life, livelihood and their survival.**

85-
It is abundantly clear that no regulatory arrangement, however elaborate, effective and extensively administered, would be able to stop the disastrous impact that is being currently created by multiple human contact the vehicular and human movement on the Jarawas.

86-
The ATR constitutes the single largest threat to the very survival of the Jarawas. It has created such enormity of disastrous impact that the future of the Jarawas is in peril. The traffic on this road and the ease it has provided in approaching the Jarawa territory as also the Jarawas themselves, has unleashed social and economic forces which have completely sucked the Jarawas into their orbit of exploitation. It has also become evident that these forces simply cannot be controlled by any regulatory arrangements.

87-
Thus, to eliminate such pursue and to maintain continuous various type of arrangement and preventive measures, it is necessary to reconsider the present existence 30 mts. belt of both side of the ATR kept outside of the reserve area and also movement of tribal and non-tribal.