



EIB World Trade Headlines

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Amendment to the International Traffic in Arms Regulations: Initial Implementation of Export Control Reform *Industry Notice 11/14/2013*

Effective November 14, the Directorate of Defense Trade Controls will review newly submitted commodity jurisdiction (CJ) requests that involve articles or services relating to U.S. Munitions List Category VI (Surface Vessels of War and Special Naval Equipment), Category VII (Ground Vehicles), Category XIII (Materials and Miscellaneous Articles) and Category XX (Submersible Vessels and Related Articles) pursuant to the rule revising these categories (Amendment to the International Traffic in Arms Regulations: Initial Implementation of Export Control Reform, Federal Register, Vol. 78, No. 130, July 8, 2013). This change is necessitated due to current processing times for CJs (approximately 60 days), as the final determinations for CJs submitted after November 14 will not be issued until after the effective date (January 6, 2014) for the above referenced rule. Please note that this change does not affect those requests that have already been submitted and are under review. Exporters and manufacturers are advised to continue using the current control criteria on the U.S. Munitions List until the new control criteria take effect on January 6, 2014. Exporters and manufacturers are further notified that the Department of State will implement similar policies for CJ requests for other USML Categories under revision pursuant to Export Control Reform 60 days prior to their effective dates. This notice does not relieve any exporter or manufacturer of its obligations to comply with any licensing and compliance requirements.

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First Tranche 3 Typhoon Completes Engine Testing

BS116, the very first Tranche 3 Typhoon, has successfully completed engine ground runs in our de-tuner facility at Warton

The Tranche 3 jet offers a number of provisions that future proof the aircraft and will allow it to take on additional capability in the future including e-scan radar, conformal fuel tanks and a high speed data network.

The engine ground runs were carried out in 3 distinct phases:

Green Screens Involving a final check of the airframe for foreign object debris (FOD) using a wire mesh screen attached directly to the front of the engine— you can guess what colour the mesh is. The engines are then started up and any FOD that has not been found in the production process, through manual and X-ray searches, is sucked towards the engine and caught on the green screen. It's a testament to the good work carried out in Typhoon final assembly that usually nothing at all is found during this process.

Installation runs Carried out by the on-site Rolls Royce representative, each engine is operated individually before both are fired up together and run through the full performance range all the way up to maximum re-heat. These are the final checks and sign-off to ensure the engines meet all of the performance and design criteria.

Stage Cs Once the engines have been certified as fully serviceable, we test the way the engine interfaces with all of the aircraft systems. We check the environmental control system, that's cooling for the avionic equipment and also for the pilot, the fuel system to make sure the engine receives fuel in the correct way, life support to make sure the pilot's oxygen generation system works, the electrical power generation to ensure it's working correctly and also the hydraulic system that supplies the flying control system.

Engine ground runs are the last stage of testing before the aircraft makes its first flight which is currently on target to take place before the year end.

Source: BAE Systems PLC (LSE: BAES.L)



Upcoming BIS Seminars

The Bureau of Industry and Security (BIS) has partnered with its' sister Commerce agency, the Bureau of Census (Census) to conduct Export Compliance Programs geared towards the U.S. Government's primary tool that gives it visibility into exports – The Automated Export System (AES). Census leads off the program with training on its Foreign Trade Regulations and an overview of AES. In the afternoon, BIS will discuss topics that include exporters' requirements in determining its licensing authority, including classification by the Export Control Classification Number (ECCN), reasons for control, and reporting export control data elements in AES. In addition, BIS will describe the changes made in AES to accommodate the President's Export Control Reform. Upcoming seminars are being held in Savannah, GA on December 4, Milwaukee, WI on December 16, Laredo, TX on January 15 (in Spanish), Atlanta, GA on February 5, and Fort Lauderdale, FL on March 3 (in Spanish) and March 5 (in English). To view the program flyers and register, go to www.census.gov/aes and click on "Export Compliance Conferences" under the "Outreach and Education" header.

