

British Association of Dangerous Goods Professionals

Newsletter No. 12, February 2016



Welcome to the British Association of Dangerous Goods Professionals (BADGP) eleventh Newsletter. We hope you find this informative and helpful, and would love your feedback.

It's been a busy few months in the world of BADGP and we ran our first webinar on the EASA proposal. My personal thanks to Trevor for bravely moving into unknown territory, and educating us all on the proposals set out by EASA, and of course also to Desmond and Dave for their help.

Behind the scenes we are getting ready for our next webinar on Lithium Batteries, our AGM, and the Multimodal seminar. It really is all go here at BADGP!

I always ask for membership feedback, and would love to hear from you! What are your biggest concerns, what can we do a webinar/seminar on next? Keep those ideas coming please! (Please email me on caroline.raine@gmail.com .

See you in March at the AGM!

Caroline Raine, BADGP Chairman

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EASA Proposal to RID/ADR/ADN Joint Meeting

As members will know from previous newsletters BADGP is the UK National Member of the European Association of dangerous goods Safety Advisers (EASA).

EASA, though started in 2009, really burst into life in 2014, since when BADGP has been represented, engaged in, assisted, and influenced the discussions.

The stated general objectives of EASA are:

- to establish effective liaison between persons and organizations concerned with matters of DGSA duties and their training and examination;
- to establish official means of communication among their members and related organizations;
- to organize conferences and symposia on topics and problems of common interest;
- to attempt solutions of problems of training and examination of DGSA that may arise;
- to make recommendations to national and international organizations on any question within these terms of reference when, in the judgement of the Federation, this is desirable or necessary.

In order to proceed with the last objective last year EASA again applied for, and this time obtained, attained observer status at the RID/ADR/ADN Joint Meeting of Experts. This permits it then to make proposals and engage in discussions, but not vote.

Accordingly EASA proposed that EASA submits a formal proposal to the Joint Meeting about changes to the requirements in RID/ADR/ADN concerning Dangerous Goods Safety Advisers (DGSAs); indeed at the last EASA General Assembly meeting (see report thereof in last Newsletter) the Secretary General stated that he believed that the Joint Meeting Experts would be expecting and anticipating EASA's proposals (a view not shared by the BADGP Committee).

Accordingly EASA prepared, after discussion at the last 3 general assembly meetings, a paper proposing changes to RID/ADR/ADN training and DGSA related requirements.

EASA formally submitted this as a Working Paper (i.e. a formal proposal to change the next edition of RID/ADR/ADN) to the Joint Meeting Secretariat, and this was formally published just before Christmas, see: <http://www.unece.org/fileadmin/DAM/trans/doc/2016/dgwp15ac1/ECE-TRANS-WP15-AC1-2016-3e.pdf>.

It is tabled for discussion at the Spring Joint Experts Meeting, which will be held on 14-18 March 2016 in Bern. Before then experts from the RID/ADR/ADN contacting states will now be studying, and seeking opinions on the various Working Papers, including this one from EASA. This includes the UK's DfT who have already circulated, inter alia, the EASA Working Paper to its stakeholder group for comments. The Working Paper will get further discussion at the DfT's pre Joint Meeting briefing meeting on 3rd March, at which all papers to be discussed at the Joint Meeting are reviewed and a UK position established.

The BADGP Committee approach so far has been to support in general what EASA are doing, but reserve the right to not necessarily support all the EASA detailed proposals. At the last meeting the BADGP representative did for example suggest that EASA proposals should first be submitted



in the form of what is called and INF (information) Paper; setting out EASA's ideas and seeking input preparatory to making a formal proposal. However the General Assembly by majority supported the Secretary General view that a formal Working Document should be submitted.

In order to explain the role of BADGP and the EASA proposals, on Monday 8th February at 16:00 BADGP held its first ever webinar to explain the EASA proposals. This was presented by Committee member Trevor Green who, together with former Chairman Andy Holton, are the normal BADGP representatives to EASA general assembly meetings.

A recording of the webinar can be found on our [website](#) (beware! It is a 44MB zip file) where [copies of the slides](#) shown can also be downloaded as a PDF.

