

# REPORTER

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

## Message from the ICADTS President

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Dear ICADTS members,

The ICADTS community is very much aware that medications can affect a motorist’s ability to drive safely. For decades, much of our efforts have been devoted to convey this message to the general public, prescribing physicians and regulatory authorities. It is very satisfying to note that an influential, regulatory agency such as the U. S. Food and Drug Administration (FDA) acknowledges the relevance of such efforts. The FDA recently initiated an online consumer update to increase awareness among the general public on the potential impact of medicinal drugs on driving. The central message of this update is that “Some Medicines and Driving Don’t Mix” and it provides a summary of medicinal drug classes that might affect driving as well as tips on how to avoid driving when impaired. I’m not aware of similar initiatives from the European Medicine Agency (EMA) or the Therapeutic Goods Administration (TGA) in Australia, but they may watch and learn, perhaps with a little educational help from ICADTS members in these regions.

The 3rd ministerial conference on road safety in Stockholm earlier this year provided another platform for actors from governments, academia, philanthropies and private sector to further engage in road safety issues. The conference was attended by 1,700 delegates from 140 countries that generally acknowledged that rapid action is needed to reduce accidents on the world’s roads, where 3,700 people die every day. The final Stockholm Declaration set new goals, the most important being a reduction in road fatalities by at least 50 percent from 2020 to 2030. His Majesty King Carl XVI Gustaf inaugurated. He stressed the importance of coming together, sharing knowledge, best practices and ideas from around the world to improve road safety. ICADTS experts were present to share their expertise on countermeasures to reduce alcohol and drug impaired driving.

Another opportunity to continue our educational efforts will be this year’s regional ICADTS meeting in Coimbra, Portugal, now scheduled for October. The conference will be hosted by Fátima Pereira da Silva, and promises to become another productive gathering of the ICADTS community. Registration has opened, and I hope that I will meet many of our members in Portugal’s former medieval capital that is currently the home to the country’s oldest and most prestigious university.

Kind regards,  
Jan Ramaekers  
President ICADTS

### ALCOHOL AND DRUGS IN TRAFFIC: COMMIT TO ACT FOR SAFE MOBILITY - CONFERENCE IN COIMBRA, PORTUGAL: **RESCHEDULED FOR OCTOBER 2020**

Due to ongoing and emerging public health concerns about COVID 19 virus, ICADTS and the local organizers have rescheduled the conference for October 21-23, 2020. The program will be updated shortly with all dates. We are following the news regarding the virus with a focus on the health and safety of all attendees. The website is constantly being updated. Please email the conference organizers with any questions. We hope that in the next few months the situation with the virus will have improved and that participants will be able to schedule travel with comfort and confidence.

The safety of everyone is ALWAYS our chief concern. On October 21-23, in Coimbra, we will gather together to move towards safety and mobility everywhere.

For more information, go to <https://icadts2020.wacp-pt.eu/index.html> .

[www.icadtsinternational.COM](http://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.

## ALCOHOL AND DRUGS IN TRAFFIC: COMMIT TO ACT FOR SAFE MOBILITY - UPCOMING CONFERENCE IN COIMBRA, PORTUGAL: OCTOBER 21-23, 2020

On behalf of The International Council on Alcohol, Drugs and Traffic Safety (ICADTS) and Coimbra Engineering Academy (ISEC) in close collaboration with InOutCister (Lda) and World Association for Connecting People (WACP) we would like to invite you to the International Conference on *Alcohol Drugs and Traffic Safety* in the beautiful city of Coimbra, Portugal.

Representative members of organizations will work to define prevention strategies, assessment methodologies and implementation of new practices and processes aimed at increasing traffic safety. Speakers from the European Workplace Drug Testing Society (EWDTS), Traffic Psychology International (TPI), International Forum for Drugs and Alcohol Testing (IFDAT), and experts of various nationalities are expected to share their experiences to start the new decade with a clear goal: Commit to act for safe mobility.

The conference is open for all experts, researchers and stakeholders from the areas of public health and safety, traffic and transport psychology, law, medicine, economics, law enforcement, public policy, education, pharmacology, toxicology, forensic science, human factors, and alcohol/drugs intervention and rehabilitation.