-The BIS Web Site Team



NGC, Triumph Aerostructures Validate Triton Unmanned Aircraft Wing Strength Exceeds Navy Requirement

Northrop Grumman Corp. (NYSE:NOC) and Triumph Aerostructures – Vought Aircraft Division, a subsidiary of Triumph Group, Inc., have successfully demonstrated the structural strength of the U.S. Navy's Triton unmanned aircraft system (UAS) wing. This is a key capability that will allow the aircraft to descend from high altitudes to make positive identification of targets of interest during surveillance missions.

A team of engineers found that no failures or unacceptable deformations of the wing occurred when it was subjected to a load at 22 percent above the Navy's requirement.

"During surveillance missions using Triton, Navy operators may spot a target of interest and order the aircraft to a lower altitude to make positive identification," said Mike Mackey, Northrop Grumman's Triton UAS program director. "The wing's strength allows the aircraft to safely descend, sometimes through weather patterns, to complete this maneuver."

Northrop Grumman's wing supplier for its portfolio of high-altitude, long-endurance unmanned aircraft systems is Triumph Aerostructures a Vought Aircraft Division. The testing was conducted at their facility in Dallas.

Additional steps needed to certify the wing's life span include flight tests at various weights placed within the wing that simulate various fuel loads and a fatigue test of the entire airframe that will begin in 2017.

The MQ-4C Triton will provide long-range intelligence, surveillance and reconnaissance to Navy commanders as a complement to the manned P-8 Poseidon maritime patrol aircraft.

Using a specialized suite of sensors that sweep in a 360-degree field of view, Triton can monitor more than one million square miles of ocean in a single mission.

Northrop Grumman is the Navy's prime contractor for the Triton UAS with 68 aircraft planned to be built.

Source: Northrop Grumman Corporation (NYSE:NOC)



Sears & Roebuck: The Beginning

If you were in the market for a watch in 1880, would you know where to get one? You would go to a store, right? Well, of course you could do that, but if you wanted one that was cheaper and a bit better than most of the store watches, you went to the train station! Sound a bit funny? Well, for about 500 towns across the northern United States, that's where the best watches were found.

Why were the best watches found at the train station? The railroad company wasn't selling the watches, not at all. The telegraph operator was. Most of the time the telegraph operator was located in the railroad station because the telegraph lines followed the railroad tracks from town to town. It was usually the shortest distance and the right-of-ways had already been secured for the rail line.

Most of the station agents were also skilled telegraph operators and that was the primary way that they communicated with the railroad. They would know when trains left the previous station and when they were due at their next station. And it was the telegraph operator who had the watches. As a matter of fact they sold more of them than almost all the stores combined for a period of about 9 years.

This was all arranged by "Richard", who was a telegraph operator himself.

He was on duty in the North Redwood, Minnesota train station one day when a load of watches arrived from the East. It was a huge crate of pocket watches. No one ever came to claim them.

So Richard sent a telegram to the manufacturer and asked them what they wanted to do with the watches. The manufacturer didn't want to pay the freight back, so they wired Richard to see if he could sell them. So Richard did. He sent a wire to every agent in the system asking them if they wanted a cheap, but good, pocket watch. He sold the entire case in less than two days and at a handsome profit.

That started it all. He ordered more watches from the watch company and encouraged the telegraph operators to set up a display case in the station offering high quality watches for a cheap price to all the travelers. It worked! It didn't take long for the word to spread and, before long, people other than travelers came to the train station to buy watches.

Richard became so busy that he had to hire a professional watch maker to help him with the orders. That was Alvah. And the rest is history as they say.

The business took off and soon expanded to many other lines of dry goods.

Richard and Alvah left the train station and moved their company to Chicago -- and it's still there.

YES, IT'S A LITTLE KNOWN FACT that for a while in the 1880's, the biggest watch retailer in the country was at the train station. It all started with a telegraph operator: Richard Sears and his partner Alvah Roebuck!

