

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO. 425
ANSWERED ON 23/07/2025

ROAD SAFETY HAZARDS AND RECTIFICATION OF BLACK SPOTS

425. SHRI RAGHAV CHADHA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) whether Government has identified a large number of accident-prone black spots and infrastructure deficiencies on National and State Highways during the last five years;
- (b) if so, the details thereof, year-wise;
- (c) the reasons for delay in rectifying most of these black spots and ensuring timely road maintenance and illumination; and
- (d) the steps being taken to improve road engineering, enforce accountability on contractors, and enhance overall road safety?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) & (b) Government in Ministry of Road Transport & Highways is primarily responsible for development, operation and maintenance of National Highways (NHs). Till date, 13,795 blackspots have been identified on National Highways under various series i.e. 2016-18, 2017-19, 2018-20, 2019-21 & 2020-22. The details are annexed.

(c) Rectification of black spots is a continuous process and temporary measures are taken on immediate basis. Out of total 13,795 blackspots identified on National Highways (NHs) in the country, short-term rectification has been completed on 11,866 black spots and long-term rectification has been completed on 5,324 black spots. Long term rectification works includes improvement of road geometric, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. which involve pre-construction activities such as land acquisition, forest clearance & utility shifting.

Development and maintenance of NHs is a continuous process. The conditions of NHs are assessed from time to time by the executing agencies. The maintenance works on NHs are accordingly taken up to keep the NHs in traffic worthy condition. The maintenance works also include the proper maintenance of signboards, streetlights, and crash barriers along National Highways.

The Maintenance & Repair (M&R) of stretches of NHs, where development works have commenced or Operation, Maintenance and Transfer (OMT) Concessions/ Operation and Maintenance (O&M) Contracts have been awarded, are the responsibility of the concerned Concessionaires/Contractors till the end of the Defect Liability Period (DLP)/ the Concession Period. Similarly, for NHs stretches undertaken under TOT (Toll Operate and Transfer) and InvIT (Infrastructure Investment Trust), M&R responsibility lies with concerned Concessionaire till the end of the Concession Period.

For all remaining sections of NHs stretches, the Government has prioritized the maintenance, and inter-alia evolved a mechanism to ensure M&R of all NHs sections through accountable maintenance agency through Performance based Maintenance Contract (PBMC) or Short-Term Maintenance Contract (STMC).

(d) In so far as National Highways (NHs) are concerned, works are carried out as per standards, guidelines, manual, code of practice of Indian Roads Congress as well as specifications for Road and Bridge Works. Necessary road safety measures are taken during design, construction, operation and maintenance stages. Further, Guidelines have been issued for regular safety audit of all NHs at design, construction, pre-opening stage of NH projects as well as on existing NHs for ensuring road safety. Road construction for other categories of roads including State Highways is undertaken by States/UTs.

ANNEXURE

ANNEXURE REFERRED IN REPLY TO PART (a) & (b) OF RAJYA SABHA UNSTARRED QUESTION NO. 425 FOR 23.07.2025 ASKED BY SHRI RAGHAV CHADHA REGARDING ROAD SAFETY HAZARDS AND RECTIFICATION OF BLACK SPOTS.

Black-spot series	No. of Black Spots identified
2016-18	5352
2017-19	2483
2018-20	1898
2019-21	2732
2020-22	1330
