

MAR 03 2016

SENATE RESOLUTION

REQUESTING THE DEPARTMENT OF TRANSPORTATION TO CONDUCT A STUDY
ON THE FEASIBILITY AND ADVISABILITY OF ADOPTING THE
TRANSPORTATION SECURITY ADMINISTRATION'S SCREENING
PARTNERSHIP PROGRAM AND TO MAKE APPROPRIATE RECOMMENDATIONS
TO THE LEGISLATURE.

1 WHEREAS, the Screening Partnership Program of the
2 Transportation Security Administration (TSA) contracts security
3 screening services at commercial airports to qualified private
4 companies, which run screening operations under federal
5 oversight and in compliance with all TSA security screening
6 procedures; and
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8 WHEREAS, privatization of public services is not a new
9 concept, and has been used widely with great success by all
10 levels of public agencies, as well as all branches of the United
11 States military for many years; and
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13 WHEREAS, privatization creates competition, which in turn
14 begets greater accountability, productivity, innovation,
15 efficiency, and customer service at a lower cost; and
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17 WHEREAS, using a private contractor allows airports to flex
18 the number of security screeners scheduled to better match
19 passenger volume, which can fluctuate seasonally; and
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21 WHEREAS, as of April 2015, twenty-one airports throughout
22 the United States have joined the Screening Partnership Program;
23 and
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25 WHEREAS, the Screening Partnership Program has its roots
26 after September 11, 2001, attacks shook the nation and airport
27 industry, which led Congress to enact the Aviation Security Act
28 of 2001, which includes provisions for a pilot program that
29 would allow airports to use private contractors for passenger
30 and baggage security screening services, operating under the
31 umbrella of TSA's supervision; and
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1 WHEREAS, the overriding goal of the Screening Partnership
2 Program is to ensure that participating airports provide
3 services that meet TSA security and performance standards, and
4 maximize cost savings for taxpayers; and
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6 WHEREAS, TSA's mission is to ensure that comprehensive
7 security programs with uniform standards are applied at every
8 commercial airport, whether an airport decides to utilize
9 federal transportation security officers or a private screening
10 workforce; and
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12 WHEREAS, airports participating in TSA's Screening
13 Partnership Program are not held to lesser security standards,
14 and while airports can use different technologies and processes
15 to screen bags and passengers, the standards they must meet are
16 identical; now, therefore,
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18 BE IT RESOLVED by the Senate of the Twenty-eighth
19 Legislature of the State of Hawaii, Regular Session of 2016,
20 that the Department of Transportation is requested to conduct a
21 study on the feasibility and advisability of adopting the TSA's
22 Screening Partnership Program; and
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24 BE IT FURTHER RESOLVED that the Department of
25 Transportation report its findings and recommendations,
26 including any proposed legislation, to the Legislature no later
27 than twenty days prior to the convening of the Regular Session
28 of 2017; and
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30 BE IT FURTHER RESOLVED that a certified copy of this
31 Resolution be transmitted to the Director of Transportation.
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OFFERED BY:

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S.R. NO. 28

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