In order to facilitate giving your views quickly and efficiently BADGP prepared and circulated details a survey that summarised the individual proposals in the EASA paper, identified the relevant paragraphs relating to each proposal, and asked re each proposal whether you:

- Support the proposal as it stands
- Support in principle but nor work needed
- Oppose the proposal

Members could choose to abstain from answering specific proposal[s] by simply not choosing any of the above options.

36 members (a significant % of members) kindly completed the survey, and the results were conclusive in that members either fully supported each of the eight EASA proposals as they stand, or supported them in principle. There was no majority opposing any one of the eight proposals.

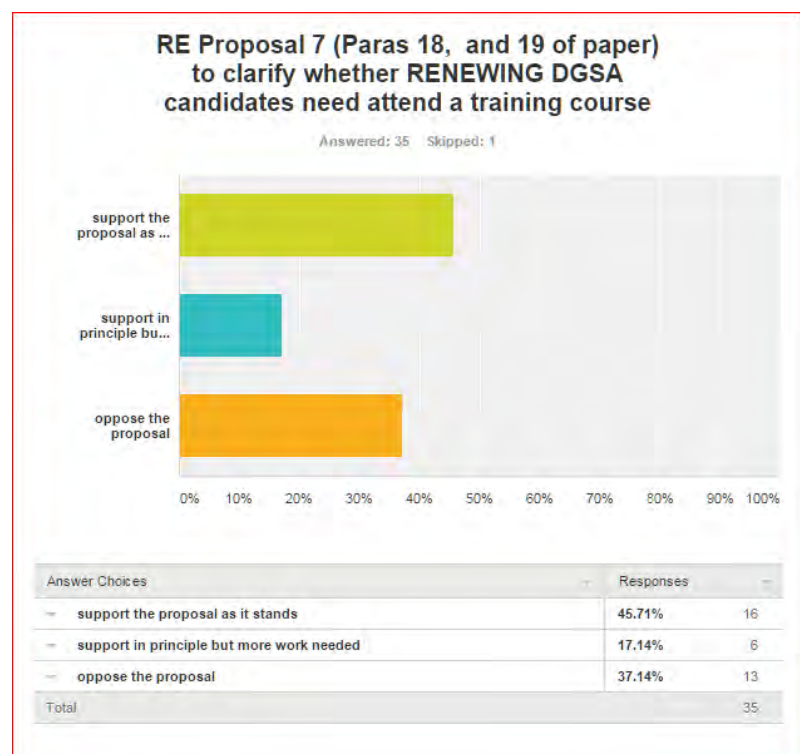
For example re proposal 7 (which saw the most opposition) the results were as shown on the right.

Any member wanting the similar breakdown for the other proposals can obtain this on request to the BADGP Office (enquiries@badgp.org).

BADGP Committee on 11th February at its regular meeting agreed on the BADGP opinion, based on the survey results and

additional emailed comments received, to be relayed to the DfT in order to assist the DFT to formulate a UK view on the EASA proposals. BADGP also expects to be represented at the UK briefing meeting on 3rd March.

Members will be advised of the outcome of the EASA proposals as soon as possible after the joint meeting.





Lithium Batteries Update Webinar

On 1st April 2016 new restrictions on the carriage of Lithium batteries and cells by air comes into force, with further changes planned for 1.1.2017. This requires that lithium ion batteries and cells may only be transported as cargo aboard passenger carrying aeroplanes if they are not charged in excess of 30% of their rated charge capacity. Further significant and immediate changes are very likely by the time of the webinar.

In order to facilitate knowledge of, and more particularly the understanding that isn't easily gained by simply reading the official end result documents giving the new requirements, BADGP has now organised a short webinar to be held from **10:00 am GMT on Thursday 10th March 2016**.

The webinar will be presented by Geoff Leach of "The Dangerous Goods Office Ltd". Geoff is the former Manager of the CAA's Dangerous Goods Office (until it was disbanded) and Chairman from 2006 to 2013 of the ICAO Dangerous Panel. Since leaving CAA in 2013 Geoff has continued to be heavily involved in dangerous goods by air, and especially the continuing Lithium battery saga.

