



# REPORTER

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

## Message from the ICADTS President

Dear ICADTS members,

I hope you all enjoyed your summer and have been able to travel to a pleasant holiday destination despite COVID-19. Travelling has not been easy or desired during this pandemic. Early reports are showing that traffic volume reduced by 80% or more in some countries during the first weeks of lockdown, when everybody was working from home in isolation. With people not moving around, traffic crashes and injuries also dropped by 50% in many places during these weeks. This is a highly significant change that would make any public health official very happy under normal circumstances. Likewise costs associated with crashes significantly declined and outweighed the loss in tax revenue from fuel use that was observed in parallel. Some ICADTS members are also monitoring alcohol and drug related traffic crashes over the last months as these might be affected positively by the pandemic as well, but these data are still to be presented. Many of these changes are transient however as our societies are trying to return to a pre-pandemic economy. It is visible to all of us that road traffic volume has climbed back up by now and, in all likelihood, so did road crash statistics.

Meanwhile, many research organizations have turned to online conferences and seminars to keep researchers connected and informed. Many of these online meetings turned out to be very effective events of information gathering and sharing and quite often even attracted more attendees than regular physical meetings. Future meetings, including those of ICADTS may therefore consider hybrid meetings that combine physical and online presence as a means to reach a wider audience. On this note, I am happy to announce that ICADTS has made the next step to increase its online presence by launching a number of social media channels, including Twitter, Instagram and LinkedIn. These will go online in September and will be managed by a group of young and dedicated ICADTS members who are happy to receive input from all ICADTS members. We are very grateful for their support and enthusiasm. For more information, read their announcement below in this edition of the *Reporter*.

Meanwhile, the ICADTS Executive Board has been contemplating on some of the upcoming events, one of them being the next election for board members early next year. The present ICADTS board will propose a change to the constellation of future boards in order to increase involvement of members of low and middle-income countries as well as young scientists. This proposal however requires a constitutional change and therefore will be put to vote to the membership of ICADTS later this year. Hopefully, the voting process can be done quickly and painlessly through our renewed website. We will be in touch soon.

Kind regards,  
Jan Ramaekers  
President, ICADTS

## ICADTS CATCHES UP WITH THE 21<sup>ST</sup> CENTURY, ADDING SOCIAL MEDIA CHANNELS

Social media channels provide an effective and accessible means to connect an individual or larger organisation to the world. Messages can be spread quickly, in real-time and at an international level. Being available online through a variety of media channels ensures brand awareness and increases public engagement. Importantly, it provides a way to promote upcoming events and invite other social media users to join.

A greater online presence will significantly help ICADTS to gain more media attention, therefore enabling the organisation to expand internationally. Presently, four ICADTS public social media channels have been chosen to disseminate information and interact with the wider public; Twitter,

### TABLE OF CONTENTS

- Message from the ICADTS President.....P.1
- ICADTS adds social media channels.....P.1
- ICADTS response to COVID 19.....P.2
- Coronavirus effects on traffic safety.....P.3
- Driving under the influence of cannabis in Canada.....P.3
- New Zealand report on drug impaired driving.....P.4
- Drugged driving laws in Australia.....P.4
- Reducing traffic fatalities and injuries in Norway.....P.4
- Rural and urban fatalities in the U.S.....P.5
- New issue of TOTS available .....P.5
- New book on walking.....P.5
- Upcoming events.....P.6
- Note from the editors.....P.6

[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.

Editors:  
Kathryn Stewart  
Email: [kgbstewart@gmail.com](mailto:kgbstewart@gmail.com)  
James Fell  
Email: [fell-jim@norc.org](mailto:fell-jim@norc.org)

[www.icadtsinternational.com](http://www.icadtsinternational.com)  
**The Reporter is published quarterly by ICADTS. This publication is available free upon request. Contents may be reproduced with attribution.**

Facebook, Instagram and LinkedIn. Twitter is best known for its short tweets and use of hashtags, in which the administrator can post links to websites, or share short statements which can then be retweeted and shared by others. Facebook can be used to connect people and share information by means of posts and specific event pages. All this information can be analyzed for reach and impact through Facebook analytics (including page visits and number of interactions). Instagram is primarily used on a smart-phone platform to search, post and edit photos of events or other significant information. LinkedIn provides a more professional organisation-focused media channel, where both business and personal accounts can be engaged to create a professional network and share information with users. On all platforms, it is possible to use recognizable keys or search words in order to direct others or to find messages regarding specific topics related to the organisation.

It is expected that all these ICADTS social media channels will be online and accessible to the public by the end of the (European) summer, 2020. By leveraging these platforms, ICADTS will receive more attention and will build a wider user base among researchers, clinicians, policy-makers and the wider public. You are all welcome to follow and contribute to our account!

