

JAN 20 2017

A BILL FOR AN ACT

RELATING TO AIRPORT SCREENING.

BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF HAWAII:

1 SECTION 1. The legislature finds that the screening
2 partnership program of the Transportation Security
3 Administration (TSA) contracts security screening services at
4 commercial airports to qualified private companies, which run
5 screening operations under federal oversight and in compliance
6 with all TSA security screening procedures. Privatization of
7 public services is not a new concept, and has been used widely
8 with great success by all levels of public agencies, as well as
9 all branches of the United States military for many years.
10 Privatization creates competition, which in turn begets greater
11 accountability, productivity, innovation, efficiency, and
12 customer service at a lower cost. Using a private contractor
13 allows airports to flex the number of security screeners
14 scheduled to better match passenger volume, which can fluctuate
15 seasonally.

16 The legislature further finds that as of April 2016,
17 twenty-three airports throughout the United States have joined



1 the screening partnership program, including San Francisco
2 International Airport, Kansas City International Airport,
3 Seattle-Tacoma International Airport, Key West International
4 Airport, Orlando Sanford International Airport, and Greater
5 Rochester International Airport. The overriding goal of the
6 screening partnership program is to ensure that participating
7 airports provide services that meet TSA security and performance
8 standards, and maximize cost savings for taxpayers. TSA's
9 mission is to ensure that comprehensive security programs with
10 uniform standards are applied at every commercial airport,
11 whether an airport decides to utilize federal transportation
12 security officers or a private screening workforce. Airports
13 participating in TSA's screening partnership program are not
14 held to lesser security standards, and while airports can use
15 different technologies and processes to screen bags and
16 passengers, the standards they must meet are identical.

17 The legislature further finds that the Honolulu
18 International Airport could realize a real benefit from
19 participation in the TSA's screening partnership program.

20 The purpose of this Act is to require the department of
21 transportation to conduct a study to determine whether the



1 Honolulu International Airport should participate in the TSA's
2 screening partnership program.

3 SECTION 2. (a) The department of transportation airports
4 division shall conduct a study to determine the feasibility and
5 advisability of the Honolulu International Airport's
6 participation in the Transportation Security Administration's
7 screening partnership program.

8 (b) The study under subsection (a) shall:

9 (1) Assess the benefits, risks, costs, and effect on
10 security screenings and the impact that participation
11 in the screening partnership program may have;

12 (2) Provide a timeline for participation in the screening
13 partnership program; and

14 (3) Include other relevant issues as determined by the
15 department of transportation.

16 (c) The department of transportation shall report its
17 findings and recommendations, including any proposed
18 legislation, to the legislature no later than twenty days prior
19 to the convening of the regular session of 2018.

20



S.B. NO. 241

1 SECTION 3. This Act shall take effect upon its approval.

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S.B. NO. 241

Report Title:

Airports; Department of Transportation; Screening Partnership Program; Study

Description:

Requires the DOT to conduct a study to determine whether the Honolulu International Airport should participate in the screening partnership program of the Transportation Security Administration. Requires a report to legislature.

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