DIRECTORATE OF DEFENSE TRADE CONTROLS ANNOUNCES NEW OFFICE DIRECTOR

Effective November 18, 2013, the Directorate of Defense Trade Controls (DDTC) announces the following new office directors:

Sue Gainor, Director of Compliance. Sue has a wealth of experience in both the government and private sector. Since entering civil service, she has worked in the Defense Security Cooperation Agency, the Joint Staff, the Defense Technology Security Agency, and the Office of the Under Secretary of the Air Force for International Affairs. In the private sector, Sue held management and analytical positions in several companies supporting the Department of Defense. Sue also served 17 years (active and reserve) as an Air Force officer. She has an M.S. in Defense Resource Strategy, an M.A. in International Affairs, and a B.A. in International Affairs. Anthony (Tony) M. Dearth, Director of Licensing. Tony has a distinctive 29 - year career in government service. He has been with DDTC since November 2003 when he arrived as a military service member on the Agreements Division. Upon his retirement from the Air Force in 2005, he joined the civil service team in DDTC as a Senior Licensing Analyst and in 2007 became the Chief of the Space and Missile Technology Division. In 2011 he was assigned as the Chief of Special Projects where his duties included coordination of DDTC implementation of USXports as the "single IT system" for internal USG case management of ITAR licensing under the President's Export Control Reform initiative.

Two Admirals Face Probe in Navy Bribery Scheme

By Craig Whitlock, Washington Post

Two U.S. admirals — including the director of naval intelligence — are under investigation as part of a major bribery scandal involving a foreign defense contractor, Navy officials announced Friday night. Vice Adm. Ted "Twig" Branch, the service's top intelligence officer, and Rear Adm. Bruce F. Loveless, the Navy's director of intelligence operations, were placed on leave Friday, and their access to classified material was suspended, the Navy said in a statement.

U.S. Navy moles aided fraud Craig Whitlock NOV 7. Prosecutors say the Malaysian man received information about contracts and law-enforcement probes. Both admirals are being investigated for their ties to a Singapore-based defense contractor, Glenn Defense Marine Asia, whose chief executive was arrested in September on charges that he bribed other Navy officers into giving him classified or privileged information in exchange for prostitutes and cash.

Two Navy commanders and a senior Naval Criminal Investigative Service agent have already been arrested, and a captain was relieved of his ship's command last month in connection with the case.

DDTC Will Review Newly Submitted CJ Requests

Effective November 14, the Directorate of Defense Trade Controls will Review Newly Submitted Commodity Jurisdiction(CJ) Requests that Involve Articles or Services Relating to U.S. Munitions List.

***Category VI (Surface Vessels of War and Special Naval Equipment), *Category VII (Ground Vehicles),**

***Category XIII (Materials and Miscellaneous Articles) and *Category XX (Submersible Vessels and Related Articles)**

pursuant to the rule revising these categories (Amendment to the International Traffic in Arms Regulations: Initial Implementation of Export Control Reform, Federal Register, Vol. 78, No. 130, July 8, 2013). This change is necessitated due to current processing times for CJs (approximately 60 days), as the final determinations for CJs submitted after November 14 will not be issued until after the effective date (January 6, 2014) for the above referenced rule. Please note that this change does not affect those requests that have already been submitted and are under review. Exporters and manufacturers are advised to continue using the current control criteria on the U.S. Munitions List until the new control criteria take effect on January 6, 2014. Exporters and manufacturers are further notified that the Department of State will implement similar policies for CJ requests for other USML Categories under revision pursuant to Export Control Reform 60 days prior to their effective dates. This notice does not relieve any exporter or manufacturer of its obligations to comply with any licensing and compliance requirements.

Industry Notice: (REVISED): Defense Trade Advisory Group (DTAG) - The DTAG Plenary previously scheduled for Friday, November 22, 2013 has been cancelled and will be rescheduled at a later date. A Federal Register notice announcing the cancellation will be published soon. Once a new date has been selected a new Federal Register Notice will be published with the applicable information. (11.12.13)

Industry Notice: New DSP Forms (v8.0) - To ensure compliance with the use of Access Certificates for Electronic Services (ACES) SHA-256 digital certificates, DSP Forms 5, 6, 61, 62, 73, and 74 have been updated to version 8.0 as well as the IBM Forms Viewer to version 8.0.1. Effective November 25, 2013, earlier versions of these forms will not be accepted. To access the updated forms and forms viewer, visit the DTrade Information Center Page. (11.08.13)

