



JOINT INSPECTION GROUP



THE JIG NEWSLETTER

JUNE 2022



INTRODUCTION

Welcome to The JIG Newsletter for Members. Issued 6-monthly, this Newsletter aims to keep you informed on JIG's internal and external activities, with regular and one-off articles covering all aspects of JIG's work and that of its committees.

If you wish to make a suggestion for a JIG news article, or contribute a member company special feature, please contact marketing@jig.org



RECENT PUBLICATIONS

In recent months JIG has published five Bulletins:

Bulletin 139 (HSSE)

Life Saving Rules

Bulletin 140 (CP)

CP Revision of Business Principles

Bulletin 141 (PQ)

AFQRJOS Checklist Issue 33

Bulletin 142 (PQ)

Testing Water Separation Properties of Jet Fuel (MSEP)

Bulletin 143 (OPS)

Filter Monitor Phase Out MOC

Editable versions of the Checklists for the latest editions of the Standards are now also available online under Standards & Publications / Checklists

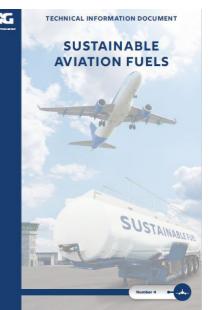
The HSSE Committee has now published the last of the 12 Human Factors posters, available for download from the website in multiple languages.

All publications can be found on the JIG website here: <https://www.jig.org/standards-publications/>

Technical Information Document (TID) #4

"Sustainable Aviation Fuels".

A new publication that explains the basics of Sustainable Aviation Fuel qualification, manufacture and certification. It also discusses a few key aspects of transport, logistics and their seamless integration into airport operations.



Technical Newsletter #11 has also just been released: Filtration Update May 2022

PUBLICATIONS IN PREPARATION

JIG is currently preparing the following documents for publication in the next few months:

Addendum to EI/JIG 1530

Specifically to define the operating standards for blending, transporting and handling Sustainable Aviation Fuel and Synthetic Blend Components between point of manufacture and airports.

Core Principles

Including updates to definitions of "sensitive information" to exclude Statutory Financial Accounts.

Independent Deadman Testing

A Bulletin to clarify the testing regime for hydrant vehicle deadman following the adoption of dual air/lanyard pit valves from 2024.

EVENTS AND TRAINING

During 2021, JIG adapted its activities to keep in touch with members throughout the pandemic. To replace our traditional Members' Technical Forum and Workshops we ran a series of webinars throughout the year with the help and involvement of our Committee Members. We would like to thank all those who gave their time to prepare and present subjects to our audiences. We ran a total of 7 webinars between March and September and were able to reach audiences of above 300 delegates per session on some occasions.

A return to physical events should have started in April 2022, but due to circumstances beyond our control and related to Covid, the MTF and Inspectors' Workshops were cancelled.

The next MTF will be held in Europe from 5th to 7th September 2022.

To view replacement events scheduled later this year, please visit the website and register via

<https://www.jig.org/training-events/events-calendar/>

If you have any questions relating to JIG events or training, please contact events@jig.org or learning@jig.org

The screenshot shows the JIG website's 'Events & Courses' section. At the top, there's a banner for the 'PROGRAMME FOR 2022 AND 2023'. Below it, a sub-banner says 'A SERIES OF EVENTS OPEN TO JIG MEMBERS, SITE MANAGERS & INSPECTORS'. The main content area lists several events:

- JIG INSPECTOR (BKK)**: Member: £3,600.00, Oct 3rd, 2022 - Oct 7th, 2022. Week long inspector training course, for Trainee Inspectors only. Qualification criteria applies. [Read more](#).
- Bangkok**: Price: £850.00, Oct 24th, 2022 - Oct 25th, 2022. Manager Workshop (UK). Workshop for Site Managers of JIG locations. [Read more](#).
- Teddington (London), UK**: Price: £850.00, Oct 25th, 2022 - Oct 26th, 2022. Inspector Workshop (UK). Workshop for qualified and trainee JIG Inspectors. [Read more](#).

EXTERNAL EVENTS

IATA Fuel Forum, Geneva.

The JIG Team attended the IATA Aviation Fuel Forum this November, at IATA's request, to participate in the Joint and Technical Sessions. The conference had approximately 300 delegates attending in person, with similar numbers viewing the live stream.



