



**DEPARTMENT OF DEFENSE
EDUCATION ACTIVITY
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OCT 29 2013

MEMORANDUM FOR ALL DODEA DIRECTORS

SUBJECT: Bus Security Attendant Program

Reference: Department of Defense Education Activity memorandum, "DoDEA Bus Security Attendant Program (BSAP) and the Automated Vehicle Locator (AVL) system minimum standards/requirements", September 5, 2008

The purpose of this memorandum is to update the reference policy on the assignment of bus security attendants on buses travelling on designated criteria routes providing transportation to DoDEA students. Bus security attendants are specially trained adults, whose responsibility is to provide interior and exterior pre-run vehicle security inspections, surveillance detection, pre-attack recognition, and emergency response. Criteria routes are defined as bus routes travelling outside U.S. installations transporting ten or more students to and from school in a location that meets the criteria of DoD Force Protection Condition (FPCON) BRAVO: Measure-10. DoD FPCON BRAVO: Measure 10 directs implementing plans to enhance off-installation security for DoD facilities. In areas with Threat Levels of MODERATE, SIGNIFICANT, or HIGH, coverage includes facilities (e.g., DoD schools and daycare centers) and transportation services and routes (e.g., bus routes) used by DoD employees and family members. DoDEA's baseline security for all criteria routes includes two-way communications, Antiterrorism (AT) Awareness Training for students and employees, bus driver training, identification of safe havens, and bus route assessments. Enhanced security includes automatic vehicle locator, safety attendants, security attendants, and host installation security.

The assignment of security attendants have been re-aligned to comply with DoD AT Standards. By using Country Threat Levels as determined by the Defense Intelligence Agency's (DIA) and DoD FPCON methodology, the re-alignment maximizes the use of resources and prioritize risk reduction. This re-alignment represents an integrated approach that employs a layered security concept founded on DoD standards, threat levels, FPCONs, and baseline (installation- or community-wide) security measures.

The DoDEA Office of Safety and Security conducted a threat assessment/analysis to identify Tactics, Techniques, and Procedures (TTPs) used by individuals, groups, criminals, and terrorists within the DoDEA area of responsibility as identified in DoD threat assessments. A vulnerability and risk assessment was then conducted to determine the level of risk the identified TTPs pose to DoDEA buses traveling on criteria routes. The matrix below depicts this re-alignment of bus security attendants in the countries and territories DoDEA operates.

<u>Country</u>	<u>DIA Country Threat Level</u>	<u>DoD FPCON</u>	<u>Bus Security Attendant Authorization</u>
Bahrain	HIGH	BRAVO	100% criteria routes
Turkey	HIGH	CHARLIE	100% criteria routes

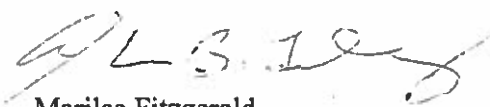
Germany	SIGNIFICANT	BRAVO	Rotating on 50% criteria routes
United Kingdom	SIGNIFICANT	BRAVO	Rotating on 50% criteria routes
Italy*	SIGNIFICANT	BRAVO	Host Nation Law requires Safety Guides
Spain*	MODERATE	BRAVO	Host Nation Law requires Safety Guides
Belgium	MODERATE ^{significant}	BRAVO	Rotating on 25% criteria routes
Netherlands	MODERATE	BRAVO	Rotating on 25% criteria routes
Korea	MODERATE	BRAVO+	Rotating on 50% criteria routes
Japan	MODERATE	ALPHA+	Does not meet DoD AT Standard FPCON BRAVO-10 for enhanced security
Puerto Rico	LOW	BRAVO	Does not meet DoD AT Standard FPCON BRAVO-10 for enhanced security
Guam	LOW	ALPHA	Does not meet DoD AT Standard FPCON BRAVO-10 for enhanced security
United States	SIGNIFICANT	ALPHA	No Criteria Routes-Buses on Installation
Guantanamo	MODERATE	BRAVO	No Criteria Routes-Buses on Installation

*To avoid having both safety and security attendants on these buses, Safety Guides are provided security training.

Countries with security attendants assigned on 50% or 25% of criteria routes will randomly rotate so that 100% of criteria routes at some point during each month have a security attendant assigned at least once. Security training will be given to all safety attendants and they will assume a secondary duty of security if assigned to a criteria route. In these countries either a security attendant or a safety attendant will be assigned to a bus on a criteria route, but not both.

Area Directors may submit detailed requests for exceptions to this policy to the DoDEA Director for approval. They will be considered on a case by case basis. Exceptions must be consistent with FPCON Measure BRAVO-10 or a compelling circumstance requiring a change to long term bus security i.e., a change to DIA, COCOM, or Host Installation Threat Assessment. A cost-risk summary must accompany the request for exception.

My point of contact on this matter is Mr. Adam Bergstrom, Antiterrorism Program Manager. Mr. Bergstrom may be reached at 571-372-1467 or via e-mail at adam.bergstrom@hq.dodea.edu.


 Marilee Fitzgerald
 Director