Industry Notice: New DS-2032 Statement of Registration - Effective **October 25, 2013** a new DS2032, version 4.0, will be published for use. Older versions of the form will not be accepted if submitted after the effective date. The new form may be submitted either electronically (via EFS), by registered mail, or express mail until December 31, 2013; effective January 1, 2014 only electronic submissions will be permitted. Version 4.0 includes several modifications including the ability for U.S. persons to consolidate manufacturer/exporter/broker registrations; updates to ITAR USML Categories; disclosure of intermediate through ultimate parents; a certification regarding debarred or subsequently reinstated parties; a certification on violations involving any U.S. criminal statutes; as well as clarification on foreign ownership. (10.22.13)

ALERT! Delay of the effective date for changes to the Foreign Trade Regulations (FTR)

November 13, 2013 By: Daniel Cariello

Fresh off the press today, the FTR final rule, published on March 14, 2013, will now be effective April 5, 2014. Previously it was scheduled to take effect on January 8, 2014. Additionally, the Office of Management and Budget has approved the collection of two new data elements (license value and ultimate consignee type) in the Automated Export System (AES) under control number 0607-0152.



Are you wondering why the effective date was extended?

Changes to the FTR are currently being programmed into the Automated Commercial Environment, which is the new platform for the AES. However, the functionality to support the revisions addressed in the final rule published March 14, 2013, will not be deployed until April 5, 2014. As a result, the Census Bureau and Customs and Border Protection have agreed to delay the effective date of the final rule.

After April 5, 2014, exporters will be required to follow the new reporting requirements addressed in the March 14, 2013, publication of the Federal Register FTR final rule. Some of the new requirements include the reporting of shipments for all used self-propelled vehicles (regardless of value or destination) as well as temporary exports valued over \$2,500 per Schedule B. In addition to adopting new export reporting requirements and modifying the postdeparture program, we also made changes to the FTR for clarification on terms and responsibilities.

For more information regarding the key changes that will be effective April 5, 2014, check out our blog [The New Foreign Trade Regulations \(FTR\) Export Requirements](#).



The New Foreign Trade Regulations (FTR) Export Requirements

Today we have published new export reporting requirements in the Federal Register. The new requirements will be implemented on January 8, 2014. The publication of the final rule amends the regulations published in 2008 that govern how exporters must file electronic export information with the Census Bureau.

Highlights of the changes to the FTR include:

Postdeparture filing (§30.5)

Postdeparture filing timeframe has changed from 10 calendar days to 5 calendar days.
A moratorium on accepting new applications for postdeparture filing is still in place.

Household Goods

Change in Definition-Usual and reasonable kinds and quantities of personal property necessary and appropriate for use by the USPPI in the USPPI's dwelling in a foreign country that are shipped under a bill of lading or an air waybill and are not intended for sale.

The household goods export code can only be used for shipments where the USPPI is the ultimate consignee.

Used Self-Propelled Vehicles

Must be filed in the AES regardless of value or country of destination 30.2(a)(1)(iv)(H)).

Must be filed 72 hours prior to export (§30.4(b)(5)).

Port of export (§30.6(a)(9))

Specifies that the port of export for shipments by overland transportation is where the goods cross the U.S. border into Canada or Mexico, including transshipments through Canada or Mexico to other countries.

The language for port of export was revised in §30.6(a)(9) to include FTR §30.6(a)(9)(i) and (ii).

Split Shipments (§30.28)

Applies to all modes of transportation, not just air.

Change in definition- a shipment booked for export that is divided by the carrier into more than one conveyance and sent on two or more conveyances of the same carrier from the same port within 24 hours.

Exclusions

AES filing is not required for licensed goods where the country of ultimate destination is the United States or for goods destined to international waters where the person(s) or entity assuming control of the item(s) is a U.S. citizen or permanent resident alien of the United States (§30.2(d)(5)).

The Exclusion legend is required to be reported on the bill of lading, air waybill, export shipping instructions, or other commercial loading documents.

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Exemptions (§30.37)

The following exemptions were added:

Exports of technical data and defense service exemptions as defined in 22 CFR 123.22 (b)(3)(iii) are exempt from the Electronic Export Information (EEI) filing requirements (§30.37(u)).

