

JOHNPIPE PACKING & FREIGHT INTERNATIONAL



50 YEARS
IN BUSINESS!

Dorset

Head Office & Works
380 Ringwood Road
Poole, Dorset
BH12 3LT

Hampshire

Mayflower Close
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Eastleigh, Hampshire
SO53 4AR

Dorset Tel: **01202 715888**
Hampshire Tel: **02380 360100**

www.johnpipe.co.uk



JOHNPIPE
INTERNATIONAL

EST. 1961

PACKING & FREIGHT

BS EN ISO 9001

ABOUT US



At John Pipe International, we pride ourselves on being a forward thinking export packing and freight company with old-fashioned values. We consider we are large enough to manage all kinds of project packing and freight, as well as the smaller one-off jobs.

Big enough to cope, small enough to care



Our strength is our "one to one" care. Our customers are used to having one main contact at John Pipe International who knows their export business intimately. We know that this personal service is one of the most important aspects that our long term customers look for.



The total service, a genuine one stop shop



We have specialists in industrial, military and dangerous goods packing. Combined with our expertise in the movement of out-of-gauge shipments as well as smaller consignments going by all modes of transport to any destination in the world, we can offer a truly complete exporting service. Add-ons such as documentation, letters of credit, and all-risks cargo insurance are all available in-house.

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PACKING



THE COMPLETE EXPORT PACKING, CASEMAKING AND FORWARDING SERVICE

EXPORT PACKING

- On-site packing at client's premises
- Vacuum packing using barrier foil or polythene
- Very heavy goods packed (57 tonnes so far!)
- Packing of dangerous goods (IATA, IMCO and ADR)
- Container loading - flat rack securing

CASEMAKING

- Custom made cases and crates, from timber and plywood
- All specifications catered for
- Special pallets and bases
- Singles to large runs
- Exhibition and re-usable cases

CARTON SUPPLY

- Made in house

THE COMPLETE MoD DESIGN, PACKAGING SUPPLY AND PACKING SERVICE

DESIGN SERVICES

- Experienced in-house designers (**MPAS accredited**)
- Comprehensive SPIS design services

SUPPLY OF PACKAGING SETS

- MoD specification cartons and cases made to order for packing of MoD equipment kits
- Barcode labelling bureau service

PACKING SERVICES

- Polybag, carton and full case packing to military levels - from transistor to tank!
- MoD form 640/650 processing and delivery to MoD stores
- Static-sensitive room
- US military specifications
- Packing on client's premises

FREIGHT SERVICES

Our experienced freight teams at our branches can assist you with customs documentation, letters of credit, cross trade, groupage and on carriage, for all worldwide consignments.



Consignments can be collected, customs cleared and then delivered anywhere in the world by major airlines that have global coverage and first flight availability.

Shipment status reports are supplied and consignees or nominated agents informed. We acknowledge the urgency of airfreight and pride ourselves on achieving demanding delivery deadlines.



An intimate knowledge of land based routes mean that door-to-door groupage or full-load services throughout the European continent can be offered.

John Pipe International uses various independent route specialists, which speed deliveries, drive costs down and provide an all round customer service. Consignments can be tracked throughout Europe.



As an independent, John Pipe International can negotiate the best rates and service with any shipping line.

There is a wealth of seafreight experience within the company. We take pride in understanding clients' requirements and responding accordingly. Whether it's 100 kilos to Sydney or 100 tonnes to Santos, we will get it there!

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FREIGHT

C of O – “Certificate of Origin” – a certificate certifying the origin of the goods – often required by middle eastern countries.

GROUPAGE – the grouping of multiple sellers’ consignments together.

LCL – “Less-than-container-load” – like groupage but when a container is used – often used if a consignment would not fill a whole container. This can be cost effective.

FCL – “Full-container-load” – when a consignment fills a container. Can be useful if sender wants to load at their premises and/or buyer wants to unload at their premises.

LETTER OF CREDIT (documentary credit) – An agreement involving seller’s and buyer’s banks which protects both parties in an international commercial contract for goods.

INCOTERMS

CFR – “Cost and Freight” (mainly seafreight): sender pays FOB plus the freight i.e. up to arrival at the foreign port only.

CPT – “Carriage Paid To”: sender pays all charges up to a sea or (mainly) airport anywhere in the world.

DAP – “Delivered At Place”: sender pays for all costs until items are ready to be unloaded for transportation to the destination, but the buyer is responsible for paying all import charges.

DDP – “Delivered Duty Paid”: sender pays all costs involved in delivery to the buyer’s address in the destination country.

FOB – “Free On Board” (mainly seafreight): sender pays all charges up to on board the ship awaiting departure.

(Scan here for <https://www.gov.uk/incoterms-international-commercial-terms/what-the-terms-mean-for-more-information>)



EXPORT PACKING

FOIL SEALING “Vacuum Packing” - goods are sealed within a barrier (usually laminated foil) with inclusion of desiccant to maintain low humidity within the package. This is the best way to protect electronic devices.