The Joint Session opened with a round table discussion hosted by Rob Midgley of Shell, inviting JIG (Mark Newstead), the Energy Institute (Martin Hunnybun) and Airlines for America (Amy Carico) to discuss the progressive loss of technical expertise in the industry and the long-term impact it has on our collective ability to maintain the various Standards. The panellists noted that the reduction in expertise was partly compensated by knowledge residing in a greater number of companies following various organisational changes and divestments. While this results in more variety of technical views being available, many experts have less time to spend on industry matters – especially when they are the only expert in their organisation. They also noted that many subject matter experts are present on multiple committees – including ASTM, CRC, DefStan as well as our own organisations – and debated whether reliance on such a small group of experts was sustainable. Challenges are likely to be faced in the medium to long term due to a combination of factors; working from home and global virtual teams, adopted by some organisations, are a great way to optimise internal expertise but succession planning and transfer of expertise become quite difficult to achieve effectively; some organisations are also losing experts internally due to the need for technical competencies in growing sectors of activity such as Renewables. The panel concluded that in the long term the industry's expertise had to be optimised by better co-ordination and cooperation between the standards bodies and the removal of duplication wherever possible.

Both the Joint and Technical Sessions were presented the latest update on Filtration Field Trials and the ongoing work on the Water Barrier technology. A detailed update was shared with the Technical delegates by Katy Ramirez. While progress is being made, the industry should now be aware that a simple like-for-like drop-in solution as envisaged in 2017 will not be available in the short term. This leaves operators with a choice of technologies that all have advantages and disadvantages according to the type of activity they have. Planning filter monitor phase out is therefore more complex than we hoped.

However, both airlines and suppliers are united in believing that into-plane operators need to have a plan (and potentially a back-up plan) for phasing out their filter monitor fleets. It should be noted that this phase out process can lead to operating mistakes on mixed fleets if operating procedures and Human Factors are not properly taken into account. The Standards bodies will likely be giving more guidance on this subject in the future.



IATA 2021 Conference (continued)

Lee Taylor, assisted by Marco di Mario of Skytanking, presented the changes to Issue 13 of the Standards in the Technical Session. A wide-ranging discussion, hosted by Mark Vaughan of IATA, examined the main changes in the Standards (for example Filtration, Pressure Control) and the impact of changes on operators. The involvement of stakeholders, including the airline community, in the revision of the JIG Standards contributed to the improvements in the latest edition. From an Operator's point of view, Marco appreciated the extra clarity in Issue 13 as well as the simplification of some tasks that help operators to become more efficient. Having a single standard to adopt worldwide is also a great advantage to multinational operators.



An update on JIG's contribution to the May 2022 IATA Forum will be included in the next Newsletter.

**AACO Webinar, October 2021**

As in previous years, JIG supported the AACO Conference by giving an update on key industry changes to a mostly airline audience. JIG presented some key findings from its Inspection Programme and an evaluation of the Self-Assessment capability introduced this year. While the number of findings between Self-Assessment (SA) and physical inspections are broadly the same, there are some subtle differences in the type of observations made and the underlying causes. In summary, SA is a very valuable tool when no other options are available but cannot, at the moment, adequately replace physical inspections on a permanent basis.

The Webinar was also an opportunity to present the key changes in the recently released Issue 13 of the Standards.

JIG COMMITTEE UPDATES**CP COMMITTEE UPDATE**

In 2021, a primary achievement made by the Common Processes Committee was issuing JIG's template Airport Access Agreement to help regulate relationships and service level agreements between Storage and ITP operators. The Business Principles CP documents were also reissued with updates accompanied by a new video-based training presentation to introduce users to concepts and the importance of Business Principles.

The CP Committee has two main objectives for 2022. The first is to initiate a project to update JIG's Business Risk Assessment. The project will be focused on introducing new risks, updating existing risks and making the template more user-friendly, with the focus on BRA content but while also assuring ways in which to make the BRA template more user-friendly, with guidance provided by the users' feedback collated in the 2021 questionnaire. The second objective is to continue updating the suite of training materials for the benefit of Site Managers and JV representatives, with a view to increasing the number of video-based materials.

Riccardo Squitieri (KPIAC) – CP Committee Chair

**HSSE COMMITTEE UPDATE**

Over the last year the HSSE Committee has revised and updated the JIG HSSE MS Standard to Issue 3, with a review of the Elements and to include additional Appendices (i.e., Gap Analysis Tool, PED and Human Factors). Furthermore, a new version of the Terms of Reference (TOR) has been published to help end-users in the selection of a qualified Auditor for conducting the external audit of their HSSEMS against the Standard. It now also features a new type of 'Finding' (i.e. Repeat Finding) and gives guidance to provide timelines for the implementation of closing-out actions.

