



# REPORTER

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

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## MESSAGE FROM THE ICADTS PRESIDENT

To ICADTS Members, Future ICADTS Members, and ICADTS Reporter Recipients:

As with most organizations, the COVID-19 pandemic had a substantial effect on ICADTS operations and activities. While T2022 (the 23rd conference of the International Council on Alcohol, Drugs and Traffic Safety (ICADTS) will be held live in De Doelen, Rotterdam, The Netherlands, on August 28-31, 2022, other symposia we had planned in 2020 and 2021 were cancelled. Please see [www.T2022.org](http://www.T2022.org) for more details on the 2022 conference. We hope many of you will attend.

Due to virtual technology (i.e., ZOOM), the ICADTS Board of Directors was able to hold periodic meetings throughout the pandemic so that ICADTS normal business was able to function. Thanks go to Jan Ramaekers, past ICADTS President, for holding things together. As was reported in the last ICADTS Reporter, we were able to elect new officers and Board Members and we all look forward to very productive ICADTS activities.

As most of you know, the pandemic resulted in dramatic decreases in vehicle travel in most countries. This resulted, again in most countries, with a decrease in traffic fatalities and in impaired driving traffic fatalities. However, the fatality rate per unit of travel in many countries did not decrease at the same magnitude as the numbers (e.g. Australia, Great Britain). One of the exceptions was the United States (US). Traffic fatalities actually *increased* in 2020 compared to 2019 and the fatality rate per 100 million vehicle miles travelled *increased* even more. In a study sponsored by the National Highway Traffic Safety Administration (NHTSA) of seriously and fatally injured drivers tested at trauma centers for alcohol and other drugs showed the following:

|           | Before COVID-19 | During COVID-19 |
|-----------|-----------------|-----------------|
| Alcohol:  | 21.8%           | 29.2%           |
| Cannabis: | 20.8%           | 32.7%           |
| Opioids:  | 7.5%            | 13.9%           |

So, at least in the US, we have much more work to do in order to reduce alcohol and drug impaired driving.

ICADTS has many of the world’s experts in impaired driving research and in evaluating countermeasures to reduce alcohol and drug impaired driving. But very few officials in countries who have the authority to implement countermeasures are aware of ICADTS and our expertise, our resources, and our data driven studies. I believe we should increase our visibility to these public officials and offer to consult with them on what to do in their country to reduce impaired driving. During my tenure as ICADTS President, I will try to increase our visibility, promote our expertise, and publicize our numerous resources. But I need your help. Please contact me with any ideas you may have to increase ICADTS visibility.

James C. Fell

ICADTS President

[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.

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Rotterdam  
The Netherlands  
**T2022**

## ICADTS FOUNDATION OFFERS STIPENDS TO YOUNG SCIENTISTS AND COLLEAGUES FROM LOW-AND-MIDDLE-INCOME COUNTRIES TO ATTEND T2022

The organizers of T2022 look forward to welcoming you to Rotterdam, The Netherlands, next August. One of the goals of ICADTS is to expand participation in the organization to our next generation of scientists and to colleagues from low- and middle-income countries. We recognize that funding is often in short supply for such participants to attend conferences. Therefore, the ICADTS Foundation offers stipends to colleagues in these groups to help defray their expenses.

The ICADTS Foundation was established in 1997 with the aim of supporting the collection and dissemination of essential information in the field of alcohol, drugs and traffic safety on a global basis. By means of sponsoring the participation of young scientists and colleagues working in low-and-middle-income countries (LMIC) in ICADTS Conferences, ICADTS Foundation decided to focus their efforts. The financial resources of the ICADTS Foundation are build up by donations and revenues from previous ICADTS conferences.

Recently, additional donations were received from Daryl and Debra Coffey from the USA and the Drugs and Driving Research Group Foundation from the Netherlands. These donations are gratefully acknowledged and will be allocated to support young scientists and researchers from LMIC to attend the 23rd ICADTS conference meeting (T2022) in Rotterdam, The Netherlands.

In total, the Local Organizing Committee has been able to announce the presentation of three Foundation Stipends for colleagues working in low-and-middle-income countries and ten additional Stipends for young scientists. For more information regarding the formal conditions for submitting applications see <https://t2022.org/stipends/>.

Please note that applications must be forwarded to the T2022 Organizers before 1st of March 2022.

## NOMINATIONS FOR ICADTS AWARDS

An important part of the triennial ICADTS conferences is the presentation of awards to colleagues who have made important contributions to the field. There are three awards:

The **Widmark Award** to honour those who have made an outstanding, sustained and meritorious contribution to the field that has led to international standing and respect. Candidates must have an impressive record of accomplishments that signify pre-eminence in the field.

