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A STATE REGULATION MODEL FOR ATVS AND SSVS IN UKRAINE

Summary. *This study examines the current state of government regulation of all-terrain vehicles (ATVs) and side-by-side (SSV) vehicles in Ukraine. Based on an analysis of Ukrainian legislation, the regulatory experience of the European Union, the United States, and Australia, as well as contemporary research in the field of safety, the study identifies the principal shortcomings of the existing regulatory framework governing this category of vehicles.*

A model of state regulation is proposed based on mandatory vehicle registration, the establishment of minimum technical requirements, driver training, compulsory third-party liability insurance, official recording of road traffic accidents, and government oversight of vehicle operation.

The proposed model may be used to improve Ukrainian legislation and public policy on ATVs and SSVs.

The research employs comparative legal analysis, systems analysis, generalization, and analysis of international regulatory experience.

Key words: *state regulation, all-terrain vehicles (ATVs), side-by-side (SSV) vehicles, vehicle registration, road safety, public administration.*

Problem Statement. In recent years, Ukraine has experienced a steady increase in the use of ATVs and SSVs in active tourism, recreation, motorsports, agriculture, and other sectors of economic activity. At the same time, the number of business entities engaged in the import, sale, rental, and maintenance of such vehicles has been increasing.

Despite the growth of this market segment, the system of state regulation governing ATVs and SSVs in Ukraine remains incomplete. Current legislation does not establish a procedure for their state registration, requirements for their participation in public road traffic, a specific driver's license category, or a system for the official recording of road traffic accidents involving these vehicles.

The absence of a comprehensive regulatory framework creates risks to road safety, limits the effectiveness of government oversight, prevents the collection of reliable statistical data and the identification of vehicles and their owners, and reduces the state's ability to administer the relevant regulatory mechanisms.

Accordingly, the development of a model of state regulation for ATVs and SSVs in Ukraine represents a relevant objective of public administration.

The object of the study is the system of state regulation governing ATVs and SSVs.

The subject of the study comprises the mechanisms of state regulation related to vehicle registration, authorization for operation, and government oversight.

Literature Review. The safe operation of ATVs and SSVs has been extensively studied in the international scientific literature. Most studies focus on

the causes of road traffic accidents, injury prevention, driver training, and the improvement of technical safety requirements for these vehicles.

According to the **U.S. Consumer Product Safety Commission (CPSC)**, approximately **100,000 ATV-related injuries** and **700–800 fatalities** are recorded annually in the United States [1]. Studies conducted by the **American Academy of Pediatrics** and systematic reviews have demonstrated that the most significant contributors to severe injuries include inadequate driver training, excessive speed, violations of operating rules, and the failure to use personal protective equipment [2–4].

In addition to safety issues, considerable attention has been paid to mechanisms of state regulation in the European Union, the United States, and Australia. These include vehicle registration systems, technical regulation, driver licensing requirements, compulsory insurance, and government oversight of vehicle operation [5–7].

At the same time, the review of the available literature indicates the absence of comprehensive studies devoted to developing an integrated model of state regulation for ATVs and SSVs that would combine safety, administrative, and economic mechanisms within a unified regulatory framework. In particular, the adaptation of such approaches to the legal and institutional environment of Ukraine remains insufficiently explored, which determines the relevance of the present study.

Main Body

Current State of Government Regulation of ATVs and SSVs in Ukraine

The current system of state regulation governing ATVs and SSVs in Ukraine does not ensure the full implementation of public administration functions with respect to this category of vehicles. Certain aspects are regulated by the **Law of Ukraine "On Road Traffic"**, regulatory acts governing vehicle registration, technical regulation, customs procedures, and other legal instruments

[8–12]. However, these provisions do not constitute an integrated system of state regulation.

As a result, ATVs and SSVs remain largely outside the scope of comprehensive public administration. The absence of mandatory vehicle registration, clearly defined driver licensing requirements, a unified vehicle registration system, and effective government oversight mechanisms prevents the state from fully performing its regulatory, administrative, statistical, and safety-related functions.

From the perspective of public administration, this situation prevents the collection of reliable statistical data, the evaluation of public policy effectiveness, and the effective exercise of government oversight with respect to this category of vehicles.

The principal differences between the current regulatory framework in Ukraine and the approaches applied in most developed countries are presented in **Table 1**.