A number of Human Factors safety posters and some learning packs (LFOs) have been published, with more continuing to be developed.

The HSSE Committee is now committed to several projects in 2022/23, as follows:

- New JIG Dashboard: definition of new reporting categories and an improvement of the interface to make it more modern and user-friendly
- Management of Change: development of a template and guidance to assist facilities to manage temporary and permanent changes.
- Analysis of JIG Inspections reporting to check which HSSE areas are more frequently affected by the recommendations and relevant root-cause analysis in order to improve the weakest HSSE areas with appropriate tools (workshops, training, etc.).
- Learning From Others (LFO) packs: to encourage facilities to have toolbox meetings on occurrences experienced by other operators.
- To develop materials for the next JIG Workshop and Members' Technical Forum

Gianni Allegretta (ENI) – HSSE Committee Chair

LEARNING FROM OTHERS (LFO) REQUEST FOR SUBMISSION

JIG aims to promote continuous improvement across the wider industry and to ensure that knowledge sharing is not limited to individuals or organisations.

JIG's Learning From Others (LFO) publications provide information on the contributing factors that led to various types of incident such as LTIs, collisions, contamination events, spills and near misses. The LFOs are generally available in several languages for download and use by Members within their own safety programmes and for use in toolbox talks with operators.

Members are encouraged to submit LFO examples to JIG, with submissions welcome from all types of operation, including joint venture and solus locations.

LFO submissions are collated, reviewed and stringently anonymised by the JIG HSSE Committee before release. New LFO packs are released three to four times per



year, are available to all Member users, and can be viewed in the Publications area of the website: <https://www.jig.org/standards-publications>

To submit details of an incident for inclusion in LFO publications, follow this link to access the LFO Template: <https://www.jig.org/documents/lfo-template/> Whilst all sections must be completed (and a photograph of the incident included where possible) editing and formatting will be carried out by JIG.

The template should be completed and sent to hsse@jig.org.



Learning From Others (LFO) - Template

This template is for JIG Members to submit details of incidents in the spirit of "Learning From Others".
Slide 2 should be completed with the incident details and discussion points, replacing the red guidance text.
Slide 3 is an example of a completed slide, for information
Please email your contributions to HSSE@jig.org

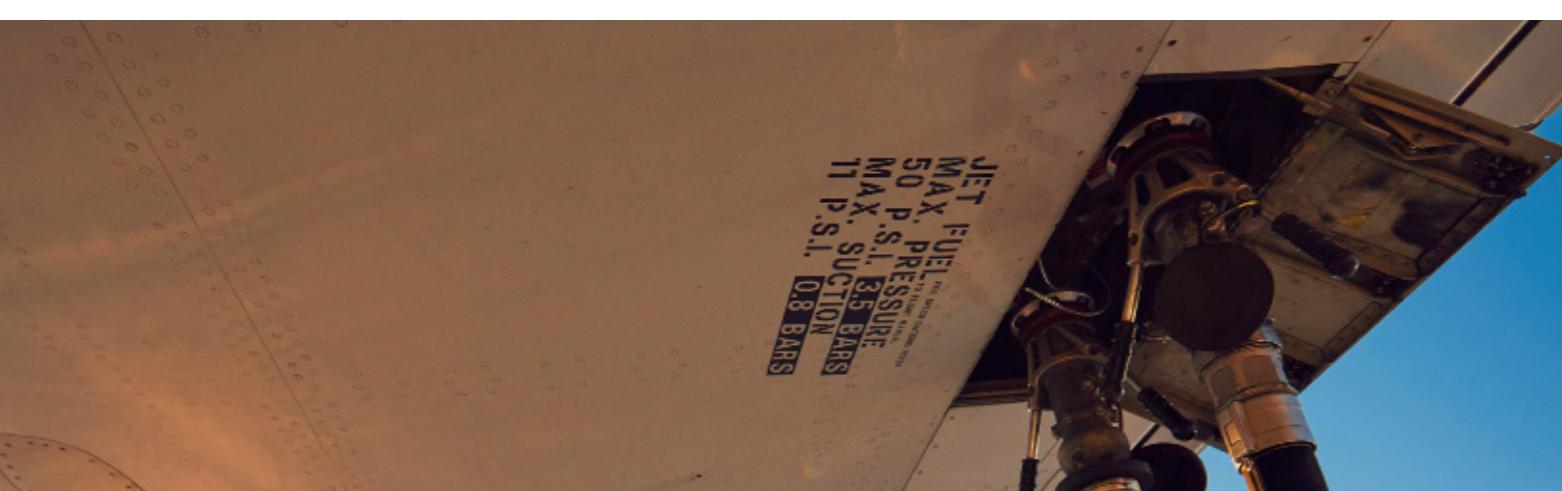
Note: The procedures and practices presented in this document are best practice recommendations only. JOINT INSPECTION GROUP Ltd and its Members shall not be liable to third parties in relation to following, or not following the recommendations contained herein.