Attendance at the webinar will be free to BADGP members, and just £25 for non-members (note: full BADGP membership is just £60 and can be taken out prior to booking for the webinar).

To join BADGP please see our website at <https://badgp.wildapricot.org/badgp-membership>

To register for the webinar please see our website at <https://badgp.wildapricot.org/event-2164999>

BADGP 6th AGM and Industry Lectures

We are very pleased to announce the date and venue of our very popular AGM and Annual Lectures:

- 17th March 2016
- Sedgebrook Hall Hotel, Chapel Brampton, Northampton, NN6 8BD

As usual we will have a short Annual General Meeting (09:30 until 10:00) followed by several lectures from our invited guests, on topics of interest to people working with dangerous goods. We are also pleased to be hosting a small exhibition again this year, with participation from our generous sponsors. We already have confirmed Air Sea Containers, Labeline, NCEC and OHES Environmental. A big than-you to all 4 of them.



Our speakers and their presentations are as follows:

- **Transport Inspection & Enforcement (TIE)**, *Anna Mayor, Principal Inspector, Office for Nuclear Regulation*
- **IATA Changes**, *Eric Gillett, Civil Aviation Authority*
- **Factory to Ship**, *John Meyrick, Port of Felixstowe*
- **Things That Go Bump in the Night**, *Mick Conmy, Unipart*



- **The Role of EASA And How We Fit Into It**, *Andy Holton, EASA*
- **Closing Remarks**, *Wonett Hall, DfT & Caroline Raine, Chairman of BADGP*

The event is free to BADGP Members and only £60.00 to non-members, for which we will also include BADGP membership until 31 December 2016.

Places are already being booked, so, to avoid disappointment, please reserve your place as soon as possible by visiting: [Reserve A Place At BADGP AGM & Industry Lectures](#).

Multi-modal Transport of Dangerous Goods Seminar – 14th April 2016

We are now nearing completion of the Programme for our next seminar:

- **Multi-modal Transport of Dangerous Goods**
- 14th April 2016
- St Johns Hotel, 651 Warwick Road, Solihull, West Midlands B91 1A

This seminar is designed to support professionals, who work with Dangerous Goods, understand the similarities and the differences between the different modes for the transport of dangerous goods globally, and of UK relaxations/additional requirements for domestic UK road transport.

We will also explain how the Global influencers of the UN Globally Harmonised System of Classification and Labelling of Chemicals (known in short as GHS or Purple Book) and UN Recommendations on the Transport of Dangerous Goods - Model Regulations (UNRTDG or Orange Book) are amended, how their changes are then picked up by the modes, and how the modes add their modal specific provisions.

We will be announcing the final Programme shortly, but we are pleased to let you know that we have the following speakers now confirmed:

- **Robin Foster** (*HSE International Chemicals Unit*)
- **Jeff Hart** (*Former Head of DfT Dangerous Goods Division and former Chair of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCETDG)*)
- and BADGP Committee members **John Ryan, Richard Masters** and **Desmond Waight**.

Places are already being taken, so please do register as soon as you can as places are limited.

You can get more information and reserve your place by clicking on this link: [Multi-modal Seminar](#).



BADGP's Seminar on "Fully Regulated Packages", 3rd Nov 2015

An Impartial View from BADGP's Anonymous Observer

Admit it - you have to hand it to the young, dynamic organisers of BADGP's seminars. They certainly know how to put on a good seminar!

And none more so than Desmond Waight, who must be in his 70's, behaving with the glee of a teenager on Bonfire Night. In fact, the only downside to this excellent event was that, by staging it two days later, we could have been justified in testing the packaging of fireworks, they being – ahem - Class 1 Dangerous Goods.