HERMETICALLY SEALED – goods are sealed into a polythene or foil bag, using heat to bond the bag together creating an air tight seal.

ISPM15 – “The international Standard for Phytosanitary Measures (Publ. No 15)” – a worldwide regulation governing treatment of wood packaging material – all our products comply and are stamped as such.

SHRINK WRAPPING – goods are wrapped in polythene which is heated with a flame gun causing the polythene to shrink around the goods. We do not recommend this method for medium to long term preservation if corrosion is a potential problem.

CASE OR CRATE?

CASE – (close boarded case) – timber boards forming the sheathing of a case are close together such that it is not possible to see inside the package (plywood sheathing can also be utilised).

CRATE – (open slatted crate) – when there are gaps between the boards. “Skeletal crate” is a name used when the gaps are very large.

JOHN PIPE INTERNATIONAL STYLES

DIB – several styles are available: These have strong structural bases where there is an additional layer of timber runners under the skids called dunnage strips. Typically would be used for goods over 500kg.

RIB – several styles are available: These cases have a base which has a layer of timber boards or plywood and timbers underneath (sometimes called skids) to enable the use of pallet or forklift trucks. Used for lighter goods generally.

FEFCO 0201 – Double Wall Carton.

MILITARY TYPE PACKING

BRITISH

DEFCON 129 – MOD publication which states contractual requirements for military packing.

DEF STAN 81-41 PARTS 1 - 6 – British military standard for packaging materials and design.

FAMILY SPECIFICATION – Defence standard for packing similar items.

LEVEL P – Packaging to withstand normal transportation & handling and protect packed item for up to five years in an indoor environment.

LEVEL N – As level P, but additionally each item packed in its own box, with enough protection to withstand rain for 5 minutes. Some protection against shocks and provision for mechanical handling equipment.

LEVEL J – As Level N, but packed suitably to withstand storage in any outside, worldwide climate. Greater protection against shocks.

MPAS – Military Packaging Awareness Scheme.

NSN – NATO STOCK NUMBER - Unique identifier given to equipment or materials used in NATO.

SPIS – Services Packing Instruction Sheet. Specific packing instruction for an individual NATO codified item.

STANAG 4329 – Standardisation Agreement for Barcode - agreed by NATO. Also known as **BARCODE 39**.

UNITED STATES DEPARTMENT OF DEFENSE (DoD)

Mil Std 2073-1D – US Navy packaging standard.

Mil Std 129P – US Navy standard for barcodes. (Barcode 39)

Please see our website for more styles of cases and crates: www.johnpipe.co.uk

Scan here to see our full glossary on our website



ISO CONTAINER DIMENSIONS

STANDARD CONTAINER



	STANDARD 20'		STANDARD 40'		STANDARD HIGH CUBE 40'	
INSIDE LENGTH	19'4"	5.89 m	39'6"	12.03 m	39'6"	12.03 m
INSIDE WIDTH	7'9"	2.35 m	7'9"	2.35 m	7'9"	2.35 m
INSIDE HEIGHT	7'10"	2.39 m	7'10"	2.39 m	8'10"	2.70 m
DOOR WIDTH	7'8"	2.34 m	7'8"	2.34 m	7'8"	2.34 m
DOOR HEIGHT	7'6"	2.28 m	7'6"	2.28 m	8'6"	2.59 m
CAPACITY	1,176 ft ³	33.29 m ³	2,378 ft ³	67.34 m ³	2,697 ft ³	76.37 m ³
TARE WEIGHT	5,159 lb	2,340 kg	8,378 lb	3,800 kg	8,818 lb	4,000 kg
MAX. CARGO	62,038 lb	28,140 kg	63,273 lb	28,700 kg	62,832 lb	28,500 kg

OPEN TOP & FLAT RACK



	OPEN TOP 20'		OPEN TOP 40'		FLAT RACK 40'	
INSIDE LENGTH	19'4"	5.89 m	39'5"	12.01 m	39'2"	11.95 m
INSIDE WIDTH	7'9"	2.35 m	7'9"	2.35 m	8'0"	2.44 m
INSIDE HEIGHT	7'9"	2.35 m	7'9"	2.35 m	6'6"	1.98 m
DOOR WIDTH	7'8"	2.34 m	7'8"	2.34 m		
DOOR HEIGHT	7'6"	2.28 m	7'5"	2.27 m		
CAPACITY	1,176 ft ³	32.31 m ³	2,259 ft ³	63.97 m ³	2,036 ft ³	57.73 m ³
TARE WEIGHT	5,152 lb	2,290 kg	9,259 lb	4,200 kg	11,419 lb	5,180 kg
MAX. CARGO	62,148 lb	28,190 kg	57,937 lb	26,280 kg	87,788 lb	39,820 kg

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