OPS COMMITTEE UPDATE

During 2021 the Operations Committee oversaw the release of the new JIG Operating Standards (Issue 13 of JIG 1 & 2, Issue 4 of JIG 4). This was a massive undertaking with the Standards Working Group and Operations Committee dedicating more than 6,500 working hours on their development, against the challenging backdrop of meeting remotely. As 2021 drew to a close, the Committee approved the release of Technical Newsletter 11 to provide an update on Filter Monitor transition, and this topic will continue to require the Committee's attention and support to the Filtration Working Group throughout 2022.

Looking forward at 2022, work has already started on reinstating some of the traditional JIG offerings such as the Members' Technical Forum and other technical workshops. With changes to the Operating Standard, the supporting resources also need updating, with the inspector training material being reviewed already to ensure they are ready for the three courses planned this year; the first of which is in March, which will also be the first face-to-face JIG event in over 2 years! Other technical subjects already on the Committee's agenda for this year include potential Technical Information Documents on Pressure Control and Electronic Water Sensors.

Ben Harries (BP) - Operations Committee Chair



PRODUCT QUALITY COMMITTEE UPDATE

The Committee has been extensively engaged in reviewing changes to Issue 13 of the Standards. In particular it revised the requirements for CWD testing, provided further clarity around the definition of "dedicated" vehicles and vessels, and reviewed the requirements for product testing and certification. The changes on certification were also included in the latest issue of Defence Standard 91-091 after being proposed by the Committee.



During 2022 we will be reviewing how AFQRJOS Checklist is revised and updated in a context where the differences between the underlying ASTM and Defence Standard Specifications have been progressively reduced. Further work is being done on sampling and the previous cargo requirements for vessels transporting fuel detailed in EI HM 50 and there is expected PQC involvement in future changes to EI/JIG 1530. The Committee devoted resources to the publication of Technical Information Document #4 about Sustainable Aviation Fuels, and is heavily involved in writing and updating the planned Addendum to EI/JIG1530 that will expand the guidance it gives on handling and blending SAF and Sustainable Blend Components.

Kevin Bower (BP) - Product Quality Committee Chair

For further details on any Committee work, please contact info@jig.org

COUNCIL CHANGES

The JIG Council has seen some changes over the past 12 months, with new roles and responsibilities being undertaken within the Guarantor Member companies.

Andrew Beard takes over from Thomas de Boer representing Shell, and is also Chair of Council. Andrew has worked in Shell for 14 years and is currently the Head of Global Operations, HSSE & Technical for Shell Aviation.



Michel Campos has retired from Total, and has passed his Council position onto Gilles Gauthier, who also sits on the Operations Committee and Filtration Working Group. Gilles has worked as Inspections and Quality Control Manager at Total for since 2015.



Nic Mason replaced Julian Amesbury in 2021, representing KPIAC on Council, as well as continuing to support the work of the Product Quality Committee and Filtration Working Group.



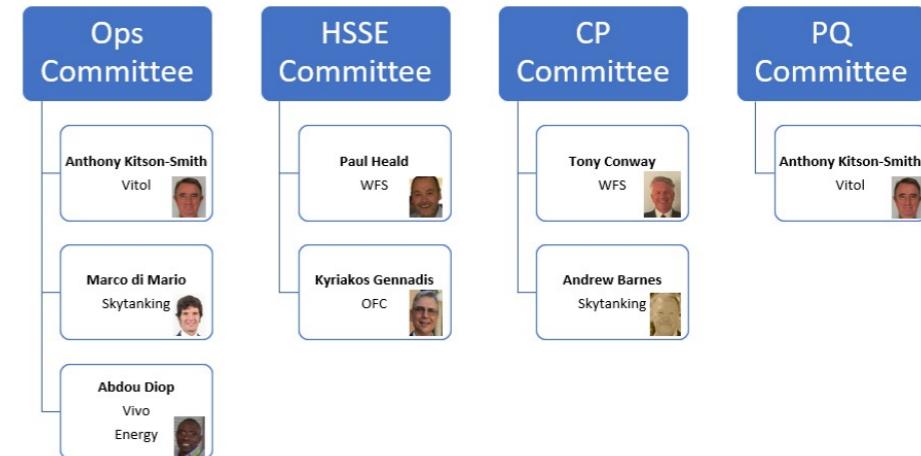
Philippe Huck has now retired from ExxonMobil and has been replaced by Linda Padovan, who also takes a seat on the CP Committee. Linda has worked in ExxonMobil for 20 years and is currently the Joint Venture Manager and Aviation Process Manager for Asia Pacific.



