

**BEFORE THE PUBLIC UTILITIES COMMISSION
OF THE STATE OF CALIFORNIA**



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Application of CATALINA CHANNEL EXPRESS, INC. (VCC-52), a California Corporation, to increase the baseline rates for its vessel common carrier service and to retain its existing Zone of Rate Freedom.

**APPLICATION FOR AUTHORITY TO MODIFY FARES
[PUBLIC VERSION]**

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Date: September 15, 2025

Attorneys for Catalina Channel Express

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I. INTRODUCTION

Pursuant to Section 454 of the Public Utilities Code¹ and Rule 3.2 of the Commission’s Rules of Practice and Procedure (“Rules”), Catalina Channel Express (“Applicant”) requests authority to modify its fares by increasing its baseline fares by approximately 20 percent for its scheduled and non-scheduled passenger vessel common carrier service between authorized Southern California mainland points and authorized points on Santa Catalina Island (“the Island”) and between authorized points on the Island.² Applicant also seeks to retain its currently authorized Zone of Rate Freedom (“ZORF”) of twenty percent (20%) above and below the proposed new baseline fares.³

¹ All statutory references herein are to the Public Utilities Code.

² Applicant’s most commonly sold ticket is an adult roundtrip between San Pedro or Long Beach and Avalon. (See Exhibit A, page 1.) The proposed increase for that fare is 20 %, an increase from \$70 to \$84. Proposed increases of other fares are approximately the same but fare levels are set at even dollar or half-dollar amounts. For ease of reference, the description of present and proposed fares will focus on the proposed increase to the fare for an adult roundtrip between San Pedro or Long Beach and Avalon. A complete table of present and proposed fares is shown in Exhibit A.

³ “The Commission may lawfully exercise discretion to allow a vessel common carrier to establish a ZORF under Article XII, Section 4 of the California Constitution and Section 701 of the Public Utilities Code.” *Catalina Channel Express*, Decision No. 98-12-016, 1998 Cal. PUC LEXIS 868, 83 CPUC2d 265 (Conclusion of Law No. 1)

Granting the application will increase Applicant's the base fares to the level currently being charged by Applicant pursuant to its existing authority under its ZORF.

II. IDENTIFICATION OF APPLICANT

Applicant's address and telephone number are:

Catalina Channel Express, Inc.
385 E. Swinford Street 2nd FL
San Pedro, CA 90731-1002
Tel: 310-519-7971

III. COMMUNICATIONS, CORRESPONDENCE AND NOTICES

Pursuant to Commission Rule 2.1(b), notices, correspondence and communications with respect to this Application should be addressed to:

Thomas J. MacBride, Jr.
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with a copy to Applicant's President, as follows:

Mr. Gregory E. Bombard, President
Catalina Channel Express, Inc.
385 E. Swinford Street 2nd FL
San Pedro, CA 90731-1002
Tel: 310-519-7971
Email: gbombard@catalinaexpress.com

IV. BUSINESS ORGANIZATION DOCUMENTS (RULE 2.2)

A certified copy of Applicant's Articles of Incorporation is already on file with the Commission in File No. VCC-52 as originally filed in Application 60379. Real time verification of Applicant's good standing with the Secretary of State may be found at <https://bizfileonline.sos.ca.gov/search/business>. Applicant's entity identification is 1014884.

V. FINANCIAL DATA (RULE 3.2(a)(1))

Applicant has submitted under seal as Exhibit B to this application an income statement for the period January 1, 2025 to June 30, 2025.⁴ Exhibit C to this application is a copy of Applicant's most recent annual report (2024) to the Commission which includes a balance sheet for December 31, 2024 (Schedule A). By separate motion, Applicant seeks to file Exhibit B under seal.

VI. NATURE AND QUALITY OF SERVICE SINCE CERTIFICATION

Applicant is a vessel common carrier holding VCC-52. Applicant is authorized to transport passengers and their baggage in scheduled service between Los Angeles Harbor (San Pedro), Long Beach Harbor, and Dana Point, on the one hand, and points on the Island, on the other hand; and between points along the shoreline of Los Angeles and Long Beach Harbors. Applicant is also authorized to provide nonscheduled service between the Island and Los Angeles and Long Beach Harbors, and between points on the Island.

Applicant has provided service between the Island and the Mainland for 44 years. Applicant operates seven days a week, year round, and has never missed a scheduled sailing other than as a result of significant weather delay.

⁴ Rule 3.2(a)(1) requires Applicant to provide, "A balance sheet as of the latest available date, together with an income statement covering period from close of last year for which an annual report has been filed with the Commission to the date of the balance sheet attached to the application." The "last year for which an annual report has been filed with the Commission" is 2024 (Exhibit C). The date of the balance sheet provided therein is December 31, 2024. Accordingly, Exhibit B, filed under seal, includes an income statement for the first two quarters of calendar year 2025.

VII. PROPOSED RATE CHANGES (RULE 3.2(a)(2)-(3))

A. Applicant's Present and Proposed Rates

Exhibit A sets forth Applicant's present⁵ and proposed fares. The Exhibit also shows the ZORF range for each of the requested new fare levels.

The baseline rate for the most commonly purchased ticket (adult, round trip, between Long Beach or San Pedro and Avalon) would increase from \$70 to \$84, the fare Applicant currently charges. The ZORF range (plus or minus 20%) would be \$67.20 to \$100.80. The senior rate would be roughly 10% less.

A review of the history of Applicant's current fares and its authorized Zone of Rate Freedom ("ZORF") provides context to the current application and shows that the proposed fares are reasonable.

B. History of Catalina Channel Express' Baseline Rates and ZORF

1. Baseline Fares

Applicant's present fares were set by D. 25-06-046 in A. 23-02-017 a proceeding that, while uncontested, took 28 months to complete. During that 28 month period the Consumer Price Index ("CPI") increased by 7.5%.⁶

Prior to the issuance of D. 25-06-046, Applicant's baseline rates were last approved over seventeen years ago in D. 08-07-036. It is likely that at least eighteen years will have passed from the issuance of D. 08-07-036 by the time the rates sought herein will be approved. Since D. 08-07-036 was issued, the Consumer Price Index ("CPI") has already increased by almost 54% and can be expected to increase further during the pendency of this application.⁷

⁵ The present baseline rates are those approved by Ordering Paragraph No. 1 of Decision 25-06-046 (issued July 3, 2025) which authorized Applicant to "to initiate a general fare increase of 16.67% pursuant to Public Utilities Code Sections 454 and 491.