A pre-conference workshop will take place on October 21. This conference promises to be an exciting event with lively discussion on a wide range of important topics. We look forward to seeing you in October in Coimbra! For more information and updates, go to <https://icadts2020.wacp-pt.eu/index.html>

ICADTS is pleased to announce that Transactions on Transport Sciences - TOTS ([www.tots.upol.cz](http://www.tots.upol.cz)) will be a partner of the event and responsible for editing a special issue dedicated to the publications of the Conference in Portugal. See the article below for more information on this journal.

We look forward to welcoming you to Coimbra in October!

Maria de Fátima Pereira da Silva

### ICADTS ANNOUNCES THE TOTS JOURNAL

Transactions on Transport Sciences - TOTS ([www.tots.upol.cz](http://www.tots.upol.cz)) is a multidisciplinary journal which focuses on the field of behavior and social sciences in mobility, traffic safety, and sustainable transport, including engineering, economic, and environmental issues.

The aim of the journal is to raise the profile of a holistic and interdisciplinary approach to transport research - the development of theory, empirical studies, and the application of research in practice. Theoretical papers are welcome. They should deal with a specific area or problem with a new way of looking at things or with a new methodology, even when the new perspective or methodology are not proven, yet. TOTS provides a platform for transportation experts and researchers, engineers, psychologists, sociologists, economists, ergonomists, and policymakers.

Each paper in the journal is evaluated by two reviewers under the supervision of the International Editorial Board. Each peer-reviewed article in the journal is provided with a DOI (Digital Object Identifier) number. The journal is published as open access. Papers are published free of charge. The language of the journal is English. To see the latest issue, go to: <https://tots.upol.cz/>

### NEW PSYCHOACTIVE SUBSTANCES (NPS): DETECTION AND POLICY

A recent perspective published in the journal *Drug Testing and Analysis* examines the issue of newly developed psychoactive substances (NPS). The initial warnings about NPS use and abuse were issued in 2009 and now over 100 countries have reported the emergence of NPS. The frequent emergence of new NPS on the black market (until recently) prevented affordable and timely analytical procedures; consequently, potential laws forbidding the possession or use in specific contexts (e.g. driving) were not enforceable. In practice, NPS have not been routinely screened for and they are still commonly used without legal consequences. Only recently, laboratories have begun to offer screening and confirmation analysis for NPS in the context of workplace drug testing, driving re-licensing, roadside control, and withdrawal programs. These developments have implications for traffic safety and for workplace drug testing. The article discusses the implications and applications of these developments.

Source: Alberto Salomone, et al., Should NPS be included in workplace drug testing? *Drug Test Anal.* 2020; 12:191-194



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## THE 24/7 SOBRIETY PROGRAM: NORTH DAKOTA (USA)

The 24/7 Sobriety Program is an intervention strategy mandating that impaired driving offenders remain sober as a condition of bond or pre-trial release. The goal is to monitor the most at-risk offenders in the state of North Dakota (USA) and require that these individuals remain sober in order to keep roadways safe from hazardous drivers. As a component of the program, offenders are required to submit to twice-a-day blood alcohol concentration tests, ankle bracelet monitoring, drug patches, or urinalysis as a monitoring technique. If a program participant fails to remain sober, the individual is sent directly to jail. Enrollment lengths depend on the offender's prior impaired driving history. Results show that participants significantly improve crash and citation metrics after enrolling in the program. Longer sentencing periods have stronger deterrent effects on DUI-related citations. Individuals participating in the program for a second-or-subsequent time have higher odds of relapsing into impaired driving behavior.

All participant groups studied in this report had positive before-and-after effects. Each driver group decreased the average number of DUI-related citations, non-DUI-related traffic citations, and crashes in the 60-day, one-year, and two-year before-and-after intervals. All improvements were statistically significant at the 1% level.

The law mandating the program appeared to have a deterrent effect on DUI-related citations for high-risk recidivists. Compared with participants required to be in the program for 60 days, those mandated to the program for a minimum of 365 days are 32.9% less likely to receive DUI-related citations in the 60 days after starting the program. In this sample of participants, the legislation was not associated with reduced rates of non-DUI-related citations or crash likelihood.

