



## OFFICE OF THE GOVERNOR

**OCT 13 2025**

To the Members of the California State Senate:

I am returning Senate Bill 34 without my signature.

This bill would impose new requirements on the South Coast Air Quality Management District (SCAQMD) for any adoption or amendment of a rule or regulation passed after July 1, 2025 that imposes new or additional emissions reduction requirements on sources of air pollution associated with port operations. The bill also would prohibit any port-related action that imposes a cap on cargo throughput or cruise ship passengers, or uses public funds to require or incentivize the use of automated or remotely operated equipment or supporting infrastructure. All these prohibitions and requirements would remain in effect until January 1, 2031.

California's ports are critical to the stability of our national and global supply chains and are relied upon by most Americans to meet their everyday needs. Today, our ports handle about 40 percent of the nation's containerized imports and 30 percent of our nation's exports, making them vital points in the flow of goods and commerce. At the same time, ports are also one of the most significant sources of local air pollution due to their reliance on fossil fuels. Over the past several years, our ports have made tremendous progress in building zero-emission infrastructure to reduce harmful air and climate pollution that benefits not just the ports, but also the surrounding communities.

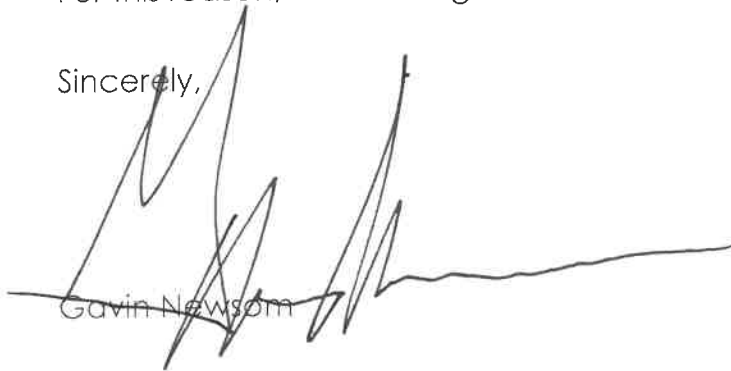
With the current federal Administration directly undermining our state and local air and climate pollution reduction strategies, it is imperative that we maintain the tools we have and encourage cooperative action at all levels to avoid the worst health and climate impacts. To that end, I am encouraged by the



productive discussions between the SCAQMD and the Ports of Los Angeles and Long Beach to identify and advance prudent air quality improvement measures and the SCAQMD's recent unanimous direction to staff to further their efforts to reach a Cooperative Agreement. This locally driven and collaborative approach toward reducing air and climate pollution is the type of consensus that should be supported and encouraged. This bill interferes with this approach, the progress made, and the ongoing good faith efforts made by the SCAQMD and the Ports of Los Angeles and Long Beach.

For this reason, I cannot sign this bill.

Sincerely,

A handwritten signature in dark ink, appearing to be "Gavin Newsom", written over a horizontal line. The signature is stylized with sharp, angular strokes. The text "Gavin Newsom" is printed in a small, sans-serif font directly beneath the signature line.

Gavin Newsom