



REPORTER

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

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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.



Young people still drink and still suffer serious and sometimes tragic consequences.

"SAFER" COLLEGES CAN REDUCE HEAVY DRINKING

A recent study shows that changing rules and enforcement on and near college campuses can significantly reduce heavy and dangerous drinking among college students. College drinking has become a serious concern in the United States. More than 1,800 alcohol-related deaths occur each year among college students in the United States. Moreover, other negative effects related to college student drinking extend far beyond this figure to include 590,000 accidental injuries, more than 690,000 students assaulted by another student, more than 97,000 victims of sexual assault or date rape, and about 25% of college students reporting negative academic consequences.

The Safer California Universities study was designed to identify those areas of the campus environment in which heavy and dangerous drinking occurred and to implement strategies to change that environment in positive ways. The study involved 14 large public universities in the state, half of which were assigned randomly to the Safer intervention condition after baseline data collection in 2003.

Environmental interventions took place in 2005 and 2006 after one year of planning with seven Safer intervention universities. The Safer environmental interventions included (1) nuisance party enforcement operations that stepped up police response to disruptive parties, (2) minor decoy operations to prevent sales of alcohol to minors, (3) driving-under-the-influence checkpoints, and (4) social host ordinances that held party hosts or organizers responsible for nuisance parties. Campus and local media were used to maximize the visibility of environmental strategies.

To measure the effects of these strategies, cross-sectional random samples of undergraduates completed online surveys over four consecutive fall semesters (2003–2006) on both the intervention and comparison campuses. Measures included the proportion of drinking occasions in which students drank to intoxication at six settings during the fall semester (residence hall party, campus event, fraternity or sorority party, party at off-campus apartment or house, bar/restaurant, outdoor setting), any intoxication at each setting during the semester, and whether students drank to intoxication the last time they went to each setting.

The results showed that students were significantly less likely to become intoxicated at off-campus parties and bars/restaurants at the Safer intervention universities compared to the control campuses. Significantly fewer students at the Safer intervention schools also reported that they became intoxicated the last time they drank at an off-campus party, a bar or restaurant, or across all settings.

One important finding was that there was no increase in intoxication settings other than off-campus parties and nearby bars and restaurants. Therefore, the researchers concluded that students simply drank less – they didn't just move their drinking to a different venue.

“SAFER” COLLEGES CAN REDUCE HEAVY DRINKING (CONT.)

The strongest effects were achieved at Safer universities with the highest level of implementation. The success of the strategies was dependent in part on the ability of campus prevention specialists to translate the concept into concrete action. The prevention specialists provided many suggestions for overcoming potential and actual obstacles. Robert Saltz, lead investigator from the Prevention Research Center in Berkeley, California said, “These are real campuses in the real world. Of course some were more successful in implementing the Safer Colleges strategies than others. But especially on those campuses that were able to put a strong program in place, the results were very gratifying.”

Dr. Saltz went on to say, “College drinking has become a dangerous and persistent problem. But these findings should give college administrators and communities around colleges the evidence and motivation they need to put effective strategies in place. Our study tested one set of evidence-based strategies. Other combinations may also work. The take-home message is that it is possible to combine well-chosen, evidence-based strategies that change the college environment and ratchet down the harm currently produced by alcohol use by college students.”

The full article can be found in the *American Journal of Preventive Medicine*, Volume 39, Issue 6 (December 2010), and is titled "Alcohol Risk Management in College Settings: The Safer California Universities Randomized Trial" by Robert F. Saltz, PhD; Mallie J. Paschall, PhD; Richard P. McGaffigan, MSW; and Peter M. Nygaard, PhD. ■

NHTSA PUBLISHES REPORT ON ASSESSING THE POTENTIAL OF DRUGS TO IMPAIR DRIVING

The U.S. National Highway Traffic Safety Administration (NHTSA) has released a report on the findings of an expert panel regarding an assessment of the traffic safety risks of drugs. In November 2008 and again in March 2009, an expert panel was convened by NHTSA to determine whether a list could be developed to indicate which medications or classes of medications may pose a hazard to driving. There was particular interest in having the panel develop a list of “safe” medications that do not impair driving. The value of the list would be to better inform patients and physicians regarding the likely effects of a drug on driving. This information could lead to better-informed prescribing practices and to more rational selection of medications by patients. The panel was composed of an international group of behavioral scientists, epidemiologists, pharmacologists, toxicologists, and traffic safety professionals (including several ICADTS members) to provide a broad-based perspective on the issue.