Accounts that are expected to be online in the next few months:

<https://twitter.com/IcadtsInternat>  
<https://www.facebook.com/ICADTS>  
<https://www.instagram.com/icadtsinternational/>  
<https://www.linkedin.com/company/icadtsinternational>

Dr. A.J.A.E. van de Loo  
Dr. van Asperen, BSc  
Dr. A.C. Hayley  
Dr. J.N. Scherer  
Prof. Dr. J.G. Ramaekers

## ICADTS RESPONSE TO COVID-19

On March 2020 the World Health Organization (WHO) declared Coronavirus Disease 2019 (COVID-19) a world-wide pandemic with 216 countries, areas or territories showing almost 17 million cases and more than 662,000 deaths as of, July 2020 (WHO, 2020). Two consequences of the pandemic have been voluntary and/or required self-quarantines and major economic downturns within many jurisdictions. Both massive self-quarantine and economic downturns should reduce road collisions, although research suggests these changes can differentially affect driver behaviours.

The question for members of ICADTS is: What effects could COVID-19 have on alcohol, drugs and road safety? Although overall collisions in many jurisdictions have decreased since the pandemic, recent news articles in many jurisdictions have suggested that speeding, especially extreme speeding and road fatalities have increased. Concurrently, the Canadian Centre on Substance Use and Addiction found that since the pandemic, 25% of surveyed adults reported drinking more alcohol and 6% reported using more cannabis during the pandemic citing as reasons, a lack of regular schedule, boredom and stress. Questions to be asked are whether other countries are seeing increases in consumption of alcohol and other substances. Is consumption occurring during weekdays and daytime hours? If consumption is higher, will it continue after the pandemic? Importantly, will the increased use of alcohol and other substances lead to increases in prevalence of impaired drivers on the road? With bars, concerts and other venues locked down in many jurisdictions and limitations on the number of people who can congregate together, driving in vehicles can be seen as a safe way for people, particularly young people, to maintain physical distancing requirements of many jurisdictions. Hence, substance use could mix with speeding and racing activities to become a viable entertainment for more young people. When the pandemic is over, will the public be comfortable in using public transit or will they keep driving their vehicles, thereby increasing traffic density and congestion and increasing the risk of impaired driving? These and numerous other questions need to be asked and researched. Members of ICADTS are in the ideal position to examine these questions.

We would like to ask you to gather information and ideally data to capture whatever effects, positive or negative COVID-19 has had on traffic safety in your jurisdiction. If you could contact us to tell us what you have been observing and what you are planning to examine, that would be appreciated.

Contact Evelyn Vingilis at [evingili@uwo.ca](mailto:evingili@uwo.ca). See related article below.

## CORONAVIRUS DISEASE 2019: WHAT COULD BE THE EFFECTS ON ROAD SAFETY?

A recent article in *Accident Analysis and Prevention* discussed issues related to the impact of the current coronavirus pandemic on traffic safety.

In response to the pandemic, countries introduced public health measures to contain and reduce its spread. These measures included closures of educational institutions, non-essential businesses, events and activities, as well as working from and staying at home requirements. These measures have led to an economic downturn of unprecedented proportions. Generally, as economic activity declines, travel decreases and drivers are exposed to a lower risk of collisions. However, research on previous economic downturns suggests economic downturns differentially affect driver behaviours and situations. COVID-19 pandemic effects on road safety are currently unknown. However, preliminary information on factors such as the increased stress and anxiety brought about by the COVID-19 pandemic, more “free” (idle) time, increased consumption of alcohol and drugs, and greater opportunities for speeding and stunt driving, might well have the opposite effect on road safety. Using an interactionist model we identify research questions for researchers to consider on potential person and situation factors associated with COVID-19 that could affect road safety during and after the pandemic. Collaborative efforts by researchers, and public and private sectors will be needed to gather data and develop road safety strategies in relation to the new reality of COVID-19.

Source: Coronavirus disease 2019: What could be the effects on road safety? By Evelyn Vingilis, Doug Beirness, Paul Boase, Patrick Byrne, Jennifer Johnson, Brian Jonah, Robert E. Mann, Mark J. Rapoport, Jane Seeley, Christine M. Wickens, David L. Wiesenthal

To view the article, go to <https://www.sciencedirect.com/science/article/pii/S0001457520311908?dgcid=author>

## DRIVING UNDER THE INFLUENCE OF CANNABIS IN CANADA

According to the Canadian National Cannabis Survey for the first quarter of the 2019, during the first six months of legalization of recreational cannabis use, 7% of respondents reported driving within two hours of consuming cannabis. These drivers were more likely to use cannabis daily or almost daily (31.1%) and were more likely to believe it was safe to drive within three hours of consumption (36.0%). Males (17.5%) were more likely to drive within two hours than females (9.5%). Among all respondents, 4.1% reported being a passenger in vehicles driven by someone who had consumed cannabis within two hours.

