



REPORTER

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

MESSAGE FROM THE ICADTS PRESIDENT

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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.

The election of members of the ICADTS Executive Board has been completed. The results are as follows:

- President Elect James Fell (USA)
- Assistant Secretary Tara Kelley-Baker (USA)
- Assistant Treasurer Hallvard Gjerde (Norway)
- Member at Large Maria de Fátima Pereira da Silva (Portugal)
- Member at Large Mark King (Australia)

In keeping with the ICADTS Constitution, Jan Ramaekers (who has been President Elect) will take over as President, Edward Ogden (who has been Assistant Secretary) will take over as Secretary, and Sjoerd Houwing (who has been Assistant Treasurer) will become Treasurer. The change of officers will take place at the upcoming Board Meeting, scheduled for August 31 in Prague, the Czech Republic. See the biographies of each officer at www.icadtsinternational.com.

We had an excellent slate of candidates and we thank them all for their willingness to run for office. We welcome our new Board members and look forward to continuing to involve all the candidates on the important work of ICADTS.

We want to thank the retiring Board members, James Fell, Secretary; Richard Compton, Treasurer; Barry Watson, and Gordon Smith, Members at Large. They have all made significant contributions through their efforts on behalf of ICADTS, but we are definitely expecting to continue to rely on them for their creativity and enthusiasm in coming years.

This will be my last letter to you as President of ICADTS. I will now take on the duties of Past President and hand the baton to Jan Ramaekers as President. It has been an honor to serve in this capacity at ICADTS.

Warm regards to all,

Kathryn Stewart
ICADTS President (for a few more weeks)

MEETING IN PRAGUE COMING SOON

On September 2-4, ICADTS partners with the Czech Transport Research Centre and the Ministry of Transport of the Czech Republic to host an important conference at the Břevnov Monastery in Prague. The theme of the conference is **Current trends and challenges in alcohol, drugs and traffic safety**. The conference includes a stimulating program of keynote speakers along with oral and poster presentations on the latest research in drugs, alcohol and traffic safety. A pre-conference workshop on "THC and its influence on fitness to drive" will take place on September 1 followed by the formal conference opening on September 2. Further details on submitting abstracts and conference registration are on the conference website: <https://www.cdv.cz/icadts-en/>

ON OUR COLLECTIVE MISSION TO MARS: T2019 CALL FOR ABSTRACTS

After a decade of hosting an international traffic safety conference, working with other like-minded organizations and countries, our latest edition is the beginning of our collective MARS (Multidisciplinary Achievement of Road Safety) experience. Edmonton's 10th International Conference on Urban Traffic Safety served as our launch platform to announce the "Call for Abstracts" for the 22nd International Council on Alcohol, Drugs and Traffic Safety Conference (ICADTS) to be held in Edmonton, Alberta, Canada, August 18th to 21st, 2019. T2019 follows the successful Brazilian experience, a down under perspective in Australia and the spirit of Norwegian exploration. While we may not answer the questions on how to get to Mars, we will need to answer similar questions on how we can successfully make the world safer when it comes to drugs, alcohol and traffic safety.

In 1962, President John F. Kennedy challenged the U.S. to reach the moon. Our collective interest to save lives through leadership and best practices in alcohol, drugs and traffic safety has a similar ring of urgency and destiny framing the topic, calling on a pioneering spirit and working within a competitive atmosphere, yet achieving a joint moon-landing project. History has captured the journey, confirmed the destination and set new goals of travelling further into space.

What will it take to achieve MARS in the future? Some things are obvious, like bringing together global researchers and practitioners, and creating the impetus to solve complex global alcohol, drugs and traffic safety problems. While governments led the race to the moon, the mission to MARS includes all orders of government, global safety organizations, non-profits, private companies and businesses and individual efforts. MARS requires new integration and collaborative initiatives that can support the longevity of the challenge with a sustainable and positive outcome.

Where governments were previously leading substantive law enforcement initiatives to control the production, distribution and sale of cannabis, new thinking strongly supports the legalization of cannabis and with it comes an urgent need to understand the societal impacts, to mitigate traffic safety consequences, integrate regulation and business interests, and support healthy communities. Our journey to MARS will allow those with experience to share and accelerate new learnings, avoid what doesn't work, collaborate on new possibilities and prepare for unexpected or game changing decisions.

