



REPORTER

The Newsletter of The International Council on Alcohol, Drugs & Traffic Safety

Message from the ICADTS President

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One of the great features of ICADTS are what we call “Interest Groups.” ICADTS Interest Groups (or sometimes called Committees or Working Groups) are designed to provide an opportunity for ICADTS members to work together on a specific area of interest with a vision of researching and discussing and/or preparing a report on the current status of that field of interest.

All Interest Groups are willing to accept new members for participation and the contribution of time and talent to help achieve group objectives. Groups can meet to deliberate in any of a variety of ways, including email or virtual conferencing (e.g., Zoom). Most however, convene during or before ICADTS regional or international meetings when an Interest Group chair or co-chair is present.

Interest Groups can be either initiated by the ICADTS Executive Board or be a membership-initiated activity that is proposed to and approved by the Executive Board. The ICADTS Board welcomes ideas for novel interest groups. Currently there are four Interest Groups and a fifth that is just starting up:

- **Standardization of Reporting Alcohol and Drug Involvement in Fatal Crashes:** the goal is to develop international guidelines on reporting alcohol and other drug involvement in fatal and serious injury crashes so that meaningful comparisons can be made with regard to the prevalence of alcohol and drugs between countries.
- **Driver State Monitoring Systems:** the goal is to facilitate discussion on the potential of driver state monitoring systems (e.g., tools that collect observable information about the human driver to assess their capability to perform the driving task) in assessing, quantifying and predicting impaired driving.
- **Rehabilitation Measures:** the goal is to develop a position paper on rehabilitation measures that will provide best practice options for road safety professionals.
- **Young Investigators Network:** the goal is to foster meaningful exchanges among a new generation (under the age of 40) of alcohol, drug and traffic safety experts.

The newly formed and approved Interest Group is:

- **Pretrial Services:** the goal is to expand the awareness, adoption and implementation of effective pretrial services, early intervention services, monitoring, supervision and treatment courts to address impaired driving around the world.

See the ICADTS website under Interest Groups: <https://www.icadtsinternational.com/Interest-Groups> for more details and to express an interest in joining one or more of the Groups.

I am making my appeal again. We would like to hold Regional ICADTS Conferences in 2023 and 2024 before our next triennial conference in 2025 (venue to be determined). If you have any interest in hosting and organizing such a regional conference, please let me know. We would need a theme, a venue and a sponsor to consider--- if you are interested.

My goals for ICADTS are still to (1) recruit more members from different countries, especially low- and middle-income countries; (2) hold at least one ICADTS symposium or webinar each year, and (3) disseminate ICADTS positions and policies on different alcohol, drugs and traffic safety issues.

Stay healthy and be safe. I hope to see some of you in 2023.

James Fell, ICADTS President, fell-jim@norc.org

www.icadtsinternational.COM

The International Council on Alcohol, Drugs & Traffic Safety (ICADTS) is an independent nonprofit body whose only goal is to reduce mortality and morbidity brought about by misuse of alcohol and drugs by operators of vehicles in all modes of transportation.

FURTHER FOLLOW-UP MEASURES OF THE PROJECT “ROAD TRAFFIC INJURIES IN MALAWI: WITH SPECIAL FOCUS ON THE ROLE OF ALCOHOL”

An earlier issue of Reporter presented some follow-up measures based on results and recommendation from our project “Road Traffic Injuries in Malawi: With Special Focus on the Role of Alcohol”, sponsored by the World Bank and ICADTS (1,2). Among the recommended measures were the purchase of new breathalyzers to be used by the police for roadside control during time periods with most frequent alcohol findings among injured motor vehicle divers, increased fines, and warning to the public about the risk of crash involvement related to alcohol use in road traffic (3). The results and recommendations were also presented at the T2022 conference in Rotterdam.

Our two project organizers from the Kamuzu Central Hospital in the capital Lilongwe, also participated at T2022. They reported that further measures were in preparation: A specific committee with representatives from the Ministry of Health (Emergency Medical Services/Disaster Department), Road Traffic Directorate, Police, Motorcycle Taxi operators, Driving School Association, Roads Authority and our project co-workers from the Kamuzu Central Hospital. They will achieve an interface with the parliamentary committee on health, with suggestions focusing on factors contributing to better road traffic safety. Their main background information is the results and recommendation from our project. Their plan is to forward their suggestions to the Government within in the end of this year. The project organizers also reported of an increased number of injured road traffic patients treated at the hospital. Since Malawi is among the countries with the highest number of deaths on the roads (More than 30 per 100 000 inhabitants, a population of about 20 million inhabitants), we do hope that their proposals and measures will be adopted and implemented.

