

		forces, and absolutely no through traffic. <input checked="" type="checkbox"/> Secretary, Ministry of Tribal Affairs, Government of India has been requested to take a fresh look at his Ministry's directive.	35
17.	Maintenance and up gradation of Andaman Trunk Road	<p>Andaman Trunk Road (ATR) from Chidyatapu to Diglipur (333 Km) has been declared as National Highway (NH 233), by the Ministry of Road Transport & Highway (MORTH).</p> <p><input checked="" type="checkbox"/> The ATR from 61 Km to 104 km in South Andaman District and from 142 Km to 155 Km at Kadamtala in North Andaman District has not been in the National highway programme for any improvement / widening as it falls within the Jarawa reserve area.</p> <p><input checked="" type="checkbox"/> Due to single lane and non paved shoulder, the crossing of two vehicles during monsoon period becomes a problem. Therefore, the road should be widened to two lanes or at least the shoulder should be paved. The alternate view is that since this part of the ATR passes through the Jarawa Reserve, no maintenance should be permitted in this stretch of the road and the alternative sea route needs to be pursued.</p> <p><input checked="" type="checkbox"/> The Hon'ble MP, ANI is of the view that the sea route was not a viable option during six months when the sea is rough.</p> <p><input checked="" type="checkbox"/> In the 12th Meeting, it was decided that no decision on maintenance of the ATR through the Jarawa Reserve can be taken up till the Supreme Court pronounces its decision on the application filed by the A&N Administration on the orders of the Supreme Court passed in May 2002 covering various issues including the ATR.</p> <p><input checked="" type="checkbox"/> Ministry of Road Transport is maintaining the Andaman Trunk Road (NH223) except the portion passing through the Jarawa reserve area. A & N Administration is only taking up routine maintenance of portions of ATR passing through the Jarawa reserve.</p> <p><input checked="" type="checkbox"/> A & N Administration has conducted a study for alternate sea route to Baratang, so that traffic could bypass the Jarawa Reserve. As per the preliminary report the estimate financial implication is about `130 to 135 crore for augmenting shipping fleet and further `32 to 35 crore for construction of jetties and improving navigational channel etc. The report has been sent to Ministry of Home Affairs and also to the Ministry of Tribal Affairs, GoI for further action.</p> <p><input checked="" type="checkbox"/> Administration is of the view that pending development of the alternative sea route, this road would have to be adequately maintained as it is the lifeline of the Middle and North Andaman group of islands. This would include paving the shoulders of the ATR to prevent degradation of the road that would make it unusable during the monsoons.</p>	<p>A&N Administration will ensure strict implementation of all Supreme Court orders/directions on this issue.</p> <p><input checked="" type="checkbox"/> A&N Administration will take immediate steps for maintenance of the Andaman Trunk Road if and only if there is no bar on such maintenance by Supreme Court.</p>
18.	Andaman Marine	With a view to de-congesting the town of Port Blair, it is essential to construct an	Ministry of Defence will accord approval to such