In terms of perceptions, 5.6% of Canadians believe it is safe to drive within three hours of consuming cannabis, while 49.1% believe it is safe to drive after three hours. When considering only those who consume cannabis daily or almost daily, 18.0% believe it is safe to drive within three hours. The Canadian Cannabis Survey shows that 26.4% of respondents who had smoked or vaped cannabis in the past year reported driving within two hours of use in their life time. Males (31.8%) were more likely to engage in this behaviour than females (19.3%). Among those who had consumed an edible cannabis product, 15.9% had done so within four hours of driving. In addition, 27.7% of all respondents reported being a passenger in a vehicle operated by a driver who had used cannabis within two hours. The majority of respondents (66.7%) think that there is a somewhat to extremely likelihood of being caught while driving under the influence of cannabis, which is lower than those who believe they will be caught driving under the influence of alcohol (87.2%). Among those who reported in the National Cannabis Survey using cannabis within two hours of driving, 18.4% reported also using alcohol. In the Canadian Cannabis Survey, 20.5% of respondents reported doing so. Roadside Surveys of Drivers and Cannabis Roadside surveys are one method for assessing the prevalence of certain substances consumed by drivers. Two recent surveys were conducted in British Columbia (2018) and Ontario (2017). Among B.C. drivers, 8.5% tested positive for at least one psychoactive substance and 70.5% of these drivers tested positive for cannabis (approximately 6.0% of drivers). In Ontario, 10.5% of drivers tested positive for drugs of which 82.1% of these drivers were positive for cannabis (approximately 8.6% of drivers). In both provinces, the two most common reasons drivers reported for driving after cannabis use were that they do not think they are impaired and that they do not think they will be caught by the police. More details can be found in Canadian Centre on Substance Use and Addiction: Impaired Driving in Canada.

<https://www.ccsa.ca/sites/default/files/2020-05/CCSA-Canadian-Drug-Summary-Cannabis-2020-en.pdf>

## NEW ZEALAND TRANSPORT AGENCY REPORT ON DRUG IMPAIRED DRIVING

The New Zealand Transport Agency recently released a literature review on drug impaired driving in order to inform government decisions on dealing with this traffic safety issue. The government is considering options for roadside testing of drivers for drugs. To inform this discussion, a review and analysis of information in the literature on the relationship between drug use, driver impairment, the resultant risks to road users and the deterrence effect of drug-testing drivers, was undertaken. The scope of the review was confined to cannabis, methamphetamine and MDMA (ecstasy). The review found that these drugs, when ingested prior to driving, represent a road safety risk especially in combination with alcohol. Synthetic cannabis is an emerging threat because it is normally an unpredictable and dangerous cocktail of chemicals of which tetrahydrocannabinol may, or may not, be one. It should not be confused with plant derived cannabis and generally has a greater effect. Deterrence of driving after drug ingestion is a crucial tool in combatting the harmful impact of this practice on road safety. To be successful such deterrence should include general deterrence operations to deter the practice at a societal level in addition to targeted operations aimed at groups known to be at high risk of offending. To achieve a societal impact the deterrence operations should be backed up with appropriately supportive public education.

To see the full report, go to: <https://www.nzta.govt.nz/assets/resources/research/reports/664/664-Risks-of-driving-when-affected-by-various-drugs-literature-review.pdf>

## BULLETIN: DRUGGED DRIVING LAWS IN AUSTRALIA

A recent bulletin from the Drug Policy Modelling Program, of the Social Policy Research Centre at the University of New South Wales provides a summary and analysis of drugged driving laws in Australia. Laws concerning the detection and sanctioning of drug driving are one of the newest and most contested additions to the drug policy landscape. A thorough understanding of the drugged driving laws is important to inform policy debates. This bulletin outlines the drug driving laws as of January 2020 in Australia – the first country to introduce Roadside Drug Testing laws – focusing on three types of drugged driving laws: Roadside Drug Testing (RDT) laws; Impairment laws (Driving Under the Influence (DUI)/ Driving While Impaired (DWI)); and Combination (drug and alcohol driving) laws.

This bulletin reports that Australian states and territories have introduced laws for RDT and DUI/DWI and one (Victoria) has introduced combination drug and alcohol driving laws. While there are clear similarities in their state designs, there are also differences in the array of drugs tested for, the testing procedures used, and the types and severity of penalties imposed. There are also important variations in the extent to which states sanction impairment-based offences (DUI/DWI) more seriously than those that test for the presence of drugs alone (RDT).