1. <https://documents1.worldbank.org/curated/en/551881622620798593/pdf/Road-Traffic-Injuries-in-Malawi-With-Special-Focus-on-the-Role-of-Alcohol.pdf>
2. https://www.icadtsinternational.com/resources/Documents/Newsletter/ICADTSReporter_2022SecondQuarter.pdf
3. <https://mwnation.com/breathalysers-change-imbibers-habits/>

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META-ANALYSIS OF THE EFFECTS OF ALCOHOL AND CANNABIS ON DRIVING

The objectives of a recent meta-analysis were to quantify the magnitude of the effect of cannabis and alcohol—alone and in combination—on driving performance and behaviour. Of the 616 studies identified by the authors, this meta-analysis represents 57 studies and 1725 participants. Data were extracted for hazard response time, lateral position variability, lane deviations or excursions, time out of lane, driving speed, driving speed variability, speed violations, time speeding, headway, headway variability and crashes from experimental driving studies (i.e. driving simulator, closed-course, on-road) involving cannabis and/or alcohol administration.

Cannabis alone was associated with impaired lateral control and decreased driving speed. The combination of cannabis and alcohol was associated with greater driving performance decrements than either drug in isolation. Subgroup analyses indicated that the effects of cannabis on driving performance measures were similar to low blood alcohol concentrations.

Based on the meta-analysis, the authors concluded that cannabis, like alcohol, impairs driving, and the combination of the two drugs is more detrimental to driving performance than either in isolation.

Source: The effects of cannabis and alcohol on driving performance and driver behaviour: a systematic review and meta-analysis, [Sarah M. Simmons, Jeff K. Caird, Frances Sterzer, Mark Asbridge, *Addiction*, Volume 117, Issue 7, July 2022, <https://doi.org/10.1111/add.15770>](#)



MAIN STORIES NEWS POPULAR RECOMMENDED
BT Police collects over K20 million from drunk drivers in 2 days
May 1, 2022 / No Comments
DON'T DRINK AND DRIVE - POLICE
Over 104 drivers in Blantyre have been fined K200,000 each for drinking while drunk drivers to Section 128 of the Road Traffic Act.



News articles on enhanced enforcement in Malawi

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SPOTLIGHT ON A YOUNG SCIENTIST STIPEND WINNER: SARAH SIMMONS, CANADA



Stipend winners in
Rotterdam at T2022

I am pleased to have had the privilege to attend my second ICADTS meetings and to have received the financial support of a Young Scientist stipend. I first attended an ICADTS meeting in Edmonton in 2019. In Edmonton, I presented the protocol, and some preliminary insights, for my systematic review and meta-analysis of the effects of alcohol and cannabis on driving. In Rotterdam, I presented the results of the project, which were published earlier this year in *Addiction*. Overall, we found that cannabis, like alcohol, impairs driving, and the effects of cannabis are similar to those of low levels of alcohol (i.e., up to 0.05% BAC) on measures of driving performance and driver behaviour. We also observed that the combination of drugs is more detrimental to driving performance than either drug alone. However, we found that more research is needed in this area, especially involving measures other than lateral control (e.g., SDLP) and with populations other than infrequent recreational users. The study is available [here](#). [Also see summary above.]

I am a [human factors psychologist](#) working in surface transportation for almost a decade. I began my career as Site Manager for the [Canada Naturalistic Driving Study](#) in Saskatoon, Saskatchewan in 2013. From there, I went on to complete a M.Sc. and Ph.D. in experimental psychology at the University of Calgary with Dr. Jeff Caird. My position as [Research Scientist](#) at the [Traffic Injury Research Foundation](#) provides the opportunity to apply my research to the real world and to help inform educational tools and resources.

My research does not focus upon any particular crash contributor such as alcohol or cannabis. Instead, my goal has always been to try to identify solutions to timely road safety issues, including [driver](#) and [pedestrian](#) distraction, informed by the best evidence available. This is very much in the tradition of human factors psychologists, who are generally concerned with whether the tasks we do (like driving) and the things we interact with (like transport networks) are safe, given our cognitive and physical abilities and limitations as humans. For me, that means applying findings from cognitive, perceptual and social psychology to understanding, predicting and effecting change in road user behaviour.