⁶

https://data.bls.gov/timeseries/CUUR0400SA0?amp%253bdata_tool=XGtable&output_view=da ta&include_graphs=true

⁷ See footnotes 12 and 13 *infra*.

For context, the increase sought here, 40% over the rates set seventeen years earlier is equivalent to a compounded annual percentage increase of roughly 2.0 percent (.0199)⁸, a rate of increase less than the comparably stated rate of inflation, 2.5%⁹ (.02572) over the same period.¹⁰

2. Zone of Rate Freedom (“ZORF”)

In D. 98-12-016 the Commission authorized Applicant to establish a Zone of Rate Freedom (“ZORF”) of 10% above and below its then existing fares. The existing fares became Applicant’s “baseline” fares establishing the upper and lower limits of the ZORF. Subsequent decisions have authorized Applicant to expand its ZORF, first to 15% (D. 04-04-044), then to 20% (D. 06-12-022). D.08-07-036 which authorized Applicant to establish its baseline fares seventeen years ago maintained Applicant’s authority to modify its fares with the 20% +/- ZORF. As is the case with the prior ZORFs authorized by the Commission, Applicant may adjust its fares with the ZORF on ten days’ notice to the public and the Commission.¹¹

D. 25-06-046 authorized Applicant “to continue the established 20% Zone of Rate Freedom above and below the base rate...”.¹² The instant application seeks authority to maintain that ZORF.

C. Interplay Between (1) Applicant’s Proposed Fares and ZORF and (2) the Temporary Fuel Cost Surcharge that Expired with the Issuance of D. 25-06-046

1. Resolution TL-19139

On June 23, 2022, the Commission issued Resolution TL-19139 authorizing each vessel common carrier (“VCC”) to adopt a temporary ZORF tariff revision to reflect a

⁸ $1.0198^{17}=1.3979$.

⁹ $1.02572^{17}=1.54$

¹⁰ D. 08-07-036 was issued 14.25 years before the last available CPI data point.

¹¹ D. 08-07-036 (July 31, 2008), Ordering Paragraph Nos. 4 & 5.

¹² D. 25-06-046, Ordering Paragraph 2 at page 24.

dramatic increase in the cost of fuel (“Temporary Fuel Cost Surcharge”). Resolution TL-19139 provided that: “For VCCs [such as Applicant] that have been granted a Zone Rate of Freedom (ZORF), the upper limit shall be 20% above the fares and rates on tariffs currently filed with the Commission.”¹³

The Temporary Fuel Cost Surcharge was extended a number of times.¹⁴ In Resolution TL-19148 (May 30, 2024), the Commission extended the surcharge only to carriers, including Applicant, that had general rate cases pending at the Commission.

When the Commission issued Resolution TL-19139, Applicant’s fare for a roundtrip adult ticket on Applicant’s most frequently traveled route (Long Beach/San Pedro–Avalon) was \$70. Pursuant to TL-19139, the 20% ZORF range for this fare temporarily became \$70–\$84. In late June of 2022, Applicant, increased the fare from \$70 to \$77 (half the increase authorized by Resolution TL-19139). Because of the extraordinarily long period of time required to process A. 23-02-017, Applicant was compelled to exercise its ZORF authority completely in early 2024, resulting in the \$84 fare charged at the time the Commission issued D. 25-06-046.

Accordingly, when the Commission issued D. 25-06-046, it (1) effectively raised Applicants new maximum fare under its standard ZORF to a fare Applicant was already charging and (2) foreclosed Applicant from seeking any further recourse to the ZORF adopted pursuant to the Fuel Cost Surcharge.

2. Approval of Applicant’s Rate Proposal Will Mitigate Uncertainly Surrounding Fuel and Other Vessel Costs

In the absence of relief pursuant to this application, Applicant would lack any recourse to its ZORF to meet rising costs in 2026-2027 and beyond. Yet, as of the date of this filing, the cost of fuel has not dropped to the pre-2022 levels set forth in Chart 3 of TL-19139; moreover, as of January 12, 2023, the California Air Resources Board (“CARB”) requires Applicant to use a more expensive fuel than it used in 2022 and prior

¹³ Res. TL-19139 (June 23, 2022) at Ordering Paragraph 1.

¹⁴ Res. TL-19141 (June 8, 2023); Res. TL-19148 (May 30, 2024).

years.¹⁵ Employee wages increase every year and the cost of insurance is expected to increase by double digits. Finally, as discussed in VIII C *infra*, Applicant will be shortly required to bear millions of dollars in new costs arising from (1) its employment of a large new vessel with Tier 3 engines that produce a sharply lower level of emissions than those produced by current vessels (which are already quite low, in compliance with current CARB requirements) and (2) the replacement of four Tier 2 engines in an existing vessel with four Tier 3 engines to, again, greatly reduce emissions as directed by CARB.

Accordingly, Applicant seeks base fares and a ZORF that will allow Applicant to respond to competitive pressures and changes in costs without regard to the timing of rate relief or through an industry wide temporary fuel cost surcharge. More specifically, Applicant seeks authority to increase its base fares by roughly 20% and to retain its existing ZORF, one approved by the Commission sixteen years ago in D. 06-12-022 and again earlier this year in D. 25-06-046.

D. The Proposed Fare Increases, Which Fall Short of Inflation, Should Be Approved Expeditiously.

Applicant asks that the Commission expeditiously approve its request for a 20% increase in base rates. The proposed increase, as noted earlier, is less than the increase in CPI since Applicant's 2008 GRC decision, D.08-07-036. Applicant seeks to maintain its existing ZORF to permit it to respond to competitive conditions, weather conditions affecting ridership and cost changes without having to file a formal pleading with the Commission.

Applicant's history belies any notion that it views a ZORF as an unbridled vehicle for rate increases. When TL-19139 was issued in June of 2022, Applicant did not utilize the full upper limit of the ZORF authorized under TL-19139 when it increased fares. It only did so when the processing of its uncontested A. 23-02-017 took an unprecedented

¹⁵ See discussion at VIII.B.2 *infra*.