But no matter - Uncle Desmond shepherded us through the day, protecting us from the potential ravages of beasts, like Keith White. At least that's what I had expected from Keith when I only knew him from his snarling emails to me before BADGP's LQ seminar earlier in 2015. Now I know him to be the benign dispenser of avuncular wisdom from on high, a sort of Zeus, but without the thunderbolts. Had his postcode been the Vatican, his illumination of the subject of UN packaging approvals could have earned him the soubriquet of '*BADGP's Roman Candle*'.

Anyone who can put up a slide saying "*Aka 'The bloke that signs the certs'*" has got to be one of us; anyone who can keep us interested – and he did – in the background to UN Stacking and Drop Tests deserves our praise and thanks.

Kevin Dougherty came next, and he gingerly trod the line between, on the one hand, telling us neutrally about packaging, and on the other shamelessly selling his company's products. Too far one way and it would have been a damp squib. Too far the other, and he'd have a got a rocket from the BADGP committee on which he sits.

It was perfect judgement. He'd entitled his talk "*Wrong and right use of UN 4G Combination packaging*". Now, any reference to "*wrong*" will send a tiny pulse of adrenalin going, as we anticipate video clips of people blowing their own heads off as a result of faulty packaging. Not so. Having enticed us to the plate, Kevin judiciously provided us with appropriate rations by telling us what really is "*Behind the UN Mark*". Or was it "*Behind the Fridge*"? I forget. Anyway, he asked the delegates some questions which were carefully weighted to show us why he was up there, and we were only down here.

After the tea-break, Desmond bestrode the lectern on one of his favourite hobby-horses, Labelling and Marking. It's the sort of topic he could deliver with his eyes shut, and he does it with such enthusiasm. He could have said: "*And what is the difference between a label and a mark on a Tesco pork chipolata that has passed its best-before date, passed its use-by date but not passed its sell-by date?*" We'd have been equally enthralled.

His second slide was to describe four "*caveats*". And he did it with such aplomb (and it took ten minutes) that I'd have been happy hearing about his caveats all night. I hope he takes something for them.

After lunch, Maggie Carnegie of Smithers Pira stepped forward on the subject of "*Pressure-sensitive, adhesive-coated labels for Marine Use*". Maggie was new to us, but not for long. As a canny wee lassie she cut it perfectly, because she knew (I didn't tell her) how BADGP adores galloping down cul-de-sacs of detail: thus, "*What is the width of the line at the edge of a label*" (Or do I mean a Mark?) would keep us happy for hours. Either way, she enticed us into the subject of the testing methods of labels that have to "*Withstand 3 months' immersion in sea-water*". How far under the surface, we asked? Did there need to be any wave-action on the label, we demanded to know? And what IS a marine-grade adhesive, we chirruped?



The samples to be tested were taken out to sea by boat; Maggie showed the delegates some photos of the boats that are used, leaving Portsmouth harbour way behind. She engaged us in “*abrasion resistance*” of the labels – only a true pro could do that and succeed.

We were eating out of the palm of her hand, and she knew it. In view of the fact that she gave a most interesting talk, and is considerably better-looking than the three previous speakers combined, she would have won the title of BADGP’s ‘*Golden Raine*’. Except that we already have one of those.

And so it fell to Keith White, with whom we have all made our peace, to provide the final presentation before the Q&A session. Once again the trick of the experienced operator revealed itself – his talk was called “*Fully Regulated Packages - Enforcement*”. 50-odd subconscious brains clicked into gear, with images of a burly policeman grabbing miserable miscreants by the scruff of the neck, and locking them away, only to go up before the beak next morning. And just because he put too many labels on a box of fireworks.

Of course it wasn’t like that – Keith took us gently through a series of packaging activities, and reminded us that UK enforcement is generally proportionate. Offenders are neither tied to Catherine Wheels nor flogged in pursuit of the UK rules. But watch out on the continent – according to Desmond, the police over there have tape-measures, and know how to use them!

It was a good day, listening to experts, networking, and having you own burning questions answered. It was excellent value, and the venue was fully up-to-scratch. Well done, BADGP.