Reporting vessels, aircraft, cargo vans, and other carriers and containers when shipping as tools of international trade (§30.37(v)).

Shipments to Army Post Office, Diplomatic Post Office, Fleet Post Office (§30.37(w)).

Shipments exported under License Exception BAG (§30.37(x)).

Specific types of shipments destined for a country listed in Country Group E:1 (§30.37(y)). Country Group E:1 are Cuba, Iran, North Korea, Sudan, and Syria. These countries support acts of international terrorism.

The following exemptions were removed:

Temporary shipments: temporary shipments of goods valued over \$2,500 per Schedule B or that fall under 30.2(a)(1)(iv) must be filed in the AES. When reporting temporary exports report the appropriate export information code for temporary goods, such as “TE” export intended for return and “TP” domestic merchandise (§30.37(q) and l). In-bond (in-transit) shipments (§30.37l). This is covered under the current exclusion (30.2(d)(1)).

International waters

Change in definition- waters located outside the U.S. territorial sea, which extends 12 nautical miles measured from the baselines of the United States, and outside the territory of any foreign country, including the territorial water thereof. Note that vessels, platforms, buoys, undersea systems, and other similar structures that are located in international waters, but are attached permanently or temporarily to a country’s continental shelf, are considered to be within the territory of that country.

For licensed shipments to international waters, it will be required that the person designated on the export license must be reported as the ultimate consignee (§30.6).

For Bureau of Industry and Security license exceptions and non-licensed shipments to international waters the filer will be required to report the nationality of the person(s) or entity assuming control of the item(s) subject to the EAR (§30.6(a)(5)(i)).

Data elements (§30.6)

Two data elements were added:

License value – Report the value indicated on the license.

Ultimate consignee –There are four types: Direct Consumer, Government Entity, Reseller, and Other/Unknown. Other/Unknown is an entity that does not fall under one of the other three ultimate consignee types or whose type is not know at the time of export.

The U. S. Census Bureau will continue its outreach and education efforts through the AES Compliance Seminars and Workshops throughout the United States, as well as Webinars and other presentations. For further information on our outreach and education efforts or for assistance with filing EEI, contact the Regulations staff at 1-800-549-0595, option 3 or via email at ftdregs@census.gov.

Country Grouping for Trade Statistical Reporting

Africa - Algeria, Angola, Benin, Botswana, British Indian Ocean Territories, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo (Brazzaville), Congo (Kinshasa), Cote d'Ivoire, Djibouti, Egypt, Equatorial Guinea, Eritrea, Ethiopia, French Southern and Antarctic, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Libya, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mayotte, Morocco, Mozambique, Namibia, Niger, Nigeria, Reunion, Rwanda, Sao Tome and Principe, Senegal, Seychelles, Sierra Leone, Somalia, South Africa, South Sudan, St Helena, Sudan, Swaziland, Tanzania, Togo, Tunisia, Uganda, Western Sahara, Zambia, Zimbabwe.

APEC (Asia-Pacific Economic Cooperation) - Australia, Brunei, Canada, Chile, China, Hong Kong, Indonesia, Japan, Korea (South), Malaysia, Mexico, New Zealand, Papua New Guinea, Peru, Philippines, Russia, Singapore, Taiwan, Thailand, Vietnam.

ASEAN (Association of Southeast Asian Nations) - Brunei, Burma, Cambodia, Indonesia, Laos, Malaysia, Philippines, Singapore, Thailand, Vietnam.

Asia Near East - Bahrain, Gaza Strip Administered by Israel, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syria, United Arab Emirates, West Bank Administered by Israel, Yemen.

Asia - South - Afghanistan, Bangladesh, India, Nepal, Pakistan, Sri Lanka.

CAFTA - DR (Dominican Republic-Central America-United States Free Trade Agreement) - Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua.

Central American Common Market - Costa Rica, Dominican Republic, El Salvador, Guatemala, Honduras, Nicaragua.

Euro Area - Austria, Belgium, Cyprus, Estonia, Finland, France, Germany, Greece, Ireland, Italy, Luxembourg, Malta, Netherlands, Portugal, Slovakia, Slovenia, Spain.

