



## Billions in plant investments across the country support milk growth

**% Change in Milk Production 2022 vs. 2013  
Plus New Milk Processing Investments**

Legend:

- Orange Star: Cheese
- Blue Star: Milk Powder
- Black Star: Other Products
- Red Circle: Major milk growth areas

State Data (Milk Production Change %):

State	% Change
Alaska	-2%
Arizona	+24%
California	+5%
Colorado	+2%
Connecticut	+16%
Delaware	-49%
District of Columbia	-31%
Florida	-51%
Georgia	-2%
Idaho	+28%
Illinois	+15%
Indiana	-13%
Iowa	+25%
Kansas	+22%
Kentucky	-35%
Louisiana	-52%
Maine	+18%
Maryland	-31%
Massachusetts	+18%
Michigan	+18%
Minnesota	+15%
Mississippi	-46%
Missouri	-8%
Montana	+87%
Nebraska	-11%
Nevada	+6%
New Hampshire	+1%
New Jersey	-18%
New Mexico	+41%
New York	+1%
North Carolina	-39%
North Dakota	+106%
Ohio	-31%
Oklahoma	-8%
Oregon	+24%
Pennsylvania	+1%
Rhode Island	+1%
South Carolina	-19%
South Dakota	+72%
Tennessee	-58%
Texas	+60%
Vermont	+2%
Virginia	-2%
Washington	+24%
West Virginia	-13%
Wisconsin	+18%
Wyoming	+24%

*The views expressed by CMN's guest columnists are their own opinions and do not necessarily reflect those of Cheese Market News®.*

## Hidden Springs announces new ownership

The creamery will continue producing the same cheeses it is known for, with a few new additions coming in the future. Hidden Springs also is in the process of updating its website, and once updated; it will allow for online sales of its products. For more information, visit <http://hiddenspringscreamery.com>. **CMN**



## NEWS/BUSINESS

### Dairy, ag and food industry stakeholders urge action on ongoing shipping challenges

**WASHINGTON** — Several dairy, ag and food industry trade organizations including the International Dairy Foods Association, National Milk Producers Federation (NMPF) and U.S. Dairy Export Council (USDEC) recently sent a letter to the Biden administration expressing concerns about the ongoing West Coast port labor negotiations between the International Longshore and Warehouse Union and the Pacific Maritime Association. The labor contract now has been expired for more than eight months. Negotiations have been ongoing for more than 10 months, with little to no progress toward a new long-term agreement. Stakeholders say it is imperative that the administration work with the parties to quickly reach a new agreement and ensure there is no disruption to port operations and cargo fluidity.

Stakeholders previously shared concerns on July 1, 2022, when the contract initially expired.

“At that time we called upon the ad-

ministration to engage with the parties as well as urged the parties to agree to a contract extension while negotiations continued. We applauded the engagement from former Secretary of Labor Marty Walsh through the negotiations. Now that he has departed the administration, it is critical that a new administration point person be named to continue engagement with the parties as they negotiate,” the letter says. “With the lack of progress to date, we would also encourage the administration to offer mediation services to the parties in their negotiations.”

Stakeholders note significant cargo flows have shifted away from the West Coast ports because of the uncertainty related to the labor negotiations.

“While there certainly are other issues impacting the West Coast ports, many cargo interests have expressly stated that they shifted cargo as a result of the negotiations. That cargo will not return to the West Coast until after a contract is final and approved by both parties. The longer there is no ratified contract only increases the probability that some portion of the freight will never return to the West Coast ports,” the letter says.

Stakeholders add that businesses already have made their shipping decisions for the all-important peak shipping season, which will begin this summer.

“Even though cargo volumes have dropped, we continue to experience supply chain stress and challenges. While many continue to recover from pandemic-related issues, the ongoing stress of inflation and economic uncertainty continues to impact supply chain stakeholders as well,” the letter says. “The lack of a labor contract adds to this uncertainty. While we appreciate

that the parties agreed not to engage in a strike or a lockout, we are aware of several instances of activities that have impacted terminal operations. We need the administration to ensure these activities do not continue or escalate.