Fully Regulated Packages Presentations

We are pleased to let you know that the presentations from the event are now available to all members at: [Fully Regulated Packages Presentations](#). The presentations were as follows:

- **UN ‘fully regulated package scheme’ and the UK package approval scheme**
Keith White, VCA
- **Wrong and right use of UN packaging materials**
Kevin Dougherty, Air-Sea Containers Ltd
- **‘Fully regulated’ package labelling and marking (to identify contents)**
Desmond Waight, DanGoods Training and Consultancy Ltd
- **BS5609 Printed, Pressure-sensitive, adhesive-coated labels for Marine Use**
Maggie Carnegie, Smithers Pira
- **Enforcement of the UN Package requirements**
Keith White, VCA

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BADGP Fully Regulated Seminar re-run at DfT

At the request of the Department for Transport (DfT), BADGP has been asked to re-run the “Fully Regulated Packages –the ins and outs” seminar as an in-house session just for members of the DfT’s Dangerous Goods Division. This seminar was previously held in Solihull on 3rd November 2015, and if you missed it the presentations are now available free on line to all BADGP members, see separate information in this newsletter of how to access the files.

BADGP and DfT are very grateful that the speakers (Keith White of the Vehicle Certification Agency (VCA) and Committee members Kevin Dougherty of Air Sea Containers Ltd and Desmond Waight of DanGoods Training and Consultancy) have kindly agreed to present this re-run again without again charging a speakers fee; thus enabling BADGP to minimise the costs to the DfT.



Hazardous Cargo Acceptance By Container Shipping Lines

Current challenges posed by vessel sharing agreements and initiatives to improve the process

Thank you to James Douglas, sales director of Exis Technologies, for this article, the topic of which he presented at the 37th Annual Dangerous Goods Advisory Council Conference, New Mexico in November last year.

As with most shipping trades, container ship operators charter space in their vessels to 'partner' lines. In container terms, these 'slot charter agreements' or 'vessel sharing agreements' (VSAs) enable operators to offer customers a wider delivery network than that serviced by their own vessels. Many lines have VSAs with upwards of five partner lines on some routes. The system is essential for economic slot utilisation.

For a ship operator accepting a partner line booking on his ship, the process of checks is more or less the same as with a direct customer booking. All the usual information is processed for each container or load. But it quickly gets more complicated when the containers are carrying dangerous goods (DG). Around 10 per cent of containers on deep sea container ships, upwards of a thousand containers on any of the larger container ships, contain DG. There are critical checks to be made against the particular voyage legs (voyage segments between ports) for the DG being shipped.

1. Most lines restrict or prohibit certain classes of DG - particularly explosives, radioactive materials and some organic peroxides in reefer containers - so the booking line needs to know if the partner line that will carry the box or boxes will accept the DG.
2. Can the vessel booked for the voyage accommodate the DG Restrictions on the stowage of many DG consignments - on deck only, away from accommodation, or away from sources of heat - mean that suitable space is finite.



3. Which ports will the vessel call at? Many ports and individual container terminals have strict rules on the classes of DG that can be loaded, unloaded or transhipped; these restrictions often apply also to DG that stays on the vessel while it is in port. Lines cannot afford to have their schedules interrupted because the 'wrong' DG is aboard a ship.

Before it can be confirmed to the customer (shipper), each booking has to be sent to the partner line for its acceptance. The line-to-line communication is often by email and phone. The first line (taking the booking) is accepting the cargo as if carried on its own vessel, so it cannot explain any delay by saying that it is checking with another line. Multiply this process by the thousands of partner line DG bookings made each day, under time pressure, and the scale and complexity of the problem becomes clear.

One new initiative to help simplify the booking process is Hazcheck Portal. This solution started as an initiative with several major lines that use Hazcheck DG Systems to help simplify the management of the partner line DG booking process. It is an internet portal into which participating lines can enter (or upload) and maintain the operator, vessel and port restrictions for their operations. Each line controls its own data and authorises password-controlled access for partner lines who can then check the DG compliance and accept a provisional booking. Lines can also download the complete set of partner restrictions into their own systems and check the provisional booking there. Further information about Hazcheck Portal is available here: <http://hazcheck.existec.com/hazcheck-systems/hazcheck-portal.aspx>.

