



U.S. Department  
of Transportation  
**Research and  
Special Programs  
Administration**

400 Seventh St., S.W.  
Washington, D.C. 20590

MAR 23 2001

Mr. Mano J. Karnani  
Alkaloids Corporation  
8 Bentinck Street  
Calcutta-700 001

Ref. No. 00-0312

Dear Mr. Karnani:

This responds to your request for assistance in determining the United Nations identification number for "capsicum oleoresin." It is your understanding that because of the material's characteristics, it may be considered dangerous cargo in transportation.

Your letter provides no information about the physical state (solid, liquid, aerosol), chemical composition or hazard properties of your particular product or the manner in which the material is packaged. Therefore, we are unable to provide you with any specific guidance. Under § 173.22 of the U.S. Hazardous Materials Regulations (HMR; 49 CFR Parts 171-180), it is the shipper's responsibility to properly classify a material in accordance with the hazard class definitions in Part 173. If the material does not meet a hazard class definition and, in addition, does not meet the definition of a hazardous substance, hazardous waste, or a marine pollutant as defined in § 171.8, the material would not be regulated as a hazardous material under the HMR. Depending upon its properties and form when offered for transportation, capsicum oleoresin may be a Class 9 material, an aerosol if pressured with a gas, it may meet some other hazard class or may not be regulated. The material's manufacturer is the best source for this information.

I assume your intent is to export the material to the United States. If the material is a hazardous material under the HMR and if all or part of the transportation is by vessel, § 171.12(b) of the HMR permits, with certain exceptions, a hazardous material that is classed, packaged, marked, labeled, placarded and described in accordance with the requirements of the International Maritime Dangerous Goods Code to be offered and accepted for transportation in the United States. See 49 CFR 171.12. Similarly, § 171.11 of the HMR provides that a hazardous material may be transported by aircraft, and by motor vehicle either before or after being transported by aircraft, when



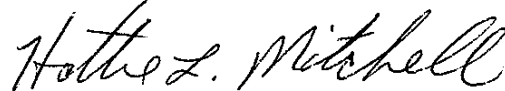
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prepared for transportation in accordance with the International Civil Aviation Organization's Technical Instructions for the Transport of Dangerous Goods by Air.

I trust this satisfies your request. Please contact us if we can be of further assistance.

Sincerely,

A handwritten signature in cursive script that reads "Hattie L. Mitchell". The signature is written in dark ink and is positioned centrally below the word "Sincerely,".

Hattie L. Mitchell  
Chief, Regulatory Review and Reinvention  
Office of Hazardous Materials Standards

Stevens

173-22

Shippers

Responsibility

00-0312

Gram : BRUSTRINE, Calcutta  
Telefax : (91) 33-248 8449 : 240 1619  
E-mail No. : alkacorp@vsnl.com

Phone { 248-1263  
248-5464  
248-7674

# ALKALOIDS CORPORATION

8, BENTINCK STREET,  
CALCUTTA-700 001.

## Telefax Message

November 07, 2000.

To  
U.S. Department of Transportation  
Research & Special Programs Administration,  
Office of Hazardous Materials Safety,  
400 Seventh Street, SW (DHM-32),  
Washington, DC 20590,  
U.S.A.

Dear Sirs,

We intend to export a quantity of 250 Kgs. Capsicum Oleoresin.

We understand that this falls under the category of Dangerous Cargo due to the characteristics of the product.

We are unable to identify the exact UN/IMDG Code No. of the product and shall be obliged if you can kindly inform the UN No. under which the product falls.

As per information available with us, the FEMA No. of the product is 2234 but in the absence of the UN No. we are unable to co-relate the same with the regulations governing movement of Dangerous Goods by air.

Thanking you in anticipation of receiving your prompt reply,

Yours faithfully,  
For ALKALOIDS CORPORATION

Manoj Karnani.