28 months, a period of time during which the CPI increased by 7.5%. Indeed, Applicant may be the only vessel carrier that has ever employed its ZORF to lower fares.¹⁶

VIII. JUSTIFICATION FOR AN INCREASE IN RATES

A. Increase in Overall Expenses

As noted earlier, Applicant's proposed fare increase should be evaluated in the context of (1) the large increase in the CPI from the date of issuance of D. 08-07-036 to the date of filing A. 23-02-017 and (2) the 7.5% increase in the CPI from the date of filing A. 23-02-17 to the present. As noted at pp. 4-5 *supra*, the total increase over that combined period was 54% or slightly in excess of 2.5% compounded annually. That compound annual increase in the CPI exceeds the less than 2% compound annual increase over the same time period at the base fares proposed in this Application.¹⁷

B. Increase in Fuel Costs

1. Increase in Cost of Ultra-Low Sulfur CARB Diesel

The cost of fuel in the US has remained higher than the pre-2022 period described in Res. TL-19139 (Chart 3). In 2008, in Los Angeles, CA the average spot price for Ultra-Low Sulfur CARB Diesel was \$2.91 per gallon.¹⁸ In the week of June 6, 2022-June 10, 2022 the average spot price was \$3.47 per gallon..¹⁹ In 2022 alone, the cost of diesel increased 36.2%.²⁰ On January 10, 2023, the U.S. Energy Information Administration predicted that:

U.S. diesel prices...will be higher this summer as a result of high crude oil prices and low global inventories. As with gasoline, crude oil prices

¹⁶ In 2016, Applicant employed its ZORF to lower its fare from \$69 to \$67. At the time of the reduction, the maximum fare permitted under Applicant's ZORF was \$72.

¹⁷ See page 4, *supra*.

¹⁸

https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EER_EPD2DC_PF4_Y05LA_DPG&f=A.

¹⁹ https://www.eia.gov/dnav/pet/hist/eer_epd2dc_pf4_y05la_dpgD.htm.

²⁰ https://www.eia.gov/dnav/pet/hist/eer_epd2dc_pf4_y05la_dpgD.htm.

are the primary driver of diesel fuel prices and remain highly volatile and subject to uncertainties. Changes in crude oil markets could result in diesel prices that are higher or lower than forecast, which in turn could affect consumption.

An additional source of uncertainty lies in distillate trade and prices as a result of the petroleum market disruptions from Russia's further invasion of Ukraine. Many European countries traditionally import distillate from Russia, and global commercial distillate inventories remain low.²¹

The proposed new baseline fares combined with renewed ZORF authority will allow Applicant to react to the increasing diesel prices amidst volatile market conditions.²²

2. New Regulations for Commercial Harbor Craft (CHC)

On December 30, 2022, the Office of Administrative Law (OAL) approved California Air Resources Board ("CARB") amendments to the Commercial Harbor Craft (CHC) Regulation, section 2299.5, title 13, division 3, chapter 5.1 and section 93118.5, title 17, chapter 1, subchapter 7.5 of the California Code of Regulations (CCR).²³ As amended by the CARB, the CHC Regulation became effective January 1, 2023,, one month prior to the filing of Applicant's A. 23-02-017. It requires that all Commercial Harbor Craft, including vessels operated by Applicant, are required to use renewable diesel (R100 or R99) ("Renewable Diesel") which is more expensive than the Ultra-Low Sulfur CARB Diesel CCE employed through the end of 2022. During the last week of July (7/18/25-7/25/25), the cost of Ultra-Low Sulfur CARB Diesel fuel in Los Angeles was \$2.60/gallon.²⁴ CCE expects that its cost of Renewable Diesel will be roughly \$3.35/gallon.

²¹ <https://www.eia.gov/outlooks/steo/report/summerfuels.php>

²² A ZORF permits vessel carriers to respond to increased fuel costs. Under normal economic conditions, however, fuel costs do not form the principal impetus for the exercise of ZORF authority.

²³ <https://ww2.arb.ca.gov/resources/fact-sheets/chc-factsheet-implementation-timeline>

²⁴ https://www.eia.gov/dnav/pet/hist/eer_epd2dc_pf4_y051a_dpgD.htm

C. Cost of New and Existing Vessel Compliance with Emission Limitations

Most significantly, Applicant is now faced with substantial cost increases over the next few years arising out of its obligation to retrofit an existing vessel and acquire a very expensive new vessel to comply with emission standards set by CARB.

The cost of the new vessel is roughly \$30 Million of which half will be funded from a grant by CARB through the Port of Los Angeles as a Los Angeles Marine Emission Reduction (“LAMER”) grant. The balance, roughly \$15 Million, will be borne by Applicant which will be required to make outlays and secure financing for that \$15 Million obligation over a period of years. In addition to the costs Applicant will bear itself, Applicant will be required to finance the LAMER portion of the construction costs pending reimbursement from LAMER adding some \$150,000-\$250,000/year in interest costs to Applicant’s own outlays for the new vessel.

The cost of replacing the four Tier 2 engines in the existing vessel with four new Tier 3 engines will be \$5-\$5.5 Million of which \$2-\$2.5 Million will be borne by Applicant and the balance from a grant through the Port of Long Beach.²⁵ During the period of the retrofit, the vessel will not be operated but it still must be maintained at Applicant’s expense. Moreover, as is the case with regard to the engine in the new vessel, the new engines in the existing vessel are being manufactured in Europe; accordingly, the final cost of the engines will be affected by the current administration’s tariff policy.

Applicant’s recorded cost of “Operation of Vessels” (account 421) was \$10,582,097 in 2024.²⁶ The new costs of acquisition and retrofit described above will result in a substantial increase in that figure for 2025. More critically, Applicant believes the costs shown in account 421 are likely to increase to at least \$12 Million in 2026 and to at least \$13 Million in 2027 and the years following.

²⁵ In the context of reducing emissions, it is the conversion from Tier 2 engines to Tier 3 engines that provides the most significant benefits.

²⁶ Exhibit C, Schedule B-2, line 30 (Account 421).

While Applicant believes it will bear the increased costs for at least three years, the level of immediate costs will vary over time. Accordingly, Applicant intends to maintain its current \$84 fare if the instant application is granted and implement fare increases in the future (most likely late 2026 and 2027) through its ZORF as costs make those increases necessary.

Critically, Applicant cannot simply file a new application immediately prior to, or contemporaneously with, incurring the substantial new costs. As a result of the current processing time for vessel rate applications, Applicant would be required to make substantial outlays with no realistic chance of timely recovering those costs in fares.

D. Increase in Labor Costs

The largest of Applicant's vessels, those operating between the Los Angeles/Long Beach Harbor and the City of Avalon, require a crew of 7-8 on the vessel and a ground crew of 2-3 at the dock and 4-5 in Applicant's ticket office. The size of the crew at the dock and on the vessel does not vary by passenger load and is largely driven by the requirements of the US Coast Guard. Applicant's labor costs increased by 5.9 percent from 2022 to 2023 and 4.7% from 2023 to 2024. Applicant expects labor costs to increase by at least 3% (roughly \$448,000) in 2025 and again in 2026.