Table 1

Comparison of Selected Elements of State Regulation for ATVs and SSVs

Criterion	Ukraine	EU	USA	Australia
Vehicle registration	—	✓	✓	✓
Vehicle and owner identification	—	✓	✓	✓
Technical requirements	Partial	✓	✓	✓
Driver licensing	—	✓	✓	✓
Mandatory insurance	—	✓	✓	✓
Official accident records	—	✓	✓	✓
Government oversight	Limited	✓	✓	✓

Note: ✓ – regulated; Partial – partially regulated; — no specific legal regulation

Source: developed by the author based on [5–12]

Assessing the Impact of the Absence of State Regulation on Safety, Public Administration, and the Economy

According to the **U.S. Consumer Product Safety Commission (CPSC)**, approximately **100,000 ATV-related injuries** and **700–800 fatalities** are recorded annually in the United States [1]. Studies conducted by the **American Academy of Pediatrics** and systematic reviews indicate that the primary factors contributing to severe injuries are inadequate driver training, violations of operating rules, excessive speed, and the failure to use personal protective equipment [2–4].

In countries where the operation of ATVs is subject to state regulation, these risks are mitigated through the combined application of vehicle registration, driver licensing, technical regulation, compulsory insurance, and government oversight [5–7]. In Ukraine, most of these regulatory mechanisms do not apply to ATVs and SSVs, which adversely affects not only safety but also the effectiveness of public administration.

From the perspective of public administration, a vehicle should be regarded as an object of state regulation throughout its entire life cycle. At each stage of this life cycle, the state performs specific regulatory, administrative, and information-related functions that ensure the lawful operation of the vehicle, promote road safety, and contribute to public revenue generation.

Table 2

Functions of State Regulation Throughout the Life Cycle of an ATV or an SSV

Life Cycle Stage	Government Function	Outcome
Import	Customs control	Lawful importation of the vehicle
Certification	Conformity assessment	Authorization for operation
Vehicle registration	Identification and state registration	Registration of the vehicle and its owner
Driver training	Qualification control	Authorization to operate the vehicle

Life Cycle Stage	Government Function	Outcome
Insurance	Protection of property interests	Third-party liability insurance coverage
Operation	Government oversight	Compliance with legal requirements
Transfer of ownership	Updating the state register	Registration of a new owner
Deregistration	Removal from the state register	Maintenance of an up-to-date register

Source: developed by the author

The proposed approach demonstrates that vehicle registration is not an isolated administrative procedure but rather a fundamental mechanism for implementing other public administration functions. Without it, government oversight, official statistical reporting, road traffic accident analysis, public policy evaluation, and the administration of procedures related to vehicle operation become significantly more difficult.

Thus, the absence of a comprehensive system of state regulation results in increased safety risks, reduced effectiveness of public administration, and the loss of administrative and economic benefits that are provided by an integrated regulatory framework.

Proposed Model of State Regulation for ATVs and SSVs

The findings of this study provide a basis for proposing a model of state regulation for ATVs and SSVs that ensures the interconnection of the principal public administration functions throughout the entire life cycle of these vehicles.

The proposed model integrates vehicle registration, technical regulation, driver licensing, compulsory insurance, official road traffic accident recording, and government oversight into a unified system of public administration. The implementation of each of these regulatory mechanisms enhances the effectiveness of the others, thereby ensuring a comprehensive approach to state regulation.

Table 3

Key Mechanisms of the Proposed State Regulation Model

Regulatory Mechanism	Main Content	Expected Outcome
Vehicle registration	Registration of vehicles and maintenance of the state register	Identification of vehicles and their owners
Technical regulation	Establishment of minimum technical requirements and conformity assessment	Authorization for safe operation
Driver licensing	Driver training and qualification assessment	Improved road safety
Insurance	Compulsory third-party liability insurance	Protection of the property interests of road users
Official record-keeping	Recording of road traffic accidents and statistical data collection	Information support for public policy
Government oversight	Monitoring compliance with legal requirements	Improved effectiveness of public administration

Source: developed by the author

The proposed model considers vehicle registration not as an independent administrative procedure but as a fundamental mechanism for implementing other public administration functions. Its implementation creates the conditions necessary for establishing an integrated system of state regulation for ATVs and SSVs in Ukraine.

Conclusions. The study has demonstrated that the current system of state regulation governing ATVs and SSVs in Ukraine does not ensure the full implementation of public administration functions related to road safety, government oversight, official record-keeping, and the administration of this category of vehicles.

Based on an analysis of international experience and the current legislative framework of Ukraine, a model of state regulation has been proposed that integrates vehicle registration, technical regulation, driver licensing, compulsory

insurance, official road traffic accident recording, and government oversight into a unified public administration system.

The scientific novelty of the study lies in substantiating an approach according to which vehicle registration should be regarded not as an isolated administrative procedure but as a fundamental mechanism for implementing other public administration functions necessary for effective government oversight, the maintenance of official statistics, public policy evaluation, and the safe operation of ATVs and SSVs.

The proposed model may serve as a theoretical and practical basis for the development of regulatory legal acts, the improvement of Ukrainian legislation, and the formulation of public policy in the field of regulating ATVs and SSVs.

Future research should focus on developing mechanisms for the practical implementation of the proposed model and evaluating its impact on road safety, the effectiveness of public administration, and the development of the legal ATV market.

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