

Brussels, 15 November 2005
CAB-25 (2005) A/2835
GAB-25 (2005) D/I099

Dear Mr Milnes,

Thankyou for your letters dater 31 March and 14 October 2005 on the subject of Daytime Running Lights (DRL).

I would like to refer you to the letter sent to you by Vice-President Mr Barrot on 12 May 2005. Indeed I agree with him that the research conducted by the TNO consortium employed a valid scientific approach and that it resulted in a convincing impact statement on the environmental effects of DRL. However I agree with you that the decisions on intensity of the dedicated DRL on new vehicles need further consideration.

I thank you for your input to this DRL debate.

Yours sincerely

A handwritten signature in black ink, appearing to be 'A. Piebalgs', written in a cursive style.

Mr Roy Milnes
Campaign Co-ordinator DaDRL



**The Association of Drivers against
Daytime Running Lights**
www.dadrl.org.uk

Andris Piebalgs Commissioner for Energy
EUROPEAN COMMISSION
BREY 09/161
Rue de la Loi 200,
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Belgium

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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 "DRL studies" page) when the EC are committed to comply with the Kyoto Protocol of CO² emissions reduction.

The only related reference to DRL we have heard of is indirectly via a press report in Der Speigel 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). 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 "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

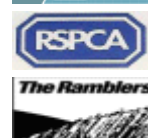
The Cyclists Touring Club

The Royal Society for the Prevention of Cruelty to Animals

The Ramblers Association



FEPA



The Association of Drivers against Daytime Running Lights

Andris Piebalgs Commissioner for Energy
EUROPEAN COMMISSION
BREY 09/161
Rue de la Loi 200,
B-1049 Brussel
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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 CO² into the UK's atmosphere (annually the UK emits around 560 MtCO²).

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 CO². 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 CO² and in Germany it will be around 2.2 million tonnes of CO².

We suggest that these reports should have evaluated the full detrimental effect of the extra CO² 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 CO² 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 "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,

Roy Milnes	Campaign Co-ordinator	for an on behalf of:
<i>The Association of Drivers against Daytime Running Lights</i>		DADRL
<i>The British Motorcyclists Federation</i>		BMF
<i>The Motorcycle Action Group</i>		MAG
<i>The Federation of European Motorcyclists Associations</i>		FEMA
Living Streets – <i>The UK Pedestrians Association</i>		
<i>Federation of European Pedestrians Associations</i>		FEPA
<i>Cyclists Associations</i>		
This letter is published at www.dadrl.org.uk "ACTION CENTRE".		