



*Parth Banger  
P.M. P.I.U. Unit  
for  
17/11/15*

भारत सरकार  
Government of India  
सड़क परिवहन और राजमार्ग मंत्रालय  
Ministry of Road Transport & Highways  
परिवहन भवन, 1 संसद मार्ग, नई दिल्ली - 110001  
Transport Bhawan, 1 Parliament Street, New Delhi- 110001



No. RW/NH/15017/109/2015/P&M (RSCE)

Date: 28.10.2015

*No. 2051-ENC/15  
DH-17.11.2015*

**OFFICE MEMORANDUM**

**Subject:** Protocol for identification and rectification of road accident black spots on National Highways

The present Road Safety scenario on road network in general and on National Highways in particular with a high rate of accidents leaves much to be desired. Though the roads especially National Highways were expected to be developed adopting all Safety Engineering measures including design stage Road Safety Audit at the time of preparation of DPRs and Pre-opening stage Road Safety Audit after completion of the development work, a significant number of locations even on NHs have remained prone to accidents on the road network in the country including NH network which has already been developed in one scheme or the other, due to several reasons and constraints in the development and maintenance. For improvement of such locations a systematic approach is required which includes a common definition for road accident black spots on NHs and a sequence of actions with time frame for removal of those black spots. For this purpose the following is the protocol for road accident black spots on National Highways.

2. Definition of Road Accident Black spot on National Highways: Road Accident Black spot is a stretch of National Highway of about 500m in length in which either 5 road accidents (in all three years put together involving fatalities/grievous injuries) took place during the last 3 calendar years or 10 fatalities (in all three years put together) took place during the last 3 calendar years.
3. Forwarding the road accident data on NHs to Transport Research Wing (TRW) of MORTH: The accident data (keeping in view the above definition of accident black spot) giving the specific location of black spot, limits of the black spot stretch (Up to a length of about 500 m), Number of accidents involving fatalities/ grievous injuries, number of fatalities if any during a calendar year are to be forwarded by police authorities/National Crime Records Bureau so as to reach TRW of Ministry of Road Transport & Highways by 31<sup>st</sup> March, of the subsequent calendar year ( For example Road accident data of the year 2015 is to be forwarded to TRW by 31<sup>st</sup> March 2016).
4. Forwarding of compiled road accident black spot data on National Highways by TRW to Road Safety Cell(Engineering) of MORTH: Transport Research Wing of MORTH shall compile/analyse road accident data on NHs of a particular calendar year based on the above definition and furnish the black spot details along with details of accidents/fatalities to Road Safety Cell(Engineering) of MORTH by 31<sup>st</sup> May of the subsequent calendar year (For example black spot data based on road accident data of the year 2015 is to be forwarded to RSCE of MORT&H by 31<sup>st</sup> May2016).

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5. Remedial measures for Rectification of Road accident black spots on NHs: The concerned executing agency should take necessary actions for preliminary inspection, framing of proposal and obtaining of approvals/sanctions as per the guidelines given in OM No RW/NH-15017/ 109/2015 / P&M (RSCE) dated 08.10.2015 and obtain sanctions/approvals for rectification of the accident black spots identified based on accident details of a particular Calendar year by 31<sup>st</sup> March of the next to subsequent Calendar year (For example sanctions of remedial measures for black spots based on road accident data of the year 2015 by 31<sup>st</sup> March 2017)The execution of the remedial measures including acquisition of the land for implementation of the road safety measures for removal of black spots should be taken up on top priority and should be completed in minimum possible time commensurate with the size/ complexity of the remedial measures as per the respective contract conditions. In any case, short term measures like installation of road signs, road markings, speed reduction measures and repair of damages causing unsafe conditions on the National Highway shall be taken up immediately and completed within 3 months of identification of the road accident black spot. The progress of the execution of these remedial measures should be regularly (on quarterly basis) reported to Road Safety Cell (Engineering) of Ministry of Road Transport & Highways.

6. Feedback on effectiveness of remedial measures taken:

Concerned executing agencies who executed the remedial measures should obtain Road accident data of the location/stretch where remedial measures are executed, from concerned Police Authorities on a calendar year basis after the remedial measures are executed and should communicate to the Road Safety Cell (Engineering) by 31<sup>st</sup> March of the subsequent calendar year till 3 years after completion of remedial measures or the declaration of the remedial measures as effective by Road Safety Cell (Engineering) whichever is later.

This issues with the approval of Secretary (RT&H).



(Ravi Prasad)

Chief Engineer (Road Safety)

To  
Chief Engineer-P-1/P-2/P-3/P-4/P-5/P-6/P-7/NER/PL/MON-I/EAP/NHDP-IV/ LWE/S&R  
(R)/S&R (B)  
Chairman, NHAI [Attention: Chief General Manager (Road Safety)]/  
Director General Border Roads/Managing Director, NHIDCL, Director, IAHE.  
Joint Secretary (Transport), Senior Advisor, Transport Research Wing.

All Secretaries of PWDs, Chief Engineers of NH, Chief Engineers of project zones,  
Regional Officers of MORT&H, DGBR, NHAI, NHIDCL

Copy for information to: PS to Hon'ble Minister (RTH & S), PS to Hon'ble Minister of State for RTH & S, PS to Secretary (RT&H), Sr. PPS to DG (RD) & SS, Chief Secretaries of Concerned States & UTs, PPS to ADG-I ADG-II, Coordinator-I, II & III.