We are pleased to welcome Giulio Balistreri, who is replacing Andrea Moretti as the ENI representative. Giulio has held several management roles within ENI, and is currently responsible for several business lines including Aviaton.

COMMITTEE CHANGES

The results of the 2021 Committee elections were published in August 2021 with the successful nominees being:



In addition to the elected changes above, Sharjil Rehan has joined the HSSE Committee representing Chevron, Micheline Brival-Agat replaced Patricia Gueguen from TotalEnergies, Ahmed Elnagger, Air BP, has replaced Angel Martinez Jimenez on the CP Committee and Michael Singh has replaced Rick Williams representing ExxonMobil on the Operations Committee and Standards Working Group. Arne Hoffman - representing IATA - has recently left the HSSE Committee with his replacement yet to be nominated.

The 2022 cycle of member representative elections for the JIG Committees and the SWG are currently ongoing. If you would like more information, please consult <https://www.jig.org/documents/newsflash-committee-elections-2022/>

We would like to thank everyone who serves as a Committee Member, contributing their valuable time and knowledge for the benefit of the JIG community.

For a full list of Council and Committee members, please follow this link: <https://www.jig.org/about/jig-committees-and-working-groups/>

MEMBER'S NEWS

SHELL'S MIGRATION AWAY FROM SAP AND MODIFICATION OF VEHICLES

AN OVERVIEW PROVIDED BY SHELL AVIATION ON THE TRANSITION AWAY FROM FILTER-MONITORS AND TOPICS TO CONSIDER WHEN PLANNING FOR AND CONDUCTING THE PROCESS OF CHANGE.

In 2014 the IATA Super Absorbent Polymer Special Interest Group (IATA SAP SIG) was formed, with representations from airlines, aircraft and engine OEMs, standards bodies fuel providers and filter manufacturers with the objective of investigating a potential link between a number of aircraft incidents and the presence of Super Absorbent Polymer (SAP) used in filter monitors. In late 2017 the IATA SAP SIG concluded that the continued use of filter monitor filtration systems in aviation fuel handling is incapable of reliably meeting the aircraft and engine operating requirements and that filter monitors shall be phased out of all aviation fuel handling systems. This is serious stuff.

Based on data developed by Shell, JIG published JIG Bulletin 105 to try to limit SAP migration from filter monitors, but the only reliable solution is to remove filter monitors from service, with JIG Bulletin 132 informing users that they will be removed from JIG Standards by 1 July 2023.

There are currently two main options for users, Filter Water Separators (FWS) and Dirt Defence plus Electronic Water Sensor (DD+EWS). Shell decided to transition early due to the concerns expressed around flight safety and formed a plan for transition and Shell has widely adopted the DD+EWS option. This requires some additional equipment to be fitted to the vehicle, additional training in its use as well as controls around the serviceability and calibration which is new to the sites and so it was important to both plan the transition and, in our case, introduce it in phases: Phase 1 being installation of EWS, Phase 2 being operation of EWS with Monitors to get sites used to the new technology and the phasing out of the need to do chemical water detector tests during fuelling (which is possible with EWS), Phase 3 being replacement of the monitor elements with Dirt Defence elements and operating SAF-free. In Shell's transition plan, we kept some oversight using CWD until late into the program, but the EWS technology has shown itself to be reliable at detecting water and so this step could now be eliminated depending upon your own Management of Change process requirements.

In all, this transition process took almost 18 months to transition our entire global fleet. The sheer scale of the project required considerable planning, as it impacts many aspects of operations, engineering and compliance across many geographic areas and it is also important to keep clear communication to stakeholders, such as Joint Venture partners and airline customers.

Learning from our experience, I would recommend the following list of areas that you should consider when considering a similar transition.