OBE for Jeff Hart



In January BADGP was very pleased to hear that Jeff Hart, until last year the Head of the Department for Transport (DfT) Dangerous Goods Division and former Chairman of the United Nations Sub-Committee of Experts on the Transport of Dangerous Goods (UNSCETDG) had been awarded the OBE in the UK New Year's Honours List.

In 2010 Jeff and the DfT were very supportive of the formation of a professional group for those involved in the transport of dangerous goods and spoke at the meeting in June 2010 after which BADGP was formally formed.

The news was broadcast on the [BADGP LinkedIn Discussion group](#) and drew over 60 responses, including many personal messages of congratulations.

Andy Holton, former BADGP Chairman noted that the award “*demonstrates that the UK honours system can still find people who have both made an impact and retained the highest of standards. Congratulations - a fitting award.*”

Jeff Hart responded on the discussion group as follows:

“Dear BADGP friends and colleagues. I have been overwhelmed by the kind comments I have been receiving since this award was announced. Really it is a reflection of the effort we have all put in to doing the best we can to develop an appropriate and proportionate safety regime for the benefit of the public and transport workers alike, both in the UK and globally. I hope, therefore, that you can all bask in some of the reflected glory! Thank you all for your congratulations from a

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contentedly 'retired' civil servant, although I hope to see some of you at the planned [BADGP Multimodal seminar](#) on 14 April. Note: Jeff will be one of the distinguished speakers at this forthcoming seminar.

BADGP Quizzes

Have you taken a look at our quizzes, which are designed to test your knowledge on topics related to Dangerous Goods, legislation, etc.? We have now loaded a second quiz: "Familiarisation with CDG issues".

Take a look at: [BADGP Quizzes](#) – we are always pleased to receive your feedback on these! (enquiries@badgp.org)

Twitter

In this article, Dave King, who runs the BADGP office looks at how BADGP members can use Twitter to help promote the Association far and wide. The article also explains in simple detail how to use the tools from a beginner's point of view: experienced users please forgive the detail.

As described by Twitter: "Twitter is a service for friends, family, and co-workers to communicate and stay connected through the exchange of quick, frequent messages ["Tweets"]. People post Tweets, which may contain photos, videos, links and up to 140 characters of text. These messages are posted to your profile, sent to your followers, and are searchable on Twitter search". Launched in July of 2006 by Jack Dorsey, Twitter now attracts a huge number users around the World. Twitter state: "320 million monthly active users" and according to <http://www.internetlivestats.com/twitter-statistics/> "Every second, on average, around 6,000 tweets are tweeted on Twitter (visualize them here), which corresponds to over 350,000 tweets sent per minute, 500 million tweets per day and around 200 billion tweets per year."

Registered users can "post" Tweets, "follow" other users in order to see all their Tweets and "Favourite" or "forward" them: called "Retweeting".

Setting Up A Twitter Account

If you don't already have a Twitter account it is very simple to sign-up, totally free-of-charge, for one. Just visit www.twitter.com and complete the "New to Twitter? Sign up" boxes. For more information see the Useful Links at the end of this article.

The BADGP Twitter Account

The BADGP Twitter page can be found at: https://twitter.com/badgp_dgsa, or for registered Twitter users its address is: @badgp_dgsa. BADGP posts Tweets, containing information of interest to our followers. For example, we announced the Multi-Modal Seminar on our Twitter page:





How Can You Use The BADGP Twitter Account

Once you have your own Twitter account you can start to search for, and “*follow*” other Twitter users. To find the BADGP account type “@badgp_dgsa” in the search box, at the upper right of the Twitter screen and the search will find the BADGP Twitter account. Click on the “*Follow*” button. That’s all there is to it. You can now read all of the BADGP Tweets.

If you particularly like a Tweet, or think it may be interesting to your own followers you can click on the “*Retweet*” option below that particular message to “*forward*” it to all of your followers. You can also click on the “*Favourite*” option, which lets BADGP know that you “like” their Tweet.