The panel discussed prescription (Rx) and over-the-counter (OTC) medications and illicit drugs. Although illicit drugs are best known for their impairing effects, Rx and OTC medications are also known to produce impairment, and many of these medications are frequently encountered in impaired-driver populations. The panel agreed that one of the barriers to categorizing drugs that caused driving-impairment risk is the lack of a common, standardized protocol for assessing the impairing potential of drugs. The panel recognized the need for a structured, standardized protocol for assessing the driving-impairment risk of drugs that would lead to better classification of drugs that might impair driving skills. The approach could be useful in providing more meaningful precautions for users and prescribers regarding the impact of drugs on driving. This report provides the background for the project and assembly of the expert panel, a description of the proposed protocol, and offers examples of how the protocol could be useful in evaluating a drug.

The panel identified five behavioral domains relevant to driving: (1) alertness and arousal, (2) attention and processing speed, (3) reaction time and psychomotor functions, (4) sensory-perceptual functions, and (5) executive functions. A behavioral assessment protocol must evaluate all five of these domains. A drug that impairs performance in any of these domains at a magnitude known to be associated with increased crash risk is presumed to have a negative impact on driving safety. ■

NEW ICADTS MEMBER

ICADTS welcomes Dr. Franz Aberl, Kranzberg, Germany, as a new member. We look forward to working with him. ■



NEW ALCOHOL IGNITION INTERLOCK LAW IN FRANCE

A new law in France for alcohol ignition interlocks was passed by the French parliament in February 2011.

Key provisions of the new law include the following:

- Mandatory installation of alcohol ignition interlocks for up to 5 years will be included as an additional sanction in the traffic code for any alcohol-related offences, and in the penal code for an alcohol-related accident with injuries or fatalities. Judges are free to include the interlock among other additional or alternative sanctions.
- Alcohol ignition interlock programs from 6 months to 3 years are proposed as an alternative to penal prosecution and as a possible sanction for guilty pleas as an alternative to or in combination with other sanctions.
- The cost of the programs will be totally paid by the offender.
- The management of the programs is led through local conventions between the justice courts and the Prévention Routière (French Road Safety Association).

Although the implementation of this interlock sanction does not yet include a comprehensive support structure and program, the justice courts were informed of the risk of simple installation without a sufficient level of management and compliance monitoring.

Previously, a French regulation implemented in January 2010 required interlock installation in all new school buses. ■

ICADTS FOUNDATION STIPEND RECIPIENT REPORTS ON T2010 EXPERIENCE IN OSLO

By Ajmal Khan Khoso, Pakistan

In 1950, ICADTS was established with the chief aim to focus on effects of alcohol on traffic safety. Since then, the ICADTS is supporting research work on the effects of psychoactive substances on drivers' behavior. In this connection, ICADTS has conducted numerous conferences and workshops across the world. Many developed and developing countries are facing this problem, which needs to be addressed effectively by means of evidence-based research.

The T2010 conference provided important and up-to-date information about traffic safety with special emphasis on association of alcohol and drug use with road traffic injuries. Many of the studies reported on at the conference can be useful in developing countries. Replicating such practices will be helpful in determining the magnitude of traffic crashes and associated mortality and morbidity due to alcohol-impaired and drugged driving in these countries. The symposium on the subject of legislation and enforcement was of primary interest for me. The event contained numerous case studies from various countries regarding legislation and enforcement issues pertaining to detection and prosecution of alcohol-impaired driving.

