



POSITION OPPOSING ON-ROAD ALL-TERRAIN VEHICLE USE

The Specialty Vehicle Institute of America (SVIA) is the national not-for-profit trade association representing manufacturers and distributors of all-terrain vehicles (ATVs) in the United States. SVIA's primary goal is to promote safe and responsible use of ATVs.

Tens of millions of ATV users ride in a safe and appropriate manner every day. In addition to their popularity for outdoor recreational use, ATVs are indispensable tools for farmers, law enforcement officials, the military and others. However, on-road ATV use is dangerous. On-road ATV riders face increased risk from collisions with motor vehicles, which is magnified by the lack of standard motor vehicle safety equipment on ATVs. ATVs also handle poorly on paved surfaces, for which they are not designed or manufactured.

The majority of ATV accidents and related injuries are caused by misuse -- 92% percent of ATV-related fatalities involve behaviors that the ATV industry warns against in its rider education programs, product literature, and vehicle warning labels. Such behaviors include operating ATVs on paved roads, operating without a helmet or other protective safety gear, carrying passengers on single-rider ATVs, children riding adult-sized ATVs, and operating under the influence of alcohol.

On-road vehicles are required by law to meet rigorous U.S. Department of Transportation (DOT) Federal Motor Vehicle Safety Standards (FMVSS) specifying design, construction, performance and durability requirements for safety-related components, systems, and design features. Since ATVs are not intended to be used on-road, they are not designed, equipped or tested to meet FMVSS. Permitting on-road use of ATVs, whether as factory-equipped or as modified by owners, would conflict with manufacturers' intentions for their proper use and be contrary to federal safety requirements.

According to the U.S. Consumer Product Safety Commission (CPSC), ATV fatalities on public roads comprise a significant portion of total ATV-related fatalities. CPSC's *2017 Annual Report of ATV-Related Deaths and Injuries* found that overall ATV-related fatalities declined most years from 2007 through 2017. However, during that same period, on-road fatalities generally remained steady or even increased. On-road fatalities in 2014 (the latest year of complete data available from CPSC) were 55% of total ATV-related fatalities -- a disproportionately high number given that off-road use far outweighs on-road use.

If ATVs could be kept off of public roads, as urged by SVIA and as proposed in our model State ATV legislation, a significant number of ATV-related injuries and deaths would be prevented. ATVs are unsuitable, and not intended, for use on public streets, roads or highways. ATVs are designed, manufactured and sold for off-road use only. SVIA urges that on-highway use of ATVs be prohibited and that law enforcement efforts be strengthened to eliminate this dangerous practice.

Note: For purposes of this position paper, SVIA does not consider logging roads, woodland trails or other unimproved ways to be public streets, roads, or highways. In addition, the prohibition of on-road ATV use should not apply to a road that is part of a designated trail system permitting ATV operation.