



REPORTER

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

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Dear ICADTS members,

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

President Elect: Flavio Pechansky (Brazil)

Assistant Secretary: Evelyn Vingilis (Canada)

Assistant Treasurer: Amie Hayley (Australia)

Members at Large: Christine Wickens (Canada) and Denis Cusack (Ireland)

In keeping with the ICADTS Constitution, Jim Fell (who has been President Elect) will take over as President, Tara Kelley-Baker (who has been Assistant Secretary) will take over as Secretary, and Hallvard Gjerde (who has been Assistant Treasurer) will become Treasurer. The change of officers will take place at the upcoming online symposium on the “Effects of COVID-19 on alcohol, drugs & traffic safety” that is scheduled for September 1. 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, Edward Ogden (Secretary) and Sjoerd Houwing, (Treasurer). 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. Flavio Pechansky and Evelyn Vingilis will sign off as Members at Large but return at new board position as indicated above. Kathryn Stewart will retire as Past President, but will, as the Editor of the ICADTS newsletter, stay involved in executive board activities as an Ex-Officio officer. We are very grateful to Flavio, Evelyn and Kathryn for their prolonged dedication to ICADTS. 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 Jim Fell as President. It has been my pleasure to serve in this capacity at ICADTS.

Meanwhile, I look forward to meeting you in person at [T2022](#) next year. Your response to the call for symposia has been wonderful! In addition, we will open a call for individual proposals in October.

Warm regards to all,

Jan Ramaekers

ICADTS President

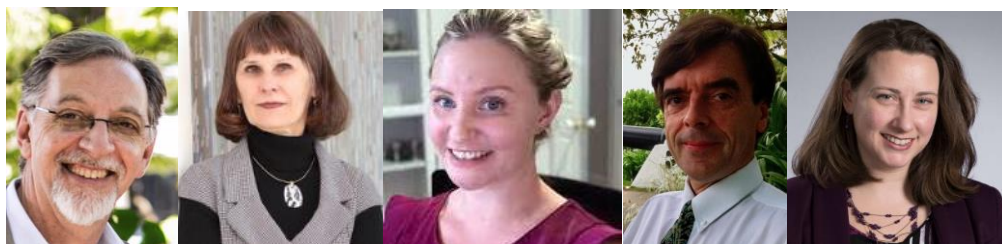
www.icadtsinternational.COM

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.



T2022
Rotterdam
The Netherlands

MEET THE NEW ICADTS EXECUTIVE BOARD MEMBERS



Flavio Pechansky Brazil President Elect	Evelyn Vingilis Canada Assistant Sec.	Amie Hayley Australia Assistant Treas.	Denis Cusack Ireland Board Member	Christine Wickens Canada Board Member
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Flavio Pechansky is Full Professor, Director and founder of the Center for Drug and Alcohol Research affiliated with the Federal University of Rio Grande do Sul (UFRGS) in Brazil.

Evelyn Vingilis is Director of the Population and Community Health Unit and Professor with the Departments of Family Medicine, and Epidemiology and Biostatistics at the Schulich School of Medicine & Dentistry, The University of Western Ontario in Canada.

Amie Hayley is a Fellow at the Centre for Human Psychopharmacology at Swinburne University of Technology in Australia.

Denis Cusack is Director of the Medical Bureau of Road Safety, the national forensic intoxicant laboratory for Ireland and Senior Coroner (Death Investigation Judicial Officer) for the District of Kildare in Ireland.

Christine Wickens is an Independent Scientist at the Centre for Addiction and Mental Health (CAMH) and holds an appointment as Associate Professor at the University of Toronto, Canada.

SYSTEMATIC REVIEW OF THE EFFECTS OF CANNABIS RETAIL OUTLETS ON TRAFFIC SAFETY

In recent years, many jurisdictions have legalized medicinal and/or recreational cannabis. Yet, limited information is available on the [effects of cannabis](#) commercialization (provision of legal supply of cannabis to adults through licensed retail outlets) on [adverse outcomes](#), such as traffic fatalities. The purpose of this study was to systematically review the literature on the effects of cannabis retail outlets on traffic collisions, fatalities and other traffic-related outcomes.

Eight electronic [bibliographic databases](#) were searched to identify documents of original research on effects of cannabis retail outlets on traffic-related outcomes, including hand searches and a canvass of all members of the International Council on Alcohol, Drugs and Traffic Safety. The guidelines and rating criteria by the Scottish Intercollegiate Guidelines Network informed the review.

190 documents were identified, of which nine met all inclusion/exclusion criteria. All nine studies were conducted in the US. Six studies showed some increase in adverse traffic-related outcomes for states with legalized retail outlets compared to states with no legalized cannabis outlets. Three studies showed no overall effect, although one study showed a significant reduction in collision fatalities for those 15–44 years of age. Studies using Difference-in-Difference designs, total collision fatality rates by billion vehicle miles travelled or by cannabis outlet results found associated adverse outcomes.