I am from Pakistan—a developing country with inadequate resources to carrying out road traffic injury research and capacity building for traffic safety professionals, especially for those interested in alcohol-impaired and drugged driving. Therefore, conferences on such themes are a good source of information for capacity building. The conference served other purposes for me as well. In Pakistan, there is limited awareness about the adverse consequences of alcohol-impaired and drugged driving. There is no research currently being conducted on alcohol-impaired and drugged driving in Pakistan. Therefore, the conference was very useful for me in learning new strategies used in the field. With the help of this newly-acquired knowledge, I will be able to replicate the research that has already been accomplished in the developed countries. I hope such steps will be helpful in initiating new programs that could improve safety in Pakistan.

In the end, I want to express my gratitude to ICADTS for helping and supporting me in presenting my research work in such an auspicious platform, where 368 delegates across 42 countries participated. I had the honour of presenting two oral and two poster presentations at the conference. It was really an exceptional experience to participate in such a global event. ■



APIS ANNOUNCES UPDATE OF ALCOHOL POLICY INFORMATION: STATES ENACT SIGNIFICANT ALCOHOL POLICY CHANGES IN 2009

The Alcohol Policy Information System (APIS), a project by the U.S. National Institute on Alcohol Abuse and Alcoholism, announces its latest update of state-by-state alcohol policies. The update reports developments in 29 current APIS policy topics for the period 1/2/2009 through 1/1/2010.

There were 34 policy changes across the APIS topics during this reporting period, including the following:

Underage Drinking:

- Three states (Arkansas, Tennessee, and Utah) enacted new prohibition against hosting underage drinking parties (social host) laws.
- Four states revised their use/lose laws, which penalize youth for using alcohol by loss of their driver's license. Illinois and Utah made license sanctions mandatory; Maryland added consumption as a use/lose violation. Arkansas enacted a discretionary use/lose law for those younger than 18.

Alcohol Control Systems:

- Alabama, Montana, and West Virginia enacted legislation that altered the availability of beer with high alcohol content in state-run and licensed establishments.

Health Insurance: Loss Due to Intoxication (UPPL Laws)

- Ohio and North Dakota enacted statutes that prohibit insurers from denying payment for insurance benefits for losses due to the intoxication of the insured.

Visit the APIS Web site to obtain details on these and other important policy developments across the country (<http://www.alcoholpolicy.niaaa.nih.gov>). Many of these changes are consistent with the goal of reducing underage drinking and its consequences, as well as alcohol-related death and injury in the general population.

This project was funded by the National Institute on Alcohol Abuse and Alcoholism, National Institutes of Health, Department of Health and Human Services, under Contract No. HHSN267200800007C. ■

ALCOHOL INTERLOCKS: HARMONIZING POLICIES AND PRACTICE PROCEEDINGS RELEASED

The Traffic Injury Research Foundation (TIRF) has published the proceedings of the 11th International Alcohol Interlock Symposium titled *Alcohol Interlocks: Harmonizing Policies and Practices*. The 11th International Alcohol Interlock Symposium was held in Montebello, Quebec, Canada, in October 2010. This event attracted more than 130 attendees representing 17 countries.

The proceedings from the 11th symposium contain highlights of discussion focused on harmonizing policies and practices across jurisdictions and across disciplines. It compares similarities and differences that exist, and explores opportunities for harmonization to streamline program delivery. It also examines the implementation of first offender programs and the development of benchmarks of progress. [Click here to download the report.](#) ■

ICADTS MEMBER HONORED BY FRENCH GOVERNMENT

In a ceremony at the Annecy City Hall on April 28, 2011, ICADTS member Dr. Charles Mercier-Guyon was awarded the Chevalier de la Legion d'Honneur. The French Minister of Justice and the Mayor of Annecy officiated at the ceremony. Dr. Mercier-Guyon, who is the President of the Comité Départemental de la Prévention Routière, received the honor for his many contributions, especially in the field of traffic safety. Many ICADTS members may fondly remember T-1997, hosted by Dr. Mercier Guyon in Annecy. That is only one of the many meetings that he has organized and in which he has participated. ■