E. Increase in the Cost of Liability Insurance

Applicant has always obtained insurance at levels exceeding those required by General Order 111-C. The required coverage levels set in General Order 111-C are dependent on the "passenger seating capacity" of the vessels, rather than the average recorded or estimated passenger count. The cost is fixed.

In 2008, Applicant reported \$525,564 in insurance costs; the comparable figure in 2024 was \$860,512, an increase of 64%.²⁷ Applicant expects that, like all forms of insurance in California, the insurance required by GO 111-C will sharply increase in cost

²⁷ Exhibit C, Schedule B-2, Line 39 (account 471).

over each of the next few years as insurance carriers leave California and the marine industry.

Applicant expects insurance premiums to increase by 10-12% annually for the next few years.

IX. UNCERTAIN COSTS AND REVENUES PROVIDE JUSTIFICATION FOR MAINTAINING A 20% ZORF

Applicant has been authorized to maintain a ZORF for twenty-seven years. That ZORF has been set a 20% +/- for the last eighteen years. Over that time, Applicant has only raised rates to the maximum allowed by its ZORF when the Commission took 28 months to process its last unopposed rate application, A. 23-02-017. As noted earlier, Applicant has also employed its ZORF to lower fares.²⁸

ZORF flexibility permits the Applicant to address its need to maintain ridership by holding rates to affordable levels. Notwithstanding the fact that customer revenues are variable, Applicant's costs are generally fixed. It costs Applicant the same amount to carry 10 or 200 passengers on a trip between Avalon and the Mainland. Accordingly, it is critical that Applicant maintain a high load factor. The ZORF is essential to allow Applicant to meet the downward price pressures of remaining competitive as well as the upward price pressures of meeting increased operating costs.

Applicant is not the only vessel carrier providing passenger service between Santa Catalina Island and the Mainland. Perhaps more importantly, the Island is not the only tourist destination available to travelers to Southern California; it is but one of myriad recreation and entertainment choices Southern California makes available to the public. Most of Applicant's customers are riding Applicant's vessels on an entirely discretionary basis and will find something else to do if the weather is unfavorable, as occurred in the summer of 2025. It is the patronage of discretionary passengers, tourists, that permits Applicant to achieve the higher load factors that support affordable fares, the fares

²⁸ In 2016, Applicant employed its ZORF to lower its fare from \$69 to \$67. At the time of the reduction, the maximum fare permitted under Applicant's ZORF was \$72.

available to other passengers for whom the trip between Avalon and the Mainland is more of a necessity than an option.²⁹

The twin needs to maintain affordable fares while recovering changing costs have caused Applicant to increase and decrease its fares many times in the twenty-two years the Commission has authorized Applicant to employ a ZORF. Again, however, Applicant has only increased its fares to the highest level of its ZORF when compelled to do so because of the Commission's unexpected (indeed, unprecedented) delay in processing Applicant's unopposed A. 23-02-017.

X. SUMMARY OF EARNINGS (RATE OF RETURN SUMMARY) ON A DEPRECIATED RATE BASE (RULE 3.2(a)(5))

Vessel rates are not set on the basis of return on rate base. Typically, the Commission authorizes increases in fares (and revenues) based on a showing of increases in operating expenses³⁰ or reduced revenues at current rates.³¹ Here, applicant seeks a 20% increase in baseline rates.

When it filed A. 23-02-017, Applicant estimated that the rates sought would produce an operating ratio of 93.56%.³² Between the time that A. 23-02-017 was filed and that it was decided, however, the CPI increased by over 7% pushing the operating ratio higher and profitability lower.³³ The only reason that Applicant produced an operating ratio of 93.2% for the first six months of 2025³⁴ was that it was able to charge

²⁹ Exhibit A shows a commuter fare of roughly 26.5% below the standard adult fare.

³⁰ See, *Blue & Gold Fleet*, Decision 16-12-050 December 15, 2016. See also, *Balboa Island Ferry, Inc.*, Decision 20-02-055 (February 27, 2020) 2020 WL 1667248 (Cal.P.U.C.), “Operating Ratio (OR), expenses as a percent of revenue, is a common method for expressing profitability for transportation companies. An OR within the range of 90 - 100% has been considered an acceptable ratio. An OR greater than 100% demonstrates that a company is “unprofitable” in terms of revenue generated.”

³¹ *Catalina Freight Lines*, Decision 09-08-011 August 20, 2009.

³² D. 25-06-046, pp. 11-12. See also, description of “operating ratio” as “expenses as a percent of revenue” in footnote 30 *supra*.

³³ See footnote 30, *supra*.

³⁴ Exhibit B [filed under seal], Schedule B, Line 23/Line 22.

fares at the maximum amount permitted under the Fuel Cost Surcharge³⁵ while it continued to wait for a decision in A. 23-02-017 (which had then been pending for almost two years.) With the issuance of D. 25-06-046, Applicant's authority to assess those fares was terminated and replaced by the fares authorized in D. 25-06-046. Those fares, even as increased to the maximum permitted under the ZORF authorized in D. 25-06-046, are only at a level that Applicant had already been charging for most of 2024 and all of 2025.

If Applicant's fares are not increased, its revenues will stand capped at those produced by the \$84 fare. Its costs, however, will steadily and substantially increase in the last quarter of 2025 and even more in 2026-2027. The CPI increased over 3% during the first six months of 2025 and is likely to increase by at least another 3% while this application is pending. If this application is delayed to the same degree as Applicant's last application, Applicant's OR will exceed 99% and with the expected additional costs arising from the new and the retrofitted CARB-compliant vessels will produce an OR over 100%-an operating loss.

The figures in Exhibit B³⁶ show that if:

- (1) Applicant's 2026 revenues are equal to its projected 2025 revenues, and
- (2) Applicant's 2026 operating expenses are equal to its 2025 projected operating expenses plus \$1.5 Million, then,
- (3) Applicant's operating ratio for 2026 would be 96.87%.

The figures in Exhibit B also show that if:

- (1) Applicant's 2027 revenues are equal to its projected 2025 revenues; and
- (2) Applicant's 2027 operating expenses are equal to its 2025 projected operating expenses plus \$3 Million, then
- (3) Applicant's Projected 2027 operating ratio will be 100.51%, an operating loss.

³⁵ Res. TL-19155 (April 11, 2025).

³⁶ See Exhibit B (filed under seal) Schedules B-1 and B-2.

If the instant application is granted, Applicant will be permitted to sustain an OR approximating 90% by implementing incremental slight fare increases to offset the increased vessel, fuel, labor, insurance and other costs as they arise. The Commission will be able to monitor the effect of any increase on Applicant's operating results by reviewing Applicant's Annual Reports filed in mid-2026, mid-2027 and thereafter.

