

Jacques Barrot, Vice-President of the European Commission and Commissioner for Transport  
EUROPEAN COMMISSION  
BREY 09/161  
Rue de la Loi 200,  
B-1049 Brussel  
Belgium  
Dear Mr. Barrot,

31 March 2005

**Daytime Running Lights (DRL)**

Please may we refer you to the Commission's proposals to mandate the introduction of DRL on the basis of reports ref IR1-4 and the Final Report by TNO issued October 2004. These reports appear to use inconsistent methodology and rely heavily on past studies which have similar flaws. We have detailed these concerns and published critiques at [www.dadri.org.uk](http://www.dadri.org.uk) "DRL Studies and Links".

To combat the spread of polluting, dangerous DRL, an alliance has been formed to represent European drivers, motorcyclists, bicyclists and pedestrians organisations; if you do propose to adopt DRL, we will give maximum publicity to this folly.

In reality, academic predictions of fewer accidents from Koornstra, Elvik, Commandeur et al do not appear to have materialised. Enough countries have changed to using DRL, therefore using comparable criteria, there should have been a sustained x% step reduction in road accidents across the whole spectrum of road users including pedestrians, cyclists and motorcyclists in each country. After allowing for the natural tendency for road accidents to decline due general safety improvements, we openly challenge you to produce real world data to prove how DRL have reduced (and maintained) any reduction in accidents to all road users. We are well aware of the one off claims such as 11% by Transport Canada who conveniently omitted to note that there was a similar decrease in USA accidents (who were not using DRL) over a similar period.

We are sure that the Commissioner would not wish to be held publicly accountable for the energy waste (CO<sup>2</sup> levels are up 20% since 1990) and safety negative effects on less conspicuous road users of DRL.

In view of this new evidence about the dangers of DRL, we would respectfully suggest that the EU:

**1. Ban full power daytime running lights**

The EU should immediately ban full power headlight based DRL and make manufacturers recall headlight DRL equipped cars on safety and environmental grounds

**2. Fit non glaring LED daytime running lights**

The EU should agree with manufacturers to design small clusters of non glaring Light Emitting Diodes totaling no more than 1 watt each that can be fitted to new cars and easily retrofitted to existing cars into any aperture at the front of the vehicle.

**3. Automatic headlight switching**

Install headlights that automatically switch on when visibility is insufficient below 75 lux.

**4. Introduce eyesight tests**

The EU should introduce annual drivers eyesight tests linked to issue of a vehicle license

**5. Introduce advanced level driving tests**

The EU should introduce compulsory advance driver training programmes so that with 3 year drivers must have passed an advanced level driving test.

We look forward to your response.

Yours sincerely,

**Roy Milnes Campaign Co-ordinator**

*The Association of Drivers against Daytime Running Lights*

*The British Motorcyclists Federation*

*The Motorcycle Action Group*

*The Federation of European Motorcyclists Associations*

*Living Streets – The UK Pedestrians Association*

*Federation of European Pedestrians Associations*

*Cyclists Associations*

**for an on behalf of:**

*DADRL*

*BMF*

*MAG*

*FEMA*

*FEPA*