Europe - Albania, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia and Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faroe Islands, Finland, France, Georgia, Germany, Gibraltar, Greece, Hungary, Iceland, Ireland, Italy, Kazakhstan, Kosovo, Kyrgyzstan, Latvia, Liechtenstein, Lithuania, Luxembourg, Macedonia, Malta, Moldova, Monaco, Montenegro, Netherlands, Norway, Poland, Portugal, Romania, Russia, San Marino, Serbia, Slovakia, Slovenia, Spain, Svalbard, Jan Mayen Island, Sweden, Switzerland, Tajikistan, Turkey, Turkmenistan, Ukraine, United Kingdom, Uzbekistan, Vatican City.

European Union - Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Sweden, United Kingdom.

LAFTA (Latin American Free Trade Area) - Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Mexico, Paraguay, Peru, Uruguay, Venezuela.



The President's "E" and "E Star" Awards

The President's "E" Award was created by Executive Order of the President to afford suitable recognition to persons, firms, or organizations which contribute significantly in the effort to increase United States exports.

The President's "E Star" Award, which was authorized by the Secretary of Commerce, affords continuing recognition of noteworthy export promotion efforts.

Winners of the "E" and "E Star" Award are authorized to fly the blue and white banner, to display the accompanying certificate of commendation which is signed by the Secretary of Commerce in the name and by the authority of the President, to wear and issue to employees an "E" or "E Star" lapel pin, and to refer to the award in their advertising.

History of the "E" Awards

During World War II, more than 4,000 "E" Pennants were presented to war plants in recognition of production excellence. The famous flag with the big "E" emblazoned on it became a badge of patriotism in action.

President Kennedy revived the World War II "E" symbol of excellence to honor and provide recognition to America's exporters. Thus, the "E" Award Program was established by Executive Order 10978 on December 5, 1961. The "E Star" was authorized in 1969 to recognize "E" Award winners for continued efforts in export expansion.

2014 "E" and "E Star" Awards Applications Now Being Accepted

<http://export.gov/exportawards/>

NATO (North Atlantic Treaty Organization) Allies - Belgium, Bulgaria, Canada, Czech Republic, Denmark, Estonia, France, Germany, Greece, Hungary, Iceland, Italy, Latvia, Lithuania, Luxembourg, Netherlands, Norway, Poland, Portugal, Romania, Slovakia, Slovenia, Spain, Turkey, United Kingdom.

NICS (Newly Industrialized Countries) - Hong Kong, South Korea, Singapore, Taiwan.

North America - Canada, Mexico.

OECD (Organization for Economic Cooperation and Development) - Australia, Austria, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Korea, South, Luxembourg, Mexico, Netherlands, New Zealand, Norway, Poland, Portugal, Slovakia, Spain, Sweden, Switzerland, Turkey, United Kingdom.

OPEC (Organization of the Petroleum Exporting Countries) - Algeria, Angola, Ecuador, Iran, Iraq, Kuwait, Libya, Nigeria, Qatar, Saudi Arabia, United Arab Emirates, Venezuela.

Pacific Rim Countries - Australia, Brunei, China, Hong Kong, Indonesia, Japan, South Korea, Macau, Malaysia, New Zealand, Papua New Guinea, Philippines, Singapore, Taiwan.

South/Central America - Anguilla, Antigua and Barbuda, Argentina, Aruba, Bahamas, Barbados, Belize, Bermuda, Bolivia, Brazil, British Virgin Islands, Cayman Islands, Chile, Colombia, Costa Rica, Cuba, Curacao, Dominica, Dominican Republic, Ecuador, El Salvador, Falkland Islands (Islas Malvinas), French Guiana, Grenada, Guadeloupe, Guatemala, Guyana, Haiti, Honduras, Jamaica, Martinique, Montserrat, Nicaragua, Panama, Paraguay, Peru, Sint Maarten, St Kitts and Nevis, St Lucia, St Vincent and the Grenadines, Suriname, Trinidad and Tobago, Turks and Caicos Islands, Uruguay, Venezuela.

Twenty Latin American Republics - Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Mexico, Nicaragua, Panama, Paraguay, Peru, Uruguay, Venezuela.



"Action is the Foundational Key to all success"

~Pablo Picasso~

