


Removing black spots on national highways: Parliamentary panel flags ‘governance failure’, lays down 3-tier action plan

According to MoRTH data, out of the total 13,795 black spots identified on the NHs in the country, long-term rectification has been completed on only 5,036 black spots.

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Despite the Ministry's commitment to reducing road fatalities, the continued existence of these identified danger zones on national highways remains a major concern. (Credit: Pexels)

The Parliamentary Standing Committee on Transport, Tourism and Culture has criticised the Ministry of Road Transport and Highways (MoRTH) for the persistent existence of accident-prone “black spots” on national highways (NHs), calling it a “significant governance failure that directly translates to preventable deaths.”

A black spot or hazardous location on a national highway is identified based on the occurrence of a certain number of accidents resulting in fatalities and grievous injuries in three consecutive calendar years.

In a report released recently on the Demands for Grants for financial year 2025-26, the parliamentary panel said there is an urgent need to implement a three-tier prioritisation framework for the rectification of black spots on the basis of severity (frequency and impact of accidents), complexity of intervention required, and population exposure, i.e., the number of people potentially affected.

“For immediate action, the Ministry should adopt a rapid-response protocol for Category A (highest risk) black spots, with mandatory intervention within 30 days of identification. This should include deployment of temporary safety measures while permanent solutions are designed. For Category B and C black spots, the Ministry should establish 90-day and 180-day rectification deadlines respectively, with penalties for non-compliance by implementing agencies,” said the committee, which is headed by [Rajya Sabha](#) MP Sanjay Kumar Jha.

The committee further emphasised the importance of evaluating the effectiveness of the implemented solutions and recommended that each rectified black spot should undergo mandatory post-implementation safety audits at 3- and 12-month intervals to ensure the effectiveness of interventions.



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“Additionally, the Ministry should develop a public dashboard displaying the status of all identified black spots, rectification progress, and responsible authorities, enhancing transparency and accountability in the process,” the panel said in its report.

It also noted that during the course of the meeting held to discuss the Demands for Grants (2025-26), the Ministry reiterated its ambitious target to reduce road fatalities by 95 per cent by 2028. The Ministry said that a key focus area would be the rectification of 1,000 accident-

prone black spots in FY26, with a view to eliminate all identified black spots by FY28 through scientific road design, improved signage, and enhanced junction management.

However, despite the Ministry's commitment to reducing road fatalities, the continued existence of these identified danger zones remains a major concern.

According to MoRTH data, out of the total 13,795 black spots identified on the NHs in the country, long-term rectification has been completed on only 5,036 black spots.

Measures such as road markings, signages, crash barriers, road studs, delineators, closure of median openings, traffic calming measures, etc., are implemented for the short-term [rectification of black spots](#), in accordance with guidelines issued by the government.

Long-term measures such as improvement of road geometrics, junction improvements, spot widening of carriageway, construction of underpasses/overpasses, are taken for permanent rectification of black spots.

Black Spots on National Highways

Year	No. of Black Spots Identified	Short-term Rectification	Long-term Rectification
2016-18	5,352	5,305	2,724
2017-19	2,483	2,238	769
2018-20	1,898	1,518	580
2019-21	2,732	1,842	727
2020-22	1,330	612	236
Total	13,795	11,515	5,036

Source: Ministry of Road Transport and Highways



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