Preparation

- Establishing of a central steering committee for quick decision-making including a project manager
- CAPEX planning and CAPEX tracking for the purchase of EWS and their installation.
- EWS introduction along a country-specific time schedule
- Identification of transition focal points per country
- Identification of suitable certified installers within those countries or training of own staff to perform the installation.
- Installation process of EWS will be phased depending on local constraints (e.g., welders will do hot works followed by electricians sometime later)
- Availability of vehicles for installation needs to be managed properly, to avoid bottlenecks at the installer while maintaining adequate airport operations.

Conversion

- Regular meetings with countries/locations to support and control activities
- Providing useful specific information to operations, based on the experience from installations in other countries/locations (this was managed in our operations through the development of a sensor handbook)
- Monitoring the logistics of equipment to allow rapid installations
- Management of additional EWS sensors (spare and service sensors) by country to allow for calibration downtime and potential operational failures.

Supporting activities

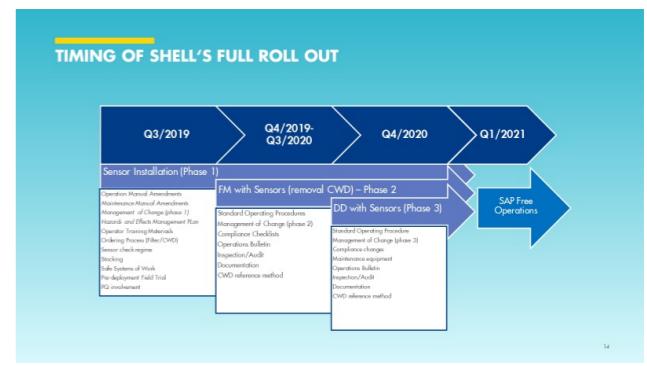
- Rewriting of internal operating standards to include the new technology
- Develop operator training modules based on DD+EWS operations.
- Amend compliance inspector check lists based on DD+EWS operations.
- EWS needs periodic calibration, so
 - Establish a robust re-certification process for the EWS sensors (the EWS manufacturer may have developed regional locations to do this work)
 - Establish a process for monitoring EWS compliance is useful (e.g. via a central vehicle database)
- Provide equipment service instructions to the airport sites (such as a through the development or modification of an internal maintenance manual)
- Develop information for fueling staff to communicate the DD+EWS technology to customers should the airline crew be unfamiliar with it.
- Develop broader information development to airline customers to be sure that they are also aware of the change and that their own compliance staff are familiar with the change.

The phasing of these activities allowed airport operations to remain in Phase 2 until they felt comfortable with operating with the new technology and so time is needed

to allow such a transition to move smoothly by carrying all affected people on the journey of change.

It is true that we are all hoping for alternative technologies to be developed in the future that might be a direct 'plug and play' replacement for filter monitor elements, but such replacement elements are not yet approved and their lifecycle performance or cost is not yet known, so JIG Technical Newsletters have reminded users of filter monitors have a plan to convert to an alternative approved technology within the timelines defined by JIG Bulletin 132 and I hope by listing the elements of such a change journey helps others to plan for the phase out of filter monitors.

Rob Midgley – Global Technical & Quality Manager for Shell Aviation.



SUSTAINABLE USE OF ELECTRIC VEHICLES IN SERVICE

In partnership with Titan Aviation, TotalEnergies Aviation had already committed to more sustainable refuelling with its hybrid refuelling trucks. Now, even greener models are emerging. These all-electric vehicles make “net zero emissions an attainable goal and a major step towards decarbonizing the industry” says Gilles Gauthier.

Electricity delivers a lot of benefits. Electrical energy contributes to decarbonizing airports, not only because refuelling vehicles no longer emit GHGs when operating, but also because it has a positive impact on chassis maintenance operations: no more used oil to be collected and processed.

In addition, switching to electric power promises beneficial opportunities in terms of ergonomics and use for the operators, who are no longer exposed to noise and exhaust emissions.

Titan Aviation has been working alongside TotalEnergies Aviation for several years to develop zero-emission electric vehicles. Two models have already been delivered and another is in the development pipeline.

The world's first all-electric refueller, the Titan e-RRX is designed for medium-sized airports like Lyon Bron or Avignon. Carrying a tank with a capacity ranging from 5,000 to 20,000 litres, this model is now fully operational. The first vehicle with a capacity of 20,000 litres has been in operation by TotalEnergies Aviation at Le Bourget since mid-April. This model features a digital MMI called EZ Control, which facilitates the work of the operators and collects data for maintenance and safety analysis.