Participants entering the program for the second-or-subsequent time were most likely to recidivate and have a DUI citation following program enrollment. This pattern was constant for high-risk, moderate-risk, and post-program recidivists. In other words, these individuals were more likely to reoffend in the first 60 days of enrollment, at some point between day 61 and 730 of enrollment, and after successfully completing the program.

The report can be found at <https://www.ugpti.org/resources/reports/downloads/dp-304.pdf>

## MICHELLE TOMCZAK: FOCUS ON A STIPEND WINNER

*As part of our ongoing series of articles written by young and new researcher stipend winners from T2019, we feature Michelle Tomczak from the University of Alberta, Canada*

T2019 in Edmonton was an outstanding research conference experience within my years of studying the effects of recreational drug use on the human brain. I was able to enjoy this conference within my hometown of Edmonton and was able to connect with researchers and educators from around the world. Born and raised in Germany, I am aware of different international drug and alcohol laws when it comes to consumption of cannabis and other recreational drugs in connection to on-road driving, however, the recent legalization of cannabis in Canada has raised many concerns and questions within the research community, law enforcement, and the general public. It was great learning more about topics surrounding these issues through many informative talks, posters, and vendors at T2019 in Edmonton.

Therefore, I was very grateful to share preliminary results of one of our current projects looking at the "Effects of Cannabis and Cocaine on Driving Related Tasks of Action, Perception, and Cognition". This project was done in collaboration with law enforcement and local driving companies and is continuing to grow with increasing data points. I am excited to present more of our work during T2022 in Rotterdam, as T2019 was my first international conference during my graduate studies and left me with outstanding memories.

I am very thankful to be receiving a young scientist stipend helping me to attend further conferences and to deepen my studies. On road-driving performance is often challenging to investigate due to its confounding and complex nature. Once drug impairment is added to the equation this complexity needs precise planning, screening and statistical analysis to adequately present and interpret results. I intend on dedicating the upcoming four years of my PhD studies to on-road driving research and to ensure increasing on-road safety for all Canadians. T2019 helped me to broaden my educational horizon and to present findings that may aid as stepping stones for other research projects in the field.



## ICADTS PARTICIPATES IN GLOBAL MINISTERIAL CONFERENCE ON ROAD SAFETY

Fátima Pereira da Silva (ICADTS Board Member) was an expert invited to participate in The 3rd Global Ministerial Conference on Road Safety Stockholm 19-20, FEB 20. This conference was sponsored by the World Health Organization and the Government Offices of Sweden.

Fátima Pereira da Silva in contact with various entities and world experts shared experiences and disseminated the fundamental role of ICADTS and the importance of our conference in Coimbra, Portugal (October, 2020). This Conference will be a moment par excellence to jointly define strategies in line with the Stockholm Declaration, valuing traffic safety and the implications of alcohol and drugs.

The "Stockholm Declaration", was presented by the Swedish Minister for Infrastructure, Mr. Tomas Eneroth, as the outcome document of the Third Global Ministerial Conference on Road Safety.

ICADTS is fully committed to global regulations aimed at working together to promote traffic safety, contributing to reducing road traffic deaths by at least 50% from 2020 to 2030, and to reduce fatalities and serious injuries, for all groups of road users towards Vision Zero by 2050.

For more information, go to <https://www.roadsafetysweden.com/>

## BORDER SALES OF RECREATIONAL MARIJUANA UNUSUALLY HIGH

Oregon's Office of Economic Analysis took a deep dive into the state's marijuana sales along border counties in Washington and Idaho. It appears as if some Idahoans went on some road trips to Oregon in 2019. "...Even if we expect — and get — border effects, the sales in counties along the Idaho border were much stronger than I anticipated," said John Lehner, an economist for the state of Oregon. "Furthermore, and in things you cannot make up, Oregon sales per adult along the Idaho border are 420% higher than the statewide average." Recreational marijuana is legal in Oregon but still illegal in Idaho.

