



REPORTER

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

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Alcobaça, Portugal



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.

MESSAGE FROM THE ICADTS PRESIDENT

With resources to counter impaired driving shrinking in most countries it is becoming more difficult to institute measures to reduce the problem. Most police departments in the US are down anywhere from 10% to 40% in personnel and drug and alcohol testing labs do not have adequate funding. I'm sure the same holds true in many other countries. In addition, there are numerous competing public health issues that draw attention and resources away from impaired driving. While ICADTS members know what works and what doesn't work in their own countries, it is getting more difficult than ever to get these measures implemented.

However, these barriers are not insurmountable. Cost/benefit analyses are important to lawmakers and the cost/benefits for many effective impaired driving countermeasures have been shown to be extremely cost beneficial (e.g., sobriety checkpoints and random breath testing; lowering the BAC limit for driving; alcohol monitoring for convicted driving while intoxicated (DWI) offenders; and alcohol ignition interlock sanctions for convicted offenders to just name a few). Sometimes these cost/benefit analyses can be more effective on public officials.

Going back to shrinking resources, I have my wish list of actions if the lack of resources can be overcome via cost/benefit analyses. Here are a few:

- Testing for alcohol and other impairing drugs on all fatally injured drivers in crashes.
- The development of standardized field sobriety tests for cannabis impairment.
- The development of driving behaviors that would serve as cues to law enforcement that cannabis impairment may be present.
- Quantifying the effects of traffic enforcement on reducing other crime.
- The development of a monitoring device that would detect if drivers whose licenses are suspended or revoked continue to drive.

Just fuel for thought. I would love to hear your ideas for a wish list of actions (fell-jim@norc.org). We can still dream, can't we?

These and other important topics can be discussed in detail at our upcoming conference, T2025 in Alcobaça, Portugal.

TOWARDS T2025

TIME FOR CHANGE: TRAFFIC SAFETY FOR A SUSTAINABLE WORLD 15-18 JUNE/2025

The path is made by walking...

Do you think 2025 is a long way off?

It certainly won't be long.

We are preparing everything to make it a fantastic June 2025 in Portugal in the beautiful city of Alcobaça (an incurable romantic designated as Land of Passion, its magnificent monastery houses the tombs of D. Pedro and Inês de Castro, the most impacting love story that marked the History of Portugal), <https://www.centerofportugal.com/pt/destination/alcobaca-2>.



Dissemination ICADTS, Reporter and T2025 with the ACTS team in Brussels



Vision Zero conference with Secretary General's Special Envoy Jean Todt



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T2025 (continued)

Our aim is to bring the world together to reflect on and build a safe world by preventing alcohol and drug impairment in transportation and improving traffic safety.

We're taking things step by step and that's why, before August, our colleague, Fátima Pereira da Silva (ICADTS Board member and T2025 Conference chair) was present with ACTS at several important meetings and conferences in Europe, spreading T2025, ICADTS and our latest edition of the *Reporter* (Vol. 34, Number 2), where we reported the first news about T2025.

The dissemination began in Brussels at various moments of excellence, with different organizations and responsible bodies:

1) **PIN Annual** conference- ETSC (<https://etsc.eu/pin-conference-2023/>)

Notably with: ETSC; DGMOVE - European Commission; European Driving Schools Association - EFA; German Road Safety Council; National Technical University of Athens; Center for Road Safety Improvement Initiatives and Secretary of the Małopolska; among others.

2) **Responsible Young Drivers**

3) **EuroNCAP**

4) **Automotive Coalition for Traffic Safety -ACTS**

5) Traffic Psychology International (TPI) in Ghent (23-24, June) with 20 traffic psychologists and experts representing 16 European countries and USA.

