






The opinions expressed in the studies are those of the consultant and do not necessarily represent the position of the Commission.

## DRL

### Daytime Running Lights

Project details	
Domain	Vehicle Technology: Active Safety
Duration	from 1/01/2003 until 1/01/2004
Website	
Other sources	 <a href="#">Final report</a> (239 kB)  <a href="#">Intermediate Report 1: State of the art with respect to DRL implementations</a> (946 kB)  <a href="#">Intermediate Report 2: A systematic review of effects on road safety</a> (2,12 MB)  <a href="#">Intermediate Report 3: Do other road users suffer from the presence of cars that have their daytime running lights on?</a> (1,10 MB)  <a href="#">Intermediate Report 4: DRL implementation scenarios</a> (305 kB)

The project pursued the following objectives:

- To assess the effectiveness of the currently legislated requirements for the use of DRL in the EU and elsewhere, and how that legislation has been implemented in these countries.
- To assess the various evaluations and make specific cost-effectiveness recommendations for the introduction of DRLs, taking into account the various positive and possible negative road safety impacts (casualty reduction ranges for various types of road users) and environmental impacts (increased fuel consumption and CO2 production). To investigate possible negative environmental impacts of the use of DRLs relative to other in-vehicle electrical equipment, such as air conditioners, etc.
- To collate the work done under (a) and (b), and produce various implementation strategies for DRLs in the EU, as well as further specific recommendations for implementation maximising the positive effects, while minimising the negative effects.

#### Coordinator

- [TNO - Organisation for Applied Scientific Research](#) (NL)

## Partners

- [SWOV - Institute for Road Safety Research](#) (NL)
- [TØI - Institute of Transport Economics](#) (NO)