"The border effect is real," Lehner said. "Both Oregon and Washington see a clear impact in higher recreational marijuana sales along the Idaho border than can be explained by local socio-economic factors. Now, this does not mean that all of those larger sales are necessarily to Idahoans. It could be other customers maybe traveling from further away or from elsewhere within our state who are traveling through."

You can read the full report from Lehner [HERE](#).

## AUSTROADS REPORT: EFFECTIVENESS OF DRINK DRIVING COUNTERMEASURES: NATIONAL POLICY FRAMEWORK

Austrroads, the peak organization of Australasian road transport and traffic agencies, recently published a report providing an Australian policy and regulatory framework to encourage effective reforms to reduce and prevent drink driving and riding. The key recommendations to reduce drink driving across Australia included in the report are:

- extending a lower legal BAC limit to more drivers
- improving general deterrence through more highly visible and randomized enforcement, combined with covert operations
- expanding the use of interlock programs, with improved monitoring and case management
- working more closely with the alcohol and other drug (AOD) sectors to manage alcohol dependent drivers
- supporting measures to reduce societal use of alcohol
- fast-tracking vehicle based systems to prevent alcohol impaired driving.

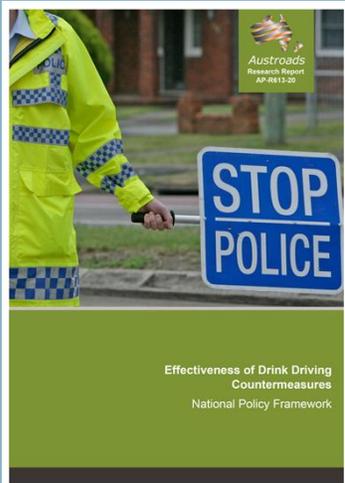
Each Australian jurisdiction has a different starting point, but all can improve their policies and practices by implementing short and long term measures. These will be required to achieve the overall goal of eliminating drink driving related deaths and serious injuries.

The development of the Australian Drink Driving Policy Framework involved a literature review and development of a policy discussion paper as well as consultations with jurisdictions about current and potential drink driving countermeasures.

To see the full report, go to <https://austrroads.com.au/publications/road-safety/ap-r613-20>



Fátima Pereira da Silva with Swedish Minister Tomas Eneroth



## Upcoming Events

### 4<sup>th</sup> Regional TIAFT Meeting

31 August – 2 September 2020  
Istanbul, Turkey  
[www.tiaftturkey2020.org](http://www.tiaftturkey2020.org)

### IFDAT 2020- 10th Annual International Forum for Drug and Alcohol Testing

6-8 September 2020  
Salzburg, Austria  
[www.ifdat.com](http://www.ifdat.com)

### 64<sup>th</sup> Annual Conference of the Association for the Advancement of Automotive Medicine (AAAM)

Portland, Oregon, USA  
October 13-16, 2020

### Alcohol and drugs in traffic: Commit to act for safe mobility

October 21-23, 2020  
Coimbra, Portugal

### 14<sup>th</sup> World Conference on Injury Prevention and Safety Promotion

8-11 November 2020  
Adelaide, Australia  
[www.worldsafety2020.com/](http://www.worldsafety2020.com/)

### T2022

28-31 August 2022  
Rotterdam, The Netherlands  
[www.t2022.org](http://www.t2022.org)



To view past issues of the Reporter, go to [www.icadtsinternational.com/pages/icadts-reporter.php](http://www.icadtsinternational.com/pages/icadts-reporter.php)



## RETHINKING ROADWAY DESIGN TO REDUCE DEATHS AND INJURIES AMONG VULNERABLE ROAD USERS

A recent article in *Foreign Affairs* examined the role of roadway design in improving traffic safety. In many high-income countries, the per capita traffic death rate has dropped over the last 50 years, in part thanks to advances in car safety and stricter drunk-driving laws. In the United States, traffic fatalities have fallen by nearly a third since the middle of the twentieth century. Even so, 35,600 Americans died in car crashes in 2018. Moreover, the news is getting worse for people not in a vehicle. In 2018, the number of Americans killed by cars while walking or riding a bike reached 7,140—the highest since 1990, according to the National Highway Traffic Safety Administration, and a 41 percent increase since 2008. Globally, the absolute number of traffic deaths has crept upward as ever-greater numbers of people make more trips. Low-income countries fare the worst: they have just one percent of the world's motor vehicles but suffer 13 percent of total traffic deaths. Ethiopia, for instance, had 26.7 traffic deaths per 100,000 residents in 2016, almost ten times the rate in Sweden and double that in the United States.

