



**The Association of Drivers against  
Daytime Running Lights**  
[www.dadrl.org.uk](http://www.dadrl.org.uk)

**Andris Piebalgs Commissioner for Energy  
EUROPEAN COMMISSION  
BREY 09/161  
Rue de la Loi 200,  
B-1049 Brussel  
Belgium**

e-mail: [dadrl@btinternet.com](mailto:dadrl@btinternet.com)

**14 October 2005**

**Dear Mr. Piebalgs,**

**Daytime Running Lights (DRL)**

Please may we enquire if you would kindly let us have a response to our letter of 31 March 2005. This letter was asking how you intend to account the energy waste caused by the European Commissions intent to mandate DRL (which is based upon flawed reports - see [www.dadrl.org.uk](http://www.dadrl.org.uk) "DRL studies" page) when the EC are committed to comply with the Kyoto Protocol of CO<sup>2</sup> emissions reduction.

The only related reference to DRL we have heard of is indirectly via a press report in Der Spiegel and The Times where you promulgated the idea of a universal 100kph (62mph) speed limit to save energy.

May we suggest caution with this approach as practical experience in the USA has shown that there were more accidents with a 55mph speed limit than the current limits of 65 - 75mph (please see [http://www.motorists.org/issues/speed/fhwa\\_report.html](http://www.motorists.org/issues/speed/fhwa_report.html)). We feel sure that you would not wish to be held accountable for causing more accidents. With the current high fuel prices, most drivers will be driving in the most economical manner, the correct solution being advanced driver training in hazard perception and anticipation techniques.

We are very concerned that the introduction of DRL will cause more accidents to vulnerable road users. Since writing to you in March, we now have unanimous support from all UK and EU groups representing pedestrians, ramblers, cyclists and motorcyclists. We have also started to garner press interest (see [www.dadrl.org.uk](http://www.dadrl.org.uk) "Whats New" page) and intend to move our campaign into the public arena.

We do hope that you will do us the courtesy of a reply which we look forward to with interest.

**Yours sincerely,**

**Roy Milnes Campaign Co-ordinator DaDRL  
for and on behalf of:**

*[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](#)*

*[European Cyclists' Federation](#)*

*[The Cyclists Touring Club](#)*

*[The Royal Society for the Prevention of Cruelty to Animals](#)*

*[The Ramblers Association](#)*



**FEPA**



**Andris Piebalgs**      **Commissioner for Energy**  
**EUROPEAN COMMISSION**  
**BREY 09/161**  
**Rue de la Loi 200,**  
**B-1049 Brussel**  
**Belgium**

**31 March 2005**

**Dear Mr. Piebalgs,**

**Daytime Running Lights (DRL)**

Please may we refer you to the Commission's proposals to mandate the introduction of daytime running lights on the basis of reports ref IR1-4 and the Final Report by TNO issued October 2004.

We have expressed our concerns about the dangers of DRL to vulnerable road users Jaques Barrot, but please may we address the specific issue of energy waste to yourself.

We respectfully submit that it is irresponsible of the EU to propose burning twin 55 watt tungsten halogen lamps on every vehicle in good daylight; for example in the UK this will negate all the good work of the Carbon Trust. The use of headlights in good daylight will add about 1.85 million tonnes of CO<sup>2</sup> into the UK's atmosphere (annually the UK emits around 560 MtCO<sup>2</sup>).

The Carbon Trust UK has been running TV adverts aimed at reducing the impact of climate change. The Carbon Trust employ around 450 energy consultants to survey hospitals, schools, and industrial premises to provide a free service to help owners identify and implement energy savings.

If two 55 watt tungsten halogen lamps were found burning in good daylight in the EU Commissioners office, he would be rightly castigated. If the lights were essential, then low energy LED or compact fluorescent lamps would be recommended.

Tom Delay Chief Executive, stated that during 2003/2004 the Carbon Trust helped to save 0.9 to 1.8 million tonnes of CO<sup>2</sup>. The introduction of DRL into the UK will wipe out these savings.

The FFMC (Fédération Française des Motards en Colère) calculate that DRL in France will emit 1.3 million tonnes of CO<sup>2</sup> and in Germany it will be around 2.2 million tonnes of CO<sup>2</sup>.

We suggest that these reports should have evaluated the full detrimental effect of the extra CO<sup>2</sup> pollution upon each member state's efforts to comply with the Kyoto protocol. The EU as part of its commitment to Kyoto, should be encouraging good efficient energy practice not just in the EU, but as an example of good practice across the World.

Yesterday Dr. Pieter Tans director of the US government's Climate Monitoring Diagnostics Laboratory, part of the National Oceanic and Atmospheric Administration (Noaa) at Mauna Loa Hawaii reported that World Carbon Dioxide levels had risen from 315 to 378 parts per million (ppm) a 20% increase since 1990.

The prospect of CO<sup>2</sup> pollution due to DRL in developing countries such as India and China are untenable, we are sure that the Energy Commissioner would not wish to be held accountable for such a consequence.

Full power DRL were only necessary in Sweden because they changed from driving on the left to the right hand side of the road – our formal responses to the EU studies are at [www.dadrl.org.uk](http://www.dadrl.org.uk) "DRL Studies and Links". Please note that we do accept that there is some merit in low power non glaring DRL this function could easily be provided by two clusters of Light Emitting Diodes each totalling 1 watt which could easily be retrofitted to vehicles. We would value your opinion on this energy efficient solution.

Yours sincerely,

<b>Roy Milnes</b>	<b>Campaign Co-ordinator</b>	<b>for an on behalf of:</b>
<i>The Association of Drivers against Daytime Running Lights</i>		<a href="#">DADRL</a>
<i>The British Motorcyclists Federation</i>		<a href="#">BMF</a>
<i>The Motorcycle Action Group</i>		<a href="#">MAG</a>
<i>The Federation of European Motorcyclists Associations</i>		<a href="#">FEMA</a>
<a href="#">Living Streets</a> – <i>The UK Pedestrians Association</i>		
<i>Federation of European Pedestrians Associations</i>		<a href="#">FEPA</a>
<i>Cyclists Associations</i>		
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