

received, whether the vehicle is eligible for importation. The agency then publishes this decision in the **Federal Register**.

G&K Automotive Conversion, Inc. (G&K), of Santa Ana, California (Registered Importer 90-007) has petitioned NHTSA to decide whether nonconforming 2009 Porsche Cayenne S MPV's are eligible for importation into the United States. The vehicles which G&K believes are substantially similar are 2009 Porsche Cayenne S MPV's that were manufactured for sale in the United States and certified by their manufacturer as conforming to all applicable FMVSS.

The petitioner claims that it compared non-U.S. certified nonconforming 2009 Porsche Cayenne S MPV's to their U.S.-certified counterparts, and found the vehicles to be substantially similar with respect to compliance with most FMVSS.

G&K submitted information with its petition intended to demonstrate that non-U.S. certified 2009 Porsche Cayenne S MPV's as originally manufactured, conform to many FMVSS in the same manner as their U.S. certified counterparts, or are capable of being readily altered to conform to those standards.

Specifically, the petitioner claims that non-U.S. certified 2009 Porsche Cayenne S MPV's are identical to their U.S. certified counterparts with respect to compliance with Standard Nos. 102 *Transmission Shift Lever Sequence, Starter Interlock, and Transmission Braking Effect*, 103 *Windshield Defrosting and Defogging Systems*, 104 *Windshield Wiping and Washing Systems*, 106 *Brake Hoses*, 109 *New Pneumatic Tires*, 113 *Hood Latch System*, 116 *Motor Vehicle Brake Fluids*, 124 *Accelerator Control Systems*, 135 *Light Vehicle Brake Systems*, 201 *Occupant Protection in Interior Impact*, 202 *Head Restraints*, 204 *Steering Control Rearward Displacement*, 205 *Glazing Materials*, 206 *Door Locks and Door Retention Components*, 207 *Seating Systems*, 209 *Seat Belt Assemblies*, 210 *Seat Belt Assembly Anchorage*, 212 *Windshield Mounting*, 214 *Side Impact Protection*, 216 *Roof Crush Resistance*, 219 *Windshield Zone Intrusion*, 225 *Child Restraint Anchorage Systems*, and 302 *Flammability of Interior Materials*.

The petitioner also contends that the vehicles are capable of being readily altered to meet the following standards, in the manner indicated:

Standard No. 101—*Controls Telltales, and Indicators*: (a) Inscription of the word “brake” on the brake failure indicator lamp in place of the

international ECE warning symbol; and (b) replacement of the speedometer with a unit reading in miles per hour, or modification of the existing speedometer so that it reads in miles per hour.

Standard No. 108—*Lamps, Reflective Devices and Associated Equipment*: installation of U.S.-model front and rear side marker assemblies.

Standard No. 110—*Tire Selection and Rims for Motor Vehicles with a GVWR of 4,536 kilograms (10,000 pounds) or Less*: Installation of a tire information placard.

Standard No. 111—*Rearview Mirrors*: Replacement of the passenger side rearview mirror with a U.S.-model mirror, or inscription of the required warning statement on the face of the existing mirror.

Standard No. 114—*Theft Protection*: Reprogramming of the instrument cluster to activate the warning buzzer whenever the key is left in the ignition and the driver's door is opened.

Standard No. 118—*Power-Operated Window, Partition, and Roof Panel Systems*: Installation of U.S.-model software to ensure that the power-operated window system meets the requirements of this standard.

Standard No. 138—*Tire Pressure Monitoring Systems*: Installation of U.S.-model components and software to ensure that the system meets the requirements of this standard.

Standard No. 208—*Occupant Crash Protection*: Petitioner claims that the passive restraint system hardware in the nonconforming 2009 Porsche Cayenne S is identical to that found on the U.S.-certified 2009 Porsche Cayenne S, and has included a comparison of the advanced air bag component part numbers in its petition as proof. The petitioner also states that the software and firmware associated with the occupant protection system must be verified and updated with U.S.-version software as necessary to ensure that the system conforms to the standard. This may require the replacement of system components.

The petitioner additionally states that it will provide any owner's manual inserts that are required by this standard but not present in the vehicle.

Standard No. 301—*Fuel System Integrity*: Inspection of all vehicles and replacement of any non U.S.-model fuel system components with U.S.-model components.

The petitioner additionally states that a vehicle identification plate must be affixed to the vehicles near the left windshield post to meet the requirements of 49 CFR Part 565.

All comments received before the close of business on the closing date indicated above will be considered, and will be available for examination in the docket at the above addresses both before and after that date. To the extent possible, comments filed after the closing date will also be considered. Notice of final action on the petition will be published in the **Federal Register** pursuant to the authority indicated below.

Authority: 49 U.S.C. 30141(a)(1)(A), (a)(1)(B), and (b)(1); 49 CFR 593.7; delegation of authority at 49 CFR 1.95 and 501.8.

Issued on: November 5, 2012.

Claude H. Harris,

Director Office of Vehicle Safety Compliance.

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DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

Release of Waybill Data

The Surface Transportation Board has received a request from Neville Peterson LLP on behalf of Trinity Industries, Inc. (WB605-9-11/02/12) for permission to use certain data from the Board's 2011 Carload Waybill Sample. A copy of this request may be obtained from the Office of Economics.

The waybill sample contains confidential railroad and shipper data; therefore, if any parties object to these requests, they should file their objections with the Director of the Board's Office of Economics within 14 calendar days of the date of this notice. The rules for release of waybill data are codified at 49 CFR 1244.9.

Contact: Megan Conley, (202) 245-0348.

Jeffrey Herzig,

Clearance Clerk.

[FR Doc. 2012-27504 Filed 11-9-12; 8:45 am]

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DEPARTMENT OF THE TREASURY

Office of Foreign Assets Control

Unblocking of One Specially Designated Terrorist Pursuant to Executive Order 12947

AGENCY: Office of Foreign Assets Control, Treasury.

ACTION: Notice.

SUMMARY: The Treasury Department's Office of Foreign Assets Control (“OFAC”) is removing the name of one of individual, whose property and