XI. NO PUBLIC SUBSIDIES

With the exceptions described in VIII.C., Applicant does not receive any subsidies from any federal, state or regional agencies or public transportation program funds for its Commission-regulated vessel common carrier passenger service. Applicant is completely dependent upon revenues from passenger fares to cover its operating expenses and to earn a return on its investments in the service.

XII. DESCRIPTION OF EQUIPMENT (RULE 3.2(a)(4))

A description of Applicant's current vessels is set forth in Schedule C-1 to its 2024 Annual Report (EX_C). The new vessel described in VIII.C. *supra* is not yet in service.

XIII. APPLICANT ONLY HAS ONE "DEPARTMENT, DISTRICT OR EXCHANGE" SUBJECT TO COMMISSION REGULATION³⁷ (RULE 3.2(A)(6))

Applicant only has one "department, district or exchange" subject to Commission regulation. Accordingly, Rule 3.2(a)(6) does not require information beyond what Applicant has provided herein.

XIV. COMPLIANCE WITH CEQA (RULE 2.4)

The modifications to Applicant's fares set forth in Exhibit A will not expand Applicant's authorized scope of operations. Therefore, there is no possibility the proposed service will have a significant effect on the environment.³⁸ (In fact, the new Tier 3 engines funded in part by newly authorized fares will improve the environment.)

³⁷ Rule 3.2(a)(6).

³⁸ See, *Blue and Gold* Decision 16-12-050 (December 15, 2016), Finding of Fact No. 12: "A California Environmental Quality Act review is not required for this decision because it can be seen with certainty that there is no possibility that the activity in question may have a

XV. THE APPLICATION DOES NOT HAVE ANY IMPACT ON THE ACHIEVEMENT OF THE COMMISSION'S ENVIRONMENTAL AND SOCIAL JUSTICE (ESJ) ACTION PLAN

The Commission's ESJ goals focus on the provision of energy and water service and the siting of utility facilities. The transportation elements of the Commission's Environmental & Social Justice Action Plan, Version 2.0 (released April 7, 2022) ("ESJ 2.0")³⁹ are limited. The Commission seeks to pursue opportunities (1) for "ESJ communities to access clean vehicles and services from Transportation Network Companies (TNCs)"⁴⁰ and (2) "to bolster safety along rail lines in ESJ communities."⁴¹ The transportation "Case Studies"⁴² in ESJ 2.0 address driverless vehicles.⁴³ At the February, 2021 Workshop to develop ESJ 2.0 the transportation issues addressed were TNCs, railroad lines and charging of electrical vehicles.⁴⁴

The Application does not implicate ESJ issues set forth in ESJ 2.0 or ESJ 2.0 (April 7, 2022). The discussion of transportation in ESJ 2.0 (pp. 100-101) focuses on the operation of motor vehicles. Applicant's vessel routes travel entirely over water and Applicant primarily serves tourists.

XVI. THE APPLICATION DOES NOT PRESENT ANY SAFETY ISSUES

The Application does not raise safety issues. The Application proposes no changes in Applicant's operations or points of service. Applicant's operations are already subject to the rules, regulations and requirements of the United States Coast

significant effect on the environment because granting the fare increase does not change the service."

³⁹ <https://www.cpuc.ca.gov/-/media/cpuc-website/divisions/news-and-outreach/documents/news-office/key-issues/esj/esj-action-plan-v2jw.pdf>

⁴⁰ Uber, Lyft and others.

⁴¹ ESJ 2.0 at p. 24.

⁴² *Id.*, App. D.

⁴³ *Id.* at pp. 100-101.

⁴⁴ *Id.* at p. 55.

Guard. Applicant has always maintained liability obtained insurance at levels exceeding those required by General Order 111-C

XVII. CATEGORIZATION, NEED FOR HEARING, SCHEDULE AND ISSUES (RULE 2.1(c))

A. Categorization and Need for Hearing

Applicant proposes that this matter be categorized as ratesetting.

Applicant submits that hearings are not necessary. The current rates set by D. 25-06-046 were not the subject of evidentiary hearings. Moreover, evidentiary hearings were not required prior to the most recent decisions setting the rates of other Southern California⁴⁵ and Northern California⁴⁶ vessel carriers.

Applicant's last four general rate cases were unopposed and Applicant is unaware of any material legal or factual issues that are or could be disputed.

B. Proposed Schedule

Because Applicant believes that no hearing is required, it proposes the following schedule:

Application Filing Date	September 15, 2025
Notice in Daily Calendar	5 Days after Application Filing Date

⁴⁵ No hearing was required when Decision 18-07-033 (July 26, 2018) set rates for Catalina Clipper, LLC when it was certified in 2018. Nor was any hearing was required prior to Decision 07-06-007 (June 7, 2007) setting rates for Catalina Classic Cruises. The same was true for Decision Nos. 06-10-014 (October 5, 2006) and 03-06-019 (June 5, 2003) setting fares for Catalina Passenger Service, Inc. No hearings were held in connection with the general rate decision for *Star and Crescent Boat Company*, Decision 24-02-016 (February 15, 2024).

⁴⁶ See, *Blue & Gold* Decision 16-12-050 (December 15, 2016); *Blue & Gold* Decision 16-12-048 December 15, 2016. Decision 16-10-009 (October 13, 2016) did permit Blue and Gold to withdraw its application to discontinue the offering of a 20-ticket discount books when a passengers asserted that the withdrawal would result in a 66% fare increase. Moreover, there have been contested proceedings in which rates were an ancillary issue in an application for certification (or amended certification.) See, *Tideline Marine Group*, Decision 21-12-027 (December 16, 2021); even in that matter, which was technically "contested", no evidentiary hearings were held.

Protests and Responses Due	30 Days after Notice in Daily Calendar
Reply to Protests	10 Days after Protests, if any
Pre-Hearing Conference	20 Days after Date Protests and Responses are Due.
Scoping Memo Issued	15 Days after Pre-Hearing Conference
Proposed Decision Issued	90 Days after Application Filing Date ⁴⁷
Commission Final Decision	120 Days after Application Filing Date ⁴⁸

C. Issues to be Considered

The sole issues are whether (1) the increases to Applicant’s baseline fares sought herein are just and reasonable; and (2) Applicant’s existing Zone of Rate Freedom (“ZORF”) should continue to be authorized.

