



REPORTER

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

MESSAGE FROM THE ICADTS PRESIDENT

TABLE OF CONTENTS

Message from the ICADTS President	P.1
Towards Vision Zero.....	P.2
Crash involved drivers positive for THC in Norway.....	P.2
Spotlight on Zahra Tabibi.....	P.3
ICADTS Interest Group.....	P.3
Unknown drug test results in FARS.....	P.4
Minimum jail sentences and DUI in U.S states.....	P.4

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.

We held an ICADTS Board of Directors meeting recently and our Treasurer Hallvard Gjerde reported that a number of ICADTS members have not yet paid their dues. I wanted to remind you of the importance of preserving the financial security of ICADTS by paying dues. ICADTS is a non-profit organization, and our treasury supports a number of very important activities including seed funding for research projects, especially in low and middle income countries, and funding to support our conferences and for scholarships for young scientists and those from low and middle income countries to attend the conferences. In addition, while most of our organizational work is carried out by members who volunteer, we have some operating expenses, such as professional help with our website and social media; We are now considering funding for part-time administrative support. We will also consider funding for Interest Groups as justified.

Also, keep in mind that your ICADTS dues include a subscription to the journal *Traffic Injury Prevention*.

Speaking of ICADTS Interest Groups, the newly formed and approved Interest Group has been renamed from:

- *Pretrial Services* (as we wrote in the prior Reporter) to *Impaired Driving Behavioral Interventions - ICADTS Interest Group (IDBIIG)*. The goal of that Interest Group chaired by Tara Casanova-Powell 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. See the article below.

In other big news, Fátima Pereira da Silva has volunteered to host and organize **T2025**, our next triennial conference to be in Portugal:

- City venue: Alcobaça, Portugal – about an hour north of Lisbon
- Conference title: Time for Change, 2025
- Date: June 15-18, 2025.
- Conference venue: There are currently two options: 1) inside a monastery in the city centre. (Alcobaça Monastery (www.mosteiroalcobaca.gov.pt) or 2) a new conference centre (if participation is more than 300).
- Conference hotels include the Montebelo hotel with 100 rooms <https://montebelohotels.com/montebelo-mosteiro-de-alcobaca-historic-hotel/pt/home>) and other hotels nearby.
- Transportation to and from Lisbon will be organized.

I am making my appeal again. We would like to hold Regional ICADTS Conferences in 2023 and 2024 before our next triennial conference in 2025. These conferences have provided very valuable opportunities for participants in particular regions to gather and exchange information and build relationships. 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.

Stay healthy and be safe. I hope to see some of you in 2023 in a Regional ICADTS Conference.

James Fell,

ICADTS President, fell-jim@norc.org



- Special Video Address
 - Jean Todt, UN Secretary General's Special Envoy for Road Safety
- Invited Guest Speakers
 - Mark King
 - Peter Frazer
 - Donna Price
- Hosted by
 - The Automotive Coalition for Traffic Safety
 - Robert Strassburger President and CEO
 - Kristin Kingsley
 - Fátima Pereira da Silva
 - The International Safety Media Awards
 - Marisa Howell
 - Barbara Minuzzo



TOWARDS VISION ZERO: A WORLD WITHOUT DRUNK DRIVERS

ICADTS Board members Fátima Pereira Silva (Portugal) and Mark King (Australia) helped to organize and participate in a workshop as part of the 14th World Conference on Injury Prevention and Safety Promotion in Adelaide, Australia (November 2022). The theme of the workshop was **Towards Vision Zero: A world without drunk drivers. Shared visions for safety worldwide awareness.** The workshop was cosponsored by the Automotive Coalition for Traffic Safety (ACTS) /Driver Alcohol Detection System for Safety (DADSS)/The International Safety Media Awards (ISMA). Expert participants from several fields engaged in exercises and discussions to construct a vision and practical steps towards Vision Zero with respect to impaired driving.

Among the conclusions of the workshop were suggestions for actions, including:

- Implementing vehicles that detect the driver's alcohol level (e.g.) DADSS technology licensing)
- Guarantee that laws and their implementation are ensured.
- Strengthen the application of specific laws for this purpose.
- Accurate evaluation measures that allow the evaluation of awareness campaigns.
- Clearly define what is to be achieved and evaluate whether the impacts of campaign results have produced behavioural change effects
- Encourage broad involvement and promote effective campaigns which alert all the players in the road scene.
- Promote a strong involvement of young people, develop specific awareness programmes which are appropriate and effective for young people (e.g., festivals, music, art, culture and effective communication.
- Develop communications campaigns that focus on the consequences of impaired driving for others.
- Invest in the prevention of alcohol abuse, with programmes targeting parents and families.
- Mandate accountability for alcohol supply.
- Target intervention by governments and local stakeholders.

Participants also made suggestions for building cross-national partnerships and collaborations around the world, beyond national governments and local decision makers as well as effective knowledge transfer between countries and sharing of best practices from successful experiences around the world in reducing drunk driving.

