

Transportation Security Screening Modernization Act

The Problem

The shortage of qualified CDL drivers, combined with long wait times loading product at terminal racks in certain instances, are jeopardizing the needed certainty in America's energy distribution chain. Additionally, the nation's supply chains are continually impacted by bureaucratic red tape requiring our nation's essential workers to undergo many different security clearances to do one job. For example, a driver operating a truck with hazardous materials from a port must receive credentials from multiple Federal agencies, including Transportation Security Administration (TSA) and Customs and Border Protection (CBP). This cumbersome process hinders America's supply chain from operating at its full capacity.

"The Ask"

- Cosponsor H.R. 5840/(S. 3959), the Transportation Security Screening Modernization Act, sponsored by Reps. Graves (R-LA), Green (R-TN), Guest (R-MS), Smith (D-WA), Titus (D-NV), Carbajal (D-CA), Senator Roger Wicker (R-MS) along with Senators Jon Tester (D-MT), Deb Fischer (R-NE), and Angus King (I-ME) which would direct the Department of Transportation to work with the Department of Homeland Security's Transportation Security Administration (TSA) to eliminate costly background check redundancies within the Transportation Worker Identification Credential (TWIC), Hazardous Materials Endorsement (HME), and TSA PreCheck programs.

By combining each of the different steps along the credentialing process into one cohesive process, this legislation will help eliminate this logjam and get these drivers out on the road more quickly while, at the same time, maintaining the same levels of scrutiny. In fact, the Government Accountability Office (GAO) had recommended these steps be taken in 2007 especially since all it does is smooth out an unnecessarily cumbersome credentialing process.

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