⁴⁷ Catalina Channel Express recognizes that this date is only 20 days after the date set for the issuance of the Scoping Memo. Applicant notes, however, that by the scheduled date for the issuance of the Scoping Memo, five weeks will have passed since the expiration of the protest period. If the initial preparation of a Proposed Decision (“PD”) commences as soon as the Commission is apprised that the application is uncontested, the Assigned Commissioner would have fifty-five (55) days to prepare and serve a PD.

⁴⁸ Rule 14.6(c)(2) of the Commission Rules of Practice and Procedure allows the Commission to waive the period for public review and comment on proposed decisions in the event that a matter is uncontested and where the decision grants the relief requested. Assuming no protests are filed and the decision grants the related requested, Catalina Channel Express requests that the Commission waive the period for public comment and process this Application to accommodate the proposed schedule.

XVIII. SERVICE OF APPLICATION (RULES 2.7 and 3.2(b))

In accordance with Rule 2.7, Applicant will furnish a copy of this Application to any potential competitor, governmental entity, or interested party requesting a copy and/or to any other persons as the Commission may direct.

In accordance with Rule 3.2 (b), within 20 days of filing this application, Applicant will serve a notice to the following stating in general terms the proposed increases in rates or fares: (1) the Los Angeles County Counsel, (2) the Los Angeles City Attorney and (3) the Avalon City Attorney.

WHEREFORE, Applicant respectfully requests that it be authorized to revise its tariff as shown in Exhibit A.

Respectfully submitted September 15, 2025 at San Francisco, California.

DOWNEY BRAND LLP
Thomas J. MacBride, Jr.
Christopher Marelich

By: /s/ Thomas J. MacBride, Jr.
 THOMAS J. MACBRIDE, JR.

Attorneys for Catalina Channel Express

VERIFICATION

I, Gregory E. Bombard, am the President of Catalina Channel Express, Inc. ("CCE" or "Applicant"). I am duly authorized to make this verification on behalf of the Applicant.

I affirm and declare under penalty of perjury that, to the best of my knowledge, all of the statements and representations made in this Application are true and correct to the best of my knowledge except as to matters that are herein stated on information and belief. As to those matters, I believe them to be true.

I declare under the penalty of perjury that the foregoing is true and correct.

Dated: September 15th, 2025

Los Angeles, California



Gregory E. Bombard, President

EXHIBIT A

VCC - 52
CATALINA CHANNEL EXPRESS, INC.

SECTION 17 (cont'd.)

Between the ports of Long Beach, San Pedro, on the one hand, and all authorized points on Catalina Island for vessels of 20 knots or more in speed.

ZORF Authorized D. 25-06-046						Requested		
		Base R/T Fare	20% Low R/T Fare	20% High R/T Fare	Current R/T Fare	New Base R/T Fare	New 20% Low R/T Fare	New 20% High R/T Fare
Adult		\$70.00	\$56.00	\$84.00	\$84.00	\$84.00	67.20	100.80
Senior		\$63.00	\$50.40	\$75.60	\$75.50	\$75.50	60.40	90.60
Child		\$54.50	\$43.60	\$65.40	\$65.00	\$65.00	52.00	78.00
Infant		-	-	-	-	-		
Comm Islander	*	\$50.00	\$40.00	\$60.00	\$60.00	\$60.00	48.00	72.00
Comm Adult	*	\$51.50	\$41.20	\$61.80	\$61.50	\$61.50	49.20	73.80
Comm Child	*	\$41.00	\$32.80	\$49.20	\$49.00	\$49.00	39.20	58.80
Military		\$61.50	\$49.20	\$73.80	\$73.50	\$73.50	58.80	88.20
Industry		\$54.50	\$43.60	\$65.40	\$65.00	\$65.00	52.00	78.00
School	**	\$54.50	\$43.60	\$65.40	\$65.00	\$65.00	52.00	78.00
Camp	**	\$51.50	\$41.20	\$61.80	\$61.50	\$61.50	49.20	73.80
Groups	**	\$62.50	\$50.00	\$75.00	\$75.00	\$75.00	60.00	90.00

*Based on purchase of 10-ride book of tickets for 5 times the amount shown for current round-trip fare and in addition all wharfage fees.

**Sold on round-trip basis only.

Note 1: Current round-trip fares do not include wharfage fees, or "landing fees" assessed by the City of Avalon and Two Harbors, or points on Catalina Island.

Note 2: One-way fares are half the amount of round-trip fares.

Note 3: All fares include PUC tax.

Authorized by Decision: XXXX, dated XXXX.

Issued: XXXX

Effective: XXXX

VCC - 52
CATALINA CHANNEL EXPRESS, INC.**SECTION 17 (cont'd)**

Between the port of Dana Point, on the one hand, and all authorized points on Catalina Island.

ZORF Authorized D. 25-06-046						Requested		
		Base R/T Fare	20% Low R/T Fare	20% High R/T Fare	Current R/T Fare	New Base R/T Fare	New 20% Low R/T Fare	New 20% High R/T Fare
Adult		\$74.00	\$59.20	\$88.80	\$88.00	\$88.00	70.40	105.60
Senior		\$67.00	\$53.60	\$80.40	\$79.50	\$79.50	63.60	95.40
Child		\$58.00	\$46.40	\$69.60	\$69.00	\$69.00	55.20	82.80
Infant		-	-	-	-	-	-	-
Comm Adult	*	\$55.00	\$44.00	\$66.00	\$65.00	\$65.00	52.00	78.00
Comm Child	*	\$43.00	\$34.40	\$51.60	\$51.00	\$51.00	40.80	61.20
Military		\$65.50	\$52.40	\$78.60	\$77.50	\$77.50	62.00	93.00
Industry		\$58.00	\$46.40	\$69.60	\$69.00	\$69.00	55.20	82.80
School	**	\$58.00	\$46.40	\$69.60	\$69.00	\$69.00	55.20	82.80
Camp	**	\$55.50	\$44.40	\$66.60	\$65.50	\$65.50	44.40	66.60
Groups	**	\$66.50	\$53.20	\$79.80	\$79.00	\$79.00	63.20	94.80

*Based on purchase of 10-ride book of tickets for 5 times the amount shown for current round-trip fare and in addition all wharfage fees.

**Sold on round-trip basis only.

Note 1: Current round-trip fares do not include wharfage fees, or "landing fees" assessed by the City of Avalon and Two Harbors, or points on Catalina Island.

Note 2: One-way fares are half the amount of round-trip fares.

Note 3: All fares include PUC tax.

Authorized by Decision: XXXX, dated XXXX.

Issued: XXXX

Effective: XXXX

VCC - 52
CATALINA CHANNEL EXPRESS, INC.

SECTION 17 (Cont'd)

Coastal Shuttle Service between Avalon and Two Harbors on Catalina Island.