For more information on the conference, go to <https://www.worldsafety2022.com/>. To learn more about the ACTS/DADSS program please go to <https://www.actsautosafety.org/>. For more information about the workshop and future networking around the subject : Fátima Pereira da Silva (fatimaperirasilva0808@gmail.com); Kristin Kingsley (kkingsleyconsulting@gmail.com); Robert Strassburger(rstrassb@actsautosafety.org)

CRASH INVOLVED DRIVERS POSITIVE FOR THC IN NORWAY

A recent paper examines the extent of polysubstance use among apprehended crash-involved drivers in Norway with THC concentrations above the legal limit and explores the importance of THC in polysubstance cases. The study selected all drug driving cases where blood samples had been submitted for forensic toxicology testing after involvement in road traffic crashes during 2013-2020, except drivers who were fatally injured.

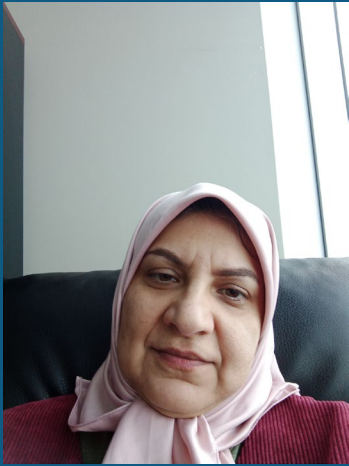
Twenty percent (n = 2133) of the 10,520 apprehended crash-involved drivers had concentrations of THC in their blood above the legal limit of 1.3 ng/mL, and 84 % of those also had concentrations of alcohol or other drugs above the legal limits; 61 % for sedatives, 38 % for stimulants, 33 % for alcohol, and 10 % for opioids. The most frequent substance combination was cannabis together with sedatives and stimulants (22.9 %; n = 488). Polysubstance use was least common among drivers under 24 years.. There was a statistically significant inverse association between THC > 5 ng/mL and concentrations of alcohol or amphetamines at the highest sanction level.

Source: Crash-involved THC-positive drivers in Norway have a high frequency of polysubstance use, Gjerde H, Bogstrand ST, Jamt REG, Vindenes V. [Drug Alcohol Depend.](#) 2023; 244: e109800.

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SPOTLIGHT ON STIPEND WINNER: ZAHRA TABIBI



It was an honor for me to receive stipends for professionals from low- and middle-income countries (LMIC) to attend the International Council on Alcohol, Drugs and Traffic Safety (ICADTS) Conference in Rotterdam, the Netherlands, 28-31 August 2022. After years of studying and researching on the topic of road safety, it was inspiring to have the chance to attend the ICADTS conference. As an associate professor in psychology at Ferdowsi University of Mashhad, Iran, I have been doing research on road safety for 20 years, studying the safety behavior of various road users from child pedestrians, drivers with ADHD, drugged drivers and motorcyclists. Assessment of personality, cognition and social cognition is the major topic I applied to study road safety behavior on the field or in the lab.

In two papers presented for the ICADTS, I highlighted the serious problem of drug driving in Iran, in particular the use of opioid drugs among commercial drivers and the belief they hold about its use. Also, I pointed to the growing issue of driving under the influence, despite the fact that alcohol use is forbidden in Iran.

ICADTS provided an opportunity to visit new young scientists and the eminent scientists some of whose state-of-the-art papers were well known to me. I am thankful that my works have paid off. I am very much motivated to collaborate with the experts to tackle impaired driving, one of the most challenging problems of road safety globally and in Iran. Hence, upcoming ICADTS conferences will be one of my destinations for updating my knowledge and the place to talk about the future works.

I would like to thank the Quebec Road Safety Research Network and the Department of Community Health Sciences of the Faculty of Medicine and Health Sciences of the University of Sherbrooke, Quebec, Canada for the support and the very warm environment they provided me as my host for my sabbatical leave. This was an opportunity that led me to attend in ICADTS.

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IMPAIRED DRIVING BEHAVIORAL INTERVENTIONS - ICADTS INTEREST GROUP

The Impaired Driving Behavioral Interventions - ICADTS Interest Group (IDBIIG) was recently initiated and established as a formal ICADTS interest group. This group was formed in response to the Pretrial Services for DWI Offenders Workshop participant reactions during the 2022 Rotterdam Conference. Several attendees indicated the critical need for these impaired driving interventions pre/post convictions. The ICADTS Board determined that an interest group would be the perfect platform to help facilitate the implementation of these interventions worldwide.

The mission of this interest group 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. The group plans to facilitate educational webinars, workshops and conference presentations identifying effective pretrial services, early intervention services, monitoring, supervision, and treatment court guiding principles that may be implemented in various jurisdictions around the world. Additionally, the group intends to help facilitate the implementation of these services where requested. Both virtual and in-person trainings and workshops will be conducted for multiple countries at regional ICADTS and other summits incorporating the knowledge and information developed from various entities in the U.S.

