

The Administration of A & N Islands filed an affidavit in SC and the same is reproduced below (Annexure 21 a):

There has been little impact on forestry resources used by Jarawas because of the construction of ATR. On the contrary, the Administration increased the Jarawa Tribal Reserve by 181 sq. km. by regulating the vehicular movement through convoy system at fixed intervals to reduce the possible negative impact of the ATR on Jarawa Tribes. The alternate means of transport through sea are not acceptable to the local communities as the sea transport is more vulnerable to the vagaries of weather which is unpredictable in these islands.

Camp No. 15 (Kadamiala to Kaushalay Nagar).

encroachment has occurred in a similar stretch from Prolobjig Camp No. 3 to Prolobjig Jirkaang, the two boundary points of Jarawa Reserve on the ATR. Similarly no far no encroachment has occurred within this territory between Middle Strait and Forest Act 1927, Wildlife (Protection) Act 1972 and Forest (Conservation) Act 1980. So area, the Administration is already effectively enforcing various provisions of Indian required protection to Jarawas. With respect to the protection of forests in the Jarawa protection of Aboriginal Tribes Regulation 1956 is adequate enough to afford the The Administration considers that the provisions under Andaman & Nicobar Islands

are directly or indirectly involved in tour and travel sector.

persons are engaged in transportation sector for their livelihood and about 2000 persons food and LPGs are transported in 25 trucks that pass through ATR daily. About 300 ambulances for referred hospitals at Port Blair. Around 250 tonnes of cargo including passengers move on this road daily in 28 buses including emergency patients in transportation, in addition to sea (which is not reliable in all weather). About 1500 constitute 50% of the total population of ANI. It provides an alternate means of ATR is the lifeline for populations of South, Middle and North Andaman Islands which