Also, as a human factors psychologist working in the era of the [replication crisis](#) in psychology (the domain that much of our foundational drugged driving research comes from), I place a heavy emphasis not only on ensuring that findings in lab studies *scale up* to the real world, but also critically appraising research data for quality, bias, validity, relevance, convergence and completeness.

Once again, the T2022 ICADTS conference proved to be an important point of access for learning about contemporary issues in drug- and alcohol-impaired driving both within Canada and internationally. It was a great opportunity to meet new colleagues in a collegial setting, and I look forward to hearing about my new colleagues' research activities in the future.



Upcoming Events

Robert Borkenstein Course
December 4-9

Bloomington, Indiana USA
<https://bcahs.indiana.edu/>

Transportation Research Board
Annual Meeting

January 8-12, 2023
Washington, D.C. USA
www.trb.org

Lifesavers Conference

April 2-4, 2023
Seattle, Washington USA
www.lifesaversconference.org

7th Global Alcohol Policy
Conference

October 24-26, 2023
Cape Town, South Africa
<https://globalgapa.org/events/gapc-2023-cape-town/>

To view past issues of the
Reporter, go to

<http://www.icadtsinternational.com/pages/icadts-reporter.php>



SPOTLIGHT ON STIPEND WINNERS FROM A LOW-AND MIDDLE-INCOME COUNTRY: JINKY LEILANIE LU, AND SOPHIA FRANCESCA CHUA, PHILIPPINES - Superb experience in ICADTS in Rotterdam, the Netherlands

The recently concluded international conference (ICADTS) in Rotterdam, the Netherlands on August 28-31, 2022, as usual, is an excellent venue for the gathering of warm bodies, active minds, and passionate hearts in the field of alcohol, drugs, and traffic safety. Everyone is on the road daily, either as a driver, pedestrian, passenger, or commuter. People are on the road constantly, as they go to work, as mothers bring their children to school, as friends and colleagues meet each other; indeed, being on the road is an integral part of life.

Road crashes are a public menace causing needless deaths and injuries. Based on research data shared in the ICADTS conference, significant risk factors to road crash are alcohol intoxication and drug use.

In the Philippine research studies that we shared in the conference, alcohol is a significant risk factor in road crash and traffic injuries. First, from hospital databases of major tertiary and referral hospitals in the entire Philippines consisting of 40,286 road crash patient records for the last ten years, the following are the stark realities (which are indeed, data facts):

- Alcohol Intoxication is a predictor of death among patients. Particularly, alcohol intoxication increases the odds ratio of patient death by 5.8 times. This means that the odds of a patient dying due to alcohol intoxication is increased by almost 6 times; and
- Alcohol intoxication also increases the odds ratio of longer hospital stay by 3.26 (2.97, 3.58) times. This means that the patient is more likely to stay longer in the hospital by 3.26 times with alcohol intoxication compared to non-alcohol intoxication.

In another study presented during the ICADTS Conference 2022, the impact of alcohol on road crashes was again highlighted. The study was a secondary analysis of a 11-year database culled from 2005-2015 of police and traffic enforcement blotters, particularly in Metro Manila, Philippines. Again, the realities, based on evidence-data, are:

- The number of road crash incidents is a staggering total of 830,699 over those years;
- Alcohol intoxication (OR=3.89) increases the risk of driver's death;
- Alcohol intoxication (RR=6.44) increases risk of death among passengers; and
- Alcohol intoxication (RR=4.06) increases risk of death among pedestrians.

Besides the sharing of research findings and comparing of best practices and challenges in research and policies across countries by participants, there was superb social interaction among delegates. All these show the great organizing behind the Conference; Kudos to the Conference Organizers and the ICADTS Board of Directors, that have exemplified to all of us that scientific gatherings are important in addressing public issues, and still undertaking this with avenues for networking and possible friendships.

Indeed, despite the restrictions of Covid-19, warm bodies coming together in a Conference still offers the best appeal to stakeholders and professionals because of the opportunity to combine both intellectual pursuits with social interactions, and public advocacies with opportunities to see countries, that otherwise many would not be able to do so outside a Conference.



Sophia Francesca Chua and
Jinky Leilanie Lu