IDBIIG's initial task is to survey ICADTS members to identify best practices regarding impaired driving interventions in their country. This survey will be sent to members through the ICADTS membership email distribution list. IDBIIG appreciates any information fellow ICADTS members as well as others in the field may have to share and encourages all who have expertise in this area to participate.

For more information, please contact the Chair, Tara Casanova Powell at taracpc@outlook.com.

Upcoming Events

Lifesavers Conference
April 2-4, 2023
Seattle, Washington USA
www.lifesaversconference.org

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/>

Transportation Research Board Annual Meeting
January 7–11, 2024
Washington, D.C. USA
www.trb.org

To view past issues of the Reporter, go to

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



UNKNOWN DRUG TEST RESULTS IN THE U.S. FATALITY ANALYSIS REPORTING SYSTEM: 2000-2020

A recent article provides an assessment of the proportion of fatal traffic crashes reported to the U.S. Fatality Analysis Reporting System (FARS) in which a drug test was given to the driver but the results were unknown. The study found that among fatally injured drivers who were drug tested, the proportion with unknown results has been decreasing from 2000 through 2020. The national average percentage of unknown drug test results dropped from 11.1% in 2000 to 2.4% in 2020, indicating a large-scale improvement in drug test results in FARS. Furthermore, the state maximum percentage of tested drivers with unknown results has been decreasing. In addition, both the national percentage of unknown drug test results and the state maximum percentage have recently started to resemble those of unknown alcohol test results in FARS especially from 2017 through 2020.

Factors that related to unknown values were also examined. Among vehicle- and crash-level factors, crashes occurring in rural areas were associated with a higher risk of fatally injured drug-tested drivers having unknown drug test results compared with those occurring in urban areas. Compared with crashes on an interstate principal arterial road, crashes on a minor arterial or collector were associated with a higher risk of fatally injured drug-tested drivers having unknown drug test results. More recent crashes were associated with a lower risk of fatally injured tested drivers having unknown drug test results. Compared to passenger vehicles, medium, heavy or combination trucks or motorcycles were associated with a lower risk of fatally injured drug-tested drivers having unknown drug test results. Several individual factors were also associated with unknown results among fatally injured and drug tested drivers, including race. Compared with non-Hispanic white drivers, fatally injured tested drivers of other races (i.e., non-Hispanic black, non-Hispanic American Indian/Alaska Native, non-Hispanic Other, or Hispanic) had lower risk of unknown drug test results. The authors found that crash culpability was significantly associated with higher risk of unknown drug test results. This finding underscores the extreme caution that is necessary when analyzing FARS drug data.

While these results reflect an improvement, the authors point out that the percentage of unknown results is only one facet of the FARS drug data; it does not address, for example, the accuracy of the drug results that are reported. While our results suggest that the percentage of unknown drug test results in FARS has recently begun to resemble that of alcohol, this should not be taken as a guarantee that drug and alcohol reporting in FARS are of similar quality. Furthermore, the results do not guarantee that FARS drug data are now capable of producing unbiased inference about prevalence and crash risk. They also reiterate that the issues that drug presence does not necessarily indicate drug impairment and that there are uncontrolled variations in drug testing methods and reporting.

Source: Marco H. Benedetti, Fangda Zhang, Ross Bales, Toni Rudisill, Gary A. Smith & Motao Zhu (2023) Reporting of unknown drug test results in the Fatality Analysis Reporting System and associated factors, 2000–2020, *Traffic Injury Prevention*, 24:2, 109-113, DOI: [10.1080/15389588.2022.2155786](https://doi.org/10.1080/15389588.2022.2155786)

MINIMUM JAIL SENTENCES FOR DUI AND INCIDENCE OF DRINKING AND DRIVING

A recent study investigated associations between minimum jail sentences included in U.S. state DUI laws and self-reported drunk-driving in the US. Behavioral Risk Factor Surveillance System (BRFSS) data from 2020 were used. Analyses were limited to participants aged 18 years and older who reported at least one episode of drunk-driving during the past 30-days. The final sample size was 3,732. Websites from official state legislatures and/or data from state motor vehicle departments were used to gather current information on DUI minimum jail penalties. The results indicated that among the sample of adults who reported drunk-driving, residents of states with no minimum jail sentence for a first-time DUI offense had a 32% higher incidence rate of drunk-driving episodes [RR = 1.32, 95% CI: 0.98–1.77] compared to their counterparts residing in states with a minimum jail sentence for first time DUI offenses. Thus, there was a marginally significant [p = 0.07] higher incidence rate of drunk-driving episodes among residents of states with no minimum jail sentence compared to those in states with a minimum jail sentence for the first time DUI. The authors concluded that further studies that provide stronger causal inference are needed.

Source: Patrick T. Zamba & Matthew E. Rossheim (2022) Are state minimum jail laws associated with less frequent drunk-driving?, *Traffic Injury Prevention*, 23:8, 459-464, DOI: [10.1080/15389588.2022.2117984](https://doi.org/10.1080/15389588.2022.2117984)