“Hashtag”

You can help the searchability of your Tweets by using the # symbol before keywords in your Tweets. These # prefixed words are known as “*hashtags*”. For example, if you include the hashtag #chemicalhazards in your Tweet, other users, searching using this #chemicalhazards will most likely find your Tweet (as well as thousands of others, of course!). You can search Twitter for the occurrence of hashtagged keywords using the Search box. Some of the hashtag words of value to BADGP members could be: #dgsa, #dangerousgoods, #freight, #hazmat (and many more).

Clicking on a #hashtag word in any Tweet automatically searches Twitter for all other occurrences of that #hashtag. Twitter recommend, that when you are writing a Tweet you don’t use more than 2 #hashtags per tweet.

See the Useful Links section for more help on using #hashtags.

Posting A Tweet To BADGP

Finally, if you want to make sure BADGP sees your Tweet you need to “*mention*” the BADGP Twitter address, @badgp_dgsa, in your Tweet. If, appropriate, you can also include a BADGP website address in your Tweet. This will help bring traffic more visitors to the site.

For example, I posted this from my own Twitter account (@WythamConsult):



This Tweet includes a mention of the @badgp_dgsa Twitter account and 3 #hashags, as well as the Twitter feed of GoToWebinar (the software we used for running the webinar) and, finally, a link to the BADGP Registration page for the webinar.



You can also upload photos to a Tweet which then appear within your Tweet. Here is an example from Desmond Waight's Twitter account:



An Underused, But Powerful Information Resource?

My personal opinion is that the BADGP Twitter account is currently an underused resource, and it could be a very valuable tool to BADGP Members and others. However, to reach out to a wider audience it does need the members to use it and help spread the word. The growth and success of a Twitter account is exponential: the more people that use and contribute to it, the quicker it will grow, spread and become more useful.

So, you can help spread the BADGP's message by:

- Joining Twitter, finding the BADGP Twitter account, @badgp_dgsa and clicking on the "Follow" button;
- Clicking on "Retweet" and/or "Favourite" for all @badgp_dgsa Tweets that you find interesting and want to share with your followers.
- Including the BADGP' Twitter addresses, @badgp_dgsa in all relevant Tweets that you post
- Using appropriate #hashtags to make your dangerous goods Tweets more easily found by others.

So, get Tweeting! If you have any questions on Twitter usage, find my account on Twitter: @WythamConsult, and post me a Tweet including @WythamConsult in the body of the Tweet. I will do my best to answer your questions. If you don't have a Twitter account yet, then you can use the "old-fashioned" email system: enquiries@badgp.org. I look forward to hearing from you, reading your Tweets and seeing the BADGP Twitter account really take off.

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Useful Links

- Signing Up To Twitter:
 - <https://support.twitter.com/articles/100990-signing-up-with-twitter>
 - <http://www.wikihow.com/Make-a-Twitter-Account> - very useful graphic based guide to setting up
 - <http://youtu.be/h08SIngA2zk> – YouTube video of how to sign-up
- Using @ Mentions
 - <https://support.twitter.com/articles/14023-what-are-replies-and-mentions>
 - <http://youtu.be/h6ofKfSC-U4>
- Using #Hashtags
 - <https://support.twitter.com/articles/49309-using-hashtags-on-twitter>
 - <http://www.wikihow.com/Use-Hashtags-With-Twitter>
 - <http://youtu.be/ZSbZ-qTrifc>

BADGP Membership

If you would like to join the BADGP we would be delighted to hear from you.

Membership is on an individual basis and will cost £60.00 per year. Payment details will be provided on receipt of a completed, online membership form which you can find at:

<https://badgp.wildapricot.org/badgp-membership>.

Contact Details

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BADGP website: <https://badgp.wildapricot.org>

LinkedIn Forum: <https://www.linkedin.com/groups/British-Association-Dangerous-Goods-Professionals-3393106>

Twitter: https://twitter.com/badgp_dgsa @badgp_dgsa

Facebook: <https://www.facebook.com/badgp>

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Do please feel free to pass this Newsletter on to any other person who may be interested in its contents, as long as the Newsletter is passed on in its entirety.