

8. We are also aware of a ~~totally~~ opposite view. According to it, abrupt exposure of a primeval tribal group to alien forces through opening of communications can sound its death-knell. In this particular context, the Jarawa have been able to preserve themselves owing to their isolation and the exiguity of contact with outsiders. Filling up of the gap would expose them to fatal risk. The proponents of this view would, therefore, like to keep the construction in abeyance.

9. We admit there is considerable force in the argument. But we are also aware that the imperatives of economy and development would militate against such a view; the requirements of the Jarawa situation and the Islands' general economy need to be reconciled with each other. We are in the favour of a viable via media, while asserting the position that human survival should not be bartered away for immediate economic considerations.

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 southernmost meeting point of Jarawa Reserve and the A.T. 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 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