The **Haddon Award** is awarded in recognition of successfully implementing scientific based changes in public policy that reduce the effects of alcohol and drugs on traffic safety

The **Borkenstein Award** recognises individuals who have made an outstanding contributions to international cooperation in alcohol and drug-related traffic safety programs.

For more information about the awards, go to <https://www.icadtsinternational.com/Awards-and-Recognition>.

To make a nomination, contact ICADTS Past-President Jan Ramaekers at [j.ramaekers@maastrichtuniversity.nl](mailto:j.ramaekers@maastrichtuniversity.nl).

## SECOND ICADTS VIRTUAL SYMPOSIUM: THE EFFECTS OF COVID-19 ON ALCOHOL, DRUGS AND TRAFFIC SAFETY

In September, ICADTS hosted its second virtual symposium. There were six presenters from five continents and more than 100 participants.

While the pandemic has made in-person meetings difficult, it has motivated us to increase our use of electronic media to communicate, thus enabling more frequent virtual events. We plan to do more in the future.

For those who were unable to tune in to the symposium live, some PowerPoint presentations are available on the ICADTS website, <https://www.icadtsinternational.com/Presentations>.

Presentations included:

- Drug and alcohol prevalence in seriously and fatally injured road users before and during the COVID-19 public health emergency in the United States (Berning & Thomas, USA)
- A statistical comparison between Germany and Iran during the Covid-19 crisis regarding accidents caused by alcohol and drugs (Sharifi, Iran, Germany)
- Drink driving, suspended enforcement, and the COVID-10 pandemic (Watson-Brown, Truelove, Parker & Davey, Australia)
- Convicted drinking and driving offenders: Comparing alcohol use before and after the pandemic outbreak (Romano, Manning, Diebold, Nochajski, Taylor, Voas & Scherer, USA)
- Comparing the impact of Brazilian traffic mortality on federal highways before versus during the COVID-19 pandemic (Rossoni da Rocha & Pechansky, Brazil)
- The impact of COVID and the increasing urgency of drunk driving prevention (Kingsley, USA)

## US DEPARTMENT OF TRANSPORTATION RELEASES LATEST “COUNTERMEASURES THAT WORK”

The National Highway Traffic Safety Administration of the U.S. Department of Transportation has published its tenth edition of Countermeasures That Work. The guide is a basic reference to assist State Highway Safety Offices (SHSOs) and other professionals interested in highway safety in selecting effective, evidence-based countermeasures for traffic safety problem areas. These areas include: Alcohol- and Drug- Impaired Driving, Seat Belts and Child Restraints, Speeding and Speed Management, Distracted Driving, Motorcycle Safety, Young Drivers, Older Drivers, Pedestrian Safety, Bicycle Safety, and Drowsy Driving.

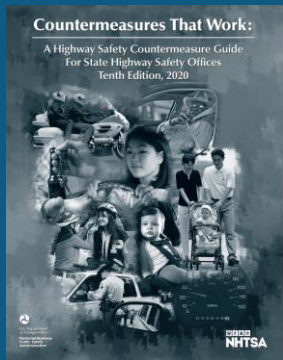
For impaired driving, the guide provides resources and effectiveness ratings on strategies in four main areas. 1) Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so people choose not to drive impaired; 2) Prevention: reduce drinking and drug use and keep impaired drivers from driving; 3) Communications and outreach: inform the public of the dangers of impaired driving and establish positive social norms that make driving while impaired unacceptable; and 4) Alcohol and drug treatment: reduce alcohol and drug dependency or addiction among drivers.

Download a copy, [Countermeasures That Work: A Highway Safety Countermeasure Guide for State Highway Safety Offices, 10th Edition, 2020 \(nhtsa.gov\)](https://www.nhtsa.gov/countermeasures).

## NEW EDITION OF BOOK ON CANNABIS AND DRIVING

A second edition of the book, *Cannabis Crashes: Truths and Myths* by Scott MacDonald, is now available. It provides more updated articles and detailed analysis of important issues related to the detection and prevention of cannabis impaired driving than in the first edition.

This book can be purchased from Lulu publishing at [https://www.lulu.com/search?adult\\_audience\\_rating=00&page=1&pageSize=4&project\\_type=&q=%20cannabis%20crashes](https://www.lulu.com/search?adult_audience_rating=00&page=1&pageSize=4&project_type=&q=%20cannabis%20crashes) for \$39.50 or an Ebook at \$9.99 (CAN).



