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XIII. **Removal of restriction on development in Tribal Reserve areas of South & Middle Andamans** – Two vital link projects of National Highway and Railways connecting Port Blair with Diglipur, passing through several settlement areas of South, Middle and North Andamans are facing restrictions due to two stretches of Tribal Reserve for the Jarawa tribe in South & Middle Andaman. With all sympathies for the Jarawa, one finds it not very logical to halt development of facilities and amenities for four lakh people to provide resource domain to merely 300 individuals in a primitive stage of development. Even otherwise, the current policy of isolating Jarawa adopted by the A&N Administration does not seem to be doing any benefit to the Jarawas. A model for development/mainstreaming of the Jarawa has been suggested earlier. It is high time that realisation dawns on the Policy makers to adopt the correct Policy for the survival of Jarawa tribals and not go for the fashionable option. This would also remove the hindrance posed to essential development.

Demand – Restrictions imposed on development activities for national highway level maintenance of Andaman Trunk road be lifted immediately. The restrictions posing to be an impediment to the laying of railways linking Port Blair with Diglipur be lifted immediately to facilitate initiation of the project. This would require to go hand in hand with the lightening mainstreaming of the Jarawas, which will also ensure survival of the Tribe as an entity blatantly threatened in the present context.

XIV. **Creation of a dedicated Water Circle for A&N Islands** – Despite all development schemes and efforts and colourful dreams of developing tourism in the islands, sadly water has been a difficult commodity to provide to the permanent residents of A&N Islands. Largely, raw water is supplied to the residents without any filtration or treatment. During the lean season stretching over four to six months, the frequency and volume of water supply keep decreasing to an alarming 20 minutes supply even to the extent of a gap of 4-5 days between supplies in Port Blair town. This crisis situation is not new alternate day's supply having begun in 1978. The infrastructure for harvesting rain water exists only in the form of one Dhanikari Dam for Port Blair Municipal