

- That of the total traffic, 22% consisted of Buses (mass transport), 25% of Trucks (goods & supplies), 6% of Governmental vehicles and the remaining 47% consisted of 'Private Vehicles'.
- The private vehicles category mentioned above almost entirely consisted of 'Tourist Taxis'. The proportion of private vehicles belonging to residents of N&M Andaman coming down to South Andaman and vice versa is almost negligible.

As is evident, it is the tourist traffic which needs regulation. It is pertinent to mention here that more and more Tourist Bus Operators have begun applying for 'same day return' permit from the STA. If this is allowed, there is every probability that the present policy of discouraging same day return in respect of tourist taxis will come under severe pressure.

[The guidelines laid down by the Hon'ble Supreme Court while framing the Jarawa Policy are clear and unambiguous that the ATR, so long as it has to be used in absence of a viable alternative, should be used only for the purpose of 'essential transport of goods & services'. The essentiality of 'tourist traffic', which currently makes up for almost half of the entire traffic on the ATR has to be thoroughly debated to amicably reconcile the Jarawa policy laid down by the Hon'ble Supreme Court and the Tourism Policy recently laid down by the A&N Administration.]

It is, therefore, requested that a thorough reassessment of the Convoy System presently being followed be got done and the limits on traffic passing through the Jarawa Reserve be clearly laid down so that the same can be taken up with the STA for further necessary action in the matter.

Faithfully yours,

Pho
23044

(Dr P. Karunakaran, IPS)
Superintendent of Police
South Andaman District

Copy to:-

1. SO to DGP
2. R to DIGP (L&O)

du