## UPCOMING EVENTS

Transportation Research Board Annual Meeting  
9-13 January 2022  
Washington, DC USA  
[www.trb.org](http://www.trb.org)

Lifesavers Conference  
13-15 March 2022  
Chicago, Illinois USA  
<https://lifesaversconference.org/>

Alcohol Policy 19  
Evidence to Action: Building a Framework for Change  
April 27-29, 2022  
Arlington, Virginia USA  
[www.alcoholpolicy.org](http://www.alcoholpolicy.org)

Research Society on Alcoholism  
45<sup>th</sup> Annual Scientific Meeting  
June 25-29, 2022  
Orlando, Florida USA  
[www.rsoa.org](http://www.rsoa.org)

T2022  
28-31 August 2022  
Rotterdam, The Netherlands  
[www.t2022.org](http://www.t2022.org)

Association for the Advancement of Automotive Medicine  
66<sup>th</sup> Annual Conference  
October 11-14, 2022  
Portland, Oregon USA  
[www.aaam.org](http://www.aaam.org)

## THC CONCENTRATION AND DRIVING IMPAIRMENT

A recent paper in the journal *Neuroscience and Biobehavioral Reviews* examined the relationship between measures of  $\Delta 9$ -tetrahydrocannabinol (THC) concentrations in blood and oral fluid and driving impairment. Blood and oral fluid are often used to identify cannabis-impaired drivers. The authors used meta-analytic techniques to characterize the relationships between biomarkers of cannabis use, subjective intoxication, and impairment of driving and driving-related cognitive skills. Twenty-eight publications and 822 driving-related outcomes were reviewed. Each outcome was measured in concert with one or more biomarkers of cannabis/THC use and/or subjective intoxication.

Analysis examined the effects in 'regular' (i.e., weekly, or more often) and 'other' (i.e., mostly occasional) cannabis users. The current meta-regression analyses identified significant, linear relationships between most THC-related biomarkers (i.e., blood THC, 11-OH-THC and 11-COOH-THC concentrations and oral fluid THC concentrations) and impairment of driving and driving-related cognitive skills in occasional cannabis users. However, the analysis suggested that these biomarkers have only a limited capacity to predict impairment. In fact, most of these 'biomarker-performance' relationships were found to be weak in strength – well beyond the usual period of impairment (i.e., ~3–10 -hours.). Studies employing longer assessment periods (e.g., >12- hours) would therefore be expected to observe weaker relationships. In addition, no significant relationship was observed between blood 11-COOH-THC concentration and impairment after ingestion of THC (although this analysis was less robust).

Results indicate that blood THC, 11-OH-THC and 11-COOH-THC concentrations, oral fluid THC concentrations, and subjective ratings of intoxication are relatively poor indicators of cannabis-induced impairment. The authors concluded that the use of per se limits as a means of identifying cannabis-impaired drivers should therefore be re-considered. Indeed, it seems there is a significant risk of unimpaired individuals being mistakenly identified as 'cannabis-impaired' (and vice-versa) under this approach.

Source: Danielle McCartney, et al., Are blood and oral fluid  $\Delta 9$ -tetrahydrocannabinol (THC) and metabolite concentrations related to impairment? A meta-regression analysis, *Neuroscience and Biobehavioral Reviews*, <https://doi.org/10.1016/j.neubiorev.2021.11.004>

## ICADTS IS LIVE ON YOUR SOCIAL MEDIA FEEDS

The ICADTS board has been working to diversify its reach and audience. Recently, we have launched live streaming and updates across several social media platforms; Twitter (@ICADTSinternat), Instagram (@Icadtsinternational) and Facebook (@ICADTS). You can find us by searching for these accounts, as well as following along with the hashtag #ICADTS.

Our presence on these accounts aims to highlight and share new research outputs, laboratory/field news, conference updates (T2022 and beyond, as well as other relevant meetings), as well as provide biopics for our ICADTS member and affiliates. By using these platforms, we will also have the opportunity to increase the real-time reach of many of our members-only and general meetings.

In the lead-up to the T2022 meeting in Rotterdam, we will be sharing more information about the conference location, programme and special events. This will be shared across all of our social media platforms, using the hashtag #T2022. We welcome everyone to share these posts and tags across their personal and professional social media accounts to increase our reach to both members and non-members alike.

By leveraging these platforms, ICADTS will receive more attention and will build a wider user base among researchers, clinicians, policymakers and the wider public. Everyone is welcome to follow and contribute to our account- if you have any news, updates or road-safety related materials that you would like us to share, please contact Assistant Treasurer Dr Amie Hayley at [ahayley@swin.edu.au](mailto:ahayley@swin.edu.au).