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**Opening Remarks**  
ANSI-HSSP Workshop on Transit Security Standardization  
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9:00 a.m.

Good morning everyone.

On behalf of the Board of Directors, members, and staff of the American National Standards Institute, I am pleased to welcome you to this ANSI Homeland Security Standards Panel Workshop on Transit Security Standardization, and to call this meeting to order.

First, I would like to express my deep appreciation to Colin Alter and to Ron Masciana for their leadership in making today's event possible. They have truly done an excellent job in bringing together such an esteemed and qualified group of individuals to address a topic which is receiving increasing attention not only here at home but on a global scale as well.

I would also like to take the opportunity to introduce to you today Karen Hughes who, as of last week, assumed the position of Director of ANSI's Homeland Security Standards Program. As many of you know, Matt Deane left ANSI back in October to assume a position with the New York Yankees. As an aside, I can tell you that he is doing very well and having fun preparing for the opening of the new Stadium.

Back to Karen. Karen is no stranger to ANSI as she is a former employee of ours. From June 2001 through March 2007 Karen worked in our Standards Facilitation Department where she assumed increasing responsibilities related to our International Standards programs. She left us to assume a position with the Chubb Group of Insurance Companies. Needless to say, we were extremely pleased when she applied for the Homeland Security position as we knew we not only had someone who would do an excellent job but who had an extensive background in the standards world. Please join me in welcoming Karen.

Returning to our purpose for being here today....

In early 2003, and in the aftermath of the 9-11 attacks, ANSI's Board Officers saw that there was an important role for the voluntary consensus standardization community to play in addressing the nation's critical need for standards and compliance programs. This need was underscored in the National Strategy for Homeland Security. Thus, the Homeland Security Standards Panel was formed as a private-public sector collaborative effort.

From the beginning, ANSI-HSSP worked closely with the Department of Homeland Security and, in particular, with Bert Coursey, to address those priority areas that had been identified by DHS as most critical.

The HSSP quickly became recognized as the forum where SDOS, industry and government representatives could come together to share their knowledge and expertise. Through annual Plenary sessions and issue-driven

workshops, efforts were undertaken to identify existing standards, to determine where there were gaps, and to effect an action plan to address those gaps in a given priority area.

From those early days of 2003 to the present, there has been great interest in the work of the Panel and a very positive response to our call for action. We have worked not only with DHS, but with the 9-11 Commission, the International Organization for Standardization, and a host of others in both the public and private sectors.

Participation in the ANSI-HSSP is open to representatives of industry, government, professional societies, trade associations, standards developers, and consortia groups directly involved in U.S. homeland security standardization.

Looking around the room this morning, I'm pleased to see many familiar faces representing each of these different sectors. But I also see a number of new individuals with us today. I look forward to hearing each of your perspectives as we move forward.

Every day, millions of people around the world rely on commuter trains, subways, light rail, and buses to take them safely where they need to go. Fundamental to the cities and regions they serve, public transit systems are by their very nature open, accessible, and dynamic, making them a target of choice for terrorist activity.

For those of you who are new to this effort, back in October 2007, the World Standards Cooperation (WSC) Workshop on Transit Security was organized and convened by ANSI, in partnership with ISO, IEC, and ITU to address the strategic role for international standards and conformity assessment programs in ensuring the safety and security of urban, suburban, and regional commuter transportation.

Representatives from these three international organizations participated in the workshop, along with a broad spectrum of international stakeholders from such diverse nations as Canada, Germany, France, Korea, The Netherlands, Sweden, and Japan, among others.

In February 2008, we released the Final Workshop Report on Transit Security Standardization. The report asserts that standards for transit security need to be more performance based and effects based.

Interoperability – particularly for communications standards – is a major concern, not only between differing products and systems, but also in terms of relative location... meaning state to state, below ground to above ground, et cetera.

Although many standards exist to address the safety of public transportation systems, workshop participants identified a number of gap areas for security including risk assessment, video surveillance, and explosive detection equipment, among others.

And finally, workshop participants recognized that developing a standard in and of itself is not enough. Implementation strategies must also be provided for the transit security community.

The workshop we are kicking off today picks up where we left off. This time, we'll be examining standards-related needs in a number of different areas, including:

- transit security concept of operations;
- security surveillance, CCTV, and video analytics;
- access control and intrusion detection; and finally,
- detection of explosives.

In each instance, a moderator will lead our discussion, and a group of panelists will share their expert experience in each arena. As always, we rely upon your active participation as subject matter experts. Your knowledge, your experience, and your contributions are what continue to move this effort forward.

This month's incident on the Hudson River with U.S. Airways flight 1549 was just the latest example of how a strong partnership between both the public and private sectors is essential for effective preparedness, security, and safety. And, again last week, during the Inauguration of the President, we witnessed how very well the DC Metro System handled the huge numbers of people who descended upon our Nation's Capital. I think Deputy Chief Olson will give us a little insight into how that was made possible.

I look forward to participating in your discussions today as we continue to examine the standards and conformity assessment needs in the public transit security arena.

Before turning the podium over to John Paczkowski, I would like once again to thank Colin Alter and Ron Masciana for leading us through this effort over the next two days.

Finally, thanks to all of you for coming and for your attention. I welcome any questions you may have, and wish you a very successful and productive meeting.

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