

GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO- 1224
ANSWERED ON - 29/07/2026

**IDENTIFICATION AND RECTIFICATION OF ACCIDENT-PRONE BLACK SPOTS
ON NATIONAL HIGHWAYS**

1224. MS. SWATI MALIWAL:

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

- (a) whether Government identifies and monitors accident-prone “black spots” on National Highways across the country;
- (b) the criteria and mechanism adopted for identifying such black spots and prioritizing them for rectification;
- (c) the steps being taken to accelerate engineering corrections, signage and lighting at such locations to reduce road accident fatalities; and
- (d) whether Government proposes to leverage technology, such as AI-based traffic/accident data analysis for early identification of emerging black spots?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (d) Certain segments on National Highways (NHs) have been identified as black corridors which are continuous stretches qualifying the criteria of black spots i.e. locations with occurrence of certain number of accidents involving fatalities and grievous injuries. These black corridors have been identified on real-time basis through AI based tools developed by Indian Institute of Technology (IIT), Kanpur. Based on the available accident data from Electronic Detailed Accident Report (e-DAR) for the period 2023–2025, 6,358 Black corridors has been identified.

All National Highway (NH) 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. 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.

Short-term measures for immediate rectification of black corridors include road markings, signages, crash barriers, road studs, delineators, closure of unauthorized median openings, traffic calming measures, highway lighting etc. Long-term measures for rectification of black corridors like improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, etc. are also taken as permanent rectification measures as per site requirement. Long term rectification works involve pre-construction activities such as land acquisition, forest clearance & utility shifting which takes significant time.
