

circumstances should be paved.

As per the Jarawa Policy, 2004, the traffic on the road needs to be regulated. The Administration is regulating traffic on the ATR and has also engaged WAPCOS Ltd. to prepare DPR for alternate mode of transport to Baratang Island via sea route to avoid tourist traffic. Andaman Trunk Road is the main lifeline connecting Port Blair to North & Middle Andaman District. The road also provides a vital link for security related activities in the northern part of Andaman Islands.

The MoRTH had floated tender on 20.10.2009 for consultancy for preparation of DPR for development of Andaman Trunk Road (NH233). It is essential to upgrade and maintain the entire stretch of road and construct two bridges for swift movement of vehicles from Port Blair to Northern parts to meet any eventualities. This will also help in disaster response.

ANI Admn. has suggested the following for consideration

- i) The entire stretch of Andaman Trunk Road needs to be upgraded, this being the lifeline for northern group of islands
- ii) The Jarawa reserve area if not upgraded, at least should have paved shoulder to avoid traffic problem during monsoon period.
- iii) The MoRTH to include two bridges in the DPR under preparation and construct them at the earliest

The Andaman Marine Drive Phase - I: From Haddo Jetty to Dandus Point will provide an additional, efficient and shortest road network to the places like Dollygunj, Garacharna, Shippighat, Choudhary and Dandus Point by passing the town. Over the years the number of vehicles in the Port Blair town & its environs are increasing steadily and to cope with the traffic demand of the future, it is essential to have this alternate road link, as it is impossible to widen the existing road network, in view of involvement of large scale acquisition of Private land.

A & N Administration has decided to take up the Phase - I of the Andaman Marine Drive, immediately, that is from Haddo Jetty to Dandus Point measuring a length of 25.847 km (4 lane divided road (30 mt) with 2 mt central median). The APWD has completed preliminary survey and alignment of the road has been finalized. DPR is under preparation. NOC has been requested from A&N Command. Project is estimated to cost Rs 150 crores.

be pursued. The Honble MP, ANI indicated that the sea route was not a viable option during six months when the sea is rough.

MoRTH is maintaining the ATR except the stretch passing through the Jarawa reserve.

It was decided that no decision on maintenance of the ATR through the Jarawa Reserve can be taken up till the Supreme Court pronounces its decision on the application filed by the A&N Administration on the orders of the Supreme Court passed in May 2002 covering various issues including the ATR.

Ministry of Defence expressed difficulties in giving NOC in view of future plans of Navy on the use of the land.

It was decided that Ministry of Defence would furnish its views to the ANI Administration on the possible alternatives so that the Andaman Marine Drive Project can be pursued by the Administration.

22. Andaman Marine Drive Project

MP- A&N & A&N Admn