Many societies have already had a century of practice training better drivers and writing better safety laws. Despite the laws on the books, vast numbers of crashes involve excessive speed, a failure to yield to pedestrians in crosswalks, or drinking and drug use. In 2017, 29 percent of traffic deaths on American roads involved alcohol. An estimated ten percent of crashes involved distracted drivers, many of whom were using cell phones. Instead of trying to legislate safety, advocates suggest a more effective approach is to design safety into roadways. New York city redesigned roadways by expanding the space to walk, and decreasing crossing distances for pedestrians. By narrowing lanes and putting drivers in closer contact with pedestrians and cyclists, the redesigns forced drivers to proceed, turn, and change lanes more slowly and predictably. From 2001 to 2019, traffic deaths along all of New York City's 6,000 miles of roadway dropped by more than 44% even as the number of pedestrians on the city's streets increased and bike ridership tripled. The city saw a 37 percent drop in pedestrian deaths and similar reductions for those injured in a car.

In Mexico City, once one of the world's most dangerous cities, 171 intersections were redesigned so that there were clearly defined lanes, pedestrian medians, and crosswalks. The citywide speed limit was decreased and speed cameras were deployed. The redesigns helped lead to an 18 percent reduction in traffic deaths, a 24 percent drop in pedestrian deaths and a 78 percent reduction in bicycle rider deaths.

The authors of the article conclude that eliminating most health hazards on the roadway doesn't require new technologies or unsustainable investments. It requires changing how we view traffic deaths and injuries, treating them as avoidable byproducts of a crisis in urban design rather than an inevitable feature of modern life.

To see the full article, go to <https://www.foreignaffairs.com/articles/world/2020-02-10/mean-streets>.

## INCREASE IN THC IN DRIVERS INVOLVED IN FATAL CRASHES IN THE U.S.

A recent study finds an increase in the number of drivers involved in fatal crashes that were positive for THC. The AAA Foundation for Traffic Safety carried out research examining crash reports between 2008 and 2012 in the U.S. state of Washington, before marijuana was legal. During that time frame, an estimated 8.8% of Washington drivers involved in fatal crashes were positive for THC. After legalization, that rate rose to 18% between 2013 and 2017. In the five years before legalization, an average of 56 drivers involved in fatal crashes each year were THC-positive. In the five years after legalization, the average jumped to 130. The study did not attempt to determine if marijuana contributed to the crashes included in its latest research. It focused only on the prevalence of drivers who tested positive for active THC.

“This study enabled us to review a full 10-years' worth of data about the potential impact of marijuana on driving safety – and it raises significant concerns. Results from the analysis suggest that the legalization of recreational use of marijuana may increase the rate of THC-positive drivers involved in fatal crashes,” said Dr. David Yang, executive director of the AAA Foundation for Traffic Safety.

Eleven states and Washington, D.C. have legalized marijuana for both recreational and medical use. Another 22 states have legalized it for medical use only. Last year, a AAA Foundation survey found that 1) nearly 70% of Americans think it's unlikely a driver will get caught by police for driving shortly after using marijuana and 2) estimated 14.8 million drivers report getting behind the wheel within one hour after using marijuana in the past 30 days. To view a summary of the report, go to [https://aaafoundation.org/wp-content/uploads/2020/01/19-0637\\_AAAFTS-WA-State-Cannabis-Use-Among-Drivers-in-Fatal-Crashes\\_r4.pdf](https://aaafoundation.org/wp-content/uploads/2020/01/19-0637_AAAFTS-WA-State-Cannabis-Use-Among-Drivers-in-Fatal-Crashes_r4.pdf)