

10. In the given circumstances we feel the following alternatives are available to us:

- (a. Realignment eastward of the entire length of the road from a point as near as 46 km point which is the South-ern most meeting point of Jarawa Reserve and the AT Road.
- (b Shifting of the 87-110 Kms stretch eastward as much as possible, since this stretch is yet to be constructed;
- (c Resumption of construction on the existing alignment of the 87-110 Kms stretch.

11. Next to the ideal of the absence of a road in the Islands, in the vicinity of the Jarawa Reserve, the best alternative is to realign the road so as to orient it as far away from the boundary of the Jarawa Reserve as possible. This would need feasibility studies by the engineering personnel. During discussions, we learnt that the area into which eastward shift is to be considered is rather marshy and the coast is cut up with creeks and, as such, might not prove suitable. This is, however, a matter to be decided after ground reconnaissance.

12. The question of maximum possible eastward shift of the present alignment was recommended by a Committee which had been constituted last year by the Home Ministry. This ~~matter~~ should engage serious attention. The Principal Engineer, Andaman Administration gave us to understand that a prior survey for the purpose was not necessary and such a shift could be effected during the construction phase. We would emphasise due diligence and in-depth consideration of all possibilities.

13. We would reluctantly suggest the third alternative of resumption of construction as per the present alignment on the 23 Kms. lap, if the other two alternatives are found to be not feasible.

14. While, thus, we express ourselves in favour of putting the ~~the~~ artery of the Islands through, we are strongly of the view that ~~it~~ this should be accompanied or preferably preceded by definitive safeguards in the interest of preservation of the Jarawa population. The best mechanism for the purpose should be stringent enforcement of the Jarawa Reserve. We are reinforced in this by the fact that during our discussions with the Officials and non-Officials the complaint has been that the Jarawa have been hostile and incidents have occurred in the past leading even to deaths on account of confrontation between the Jarwa on the one hand, and non-Jarawa on the other. The figures furnished by IG Police showed that during 1946-81, there were 27 incidents at Jirkatang and 21 incidents at Tirur. It is significant to note, however, that the account furnished to us only cover those which led to damage or casualties on the non-tribal side. Little is known of the casualties on the Jarawa side. It also appears that the Jarawa have struck awe in the minds of the workers of the PWD, Forest and other Departments as well as the settlers.

15. The sanctity and stringent preservation of the ~~the~~ Jarawa Reserve can become possible through the following measures

- (a. We understand that the Andaman and Nicobar Islands (Protection of Aboriginal Tribes, Regulation 1956, empowers the Chief Commissioner to declare any area which is predominantly inhabited by aboriginal tribes to be a preserve area and specify the limits of such areas.