

submits that the Andaman Trunk Road is the lifeline for Baratang, Middle Andaman and North Andaman – it carries food, petroleum products, rations, building materials and other essentials from Port Blair (the main port) to the northern islands.

14. Further, the Andaman Trunk Road itself does not cross the Middle Strait which separates South Andaman and Baratang, nor does it cross the Humphery Strait which separates Baratang and Middle Andaman. These straits / creeks are crossed by means of a vehicular ferry. At the jetty point on either side of the strait, there are vehicles lined up waiting to board the ferry, which can sometimes extend to a wait of a few hours. At these jetty points, the following establishments exist: (1) Nilambur Jetty (where the ATR starts in Baratang) – there is a village which has shops, offices, banks, schools etc.; (2) Gandhighat Jetty (where the ATR exits Baratang) – there is one restaurant in the passenger hall maintained by the Port Trust. The area is otherwise reserve forest, and there is no village near this jetty; (3) Uttara Jetty (where the ATR starts in Middle Andaman) – there are a few shops and eateries. Photographs and Satellite Images showing the site conditions at these three jetties are annexed hereto as **Annexure – 4.**

15. The Petitioner submits that the prohibition contained in the buffer zone is intended to apply to commercial establishments for tourist purposes. The tourism activity in