

**BEFORE THE WASHINGTON STATE  
UTILITIES AND TRANSPORTATION COMMISSION**

In re the Matter of the Petition of

SAN JUAN EXPRESS, INC.,  
BC-000117

Docket TS-

DECLARATION OF MARK COLLINS IN  
SUPPORT OF PETITION FOR SERVICE  
DISCONTINUANCE

1. I, Mark Collins, under penalty of perjury of the laws of the State of Washington say as follows:
2. I am over the age of 18, a Canadian citizen, resident of North Saanich, British Columbia, and am competent to act as a witness in this matter.
3. As a chief executive officer of Clipper Navigation, Inc and San Juan Express, Inc., I submit this Declaration in Support of San Juan Express, Inc.'s (SJE's) continuing effort to obtain permission from the Washington Utilities and Transportation Commission to temporarily discontinue regulated service on its long-established route for a successive twelve-month period. We are making this request because, as the accompanying Petition outlines, we have no currently viable option for a vessel operation that would comply with United States Coast Guard safety regulations and simultaneously be able to operate efficiently and expeditiously in the 120 nautical mile round-trip route service between Seattle and Friday Harbor.
4. As the Commission has previously been informed, we have been consistently working to identify practical, affordable and realistic improvements/solutions to and for the San Juan Clipper, previously known as Clipper III (the San Juan Express vessel) for more than three years as we and other passenger transportation businesses emerged from the devastating economic and health effects of the pandemic and in response to dramatically- revised Coast Guard regulations on our

DECLARATION OF MARK COLLINS IN SUPPORT OF PETITION  
FOR SERVICE DISCONTINUANCE - 1

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operations. However, due to its age, engine reliability, design and slow speed we have reluctantly accepted that it cannot be placed back into service on the route.

5. As of today, we have also yet to identify any viable vessel alternative for lease or sale in the marketplace.
6. In light of our continuing service cessation, we certainly have no objection should another qualified applicant seek to provide service on this route and will not protest an overlapping service application during our extended discontinuance.
7. Any new investment today also involves evaluation of “futureproofing” of the vessel build, which entails engineering assessments of the anticipated life of the new vessel, its design material and durability, weight, speed and currently what type of power system would be selected: traditional fuel combustion, hybrid or electric and what sort of land-based infrastructure would be required to serve such power systems.
8. As our December, 2024 Status Report indicated, this search has also involved recent international trips to assess cutting-edge propulsion technologies and various options to enhance ridership comfort and safety as well as prudent environmental safeguards that will incrementally reduce our carbon footprint in furtherance of societal goals such as those advanced by the Climate Commitment Act.
9. We understand all of these uncertainties complicate this matter, but this Company and its predecessors have a 30-plus year commitment to this important maritime link and our certificated service and we have been and remain committed to finding a workable solution in this fluid, post-pandemic and supply chain interruption environment. We also very much appreciate the Commission and state legislature’s continued commitment to fostering the role of private industry in the unique marine highway system network of this state as we noted last year.
10. Obviously, there is much work still to be done in this dynamic and uncertain environment, but we also believe there are opportunities to improve and expand upon previous operating models

and we therefore remain reluctant to permanently close the door on restarting what we believe to be an important and unique service alternative to the traveling public.

11. Unless the Commission should determine otherwise, we have no intention of giving up on this regulated service route and continue to hope the Commission shares this vision by allowing us the necessary time to resume our service in the public interest in the not too distant future.

Signed at Victoria, British Columbia this 19th day of March, 2025.

s/ Mark Collins (email authorization)  
Mark Collins