

Export Packing



Often, the intrinsic value of the item to be packed is dwarfed by the potential losses generated by damage or delay in transit. This is where nearly **50 years experience in packing for export** comes in. Weighing up all factors is the job of an **expert export packer and forwarder** and, with all services 'in house', John Pipe Ltd are ideally placed to do this on your behalf.

Packing and dispatch procedures will significantly affect cost. For instance shipping-containers impose limits in size and weight. Maximum heights vary between aircraft types and volume to weight ratios relevant to **air, sea or road**, has to be properly balanced. **The methods adopted need to make the best economic sense.**

A variety of factors determine how an item is packed.

- Its eventual destination?
- Method of transportation?
- How arduous is its journey in the destination country?
- How long, and under what conditions will it be stored there?
- Is it vulnerable to transit damage?
- Is it vulnerable to corrosion?
- Is it vulnerable to vibration or shock?



Design Services

John Pipe Ltd have the required experience to evaluate your problem in **packing for export and design a solution** within your required budget. A range of packaging from huge (and small), to very heavy and light fragile equipment is regularly undertaken.

Foil packing

To avoid corrosion, equipment is commonly **foil-wrapped, with desiccant added before the final seal**. Most air is extracted to reduce ambient moisture and reduce the bulk. **Items of any size can be packed in this way.**



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Export Packing

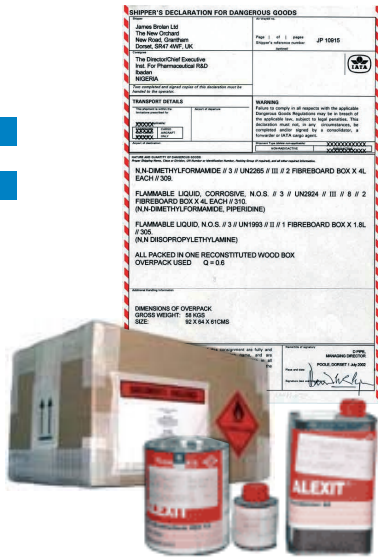
Dangerous Goods

Trained personnel are available at both branches to advise in the difficult area of **handling dangerous goods** by whatever mode of transit; air, sea or road.

Any substance that is classed by the regulations as dangerous, can be **classified, packed and documented ready for despatch.**

The costs in human (and monetary) terms can be vast if the packing and handling of dangerous goods is not correctly carried out. Consignments can be held up if the labelling or documentation is not done correctly. However **the cost of the correct procedure need not necessarily be high.**

John Pipe Ltd is qualified to raise and sign your "shippers declaration for dangerous goods" for air freight or "dangerous goods declaration" for sea freight.



Consolidation Project Work

The engineering background of senior staff enables a better appreciation of the concerns and **requirements of exporting manufacturers.** Many **special project teams** have been set up, working closely with clients. In this way a reputation for adaptability has been earned.

Projects for the larger engineering companies can include **receiving in, sorting, storing in packed and unpacked state** and then carefully controlling the despatch.

Dispatching all the equipment required for an expedition to Antarctica to set up a research station including the living accommodation. The equipment was received over a two-month period from many different suppliers. It was then checked off. Pre-inspection was critical because the next ship was not due for six months!

The equipment was then packed into special timber cases, having been heat-sealed into foil envelopes. Every case had to have special chamfered skids – so that they could be manoeuvred on ice!

26 copper filters were packed for Zambia comprising some 2500 tonnes. Each filter was broken down into 26 cases filled with piece parts from many different suppliers. The project was undertaken over a nine-month period.



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