ZORF Authorized D. 25-06-046					Requested		
	Base R/T Fare	20% Low R/T Fare	20% High R/T Fare	Current R/T Fare	New Base R/T Fare	New 20% Low R/T Fare	New 20% High R/T Fare
Adult	\$42.00	\$33.60	\$50.40	\$50.00	\$50.00	40.00	60.00
Child	\$33.50	\$26.80	\$40.20	\$40.00	\$40.00	32.00	48.00
Infant	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00
Camp	\$39.50	\$31.60	\$47.40	\$47.00	\$47.00	37.60	56.40
Group	\$39.50	\$31.60	\$47.40	\$47.00	\$47.00	37.60	56.40

Note 1: Current round-trip fares do not include wharfage fees, or "landing fees" assessed by the City of Avalon and Two Harbors, or points on Catalina Island.

Note 2: One-way fares are half the amount of round-trip fares.

Note 3: All fares include PUC tax.

Authorized by Decision: XXXX, dated XXXX.

Coastal Shuttle Service between points Queen Mary, Travelodge, Shoreline Village and Alamitos Bay, all in Long Beach Harbor.

SERVICES	Current O/W Fare	* Promotional Fare
AquaLink	\$ 2.00	-
AquaBus *	\$ 2.00	\$ 1.00

Note: All fares include PUC tax.

Issued on 6 days notice to reflect lower promotional fares for the Long Beach Harbor AquaBus Coastal Shuttle Service until December 31, 2005 (unless sooner canceled, modified, or extended) pursuant to agreement with the City of Long Beach that owns the vessels used to provide the service.

Promotional fare valid for the AquaBus Coastal Shuttle service only.

Issued: XXXX

Effective: XXXX

VCC - 52
CATALINA CHANNEL EXPRESS, INC.

SECTION 17 (cont'd)

Charter rates between Ports of San Pedro, Long Beach, on the one hand, and authorized points on Catalina Island for vessels of 22 knots or higher.

ZORF Authorized D. 25-06-046					Requested		
Vessel Capacity	Base Fare Per hour	20% Low Fare	20% High Fare	Current Fare	New Base R/T Fare	New 20% Low R/T Fare	New 20% High R/T Fare
0-150	\$1,150.00	\$920.00	\$1380.00	\$1380.00	\$1380.00	1,104.00	1,656.00
151-250	\$1,800.00	\$1,440.00	\$2160.00	\$2044.00	\$2044.00	1,635.20	2,452.80
251-399	\$2,300.00	\$1,840.00	\$2760.00	\$2703.00	\$2703.00	2,162.40	3,243.60

Charter rates between Ports of San Pedro, Long Beach, on the one hand, and Catalina Island for vessels of 18 knots or less.

ZORF Authorized D. 25-06-046					Requested		
Vessel Capacity	Base Fare Per hour	20% Low Fare	20% High Fare	*Current Total Hourly Charge, Less Wharfage Fees	New Base R/T Fare	New 20% Low R/T Fare	New 20% High R/T Fare
1-150	\$800.00	\$640.00	\$960.00	\$897.50	\$897.50	718.00	1,077.00
151-500	\$1,705.00	\$1,364.00	\$2046.00	\$1913.00	\$1913.00	1,530.40	2,295.60
501-700	\$2,160.00	\$1,728.00	\$2592.00	\$2533.50	\$2533.50	2,026.80	3,040.20

*Total Hourly Charge does not include wharfage fees, or "landing fees" assessed by the City of Avalon and Two Harbors.

Authorized by Decision: XXXX, dated XXXX.

Issued: XXXX

Effective: XXXX

EXHIBIT B

**CONFIDENTIAL
IN ITS ENTIRETY**

EXHIBIT C

VESSEL
COMMON
CARRIERS

VCC 52

2024
ANNUAL REPORT
OF

CATALINA CHANNEL EXPRESS

(NAME UNDER WHICH CORPORATION, PARTNERSHIP, LLC, OR INDIVIDUAL IS DOING BUSINESS)

385 E SWINFORD ST 2ND FL

SAN PEDRO CA 90731

(OFFICIAL MAILING ADDRESS)

TO THE
PUBLIC UTILITIES COMMISSION
OF THE
STATE OF CALIFORNIA
FOR THE
YEAR ENDING DECEMBER 31, 2024

VESSEL COMMON CARRIERS

Received	2024 ANNUAL REPORT OF Catalina Channel Express, Inc. (VCC0000052) <small>(Name under which Corp., Partnership or Individual is Doing Business)</small> 385 East Swinford Street 2nd Floor San Pedro, CA Zip 90731 <small>(Official Mailing Address)</small>	
Statistics		
Revenue		
Examined		

TO THE PUBLIC UTILITIES COMMISSION—STATE OF CALIFORNIA
FOR THE YEAR ENDING DECEMBER 31, 2024
GENERAL INFORMATION

1. OWNERSHIP—Check and fill in appropriate line:

☐ Individual _____

(Name)

☐ Partnership _____

(Name)

(Name)

(Name)

☒ Corporation Catalina Channel Express, Inc.

(Name)

Incorporated in state of California

date 1/21/1981

Principal Officers

<u>Greg Bombard</u>	<u>President / CEO</u>
(Name)	(Title)
<u>Lori Bombard</u>	<u>Secretary / Treasurer</u>
(Name)	(Title)
(Name)	(Title)

2. Name of person to whom correspondence should be addressed: Greg Bombard

3. Names of companies under common control with carrier: _____

4. Names of corporations, partnerships or individuals whose property and/or operating authority has been acquired during the year: _____

5. Type of carrier (passenger, or property, or both): Passenger

6. Principal commodities transported (property carriers): _____

7. Location of operations (ports plied between or general territory served):
San Pedro, Long Beach - Catalina Landing, Long Beach - Queen Mary,
Dana Point, Avalon, Two Harbors

SCHEDULE A - CONDENSED COMPARATIVE BALANCE

Line No.	Balance Begin of Year	ASSETS	Balance End-of-Year
1	38,024,860	Cash	45,089,189
2	2,936,870	Other current assets	958,866
3	15,172,925	Transportation property (schedule A-1)	15,206,244
4	10,325,897	Less depreciation reserve (Schedule A-1)	10,808,740
5	4,847,028	Net transportation property	4,397,504
6	120,808	Noncarrier physical property	120,808
7	119,988	Less depreciation reserve	120,808
8	820	Net noncarrier physical property	-
9	12,129,752	All other assets and debits	10,507,165
10	57,939,330	Total Assets	60,952,724
11			
12		LIABILITIES AND CAPITAL	
13	1,165,354	Accounts payable	1,235,656
14	6,316,454	Accrued taxes	5,195,692
15	1,573,049	Long-term debt	1,593,121
16	18,434,210	All other liabilities and credits	17,061,773
17	11,000	Capital stock	11,000
18	30,439,263	Proprietorship capital	35,855,482
19		Surplus	
20	57,939,330	Total Liabilities and Capital	60,952,724

