

RFI – REQUEST FOR INFORMATION



Shipping Documents and ML or ICA 10 number: _____ Exporter's name: _____

Internal reference of the Exporter (if applicable): _____

Booking Number: _____

Contact person: _____

Payer name and full address: _____

Exporter's contact person (name): _____

E-mail address of the contact person: _____

Phone number of the contact person: _____

Date of the containers stuffing:	/ /20	/ /20	/ /20	The full loading schedule under RFI should be provided (can be sent in the separate file) (minimum 3 working days of notice is required)
Time of the container stuffing (hour):				

Full address of the containers stuffing: _____

Inspection contact person (name): _____

E-mail address of the contact person: _____

Phone no. of the contact person: _____

Description of goods: _____

Type of packing: _____

Quantity of goods, for FCL shipments - quantity of containers to be loaded: _____

HS Code: _____

Quality requirements: _____

Partial shipment - Y/N: _____

Source of waste (from industrial/commercial/households activities, etc.): _____

POL date – the estimated time of the vessel departure: _____

POD date – the estimated time of the vessel arrival: _____

Full address of exporter: _____

Street: _____

Post code, city, country: _____

Exporter VAT number: _____

Filling of all the above fields are mandatory.

Documents to be submitted along with RFI

- Manufacturing License (ML) or Confirmation Letter for a Company Exempted from Manufacturing License (ICA 10) issued by MIDA
- Photos of cargo to be inspected

Final shipping documents must be provided to Baltic Control® within 14 days upon inspection completion.

Documents to be submitted after inspection

- B/L copy
- Commercial Invoice/Packing list

Important!

- Final Inspection Report is valid for 60 days from the date of inspection to apply for CoA.

If the FIR expired the goods are the subject to the re-inspection under 1C type. The costs of the re-inspection are to be covered by the Applicant.

One inspection should cover only one Bill of Lading (B/L). The number of samples taken during the inspection is calculated based on the number of containers listed on the B/L. This means that if an inspection covers more than one B/L, the number of samples taken may be insufficient to provide a representative analysis of the entire shipment. Therefore, according to SIRIM recommendations, each inspection should only pertain to one B/L to ensure the accuracy and reliability of the results.

If, after the inspection, it is found that the shipment was divided into multiple B/Ls, SIRIM may reject the 1B type report and require a re-inspection to be conducted in Malaysia, which would entail an additional fee. Therefore, it is important to ensure that each inspection pertains to only one B/L to avoid potential complications and extra costs.