6) **Vision Zero Conference - 26 – 27, June- Stockholm**

Two days full of interesting contacts spreading ICADTS, Reporter and T2025 with high representatives of leading organization:

Secretary General's Special Envoy for Road Safety, FIA Foundation, WHO, PIARC- World Road Association, Total Energy, Chambres of Deputies – Brazil, Global Alliance of NGOs for Road Safety, Swedish Transport Administration, International Road Victims Partnership, Ministry of Transport- El Salvador, Agency of Road Safety (Paraguay), Agency of Road Safety (Argentina), International Association of Traffic and Safety Sciences (Japan), among others.

It is essential that communication is always strong, incisive and effective. We all want to be together and our work has already begun with dedication and determination. In the next Reporter, the details of T2025 will begin, but just think:

We want everyone involved in the fight for traffic safety, building a safe, happy and sustainable world.



See you soon...

Fátima Pereira da Silva

Upcoming Events

The European Workplace Drug Testing Society
October 12-13, 2023

Istanbul, Turkey
<http://www.ewdts.org/join-us-in-istanbul-2023.html>

7th Global Alcohol Policy Conference

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

ICADTS Latin-American Interest Group meeting
November 30-December 1, 2023

San Jose, Costa Rica
flaviopechansky@gmail.com

Transportation Research Board Annual Meeting

January 7–11, 2024
Washington, D.C. USA
www.trb.org

T2025

15-18 June, 2025
Alcobaça, Portugal
www.icadtsinternational.com

To view past issues of the Reporter, go to

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



IMPAIRED DRIVING BEHAVIORAL INTERVENTIONS - ICADTS INTEREST GROUP (IDBIIG) MEMBER SURVEY

The Impaired Driving Behavioral Interventions - ICADTS Interest Group (IDBIIG) was recently initiated and established as a formal ICADTS interest group as of October 2022. The mission of this committee 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.

IDBIIG's Chair, Tara Casanova Powell has been invited to speak at the European Workplace Drug Testing Society (EWDTs) Conference in Istanbul, October 12th and 13th, 2023, where she will discuss the mission, goals, and initial tasks of IDBIIG.

IDBIIG's first task was to survey ICADTS members and friends to identify education and training needs as well as best practices regarding impaired driving interventions in their country. Initial survey responses included respondents across 14 countries. Outcomes included the following:

- 79% of respondents said jail is used as a current action upon arrest/conviction of an impaired driving offense.
- 38% of respondents indicated that no pretrial intervention programs are offered in their jurisdiction.
- 35% of respondents indicated that defendants are not screened and assessed for risk and needs at the pre-trial or pre-sentence stage, and 41% indicated that they didn't know if screening occurs.
- 35% of respondents indicated that screening and assessment tools are not validated for impaired driving, and 47% indicated that they didn't know if screening and assessment tools are validated.
- 52% of respondents indicated that no testing is conducted to monitor impaired driving offenders pre-trial, and 33% indicated that they didn't know if monitoring occurs.

These are just a few of the initial responses, but given these responses there is a clear need for education and training in this regard. IDBIIG is looking to gather this information from additional jurisdictions/states/countries for a more robust baseline to inform the development of IDBIIG education and training efforts, potentially including an ICADTS webinar.

IDBIIG appreciates any information you may have to share and encourages you to participate in this survey. IDBIIG thanks you in advance for your help in gathering this important information. To participate in the survey please click here: <https://www.surveymonkey.com/r/IDBIIG>. Please also share this information widely with your networks.

TRAFFIC SAFETY ISSUES IN LATIN AMERICAN: MEETING IN COSTA RICA

Flavio Pechansky from Brazil - ICADTS' President-elect, along with colleagues José Ignacio Nazif-Muñoz (a Canadian-based Chilean investigator from Université de Sherbrooke, Longueuil) and Roy Vargas (Project Director of COSEVI (Costa Rica's road safety council) have organized a new ICADTS interest group. They have planned a meeting of interested parties in San José, Costa Rica for November 30-December 1, 2023. The meeting is co-sponsored by ICADTS, fundings from Social Science and Humanities Research Council (Canada), and COSEVI.

Presenters and participants at the meeting are Latin-American experts in the field of alcohol abuse and harm associated with driving and policies aimed at curtailing the harmful effects of alcohol. This will be a hybrid in-person and on-line meeting.