Dr. Charles Mercier-Guyon

UPCOMING EVENTS

Bloomington, Indiana, USA
May 15-20, and Dec. 4-9, 2011
Borkenstein Course on Alcohol,
Indiana University, Bloomington
More information at
www.borkensteincourse.org

Atlanta, Georgia, USA
June 25-29, 2011
Research Society on Alcoholism
34th Annual Scientific Meeting
For more information, visit
<http://www.RSoA.org>

Palm Springs, California, USA
September 18-20
12th Annual International Alcohol
Interlock Symposium
More information at
www.interlocksymposium.com

Paris, France
October 3-5, 2011
55th Annual Conference of the
Association for the Advancement of
Automotive Medicine
For more information, visit
<http://www.aaam.org>

Brisbane, Australia
November 2-4, 2011
10th National Conference on Injury
Prevention and Safety Promotion
For more information, visit
<http://www.injuryprevention2011.com>

Washington, DC, USA
January 22-26, 2012
91st Annual Meeting of the U.S.
Transportation Research Board
For more information visit
www.trb.org/trb/meeting

CDC TASK FORCE RECOMMENDS AGAINST PRIVATIZATION OF ALCOHOL SALES

In a review completed in February 2011, the U.S. Centers for Disease Control and Prevention (CDC) Task Force on Community Prevention Services concluded that privatizing alcohol sales is harmful to public health. The Task Force "recommends against the further privatization of alcohol sales in settings with current government control of retail sales, based on strong evidence that privatization results in increased per capita alcohol consumption, a well-established proxy for excessive consumption."

The privatization of retail alcohol sales is the repeal of government (i.e., nation, state, county, city, or other geopolitical unit) control over the retail sales of one or more types of alcoholic beverages, allowing commercial retailing of those beverages. The privatization of retail alcohol sales generally applies only to off-premise alcohol outlets—retail locations, such as liquor stores, where alcoholic beverages are sold for consumption elsewhere.

The Task Force finding includes evidence from 21 studies that assessed the effect of privatizing alcohol sales on per capita consumption of the privatized beverage. Sixteen of the 21 studies also examined the effects of privatization on per capita consumption of alcoholic beverages that were not privatized. Following privatization, consumption of privatized beverages increased substantially (median relative increase of 48.2%), and there was little effect on per capita consumption of nonprivatized beverages (median decrease of 2.0%), resulting in substantial net increases in per capita alcohol consumption.

Based on its charge to identify effective disease and injury prevention measures, the Task Force recommends against the further privatization of alcohol sales in settings with current government control of retail sales, based on strong evidence that privatization results in increased per capita alcohol consumption, a well-established proxy for excessive consumption.

For more information, see <http://www.thecommunityguide.org/alcohol/RRprivatization.html> ■

FIFTH FIT-TO-DRIVE CONFERENCE HELD IN THE NETHERLANDS

by **Wolf Nickel, ICADTS President**

The fifth in this series of European conferences was held in The Hague in the Netherlands April 7-8. In keeping with the goal of this series, 180 researchers from various disciplines in traffic safety, administrators, practitioners in psychology and medicine, driving trainers, police officers, and decision makers from the following countries participated in the conference: Australia, Austria, Belgium, Canada, Czech Republic, Finland, France, Germany, Ireland, Lithuania, the Netherlands, Norway, Poland, Portugal, Russia, Slovakia, Slovenia, Spain, Sweden, Switzerland, United Kingdom, United States.

General topics covered were the science-based ETSC approach to road safety policy, the EMCDDA contribution for the development of drugged driving countermeasures; driver licensing in the Netherlands, and European traffic safety development. Primary prevention issues covered were prelicense education and hazard perception training, accompanied driving in different licensing systems, fitness to drive and mobility behavior among the elderly, chronic illness and crash involvement, demerit point systems, and speed management. Interestingly, the EU project BESTPOINT originated in the Fit to Drive conference series had a good start and will present criteria for the implementation of efficient demerit point systems by the end of 2012.

