



REPORTER

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

Message from the ICADTS President

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T2022 Hosts, Jan de Gier and Jan Ramaekers

I know many of you attended our 23rd Triennial Conference of the International Council on Alcohol, Drugs and Traffic Safety (ICADTS) held in Rotterdam, The Netherlands, on August 28-31, 2022. It was an outstanding success! Attended by over 300 participants from over 30 countries, the conference included sessions on measures to reduce drug and drink driving attitudes, driver monitoring systems, recommendations to reduce recidivism, alcohol and drug effects in driving simulations, alcohol ignition interlocks, alternative transportation programs, biomarkers of alcohol use, interventions to reduce impaired driving, enforcement strategies to reduce impaired driving, novel psychoactive substances, alcohol detection, risk and remediation, cannabis and driving fact sheets, oral fluid drug testing, DUI hangover effects, challenges for studies among road users in low- and middle income countries, prevalence of driving under the influence of alcohol and other drugs, and cannabis impaired driving, as examples. If you missed the conference, the abstracts of the studies presented will be posted on the ICADTS website.

There were several fascinating and informative plenary sessions, including a summary of the recently released new tools, sponsored by ICADTS, summarizing the latest research about cannabis-impaired driving to help inform policymakers across countries. [See article below.] These tools should be extremely useful to the field and illustrate the kind of contribution that the combined expertise of ICADTS members can bring to the field.

The social program included a reception at the beautiful Rotterdam City Hall, with a welcome speech by the Vice Mayor. The conference banquet was the occasion for introducing young scientists and participants from low and middle income countries who received stipends as well as for the presentation of ICADTS awards. See the articles below for more information.

Jan Ramaekers and his organizing staff did an outstanding job concerning the venue, the program and the social events. Out of the 23 ICADTS Conferences, this was one of the best, in my opinion.

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.

The ICADTS Board will be busy in the next few months updating the criteria for ICADTS membership, affiliate membership, and for our awards. Watch for this on the ICADTS website (icadtsinternational.com). Suggestions from you will be considered.

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

Be safe and stay healthy,

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

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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.



ADDRESSING CANNABIS-IMPAIRED DRIVING: INTERNATIONAL RESEARCHERS JOIN FORCES TO HELP INFORM POLICY AND LEGISLATION GLOBALLY

The International Council on Alcohol, Drugs & Traffic Safety (ICADTS) has released new tools summarizing the latest research about cannabis-impaired driving to help inform policymakers across countries. This series of fact sheets were developed in consultation with leading impaired driving researchers from 11 countries representing ICADTS Drugged Driving Work Group.

Co-chaired by Maastricht University (Netherlands), the Traffic Injury Research Foundation (TIRF/Canada) and Swinburne University (Australia), this work group aimed to answer top questions commonly raised by policymakers around the globe. This fact sheet series interprets critical research findings regarding several facets of the problem and their implications for policy and legislation. The purpose is to clarify important research findings to help ensure the development and implementation of cannabis-impaired driving policy and legislation are appropriate and informed by science.

As of 2022, many countries have legalized recreational and/or medical cannabis use including Canada, Georgia, Malta, Mexico, South Africa, and Uruguay. In the United States, recreational cannabis is legal in 19 states, 2 territories, and the District of Columbia. Many more jurisdictions, such as Germany, are contemplating such a move and this global trend is likely to continue.

“Unlike alcohol, the research regarding the impairing effects of $\Delta 9$ tetrahydrocannabinol (THC; the active ingredient of cannabis) on driving is much more complex because cannabis does not have a clear concentration-effect response,” shares Jan Ramaekers, Professor, Maastricht University and former ICADTS president. “This means it’s difficult to conclude whether a specific THC concentration is indicative of driving impairment in an individual, making policy decisions much more complex.”

To date, jurisdictions have adopted a variety of legal approaches to tackle the cannabis impaired driving problem. Whereas some jurisdictions have opted for zero-tolerance laws, others have relied on behavioural measures of impairment, and still others have instead implemented specific per se limits in law. This latter approach is more consistent with existing alcohol-impaired driving laws. The application of these laws is further impacted by whether recreational and/or medical cannabis use is deemed to be legal or not.

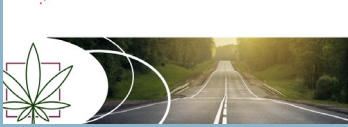
“With alcohol, a blood alcohol concentration (BAC) accurately reflects the amount of alcohol consumed. Despite some variations between subjects, research shows as BAC rises, so does the level of impairment,” says Robyn Robertson, President & CEO, TIRF. “However, THC concentrations do not accurately reflect the amount of cannabis consumed or the level of impairment of individual drivers, so determinations of impairment are much more complex and less clear cut. As such, it’s critical for legislators to recognize important limitations of the science to ensure laws are appropriate and enforceable.”

Some of the most important facts for policymakers to be aware of, include:

- > Cannabis impairs driving, although the degree of impairment it produces varies substantially depending on the dose, the individual, and other factors.
- > Cannabis, when consumed alone, is associated with a modest increase in crash risk at the population level according to most studies which compared the presence versus the absence of cannabis.
- > A driver testing positive for THC is insufficient to conclude driving impairment. Any impairment is dependent on not only the dose and route of administration but also the frequency of use and whether cannabis has been consumed alone or in combination with alcohol or other substances.
- > Alcohol and cannabis produce different patterns of impairing effects.
- > The combined effect of alcohol, even in low concentrations, and cannabis is particularly dangerous for driving.
- > The length of time needed to recover from cannabis intoxication is not fixed and depends on various factors, such as biological characteristics of consumers, type of cannabis consumed, dose, and method of ingestion.