The first day of the conference will address the impaired driving issues in Costa Rica, with special attention to the consumption of cannabis. The second day will provide an opportunity for the Latin-American experts to meet and share experiences and projects and, it is hoped, to produce a document prioritizing issues and research needs. The goal is to generate momentum for addressing impaired driving in Latin America and to activate ICADTS more fully in the region.

For more information about the interest group or the conference, contact Flavio Pechansky at flaviopechansky@gmail.com.

CAMEROON PROJECT YIELDS PRACTICAL GUIDANCE ON BLOOD ANALYSIS



An ongoing study in Cameroon, supported in part by the ICADTS Foundation with the technical assistance of ICADTS colleagues in Norway, ran into practical problems in attempts to analyze blood samples for the presence of drugs. The project collects blood samples from patients injured in road traffic crashes. It was decided to ship frozen liquid plasma samples (LPSs) abroad for qualitative drug testing. The first sample shipment was stranded at an airport and never arrived at the laboratory. It was therefore decided to ship dried plasma spots (DPSs) abroad for testing. Several months later, the project team found an alternative shipping carrier for frozen plasma samples, which were successfully delivered to the analytical laboratory.

A recent paper describes a simple procedure for the preparation and shipment of dried plasma samples and the results of drug testing compared with drug findings in frozen liquid plasma samples.

Analysis of drugs in blood samples in some low- and middle-income countries (LMIC) can be difficult or practically impossible. Laboratories in those countries might not have the financial possibilities to buy expensive equipment and the maintenance and repair of these types of equipment might be difficult because of a lack of local spare parts or maintenance personnel. The import of reagents and calibration standards might be difficult. Also, some countries do not allow the import of calibration standards for illicit drugs, so quantitation may be impossible. Due to the challenges with the analysis of drugs in blood samples, many countries rely on the analysis of urine samples, which is prone to misleading or inaccurate results. Therefore, it may then be necessary to ship samples to laboratories abroad for drug testing.



There are strict regulations that need to be followed when shipping blood samples because they may be infectious. Failure to comply with the appropriate shipping guidelines may result in delays or failures in delivery. A good alternative is to prepare dried matrix spots of whole blood. Blood matrix spots are much less contagious and therefore safer, and they can be stored at room temperature for several days without any significant degradation. This paper can provide guidance for overcoming practical challenges.

Source: Gjerde H, Oyono Y, Jamt REG, et al. Drug analysis: Comparison between dried plasma spots and liquid plasma samples of trauma patients from Cameroon—A feasibility study. *Drug Test Anal.* 2023;1-6. doi:10.1002/dta. 3545.

EVALUATION OF FIELD SOBRIETY TEST FOR DETECTING CANNABIS IMPAIRMENT



A recent paper described an evaluation of the accuracy and usefulness of field sobriety tests in identifying drivers who are impaired by cannabis. This was a double-blind, placebo-controlled parallel randomized clinical trial. The primary end point was law enforcement officer determination of FST impairment at 4 time points after the subject was smoking. Additional measures included officer estimation as to whether participants were in the THC or placebo group as well as driving simulator data. Officers did not observe driving performance.

The THC group performed significantly worse than the placebo group on 8 of 27 individual FST components (29.6%) and all FST summary scores. However, the placebo group did not complete a median of 8 FST components as instructed. Of 128 participants classified as FST impaired, officers suspected 127 (99.2%) as having received THC.

This randomized clinical trial found that when administered by highly trained officers, FSTs differentiated between individuals receiving THC vs placebo and driving abilities were associated with results of some FSTs. However, the high rate at which the participants receiving placebo failed to adequately perform FSTs and the high frequency that poor FST performance was suspected to be due to THC-related impairment suggest that FSTs, absent other indicators, may be insufficient to denote THC-specific impairment in drivers.

Source: Marcotte, et al., *JAMA Psychiatry*. doi:10.1001/jamapsychiatry.2023.2345