In the secondary prevention section the status of the French and Dutch interlock programs was discussed. Both programs combine interlock monitoring with rehabilitation, and the evaluation of rehabilitation programs for driving-under-the-influence and driving-under-the-influence-of-drugs offenders were presented. About a third of the presenters were ICADTS members.

Finally, recommendations were offered to decision makers, most importantly the implementation of a European expert group on behavioral problems of drivers.

Presentations are available on www.fit-to-drive.com, proceedings will be published shortly. The next conference will be held in early 2012 in Spain. ■

IN MEMORIAM

Dr. Herb Simpson, former ICADTS President, 1992 Widmark Award winner and Senior Research and Policy Consultant with the Traffic Injury Research Foundation (TIRF), died on Monday, April 25, 2011, following complications from multiple myeloma.

Herb was a deeply cherished friend, mentor, and colleague to TIRF staff and to countless researchers, officials and professionals in the road safety field. A well-known and highly regarded leader in traffic safety, Herb willingly shared his expertise, energy, and enthusiasm to pursue innovative research, encourage collaborative partnerships, and to help develop the careers of many researchers and practitioners throughout his 36 years in the field. He was a role model and inspiration to the many individuals who had the pleasure of knowing him and working with him. His dedication to the field, his intellectual curiosity, and his positive nature were demonstrated by his continuing service to TIRF over the past few years while coping with serious health challenges. Herb will be greatly missed by his friends and colleagues around the world.

Herb served as President and CEO of TIRF from 1975 to 2006. During his tenure at TIRF, he successfully transformed the organization from a small secretariat into an internationally recognized road safety research institute, best known for its objectivity and independence. Its expertise is sought after by governments and industries around the world.

Herb Simpson served as the principal investigator or co-principal investigator for more than 250 projects and authored several hundred published reports and journal articles while at TIRF. He made outstanding contributions to the field of traffic safety in relation to hard core drunk drivers and young drivers, and his pioneering research contributed to the development of effective programs, such as graduated driver licensing. His research expertise spanned a broad range of issues including impairment; novice drivers; distracted driving; motorcycles; commercial vehicles; elderly drivers; high-risk drivers; relative risk; lifestyle factors; driver licensing, improvement, and assessment; program and policy development; and evaluation. Herb was instrumental in the development of Canada's National Fatality and Serious Injury Databases, and he hosted many innovative and influential international conferences and expert workshops on emerging traffic safety issues throughout his career.

Under his leadership, TIRF also received the ICADTS Widmark Institutional Award. For his contributions to the understanding of crashes involving young drivers, Herb received the "Award of Merit" from the Association for the Advancement of Automotive Medicine (1993). In 2003, he was awarded the "Humanitarian Award" from the National Commission Against Drunk Driving for his contributions to reduce drunk driving. Herb also served as a Board member of the Alcohol Beverage Medical Research Foundation and was a member of the National Safety Council, the Association for the Advancement of Automotive Medicine, and the Transportation Research Board. ■



Herb M. Simpson, Ph.D.

INTERLOCK SYMPOSIUM SET FOR SEPTEMBER

The Traffic Injury Research Foundation (TIRF) will host the 12th Annual International Alcohol Interlock Symposium in Palm Springs, California, on September 18-20, 2011. The theme of the symposium is integrating systems and creating a continuum of care. Featured topics include the integration of licensing, criminal justice and treatment systems into interlock programs to better manage offender risk and allocate resources; reciprocity and harmonization across interlock programs; and jurisdictional efforts to transition from a paper-based to an electronic reporting systems as program participation grows. System integration can ensure that agencies are better positioned to share information and improve the monitoring and tracking of offenders across agencies and jurisdictions. Other topics include international progress and research updates.

This symposia series is designed to share new research and program practices to improve the delivery of interlock programs. It is structured to facilitate the sharing of experiences and lessons learned and to explore the different ways that jurisdictions have implemented interlock programs, the challenges that have been encountered, and the progress that is being achieved.