The T2019 Call for Abstracts is a call for action. New ideas, research and practitioner experience will all come together in August 2019 in Edmonton. We know that this conference will create the platform for launching new and sustainable initiatives in alcohol, drugs and traffic safety and most importantly, establish and build networks and relationships which will accelerate our journey to MARS. Please visit <https://t2019.org/> to submit your abstract and to learn more about the opportunities T2019 has to offer.

Gerry Shimko and Laura Thue

2018 International Alcohol Interlock Symposium

Since 2000, the International Alcohol Interlock Symposium forum has hosted leading experts to discuss ongoing research and development regarding alcohol and drug impaired driving, interlock programs, and road traffic safety. The Traffic Injury Research Foundation (TIRF) has organized and hosted the international symposia series on alcohol interlocks in partnership with government agencies in different jurisdictions. A large body of research evidence exists that demonstrates the effectiveness of these devices in preventing drinking and driving, and reducing impaired driving and repeat offences.

The 2018 Symposium will feature a theme surrounding the "**The Versatility of Alcohol Interlocks**", meant to emphasize the potential interlocks have to deal with the increasing availability of other impairing substances that can be used in combination with alcohol. As interlock technology evolves and devices become easier to use and less intrusive, it becomes increasingly important to understand how intelligent devices can enhance road safety globally." [See "Upcoming Events" for details.]

Robyn Robertson – President of Traffic Injury Research Foundation



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BRAZIL'S CENTER FOR DRUG AND ALCOHOL RESEARCH CELEBRATES ITS 20TH ANNIVERSARY

After 20 continuous years conducting research in the field of drug and alcohol abuse and dependence, Brazil's Center for Drug and Alcohol Research (CPAD) prepares for its next era. On July 2nd, professionals from Brazil, Chile and Uruguay gathered at a symposium in Porto Alegre, Brazil to discuss research priorities and to celebrate CPAD's success.

The center was created by its current Director, Prof. Flavio Pechansky and Profs. Lisia Von Diemen and Felix Kessler, who are members of the Department of Psychiatry at the Federal University of Rio Grande do Sul (UFRGS). Originally, CPAD was one of the five research offices of the University of Delaware's Center for Drug and Alcohol Studies, under the guidance of Prof. James A. Inciardi. Since 2009, CPAD has been an independent center housed in Hospital de Clinicas of Porto Alegre, a large teaching hospital affiliated with UFRGS.

During these years, CPAD's contribution of knowledge and understanding to Brazil's large drug and alcohol abuse problem has been substantial and widespread with regard to number of publications, staff training and collaborative work with different research centers. CPAD has competitively obtained more than \$15 million in research funding, mostly from NIDA, NIAID, Bloomberg Philanthropies, Organization of the American States, Brazil's National Research Council, and the National Secretariat for Drug and Alcohol Policies, through a recently founded Collaborative Center. CPAD has maintained connections with many international collaborators from the Universities of Kentucky and Pennsylvania, the Norwegian Institute of Public Health, and Canada's Centre for Addiction and Mental Health, McGill University and Université de Sherbrooke.

CPAD's strong trajectory is also reflected in its numbers – during these years, more than 200 papers have been published in peer-reviewed journals, along with 85 book chapters, 12 books, as well as around 500 presentations in symposia and conferences in Brazil, South America, North America, Australia and different European countries. More than that, CPAD has been a steady hub for professional training: more than 7,000 professionals were directly trained by its staff, ranging from highway patrol officers, health professionals, safety enforcement professionals, in parallel with undergraduate and postgraduate students from psychology, psychiatry, nursing, social work, pharmacy, engineering and biomedicine.

CPAD concentrates its focus in the epidemiology of risk and protective factors for drug users, the relations between alcohol, drugs and driving, and psychiatric comorbidity, brain damage and promising therapeutic approaches for drug users.

According to CPAD's Director, Flavio Pechansky, "Over the course of our history, we have been successful in developing and sustaining a research structure while surfing the ups and downs of national and international research funding during these 20 years. The challenge is to expand the center's activities and direct them towards translational research, with more "hands-on" projects focused on CPAD's targets."