The Titan e-HD is a dedicated hydrant dispenser for airport hubs with a hydrant system. Using this network, it is routinely capable of a refuelling throughput of up to 230m3 an hour. TotalEnergies Aviation is planning to use the Titan e-HD at Amsterdam's international Schiphol airport.

Gilles Gauthier - Inspections and Quality Control Manager – TotalEnergies

Note: JIG is aware of several manufacturers now offering electric or hybrid vehicles, however the JIG Standards do not endorse individual manufacturers, but have a general requirement that fuelling vehicles conforms to the EN 12312-5 specification.

If your company would like to make a contribution to the Member News section of the The JIG Newsletter, please contact marketing@jig.org

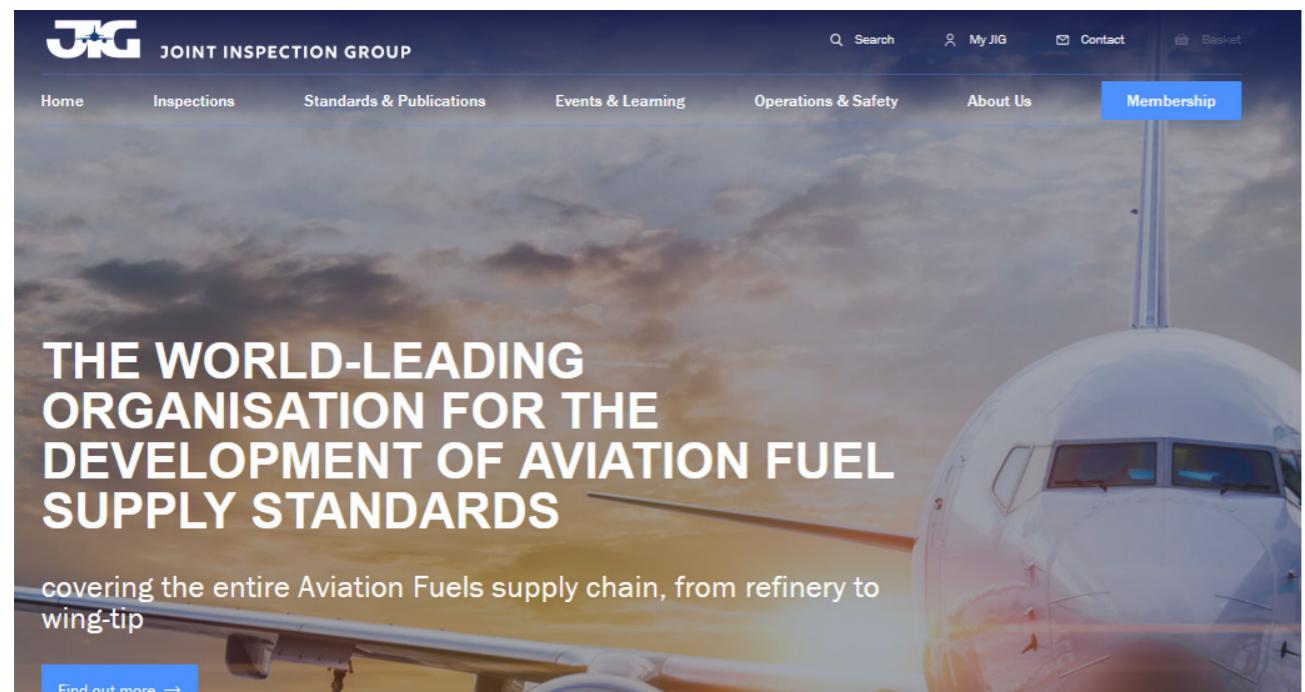
WEBSITE CHANGES AND DEVELOPMENT

2021 saw the launch of JIG's NEW WEBSITE, NEW DOMAIN NAME and NEW BRAND!

With now double the number of registered users (>4500), easily able to navigate the wide range of information and publications produced by JIG, its committees and working groups.

Development work is ongoing, with the ultimate objective being to integrate our other platforms (JITS and Dashboard/Tarbox) with a single sign-on, but before we can do this, development work needs to commence on the redesign of the Dashboard, due for completion in 2023.

In recent weeks, we hope you will have seen the introduction of a new events booking platform through which you can now book your place at upcoming events and training, pay by credit card or request an invoice. In development alongside this is our new e-learning platform, which will offer a range of online learning modules, due for launch later this year/early 2023.