This systematic review indicates that two thirds of reviewed studies found some positive association between cannabis commercialization and increased fatality outcomes. However, the few studies available and the quality grading for the studies suggest only a moderate probability of [causal attribution](#). Future studies need move beyond examining only fatalities or assessing mere presence of cannabis; reliable measures indicating driver impairment at time of collision are needed to establish better causal attribution and to provide greater utility for [policy development](#) and implementation.

Source: Vingilis, et al., *Journal of Transport & Health*, Volume 22, September 2021, 101123
<https://doi.org/10.1016/j.jth.2021.101123>

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ROADSIDE SURVEYS OF DRINKING AND DRIVING IN CAMEROON

A paper authored by Yannick Oyono and colleagues published in *Traffic Injury Prevention* is the first report on a study supported by the ICADTS Foundation, with research mentorship by ICADTS members. This study aimed to assess the prevalence of drinking and driving on roadways in urban areas and highways in Cameroon, and to determine the associations between drinking and driving and socio-demographic factors.

In a previous survey of drivers in Cameroon, respondents reported that the vast majority of people in Cameroon did not know the laws or penalties for DUI, and the majority thought that the police did not enforce drinking and driving laws. Further, law enforcement (police or gendarmerie) survey respondents indicated that drunk drivers were rarely punished. Finally, about 40% of law enforcement did not know the legal limit for DUI of alcohol, indicating awareness and enforcement of the DUI law is weak in Cameroon.

In cities and villages in Cameroon, most motor vehicles in the streets are used for public transport. In addition to buses, minibuses, and licensed taxis, transportation is performed by motorcycle taxis and so-called clandestine vehicles or “clandos,” which are unlicensed taxi cars, vans or pickup trucks. Streets may be overcrowded with motorcycle taxis and “clandos” at times, and the risk for crash involvement is high. The primary aim of this study was to determine the prevalence of alcohol among three groups of motor vehicle drivers in Cameroon: random drivers on highways, drivers at public transportation car stations in the capital of Yaounde, and drivers at fuel stations in the large city of Douala, which is dominated by motorcycle taxis.

A cross-sectional study of motor vehicle drivers was performed on Fridays, Saturdays, and Sundays between May and September 2020 with the three driver groups. Alcohol was measured using breathalyzers, and a questionnaire collected socio-demographic data.

In total, 2402 motor vehicle drivers were asked to participate in the study and 1701 (70.8%) gave informed consent. The vast majority (98.6%) were men. Drivers aged 30-39 years constituted the largest age group on highways and in Yaounde, whereas 18-29 years was the largest age group in Douala. The highest prevalence of alcohol was observed among drivers in Yaounde, which included mainly clandestine taxi car drivers and motorcycle taxi riders, where about 30% had blood alcohol concentrations (BAC) above the legal limit of 0.08%. The proportion with BACs above the legal limit was about 6% among the drivers in Douala, which included mainly motorcycle taxi riders, and about 4% among drivers on highways.

The findings indicate that drinking and driving is a major traffic safety problem on Cameroonian public roads, especially among motorcycle taxi riders and clandestine taxi drivers in towns, which represent the major mass transportation means in the country. The authors concluded that drinking and driving education and legislation should be better developed and enforced in order to reduce the number road traffic crashes.

Source: Yannick Oyono, Hallvard Gjerde, Emmanuel Acha Asongalem, Boris Arnaud Kouomogne Nteungue, Emmanuel Bamuh, Anastasie Deuwa Ngako, Tara Kelley-Baker, Johannes G. Ramaekers, Leonel Lontsi Sonwa, George Enow-Orock & Eric Achidi Akum (2021) Roadside surveys of drinking and driving in Cameroon, *Traffic Injury Prevention*, 22:5, 349-354, DOI: [10.1080/15389588.2021.1922682](https://doi.org/10.1080/15389588.2021.1922682)

KNOWLEDGE AND EQUIPMENT FOR LAW ENFORCEMENT AGENTS IN NIGERIA

A recent descriptive cross-sectional study was conducted of Law Enforcement Agents in four Nigerian states selected by convenience sampling. The study utilized a pre-tested questionnaire designed to obtain subjects' demographic data, elicit their knowledge about the drink-drive law, and understand how equipped the subjects are with regard to drink-drive enforcement. A team member walked respondents through the questions to ensure comprehension and accuracy with completion of the questions.