“We know that significant issues remain for both parties to resolve,” the letter continues. “However, the only way to resolve these issues is for the parties to remain at the bargaining table and actually negotiate. We encourage the administration to provide any and all support to the parties in their negotiations to reach a final agreement.”

Meanwhile, last week U.S. Reps. Dusty Johnson, R-S.D., and John Garamendi, D-Calif., introduced the Ocean Shipping Reform Implementation Act to build on the progress of the Ocean Shipping Reform Act (OSRA) that became law in June 2022. The Ocean Shipping Reform Implementation Act aims to crack down on the Chinese Communist Party’s (CCP) attempts to influence America’s supply chain, the bill’s sponsors say.

Specifically concerning China, the legislation establishes a formal process to report complaints against shipping exchanges like the Shanghai Shipping Exchange to the Federal Maritime Commission (FMC) for investigation; bans U.S. port authorities from using the Chinese state-sponsored National Transportation Logistics Public Information Platform (LOG-INK) and similar state-sponsored malware; directs the U.S. Department of Transportation (DOT) to contract an independent auditor to examine the influence of the People’s Republic of China (PRC) on the business practices of the Shanghai Shipping Exchange and report to Congress; and

codifies the definition of “controlled carrier” under the Shipping Act to encompass state-controlled enterprises in non-market economies like the PRC.

In the area of data streamlining and port performance statistics, the legislation authorizes the FMC to streamline data standards for maritime freight logistics and use existing data standards or industry best practices, including contracting an expert third party to develop the new federal data standard if needed, and authorizes the Bureau of Transportation Statistics to collect more information on port operations, such as the total of incoming and outgoing containers and yard capacity.

The Ocean Shipping Reform Implementation Act is supported by, among others, NMPF, USDEC, the Agriculture Transportation Coalition and the Consumer Brands Association.

“The Ocean Shipping Reform Act was a key step in the right direction to correcting an ocean shipping market that has for too long disadvantaged U.S. dairy exporters,” says Krysta Harden, USDEC president and CEO. “This bill gives the Federal Maritime Commission the full suite of tools necessary to return balance and certainty for American dairy exports.”

Jim Mulhern, NMPF president and CEO, notes American dairy producers rely upon a consistent transportation network for their products to reach international customers.

“The legislation introduced (last week) builds upon the important steps initiated in the Ocean Shipping Reform Act to correct an ocean shipping market that put U.S. dairy exporters at a steep disadvantage over the past three years,” he adds. CMN

### Comment period extended on child nutrition standards

**WASHINGTON** — USDA’s Food and Nutrition Service (FNS) in the March 31 Federal Register announced it is extending the comment period on proposed long-term school nutrition standards for, among other things, fluid milk, sodium and added sugars.

The original comment deadline for the proposed rule, which was released in early February, was April 10. The comment period has been extended to May 10, 2023. Online comments may be submitted at [www.regulations.gov](http://www.regulations.gov) referencing docket number FNS-2022-0043.

USDA’s rulemaking proposes new added sugars standards for the school lunch and breakfast programs, including for yogurt and flavored milk, and also proposes gradually reducing school meal sodium limits.

USDA also is proposing two alternatives for the current fluid milk standard: Alternative A proposes to allow flavored milk (fat-free and lowfat) at school lunch and breakfast for high school children only; and Alternative B proposes to maintain the current standard allowing all schools to offer fat-free and lowfat milk, flavored and unflavored, with the new proposed added sugars limit for flavored milk.

USDA received requests to extend the deadline for submitting comments. As of March 31, USDA has received almost 53,000 comments on the proposed rule. More than 8,000 of those comments address, at least in part, issues related to fluid milk, the agency says.

For more information, contact Tina Namian with FNS’ School Meals Policy Division at 703-305-2590. CMN

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