ICADTS was pleased and grateful to partner with CPAD to organize T2016 in Gramado, Brazil where we had a very stimulating and successful conference



CPAD at its 20th Anniversary



Profs. Flavio Pechansky, Lisia Von Diemen and Felix Kessler

NINTH EDITION OF “COUNTERMEASURES THAT WORK” PUBLISHED

The US National Highway Traffic Safety Administration (NHTSA) has published its newest edition of [*Countermeasures that Work: A Highway Safety Countermeasures Guide for State Highway Safety Offices*](#). The guide is a basic reference to assist State Highway Safety Offices in selecting effective, evidence-based countermeasures for traffic safety problem areas. Among the areas covered is alcohol- and drug-impaired driving. The guide also deals with seat belts, speeding, distracted and drowsy driving, young drivers and other important safety topics. For each topic, the guide describes major strategies and countermeasures; summarizes strategy/countermeasure use, effectiveness, costs, and implementation time; and provides references to the most important research summaries and studies.

In the area of impaired driving, four basic strategies are discussed: 1) Deterrence: enact, publicize, enforce, and adjudicate laws prohibiting impaired driving so that 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 social norms that make driving while impaired unacceptable; and 4) Alcohol and drug treatment: reduce alcohol dependency or addiction.

This guide briefly considers countermeasures to address drugs other than alcohol. Drugs pose quite different and difficult issues at every step, from estimating their prevalence and effect on driving, to developing effective laws and strategies for enforcement, prevention, and treatment. However, many of the countermeasures to address alcohol-impaired driving may also deter drug-impaired driving.

To see the full report, go to

https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/812478_countermeasures-that-work-a-highway-safety-countermeasures-guide-.pdf

PROCEEDINGS OF THE 2017 NATIONAL CANNABIS SUMMIT NOW AVAILABLE

A report summarizing the proceedings of the National Cannabis Summit in 2017 was recently published by the Addiction Technology Transfer Center Network, Advocates for Human Potential, Inc., and the National Council for Behavioral Health.

The United States is undergoing a historic shift regarding the legal status of cannabis. 29 states plus the District of Columbia have legalized medical use, and nine states plus the District of Columbia have legalized use for nonmedical purposes. The changes in the legal status of cannabis along with changes in social acceptability and the potency of the drug itself may impact public health, safety, and wellbeing.

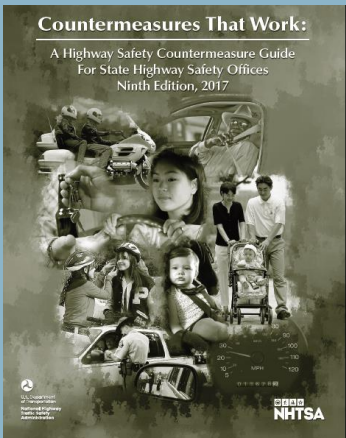
Given how quickly cannabis laws, use patterns, and products have evolved, it has been challenging for researchers and policymakers to develop scientifically sound responses. The knowledge base, data, and regulatory capacity needed to evaluate the impact of the shifting cannabis environment is still insufficient, and many questions about how to adapt to the new cannabis environment are still unanswered.

One of the topics covered at the summit was the impact on traffic safety. There is no consensus in the scientific community on what constitutes cannabis impairment or intoxication that is comparable to the measures of blood alcohol content that are used by law enforcement and prosecutors in drunk driving cases. Furthermore, existing data systems do not adequately capture the extent of drugged driving and its consequences. Researchers are in the process of developing a national dataset to capture drugged driving data and assessments that use biometrics to more accurately measure the impact of cannabis use on driving.

To follow up on the 2017 Summit, the Canadian Centre on Substance Use and Addiction has announced the 2019 North American Cannabis Summit, hosted in partnership with Advocates for Human Potential (AHP), the University of California. It will be held in Los Angeles, California, from January 28–30, 2019.

To view the proceedings of the 2017 Summit, go to:

[http://ahpnet.com/AHPNet/media/AHPNetMediaLibrary/News/CannabisProceedings_2017_Final-\(003\)_1.pdf](http://ahpnet.com/AHPNet/media/AHPNetMediaLibrary/News/CannabisProceedings_2017_Final-(003)_1.pdf)