CANNABIS & DRIVING

International Council on Alcohol, Drugs & Traffic Safety



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CANNABIS-IMPAIRED DRIVING (CONT.)

Many jurisdictions have implemented a multi-faceted approach to detecting and measuring impairment. Important tools include oral fluid devices, behavioural assessments such as the Drug Recognition Expert (DRE) program which is widespread in Canada and the US, and robust standards to guide the toxicological analysis of body fluids and the interpretation of results.

“When it comes to cannabis, there is very little consistency in how jurisdictions manage the issue of impaired driving”. notes Tom Arkell, Research Fellow, Swinburne University of Technology. “A priority moving forward is establishing greater uniformity in the types of tools used to assess impairment and the way in which results are recorded. This would allow us to pool data from different jurisdictions and better assess the impact of expanding legalization on traffic safety. It would also help accelerate learning to enable researchers to provide clearer answers to policymakers on important legislative issues.”

The Cannabis & Driving fact sheet series includes:

- > 1: Introduction
- > 2: Recent Experimental Evidence
- > 3: Recent Epidemiological Evidence
- > 4: Cannabis-Impaired Driving Detection & Toxicology
- > 5: Policy & Legislative Issues
- > 6: Medical Cannabis & Novel Psychoactive Substances (NPS)

To view the fact sheets, go to <https://www.icadtsinternational.com/Fact-Sheets>

For more information, please contact: Karen Bowman, Traffic Injury Research Foundation
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ICADTS AWARDS

One of the highlights of the triennial meetings is the presentation of awards to colleagues and organizations who have made major contributions to the field. Winners of these awards at T2022 are listed below.

The Haddon Award

The Haddon Award recognizes individuals and organizations for successfully implementing scientific based changes in public policy that reduce the effects of alcohol and drugs on traffic safety.

The Haddon Award was presented posthumously to Andy Murie, of MADD Canada. Accepting the award was Dawn Regan.

The Widmark Award

The Widmark Award honours 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 2022 individual winners were:

Robert Mann, Canada, awarded posthumously and accepted by Evelyn Vingilis and Christine Wickens

Edward Ogden, Australia

Kathryn Stewart, USA

The Institutional Widmark Award was presented to the Pacific Institute for Research and Evaluation, USA. The award was accepted by the CEO, William Wiczorek.



Dawn Regan accepting the Haddon Award for Andy Murie



Christine Wickens and Evelyn Vingilis accept Widmark Award for Robert Mann



Widmark Award Winners
Edward Ogden, Kathryn Stewart and William Wiczorek (for Pacific Institute)

T2022 STIPEND AWARD WINNERS

The ICADTS Foundation, along with other funding sources, supports the attendance of young scientists and scientists from low and middle income countries who might not otherwise be able to attend our conferences. In Rotterdam, we were able to welcome 12 stipend winners. They include:

Ankit Yadav, India

Brooke Manning, Australia

Jinky Leilani Lu, Philippines

Sara Simmons, Canada

Hannah Barrett, Canada

Robert Colonna, Canada

Sophia Francesca Lu, Philippines

Brice Batomen, Canada

Zahra Tabibi, Iran

Thomas Arkell, Australia

Seyed Sepehr Hashemian, Iran

Asma Mamri, Canada

Unfortunately, stipend winner Yanick Oyono from Cameroon was unable to attend.



Stipend winners with ICADTS President Jim Fell and local host Han de Gier

Over the next few editions of the *Reporter*, we will feature some of the stipend winners. See article below for the first of these spotlights.

Upcoming Events

Association for the
Advancement of Automotive
Medicine
66th Annual Conference
October 11-14, 2022
Portland, Oregon USA
www.aaam.org

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

To view past issues of the
Reporter, go to

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



T2022 - SPOTLIGHT ON STIPEND WINNER

Robert Colonna, Canada

I am delighted to report that my experience at T2022 in Rotterdam, Netherlands, was informative, rewarding, and of course, very enjoyable!

T2022 was my first ICADTS conference, and it's safe to say... it won't be my last! What an experience! I met several experts, researchers, professionals, and policymakers, all in the impaired driving field. The Young Scientists cocktail hour and Banquet were among my highlights.

I am a fourth-year Ph.D. candidate at Western University and a Research Assistant at the Public Health Agency of Canada. I am also a Board Member of the Canadian Association of Road Safety Professionals and the Chair of their Young Professionals Committee. My research focuses on developing digital interventions to reduce cannabis-impaired driving among youth. There's no better place to discuss my research than with the ICADTS community.

At T2022, I delivered three presentations. I reported on (i) the effects of cannabis on the driving performance of youth, (ii) young drivers' determinants and perceptions towards cannabis-impaired driving, and (iii) priorities for a youth cannabis-impaired driving smartphone intervention. I was astonished by the depth of discussion and opportunities that followed. It's hard to describe the excitement when an expert you cite approaches you to discuss your research.

I am incredibly thankful to have received a Young Scientist Stipend and to make it possible to attend T2022. T2022 has undoubtedly diversified my professional network and will contribute to my future success and collaborative research potential. I look forward to joining the ICADTS community and reconnecting at the next conference!



Robert Colonna with ICADTS President Jim Fell and local host Han de Gier