SCHEDULE B - INCOME STATEMENT

Line No.	Acct. No.	Account	Amount
21		I - WATER-LINE OPERATING INCOME	
22	300	Water-line operating (Schedule B-1)	48,165,221
23	400	Water-line operating (Schedule B-2)	39,357,133
24		Net revenue from water-line operations	8,808,088
25		II - OTHER INCOME	
26	502	Income from noncarrier operations	5,748,861
27	503	Dividend income	
28	504	Interest income	1,842,939
29	505	Income from sinking and other special funds	
30	506	Release of premium on long-term debt	
31	507	Miscellaneous Income	1,179,217
32	508	Profits from sale or disposition of property	14,000
33		Total other income	8,785,017
34		Total income	17,593,105
35		III - MISCELLANEOUS DEDUCTIONS FROM INCOME	
36	523	Expenses of noncarrier operations	4,603,877
37	524	Uncollectible accounts	
38	525	Losses from sale or disposition of property	
39	526	Maintenance of investment organization	
40	527	Miscellaneous income charges	
41		Total income deductions	4,603,877
42		Ordinary income before fixed charges	12,989,228
43		IV - FIXED CHARGES	
44	528	Interest on funded debt	
45	529	Interest on unfunded debt	
46	530	Amortization of discount on long-term debt	
47		Total fixed charges	-
48		Ordinary income before provision for income taxes	12,989,228
49		V - PROVISION FOR INCOME TAXES	
50	532	Income taxes on ordinary income	5,195,732
51		Ordinary income	7,793,496
52	570-90	Extraordinary and prior period items, net	
53		Net income	7,793,496

SCHEDULE A-1 - TRANSPORTATION PROPERTY AND DEPRECIATION RESERVE

Line No.	Acct. No.	Account	Trans. Prop. Balance End-of-Year	Reserve Balance End-of-Year	Depr. Rate %
1	141	Line equipment	2,054,073	2,043,687	
2	142	Harbor equipment			
3	143	Miscellaneous floating equipment	2,431,339	2,317,458	
4	144	Building and other structures	7,890,034	3,928,966	
5	145	Office and other terminal equipment	2,452,253	2,369,850	
6	146	Motor and other highway equipment	378,545	148,779	
7	147	Land			
8	148	Public improvements			
9	149	Construction work in progress			
10		Total	15,206,244	10,808,740	

SCHEDULE B-1 -ACCOUNT 300 - WATER-LINE OPERATING REVENUES

Line No.	Acct. No.	Account	Amount
11		I - OPERATING REVENUE - LINE SERVICE	
12	301	Freight revenue	
13	302	Passenger revenue	48,113,284
14	303	Other line service revenues	
15	313	Revenue from towing for regulated carriers	
16		Total operating revenue-line service	48,113,284
17		II - OTHER OPERATING REVENUE	
18	320	Special services	
19	321	Ferry service	
20		Total other operating revenue	
21		III - REVENUE FROM TERMINAL OPERATIONS	
22	331	Terminal operations	
23		IV - RENT REVENUE	
24	341	Charter and other rents	51,937
25		V - MOTOR-CARRIER OPERATIONS	
26	351	Motor carrier revenue	
27		Total water-line operating revenues	48,165,221

SCHEDULE B-2 -ACCOUNT 400 - WATER-LINE OPERATING EXPENSES

Line No.	Acct. No.	Account	Amount
28	401	Maintenance of vessels and other property	5,089,797
29	411	Depreciation and amortization	301,486
30	421	Operation of vessels	10,582,097
31	433	Lay-up expenses	
32	441	Terminal expenses	1,999,426
33	456	Traffic expenses	
34	461	General expenses	
35		General officers salaries	1,551,579
36		General office employees salaries	6,683,429
37		General offices expenses	4,082,828
38		Total general expenses	12,317,836
39	471	Casualties and insurance	860,512
40	481	Charter and other rents	
41	485	Payroll and other water-line tax accruals	8,205,979
42	491	Motor carrier expenses	
43		Total water-line operating expenses	39,357,133

SCHEDULE C-1 - FLOATING EQUIPMENT

Line No.	Name of Designation of Vessel	Owned (O) Leased (L)	Year Built	Year Purch.	Rated hp	Type of Vessel	Licensed Capacity		
							Pass.	Veh.	Frft.°
1	(a) In operation Cat Express	L	1986	1997	4,500	Passenger	350		
2	Super Express	L	1989	1989	4,500	Passenger	149		
3	Avalon Express	L	1990	1990	4,500	Passenger	149		
4	Islander Express	L	1994	1994	4,500	Passenger	149		
5	Catalina Express	L	1994	1994	4,500	Passenger	149		
6	Starship Express	L	1999	1999	6,220	Passenger	300		
7	Jet Cat Express	L	2001	2001	9,340	Passenger	381		
8	Catalina Jet	L	2001	2001	9,460	Passenger	450		
9	(b) Not in operation AquaBus I	L	1999	1999	230	Passenger	37		
10	AquaBus II	L	1999	1999	230	Passenger	37		
11	AquaLink	L	2001	2001	1,220	Passenger	75		
12	AquaLink II	L	2011	2011	1,220	Passenger	74		
13									
14									
15									
16									
17									
18	(c) Retired during year								
19									
20									
21									
22									
23									
24									
25									
26	°State whether tons (2,000 lbs.) or other units of measure:								

SCHEDULE C-2 - TRAFFIC AND REVENUE

Line No.	Class of Traffic	Volume of Traffic	Revenues
27	Passenger	No. 1,318,843	\$ 48,113,284
28	Vehicles	No.	
29	Freight	Tons (2,000 lbs.)	
30			
31			
32			

DECLARATION

(Before signing please check to see that all schedules have been completed.)

I, the undersigned (officer, partner or owner) of Catalina Channel Express, Inc.

(Name of Utility)

under penalty of perjury do declare that this report has been prepared by me, or under my direction, from the books, papers and records of the respondent; that I have carefully examined the same, and declare the same to be a complete and correct statement of the business and affairs of the above named, respondent and the operations of its property for the period

From and including January 1 2024 to and including December 31 2024

Signed

Title

Date

[Signature]
President
06.30.2025