The first recipient of the **Barry Sweedler Award** will be announced at the 2011 symposium. ■

12TH ANNUAL INTERNATIONAL
ALCOHOL
INTERLOCK
SYMPOSIUM

ICADTS REMEMBERS MILAN VALVERIUS



Prof. Milan Valverius, MD, PhD

Milan R. Valverius (1924-1994), who changed his name from Milan Vamosi, served as the President of ICADTS from 1983 to 1989. He was born in Bratislava (formerly in Czechoslovakia) where he studied medicine from 1943 to 1948. After graduation he specialized in Forensic Medicine and received a PhD for research on the diagnosis and prevention of alcohol abuse. In 1962, he was appointed full Professor of Forensic Medicine at the Martin Luther University in Halle/Saale, then in the German Democratic Republic (DDR).

When still in Czechoslovakia, Milan conducted one of the first roadside surveys (1959) to demonstrate the risk of a traffic crash in relation to the driver's blood alcohol concentration. This study brought him to the attention of the international community, and he was invited to present a paper at the third ICADTS meeting, which was held in London in 1962. Milan became a lifelong member of ICADTS, attending every meeting until his death in 1994.

In 1968, Milan and his family (wife Sonja and son Peter) escaped from the communist regime in DDR and settled in Sweden. On arrival, Milan worked as visiting professor at the Department of Alcohol Research of the Karolinska Institutet together with Leonard Goldberg. His first project was an investigation into the precision and accuracy of the Breathalyzer® instrument in relation to blood alcohol concentration. Milan Valverius was appointed chief forensic pathologist at the University of Umeå where he stayed from 1974 to 1980 before returning to Stockholm and the Karolinska as chief pathologist at the Department of Forensic Medicine. He retired in 1979.

Milan was much devoted to ICADTS, and when the meeting was held in Stockholm in 1980, he organized a Satellite Symposium on alcohol and traffic at the University of Umeå in Northern Sweden. Between the triennial ICADTS meetings, Milan was active in organizing regional workshops, one devoted to "Woman, Alcohol, Drugs and Driving," another dealt with "Forensic Congener Analysis," and a third "Punishment or Treatment for DUI Offenders."

A project close to Milan's heart was the creation of an abstract journal titled *Alcohol, Drugs and Traffic Safety*, which he edited with his wife Sonja, who worked as chief librarian at the Swedish Council for Information on Alcohol and Narcotics. The first volume (4 issues per year) appeared in 1983, and the journal was published until Milan and Sonja's death in 1994.

Milan was a warm and charismatic person, who made friends easily, and people felt open and at ease in his company. This enabled him to attract many students to his department, and he was a master at stimulating their interest in starting research on alcohol, drugs, and traffic safety. A lifelong friend of Professor Robert F. Borkenstein, another past president of ICADTS, Milan received the Widmark Award in 1983 at the ninth ICADTS meeting in Puerto Rico.

Submitted by ICADTS member Professor Alan Wayne Jones, BSc, PhD, DSc ■

BRISBANE, AUSTRALIA, HOSTS INJURY PREVENTION CONFERENCE: CALL FOR ABSTRACTS NOW OPEN

Before CARRS-Q and Brisbane hosts the next ICADTS Conference in 2013, they will be hosting the 2011 [10th National Conference on Injury Prevention and Safety Promotion](#). The conference will be held in Brisbane from 2-4 November 2011. The call for abstracts is now open in areas including alcohol- and drug-related injury, road and transport safety, and youth and substance related injury. Keynote speakers will include Dr Adnan Hyder, Associate Professor Department of International Health, Bloomberg School of Public Health, Johns Hopkins University, and Dr Jean Shope, Research Professor and Associate Director, Transportation Research Institute, and Director, Center for Injury Prevention among Youth, University of Michigan. See [Upcoming Events](#) for contact information. ■



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<http://www.icadts.nl/reporter/reporter.html>

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