Source: Moxham-Hall, V. & Hughes, C. (2020). Drug driving laws in Australia: What are they and why do they matter? *DPMP Bulletin No. 29*. Sydney: UNSW Social Policy Research Centre. <https://doi.org/10.26190/5ebca22c4d895>

## REDUCING TRAFFIC FATALITIES AND INJURIES IN NORWAY

The Norwegian Institute of Transport Economics of the Norwegian Centre for Transport Research has released a report on how traffic fatalities and serious injuries can be reduced in Norway. Norway has a high level of road safety compared to other countries with the same level of motorisation. [The European Road Safety Observatory reported 2 deaths per 100,000 inhabitants in 2017 as compared to 12 per 100,000 inhabitants in the U.S.] There were 106 road accident fatalities in 2017; the lowest number since 1947. The number of fatalities has declined sharply after the year 2000. It is a political objective to continue improving road safety in Norway. Targets have been set for a maximum of 500 killed or seriously injured road users in 2024 (the number was 771 in 2017) and a maximum of 350 killed or seriously injured road users in 2030. Can these targets be realised? To what extent can road safety measures contribute to a further reduction of the number of killed or seriously injured road users in Norway? To answer these questions, the potential for improving road safety by means of 33 road safety measures were analysed for the report. There are seven infrastructure measures, 17 vehicle-related measures and nine enforcement measures. Some of these measures are relevant to impaired driving, including alcohol ignition interlock devices, random breath testing, and drugged driving enforcement. The report estimates the potential impact of these various strategies.

To see the full report, go to <https://www.toi.no/getfile.php?mmfileid=53054>

## RURAL AND URBAN CRASHES IN THE U.S.

A recent report from the U.S. National Highway Safety Administration compares traffic fatalities in rural and urban areas of the U.S. Among the key findings are analyses of alcohol-related fatalities. In 2018 the proportion of alcohol-impaired-driving fatalities in both rural and urban areas was 29 percent. Of the 10,511 alcohol-impaired-driving fatalities in 2018, there were 4,714 (45%) that occurred in rural areas, 5,649 (54%) that occurred in urban areas, and 148 (1%) were unknowns. Alcohol-impaired-driving fatalities decreased by 2 percent from 10,759 in 2009 to 10,511 in 2018. Rural alcohol-impaired-driving fatalities *decreased* by 23 percent from 6,160 in 2009 to 4,714 in 2018. By contrast, urban alcohol-impaired-driving fatalities *increased* by 23 percent from 4,579 in 2009 to 5,649 in 2018.

Of the 51,490 drivers involved in fatal traffic crashes in 2018, there were 10,011 (19%) who were alcohol-impaired. Of these alcohol impaired drivers, 4,362 (44%) were driving in rural areas at the time of the crashes and 5,506 (55%) were driving in urban areas.

To view the full report, go to <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/812957>

## TRANSACTIONS ON TRANSPORT SCIENCES: LATEST EDITION

The latest edition of TOTS is now available online at <https://tots.upol.cz>.

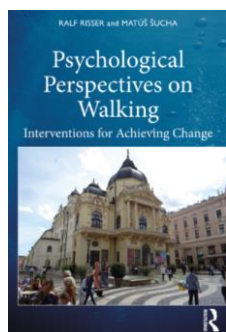
## NEW BOOK AVAILABLE ON WALKING

A new book, *Psychological Perspectives on Walking*, by Ralf Risser and Matúš Šucha provides a comprehensive overview of the benefits of walking and shows how we can encourage people to walk more based on psychological principles. It examines how walking significantly improves health, positively impacts the environment, contributes to resolving social issues, and boosts the local micro-economy. This pioneering book discusses psychological motivations for walking versus not walking and asserts research-based arguments in favour of walking, including both theoretical considerations and everyday concerns.

The book investigates the motivations that can lead to increased walking, advises on how to build walking-conducive habits, and recommends strategies for decision makers for promoting changes that will allow walking to thrive more easily. The authors include success stories and lessons learned from what have become known as 'walkable' cities to show how interventions and initiatives can succeed on a practical basis.

This book is aimed at urban planners; health specialists; policy makers; traffic experts; psychology, civil engineering, and social sciences students; and experts in the field of sustainable mobility as well as those in the general public interested in traffic policy.

For more information about the book, go to <https://www.routledge.com/Psychological-Perspectives-on-Walking-Interventions-for-Achieving-Change/Risser-Sucha/p/book/9780367322588>





## UPCOMING EVENTS

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

Live online

October 12-16, 2020

<https://www.aaam.org/annual-conference/>

### Transportation Research Board Annual Meeting

Virtual Event

January 2021

[www.trb.org](http://www.trb.org)

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

19-21 September 2021

Salzburg, Austria

[www.ifdat.com](http://www.ifdat.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)



## NOTE FROM THE EDITORS

The alert reader will note a change in the usual format of the newsletter. We have encountered some baffling and exasperating problems with our word processing program and hope to be able to return to a more pleasing and lavishly illustrated layout soon.