The study surveyed 496 law enforcement agents. They were 414(83.5%) male and 82(16.5%) females, mostly aged 21-40 years (64.3%). Close to half (48.2%) were police officers, while 35.7% were officers in the Federal Road Safety Corp (FRSC). 45% of respondents had secondary/high school education, while 39.5% had bachelor's degree; with a significant majority in the FRSC. 269(54.2%) respondents had convicted a road user of drunk driving/riding on the basis of subjective assessment. The use of



UPCOMING EVENTS

COVID-19 effects on alcohol, drugs and road safety: Virtual Symposium
1 September 2021
www.icadtsinternational.com

IFDAT 2021- 10th Annual International Forum for Drug and Alcohol Testing
19-21 September 2021
Salzburg, Austria
www.ifdat.com

65th Annual Conference of the Association for the Advancement of Automotive Medicine, Indianapolis, IN
October 19-22, 2021
<https://www.aaam.org/annual-conference-2/>

T2022
28-31 August 2022
Rotterdam, The Netherlands
www.t2022.org

breathalyzers and awareness of permissible Blood Alcohol Concentration (BAC)/Breath Alcohol Concentration (BrAC), was reported by a few respondents (5%), mostly FRSC officers, and others with relatively higher educational attainment. The majority were ignorant of the approved BAC limit in Nigeria (0.05 g/100 dl) and objective methods of assessing breath alcohol concentrations.

The authors concluded that in Nigeria, there is a huge knowledge gap on the drink-drive law and the acceptable penalties for offenders in Nigeria among law enforcement agents. The law enforcement agents lack equipment for objectively detecting drunk driving among road users. The findings led to a call for an urgent intervention in the training and practice of law enforcement agents if the prevalence of RTC arising from drunk driving is to be reduced in Nigeria.

Source: Fadekemi Olufunmilayo Oginni, Babatunde O. Bamgbose, Oluwaseun Caleb Oginni, Olawande Funmilola Adebayo, Olayiwola Victor Olorunfemi, Olatubosun Sunday Salami & Mohammad Abubakar Kaura (2021) Nigerian law enforcement agents' knowledge and enforcement of drink-drive law, *Traffic Injury Prevention*, 22:6, 425-430, DOI: [10.1080/15389588.2021.1923702](https://doi.org/10.1080/15389588.2021.1923702)

HOW ALCOHOL ENFORCEMENT STRATEGIES BY SHERIFF AND POLICE AGENCIES ARE ASSOCIATED WITH ALCOHOL-IMPAIRED-DRIVING FATAL TRAFFIC CRASHES

More than 10,000 people die in alcohol-impaired-driving traffic crashes every year in the U.S. Approximately half of alcohol-impaired drivers report their last drink was at a bar or restaurant, and most bars and restaurants serve alcohol to patrons who are already intoxicated, known as overservice. Law enforcement agencies use various strategies to address alcohol-impaired driving and overservice but research on the effectiveness of these strategies is limited. A recent study assessed whether law enforcement efforts focusing on alcohol-impaired driving and alcohol overservice were associated with alcohol-impaired-driving fatal traffic crashes.

The researchers conducted a survey of police and sheriff agencies in 1,082 communities across the U.S. in 2010 regarding their alcohol enforcement practices. They assessed whether the agency conducted: (1) alcohol overservice enforcement and (2) alcohol-impaired driving enforcement (sobriety checkpoints, saturation patrols, open container, overall alcohol-impaired driving enforcement). From the Fatality Analysis Reporting System (2009–2013), they obtained counts of alcohol-impaired-driving fatal traffic crashes (at least one driver had blood alcohol content ≥ 0.08) within the agency's jurisdiction boundary and within a 10-mile buffer. Using multi-level regression, they assessed whether each enforcement type was associated with alcohol-impaired-driving fatal crashes (per 100,000 population). For both the jurisdiction boundary and 10-mile buffer, the researchers ran stratified models based on community/agency type: (1) small town/rural police; (2) urban/suburban police and (3) sheriffs.

In jurisdiction boundary models, urban/suburban communities where police conducted overservice enforcement (compared to those that did not) had fewer alcohol-impaired-driving fatal crashes (5.0 vs. 6.6; $p = 0.01$). For the 10-mile buffer, small town/rural communities where police agencies conducted overservice enforcement (compared to those that did not) had fewer alcohol-impaired-driving fatal crashes (16.9 vs. 21.2; $p = 0.01$); the authors found similar results for small town/rural communities where police used saturation patrols (18.7 vs. 22.1; $p = 0.05$) and had overall high alcohol-impaired driving enforcement (18.7 vs. 22.1; $p = 0.05$). The direction and the size of the effects for other types of enforcement and agencies were similar, but not statistically significant.

The authors concluded that alcohol enforcement strategies among police agencies in small town/rural communities may be particularly effective in reducing alcohol-impaired fatal traffic crashes. Results varied by enforcement, agency and community type.

Source: Kathleen M. Lenk, Darin J. Erickson, Spruha Joshi, Collin Calvert, Toben F. Nelson & Traci L. Toomey (2021) An examination of how alcohol enforcement strategies by sheriff and police agencies are associated with alcohol-impaired-driving fatal traffic crashes, *Traffic Injury Prevention*, 22:6, 419-424, DOI: [10.1080/15389588.2021.1934829](https://doi.org/10.1080/15389588.2021.1934829)