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**ECONOMIC COMMISSION FOR EUROPE**

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Working Party on Road Traffic Safety  
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**REVISION OF THE CONSOLIDATED RESOLUTIONS ON  
ROAD TRAFFIC (R.E.1) AND ON  
ROAD SIGNS AND SIGNALS (R.E.2)**

Daytime running lights

Transmitted by Denmark

In Denmark the use of Daytime Running Lights has been compulsory since 1 October 1990. The effect has previously been evaluated in a before- and after-study based on an after-period of five quarters. At that time (1993) the total safety effect was estimated to about 125 accidents per year. Now the evaluation has been repeated, including an after-period of 11 quarters. In the analysis accidents have been divided into four groups:

**Accidents involving motor vehicles:** A significant safety effect is found in one situation: Left turn in front of an oncoming vehicle. The result is practically unchanged compared with the first evaluation.

**Accidents involving cyclists:** A positive tendency is found. This result only differs slightly from the first evaluation.

**Accidents involving pedestrians:** A significant **negative effect** is found. The result is surprising, as these accidents were found unaffected in the analysis based on 5 after-quarters. No specific reason for the increase has been identified, but no other explanations than the Daytime Running Lights can be pointed out.

**Accidents involving motorcycles:** As in the first evaluation, a tendency to a negative effect is found. The result was anticipated, as already from 1977 Daytime Running Lights have been compulsory for motorcycles during daytime.

The safety effect of Daytime Running Lights is now considered to be somewhat smaller than after the first analysis, but still the total effect is positive.

(Danish Council of Road Safety Research report 1/95)

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