

**Government of India**  
**Ministry of Road Transport & Highways**  
**Road Safety Cell (Engineering)**

**Top Priority**  
**Road Safety Engg**



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

Dated: 08 October 2015

**OFFICE MEMORANDUM**

**Sub:** Sanction / approval of permanent long term remedial measures for removal of identified road accident black spots on National Highways – regarding.

India is one of the countries having high rate of road accidents and fatalities. National Highways account for a substantial proportion of these accidents leading to huge economic losses and to irreparable loss of human lives. Therefore, it has been decided to make concerted efforts towards improvement of road safety in general and on National Highways in particular. Towards this objective it is decided that the road accident black spots identified based on fatality data collected from police records (which is circulated vide letter No RW/NH-15017/12/2015 –P&M (PL) dated 27.07.2015) would be given priority for their removal through permanent long term measures. For this purpose a separate cell by name Road Safety Cell (Engineering) has been established within M/O RT&H to deal with the matters of improvement of road safety through engineering measures on NHs.

2. For the current year 2015-16, an amount of Rs500 Crore has been earmarked under annual plan for NH (O) mainly for removal of these black spots through permanent long term measures. The accident Black spot data identified based on 2011, 2012, 2013 fatalities cited above has been consolidated and analyzed for your convenience. The black spots to be removed have been categorized into first priority, second priority and third priority etc., based on analysis of fatality data of all states under consideration. In case priority one spots are not there in your state, priority two spots and in case priority one & two spots are not there, priority three spots and so on, may be picked up for taking up remedial measures. The list of said black spots pertaining to your State (In case black spots are identified in your state/UT) is enclosed at Annexure-I. About 25 black spots in each of the 13 states circulated earlier are also reflected in the consolidated list and have been highlighted with bigger size font for easy identification of these old black spots. Long term measures would be sanctioned on first come first serve basis depending on the receipt of complete proposal free from deficiencies. Necessary action for taking up of remedial works in a time bound manner for removal of the accident blackspots in order of priority may be taken as below.

**Preliminary inspection/assessment of the black spots**

3. The black spots in order of priority have to be inspected in detail by a Committee comprising CE(NH) or his representative not below the rank of SE(NH), regional Officer MORTH, EE(NH) of the concerned NH division in whose jurisdiction the black spot is falling and any other co-opted member if considered necessary by CE (NH). The Committee should primarily examine the concerned black spot and identify if there are any road related deficiencies which might have been the cause of repeated

accidents/fatalities. While Identifying the limits of the black spot stretch generally a maximum length up to 1.0 Km may be considered for assessing the road related contributing factors causing repeated accidents/fatalities at a particular black spot. Local enquiry and discussion with local police personnel may also be duly considered in identifying the reasons/remedial measures for repeated accidents/fatalities. In case any such road related issues could not be identified it should be concluded that the accidents are possibly due to reasons other than those attributable to road (like mechanical problem of vehicle, driver's fault or any other issue). In such case no further road related action is required and it should be declared so. In case road related deficiencies which might have caused accidents are identified it should be ascertained whether sufficient land is available for implementing the remedial measures or not. In case sufficient land is available for proper long term remedial measures necessary action for framing of proposals for long term remedial measures is to be taken and the proposals along with supporting documents, schedule of rates of the concerned State etc., should be forwarded through Regional Officer of M/O RT&H to CE, Road Safety Cell (Engineering) MORT&H for sanction.

4. In case the land for implementing the permanent remedial measures is not available, short term temporary measures for reducing the accident potential should be taken and action should be initiated for framing a detailed proposal also containing proposal for acquisition of required land for long term permanent remedial measures.

5. In case a particular accident Black spot does not require any longterm permanent measures but requires only short term or simple measures like signs/markings etc., it should be declared so. These measures should be proposed for immediate implementation.

6. The results of the above preliminary inspection may be brought out in the form of an inspection note of the Committee bringing out the limits of the black spot stretch, reasons/remedial measures, date of inspection etc. Appropriate photographs of the black spot site may also be captured for appreciating requirements. The basic inferences drawn from the inspection of these Black spots in the state may be brought out in the format enclosed at **Annexure- II**. After the inspection of the Committee necessary action for removal of accident black spots may be taken wherever required as per the following approach.

#### Framing of proposals and their implementation

7. The accident black spot sites where long term permanent measures are required should be got surveyed and a base map is to be prepared giving all the road related features, road side features, superimposing the proposed remedial measures on the base map. An estimate for executing these remedial measures should be prepared as per usual procedure adopted for NH (O) works.

8. The preparation of such proposal including survey, investigations/estimates could be carried out by procuring the services of competent consultants or through in-house efforts of State PWDs wherever feasible. In some cases if a consultant is already deployed and is willing to take-up additional work, the same may be assigned to that consultant through appropriate change of scope within the provisions of contract avoiding extension of time or delay on account of this additional work.

9. The execution of the remedial measures after the sanction/approval may be carried out through a contract to be awarded through bidding. However, in case some

work is in progress on a nearby NH location, the execution of long term remedial measures may be carried out through variations, within the provisions of that contract avoiding extension of time/delay on account of these additional works.

10. In all the above cases of procuring consultancy services or construction services, the time should be of utmost importance and a strictly time bound program is to be incorporated in the supplementary contract agreement/variation order/standalone contract. Further details of the terms of reference could be worked out in consultation with Regional Officer MORT&H/CE, (Road Safety), M/o RT&H. The requirements for these long term measures can be met from the contingencies of ongoing projects if feasible subject to approval even if those remedial works are not falling in the project stretch.

11. In respect of black spots falling on the stretches entrusted to NHAI/NHIDCL appropriate actions may be taken by the respective organizations for implementing long term remedial measures wherever such measures are required and the action taken/progress achieved may be intimated to the undersigned for appraising the Hon'ble Supreme Court Committee on Road Safety.

12. A time schedule for carrying out the above activities is drawn and enclosed at **Annexure- III.**

13. *In case some of these black spots are falling on state roads immediate necessary action for removal of those black spots may be taken by the State Government. In view of the highest importance which road safety deserves, it is requested that all concerned should take the actions with special attention in a strictly time bound manner.*

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

**Enclosure:** As above



(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  
Chairman, NHAI [Kind attention: Chief General Manager (Road Safety)]/  
Director General Border Roads/Managing Director, NHIDCL.

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.