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By Order of the Maritime Administrator:  
Dated: July 27, 2001.

**Murray A. Bloom,**

*Acting Secretary, Maritime Administration.*  
[FR Doc. 01-19196 Filed 7-31-01; 8:45 am]

**BILLING CODE 4910-81-P**

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

#### Reports, Forms, and Record Keeping Requirements; Subject: Uniform Safety Program Cost Summary Form for Highway Safety Plan; Correction

**AGENCY:** National Highway Traffic Safety Administration (NHTSA), Department of Transportation.

**ACTION:** Notice; Correction.

**SUMMARY:** NHTSA published a document in the **Federal Register** of July 24, 2001, 66 FR 38449, concerning request for public comment on proposed collection of information. The document contained an incorrect docket number.

The purpose of this notice is to notify the public of this error so comments are submitted to the correct docket number.

**FOR FURTHER INFORMATION CONTACT:**  
Walter Culbreath, 202-366-1566.

Correction: In the **Federal Register** of July 24, 2001, in FR Doc. 01-18402, on page 38449, in the third column at the bottom of the page, correct the "Docket Number" to read:

[U.S. DOT Docket Number NHTSA-2001-10113]

Issued on: July 27, 2001.

**Herman L. Simms,**

*Associate Administrator for Administration.*  
[FR Doc. 01-19201 Filed 7-31-01; 8:45 am]

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## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2000-7965]

#### Denial of Petition for Import Eligibility for 1999-2000 Porsche GT3 Passenger Cars

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Denial of petition for import eligibility for 1999-2000 Porsche 911 GT3 passenger cars (GT3).

**DISCUSSION:** This document sets forth the reasons for the denial of a petition submitted to the National Highway Traffic Safety Administration (NHTSA) under 49 U.S.C. 30141(a)(1)(A). The petition, which was submitted by Wallace Environmental Testing Laboratories, Inc. of Houston, Texas ("WETL") (Registered Importer 90-005), requested NHTSA to decide that GT3's that were not originally manufactured to comply with all applicable Federal motor vehicle safety standards (FMVSS) are eligible for importation into the United States. In the petition, WETL contended that these vehicles are eligible for importation on the basis that (1) they are substantially similar to vehicles that were originally manufactured for importation into and sale in the United States and that were certified by their manufacturer as complying with the safety standards (the U.S. certified version of the 1999-2000 Porsche 911 passenger car (911)), and (2) they are capable of being readily altered to conform to the standards.

NHTSA published a notice in the **Federal Register** on October 6, 2000, (65 FR 59889) that contained a thorough description of the petition, and solicited public comments upon it. In a letter dated November 13, 2000, Porsche Cars North America, Inc. (Porsche), the United States representative of the vehicle's foreign manufacturer, commented that GT3's are ineligible for importation because they are not substantially similar to vehicles that were originally manufactured and certified for sale in the United States and are not capable of being readily altered to conform to the standards. Specifically, Porsche observed that the GT3s that are the subject of the petition are equipped with (1) a fuel tank of 90 liters volume compared to 64 liters for the 911 certified for the U.S. market, (2) a 3.6 liter engine for the GT3 compared to the 3.4 liter engine for the 911, (3) a different cooling and lubrication system than the 911, and (4) a different suspension system than the 911.

Porsche also stated that parts of the GT3 have not been subjected to any certification testing for compliance with the FMVSS. Specifically, Porsche observed that the GT3 does not comply with the following FMVSS in the following ways:

*FMVSS 102 Transmission shift lever sequence, starter interlock, and transmission braking effect.* The importer has not submitted any changes to achieve compliance with this standard.

*FMVSS 103 Windshield Defrosting and Defogging System.* The engine of the GT3 is very different from that of the 911 models that were manufactured and certified for sale in the United States. The cooling circuits of both engines differ significantly. As a result, the heating system of the GT3 is different from that of the 911. The GT3 has not been tested for compliance with this standard.

*FMVSS 105 Hydraulic and electric brake systems and FMVSS 135 Passenger Car Brake Systems.* The braking system of the GT3 is significantly different from that of the 911. The braking system of the GT3 has not undergone any testing to establish compliance with this standard.

*FMVSS 106 Brake hoses.* The GT3 uses brake hoses that differ from those of the 911. The brake hoses of the GT3 have not been tested for compliance with this standard.

*FMVSS 201 Occupant protection in interior impact.* The GT3 does not comply with this standard when equipped with the original rollbar.

*FMVSS 202 Head restraints.* The GT3 can be ordered with an optional bucket seat. This seat has not been tested for compliance with this standard. In a vehicle equipped with this optional bucket seat, one seat belt anchorage is different, and this anchorage has not been tested for compliance with FMVSS 210 Seat Belt Assembly Anchorages.

*FMVSS 208 Occupant crash protection.* The air bag system of the GT3 has different structural elements that the 911 (larger fuel tank, different suspension, less weight). The GT3's air bag system has not been tested for compliance with this standard.

*FMVSS 209 Seat belt assemblies.* The GT3's seatbelts do not comply with this standard.

*FMVSS 214 Side impact protection.* The GT3 has a different suspension system than the 911. The GT3 is 40 mm lower than the 911 and this lower suspension has a significant influence on side impact protection. The GT3 has not undergone any compliance testing for this standard. The proposed modifications by the petitioner will not