he/she is permitted by the Principal Chief Conservator of Forests, and the Secretary, Tribal Welfare, ANI Administration, and no such permission should be granted unless the person is proceeding on bonafide work related to the welfare of the tribals or the protection of the area."

- (c) In pursuance to the said order dated 07.05.2002 of the Hon'ble Supreme Court the ANI Administration moved an application for variation of the order dated 07.05.2002 vide dated 07.04.2003 which was application In this application the understood as first affidavit. importance of ATR as lifeline has been highlighted. The application/affidavit further makes a prayer that this Hon'ble Court may "permit continuance of the use of the ATR, as presently existing". The affidavit in para 2.2 (c) further states that ATR shall be operated in accordance with directions dated 09.04.2001 of Hon'ble Calcutta High Court mentioning therein regulation of traffic in convoys, presence of Police personnel and regular patrolling of Police as well as staff of AAJVS.
- (d) In the meantime the Government notified the Jarawa policy on 21.12.2004.
- (e) The ANI Administration filed a supplementary affidavit dated 27.01.2005 (filed on 22.02.2005) in the application for variation of order dated 07.05.2002. This affidavit describes the strategy formed by the GoI and the steps taken for the protection of Jarawas. In this affidavit para 7 (j) & (k) need special attention. They are reproduced herebelow:

"(j): Traffic on Andaman Trunk Road is restricted and regulated by prescribing convoy system with specified hours of departure at check posts prohibiting two-wheelers, three-wheelers and pedestrians, allowing traffic only between 5 AM to 5 PM.



This affidavit is referred as "Supplementary Affidavit".

(f) In the meantime Police imposed restrictions on same day return on vehicles. However, this restriction on same day return was not applied to one Bus cum permit holder

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