Other improvements made to the new site since its launch include:

- More efficient filtering system in "Standards & Publications"
- Configuration of the inspection database and inspector directory
- Integration with new file encryption software, to automatically issue PDF versions of Standards purchased by Members.
- Links to Committees and to Events (booked or attended through the website) in your Account profile.
- Further adjustments to optimise use from mobile devices.

Other improvements pending:

- The Top Menu will contain sub-headings for the primary pages so that specific content will be easier to find.
- Access to individual LFO slides, searchable by topic
- Improved access to videos, photo galleries and other JIG materials

In addition to JIG's website development, the new JITS desktop app will be due for launch soon.

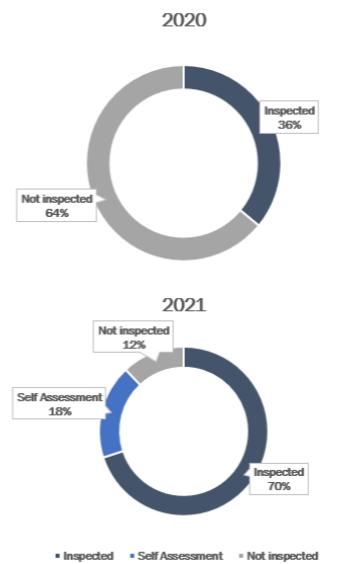
The PC desktop version of JITS/E-FOS platform works similarly to the tablet version but using a PC. This will allow Inspectors to fill in reports either in online or offline mode, with full functionality while connected to the internet, and 'report compilation mode' when offline.

Member website users may also give feedback on the current Standards, via a new online form system: <https://www.jig.org/jig-standards-feedback/>. In readiness for work to commence on the new cycle in 2023.

If you have any queries related to the website, please contact marketing@jig.org, or for JITS related enquiries, please contact jits@jig.org

THE 2022 INSPECTION SCHEDULE

Despite the effects of the pandemic, the number of locations receiving a physical inspection in 2021 improved significantly compared to 2020 and a number followed the Self-Assessment process as shown below. JIG expects further improvement in 2022.



JIG thanks Member Coordinators for their efforts in finalising the 2022 schedule, which is now live and being used in JITS for this year's programme based on the factors explained below.

The ongoing uncertainty of the pandemic has continued to affect the inspection programme; some location's inspections did not receive any type of inspection in 2021, and of those that did, many were completed in the last quarter of the year.

This has created an imbalance in the schedule. To address this, JIG has adjusted the scheduling of 2022 inspections as follows:

- Locations which did not receive an inspection in 2020 or 2021 – inspect in Quarter 1
- Locations which received a Self-Assessment, or those which were inspected in 2020, but not 2021 – inspect in Quarter 2
- Locations which were inspected in 2021 with Satisfactory or Good Assessment – inspect in same Q as previous year. Inspections falling in the last half of the year have been balanced between Q3 & Q4

These adjustments meet the objective of quickly inspecting sites that due to Covid have not been visited for some time, while at the same time equalising the number of inspections due each quarter so that JIG Members can better manage their Inspector resources.

If you have any questions regarding Inspections, please contact jits@jig.org

UPDATE ON SUSTAINED AND IMPROVED PERFORMANCE AWARDS

Due to the global pandemic resulting in the many locations still being unable to carry out physical inspections, we have taken the decision to further suspend awards for Sustained Performance and Improved Performance for 2021, as part of the annual Site Performance Awards Programme.

When the situation with the pandemic is clearer, JIG will review the awards programme again and decide how to proceed. Any locations requiring an award for internal or regulatory reasons, which have had a physical inspection, can contact JIG directly and, if the location qualifies, we will confirm this in writing, but certificates will not be issued at this time.

JIG THANKS ITS 10-YEAR MEMBERS IN 2021 & 2022

A Newsflash celebrating JIG's 10-year members in 2021 was issued in May 2021: <https://www.jig.org/documents/newsflash-jigs-10-year-members-in-2021/>

2022 sees 7 Members celebrating 10 years with JIG, and we wish to thank them for their continued support.

- Carboil Srl
- Exolum Pipelines Systems Ltd
- Hoyer Ireland Ltd
- Kuwait Aviation Fueling Company
- Phoenix Petroleum Philippines Inc
- Thy Opet Havacilik Yaktlari Ltd Sti
- Valero Energy Corporation

A Newsflash and special 10-year award globes will be issued to these 10 year-long members a little later in the year.

A full list of JIG's Members can be found here: <https://www.jig.org/about/member-directory/>



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