

Shellfish Facts

Alaska Seafood Code
Guidance

Food Safety & Sanitation
Program

Alaska Department of
Environmental Conservation

Code References:

NSSP MO XI.04 & .05
Guide to the Control of
Molluscan Shellfish, 2015
Revision

Definitions:

Conveyance

Any type of container used to transport shellfish. For the purpose of meeting the time and temperature requirements for conveyances, the containers in which the shellfish are being held must meet the required temperatures. Should shellfish be shipped in a small container within a cargo space the temperature requirement would apply only to the temperature of the container.

Primary Dealer

A primary dealer receives shellstock from harvesters. In Alaska, some of the primary dealers are also harvesters harvesting their own shellstock to be sold into commerce.

Secondary Dealer

A secondary dealer receives shellstock from a primary dealer, or receives shellstock from another secondary dealer.

Shellstock

Means live molluscan shellfish in the shell.

Commercial Shellfish Transportation Documentation

For Shellstock Shipper (SS), Shucker Packer (SP) & Reshipper (RS) Dealers

Records that document transportation are required under NSSP MO Chapter IX .05 for the wholesale shipment of shellstock from a primary dealer to a secondary dealer, and beyond the secondary dealer in those cases where shellstock may be re-shipped wholesale to other dealers.

Who is responsible for providing transportation documentation?

Each dealer who ships shellstock to another wholesale dealer. This records requirement does not apply to shipments directly from a dealer to a food service or retail food store.

What does the transportation document need to include?

The document or record must include two things:

- 1) the time the shellstock was shipped; and
- 2) the temperature of the conveyance, or the fact that the shellstock was adequately iced at the time of shipment.

A statement indicating the time of shipment **and** a written confirmation that the “shellstock was shipped adequately iced”, **or** “shipped in a truck container pre-chilled to less than 45°F” is recommended.

Do I need to document the shellstock temperature as part of this transportation record?

No. This rule only refers to the conveyance temperature, or that the shellstock is adequately iced at the time of transportation. However, shellstock temperature and cooling are very important requirements that are addressed in a different section of the Model Ordinance.

Do I need to create a new record to meet this requirement?

No. Documenting the shipping time and the shipping temperature of the container or conveyance/presence of adequate ice on a purchase order, invoice, bill of lading, or even the shellfish tag satisfies the requirement.

May I pre-print a statement on the shipping invoice to meet the requirement?

Yes, pre-printed statements on the invoice are acceptable if the dealer includes spaces to record the actual time of shipment and a place to check off that the dealer observed the temperature or icing at the time of shipment.

Is this record a HACCP record (that I am required to keep and review as part of my HACCP plan)?

For the *shipping* dealer, this record is not intended to be a HACCP record. However, for the *receiving* dealer, this record is used to show that the critical limit (the ambient air temperature of the conveyance must be 45°F (7.2°C) or below prior to loading and time of receipt) has been met at the receiving critical control point, so it is a HACCP record.



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<http://www.dec.alaska.gov/eh/fss/>
1-87-SAFE-FOOD or (907) 269-7501

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NOTE: This fact sheet is a compilation of major food safety rules regarding the given topic and is not designed to replace reading 18 AAC 34 and NSSP MO.

Must a Receiving Dealer reject a shellstock shipment if there is no transportation documentation?

Yes. As part of the receiving dealer's HACCP plan at the receiving step, the receiving dealer must ensure the shipping documentation information received from the shipping dealer shows that the shipment was shipped safely. If you don't receive a document or it is incomplete, you must reject the shipment.

Here is summary of how to evaluate shipping documentation and what action to take

How did you receive the document?	Time of shipment included?	Observation included?	Does it meet the requirements?	Accept shipment?
Document with shipment	Yes	No	No, must contain both an observation and a time of shipment	→ Reject shipment
Document with shipment	No	Yes	No, must contain both an observation and a time of shipment	→ Reject shipment
Document emailed or faxed, not with shipment	Yes	Yes	No, must accompany product in transit	→ Reject shipment
Document with shipment	Yes	Yes	Yes!	→ Check other receiving critical limits (tags, etc.)

Example 1:

All shellstock was shipped in a conveyance pre-chilled to 45F or less. Time of shipment: **2:15 pm**

Example 1 is **acceptable**. By adding a check mark, you are confirming that the truck temperature was observed at 45F or less and you've included a time of shipment.

Example 2:

All shellstock was shipped with adequate ice. Time of shipment: **2:15 pm**

Example 2 is **acceptable**. By adding a check mark, you are confirming that the product was observed with adequate ice when shipped and you've included a time of shipment.

More Resources

NSSP Model Ordinance,

<https://www.fda.gov/Food/GuidanceRegulation/FederalStateFoodPrograms/ucm2006754.htm>

ISSC Time/Temperature Q&A, <http://www.issc.org/timetemperature-q-a>



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