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focus of welfare instead would be on policies to empower the PVTG's by allowing them to maintain their identity and their land.

The construction of the bridges and two-lane road will accelerate the speed of traffic and the next demand would be to remove the convoy system. This can have serious multiplier effects that could disrupt the rhythm of lives of the translocating Jarawas. Not to mention the frequency of road accidents involving Jarawas in 1999-2004 when the Jarawas and ATR traffic was relatively un-controlled. It has taken about seven years to wean Jarawas from their dependence and visibility on the ATR and ANTRI is just at the point of initiating intensive community building and empowerment through the introduction of an educational program based on bicultural values. I strongly feel that the proposed construction work on ATR is will be an irrevocable setback to all these efforts. It will violate the most fundamental principles enshrined in successive Jarawa policies since 2004 as well as amount a complete disregard of the ruling of the Supreme Court on the matter. Strangely enough in rest of the country the concerned people who will be impacted by a significant construction are consulted but no such ethical practice has been followed in case of the new ATR that would be imposed on the Jarawas.

The proposed development and related construction would imply a sustained and intrusive presence of a labor force in the area and in close proximity to Jarawas, thus making them further susceptible to disease, exploitation and new forms of acculturation. What is beyond any reasonable explanation or justification is that if the sea route in relation to Baratang is being pushed for then why is it that at the same time the road is being further developed? At the time of the creation of the Buffer Zone the administration had guaranteed that it would ensure the adequate protection for the Jarawas if the road use were permitted.

What is deeply disturbing is that in the present context the safety and security of Jarawas has been totally ignored. The Jarawas seemed to have no place in this great developmental future for the Islands. This is truly a dangerous position to take. The enhanced road facility would disturb and degrade the forest resources that are central to Jarawa life and culture. There is already a public opinion developing in