METHODS FOR INVESTIGATING CRASH RISK: COMPARING CASE CONTROL WITH RESPONSIBILITY ANALYSIS

A recent paper discusses the comparison between case control and responsibility analysis studies in determining crash risk. Case-control studies require that crash and matched control data are collected separately. In responsibility analysis, a single existing crash database can be analyzed, using non-responsible drivers as an “induced exposure” control group. This second method is less expensive and therefore more feasible for examining the large number of substances that can impact driving behavior. Though both approaches are scientifically sound and methodologically valid, each approach has its own inherent obstacles to overcome. The authors examined in detail how different criteria for the development of control cases influence the accuracy of crash-risk estimates for drivers with positive BACs. They applied responsibility analysis to crash-involved drivers in a recent crash case-control study, thereby providing two sets of control cases: those from responsibility analysis and those from the case control study. They found that case control and responsibility analysis crash risk curves did not differ significantly, indicating that both systems generate valid estimates of the relative crash risk of drivers on the road. They concluded that when researchers are faced with funding or time constraints that make case-control studies infeasible, responsibility analysis should be considered a viable alternate methodological approach.

Source: [Robert Voas](#), [Jie Yao](#), [Michael Scherer](#), [Eduardo Romano](#), and [John Lacey](#), Methods for investigating crash risk: Comparing case control with responsibility analysis, June 2018, *Traffic Injury Prevention* DOI: 10.1080/15389588.2018.1487557

AAA SAFETY FOUNDATION REPORT ON TRAFFIC SAFETY CULTURE

As it does each year, the AAA Foundation for Traffic Safety has carried out a survey of drivers 16 and older in the U.S. to determine attitudes and reported behaviors that can have an impact on traffic safety. Impaired driving is one of the areas that is covered in the survey. The results of the 2017 survey were recently published.

Most drivers stated that they consume alcohol: About 2 out of 3 drivers (66.3%) reported that they consume beer, wine, liquor or other drinks containing alcohol. A little over one-fifth (20.5%) stated that they drink less than once a month, 10.6% drink once or twice a month, 12.1% drink a few times a month, 17.1% drink a few times a week and 6.2% drink daily.

Drinking and driving is viewed as a very serious threat, social disapproval is almost universal, social stigma is felt strongly and relatively few drivers admit to it. There is very strong support for requiring all DWI offenders to use alcohol-ignition interlocks, even for first time offenders. About 43.4% of drivers believe that drunk driving is either a much bigger problem today or a somewhat bigger problem today than three years ago. Table 18 shows that a vast majority of drivers (94.3%) believe that people driving after drinking alcohol pose a very serious threat or somewhat serious threat to their personal safety, with 73.5% reporting that it is a very serious threat. Only 5.8% consider driving after drinking alcohol acceptable, with 74.4% reporting that it is completely unacceptable and 19.3% of drivers saying that it is somewhat unacceptable.

More than half (54.9%) of drivers believe that drivers using drugs pose a much bigger problem or somewhat bigger problem today than they did three years ago. The majority of drivers (90.8%) perceive people driving after using illegal drugs to be either a very serious threat or a somewhat serious threat to their personal safety. Comparatively, 78.2 percent consider driving under the influence of prescription drugs a very serious or somewhat serious threat to their personal safety.

Among drivers, 47.4% have used marijuana in their lifetimes. Only 10.8% of drivers perceive driving after smoking marijuana as completely or somewhat acceptable. Among drivers who reported to drive within an hour of using marijuana in the past year, 49.4% did so in the past month, while 21.2% did so at least one month ago but less than three months ago and 18.4% reported doing so between three and six months ago.

To see the full report, go to <https://aaafoundation.org/wp-content/uploads/2018/03/TSCI-2017-Report.pdf>

UPCOMING EVENTS

Alcohol Interlock Symposium
19-21 August 2018
Austin, Texas USA
www.interlocksymposium

ICADTS Regional Conference
Current trends and challenges in alcohol, drugs and traffic safety
1-4 September 2018
Prague, Czech Republic
<https://www.cdv.cz/icadts-en/>

Deutschen Gesellschaft für Verkehrsmedizin (DGVM)
Deutschen Gesellschaft für Verkehrspsychologie (DGVP)
28-29 September 2018
Saarbrücken, Germany
www.verkehr-symposium.de

AAAM's 62nd Annual Scientific Conference
October 7-10, 2018
Nashville, TN, USA
<https://www.aaam.org/annual-conference>

The International Traffic Medicine Association World Congress
30 October – 1 November 2018
Curitiba, Brazil
<http://itma-congress-2018.com/en.html>

T2019
18-21 August 2019
Edmonton, Alberta Canada
www.t2019.org

To view past issues of the Reporter, go to <http://www.icadtsinternational.com/pages/icadts-reporter.php>

