

The PAT Regulation makes adequate provision of the land and its protection for the benefit of the PTGs including Jarawas in the island territory. The areas inhabited by the Scheduled Tribes of these Islands have been declared as Tribal Reserve. The entry into such area by non-tribal is not only prohibited unless permitted by the Statutory Authority under the said law but acquiring any land is also prohibited. Besides the A & N Administration is making all efforts to enforce the Jarawa Policy by prohibiting persons who illegally enter the Jarawa Reserve area by registering cases against them under the PAT Regulation as well as SCs and STS (Protection of Atrocities) Act 1989. This has created a deterrent effect and intrusion into the Jarawa areas have reduced considerably in recent times.

In order to further protect the Jarawas from the harmful effects of development and exposure and contact with the outside world, an area up to 5 kms around the Jarawa Tribal Reserve on the land ward side has been declared as a Buffer Zone by the A&N Administration in October 2007, prohibiting any commercial and tourism activities in this zone. This order has been challenged on technical ground and is presently sub-judice in the Apex Court. To strengthen the PAT Regulation, it is proposed to give additional power to the Administrator to declare any area which is adjacent to the Reserve as Buffer Zone to regulate unwanted developmental activities and to provide penalty for violation of "Buffer Zone" similar to that provided for "Reserve Area" under Section 8 of the PAT Regulation. The proposal for amendment of PAT Regulation has been sent to the Ministry of Home Affairs for approval in July 2010.

The main road link the Andaman Trunk Road (ATR) between Port Blair in South Andaman to Middle Andaman and North Andaman passes through the Jarawa Tribal reserve area in South and Middle Andaman. With increasing traffic for transportation of men and material, the possibility of contact with Jarawas with outside world has increased in recent times.

However, every precaution is being taken to ensure that non-tribals using ATR do not contact the Jarawas. To this end, the traffic through the Jarawa Reserve is conducted in convoys put in place by the Police. The employees of AAJVS are also deployed along the ATR to discourage tourists and other travelers along the road from engaging in any kind of interaction with the Jarawas.

The A&N Administration is looking into an alternate shipping mode of transport for the public travelling between Port Blair and Baratang Island and to further strengthen ferry services between Middle and North Andamans to reduce the traffic on ATR. However as per the preliminary report of Shipping Department the estimated financial implication is about Rs 130-135 crores in augmenting the shipping fleet and a further Rs.32-35 Crores for construction of jetties, improving navigational channels etc.

The A&N Administration has also send a proposal to the Union Home Secretary, and the Ministry of Tribal Affairs, New Delhi to constitute a Group of Experts in consultation with the Ministry of Home Affairs and A & N Administration to review the Jarawa Policy of 2004 and make codes corrections as is envisaged in clause VI 'e' of the Jarawa Policy. The focus of the Policy need to shift from **protection and preservation to empowerment**. The suggested term of reference for the committee is (i) To review the Jarawa Policy notified in December, 2004, clarify policy objectives and suggest course corrections, so that the Jarawa Policy remains dynamic and takes into account the changing needs and circumstances. (ii) To examine the recommendations of the Babu Committee and suggest specific measures for implementation, including measures relating to empowerment of

*ATR - 100%
Special
command
body
is being
formed*

(for Jarawa to come out a 472)

(for Jarawa to come out - different group)

