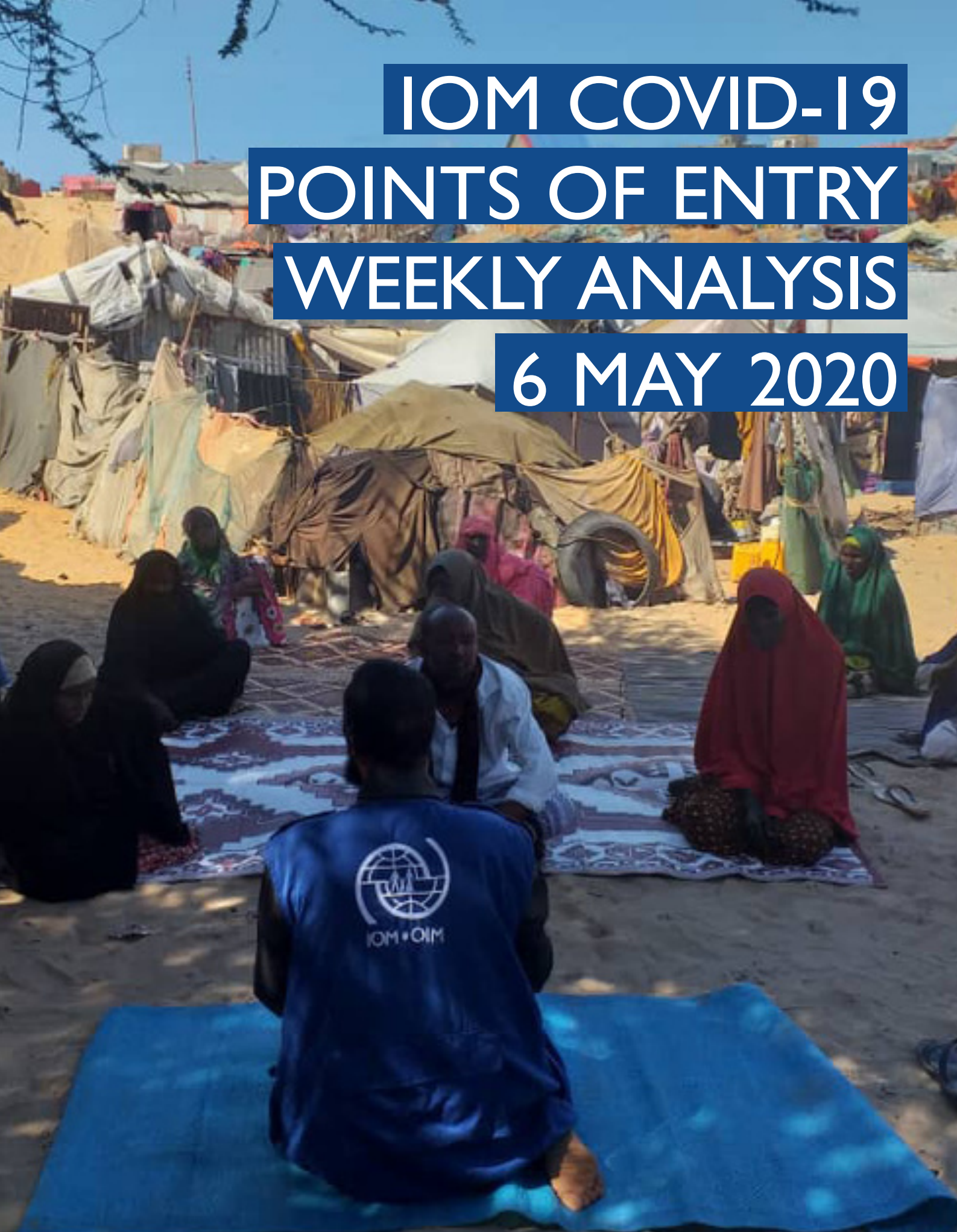


# IOM COVID-19 POINTS OF ENTRY WEEKLY ANALYSIS 6 MAY 2020



# PUBLISHER

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Please send any feedback, comments and suggestions related to the Covid-19 Mobility Tracking dashboards and outputs to the DTM Covid-19 Team at [dtmccovid19@iom.int](mailto:dtmccovid19@iom.int)

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## COVER PHOTO:

IOM Community meeting in Kismayo, Somalia.

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# Methodology & Definitions

The situation related to COVID-19 mobility restrictions evolves rapidly and thus data is continuously changing. The analyses are always dated and timestamped in order to reflect the reality at a given time. The presented data categorisations may not accurately reflect the multiple and simultaneous restrictive measures at a specific point. Data accuracy is ensured through regular assessments and triangulation of information when feasible and possible through regular contact with the IOM country missions.

This information is meant to serve IOM Member States, IOM and its UN partner agencies as well as voluntary partner agencies in analysing the present situation and tailoring their response. It is particularly important when addressing specific needs faced by migrants and mobile populations, disproportionately affected by the global mobility restrictions. Finally, the global mobility database also provides valuable information to the civil society, including media, and the general population, to disseminate up to date information about mobility restrictions in place.

The content presented in this report is based on information provided by IOM field staff, contingent on resources available at the IOM country office level and is accurate to the best of IOM's knowledge at the time of compilation. All information is being constantly validated including geo-location and attributes. The timeliness of these updates depends on the time frame within which the information becomes available and is processed by IOM.

This Points of Entry Weekly Analysis provides an overview and analysis on the data from a global and regional perspective. For more detailed country-specific information and dataset used for the analysis please visit: <https://migration.iom.int/>. For further information on the methodology, definitions and explanation please refer to the [Methodology Framework](#).

Regional maps are available [here](#).

The dataset is available [here](#).

## Working definitions:

Data is collected about the following locations:

- Airports (currently or recently functioning airport with a designated International Air Transport Association (IATA) code)
- Blue Border Crossing Point (international border crossing point on sea, river or lake)
- Land Border Crossing Point (international border crossing point on land, including rail)
- Internal Transit Point (internal transit point inside a given country, territory or area)
- Area of interest (region, town, city or sub-administrative unit in a given country, territory or area)
- Site with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travelers)

## To systematically capture the status of each location, the following operational status of the border crossing points is captured:

- Closed for entry
- Closed for exit
- Partial closure (indicating a reduced number of individuals who can use the border crossing point to exit and enter the country, territory or area, due to reduction in hours of operation or partial closure to specific nationalities)
- Open for commercial traffic only<sup>1</sup>
- Closed (for both entry and exit)
- Open
- Other
- Unknown

## Additionally, more information is collected for the areas of interest, specifically concerning whether:

- Public events were cancelled or postponed
- Schools were closed
- Restricted operating hours for public establishments (café, restaurant, etc.) have been adopted
- Alternative working arrangements (working remotely, etc.) have been implemented

1. The category 'Open for commercial traffic only,' was introduced to capture the nuances in operational status for different locations and its varied impact on people. Commercial traffic here is understood as the movement of cargo. It is important to note that the reported numbers are indicative of the process of the data reflecting the current situation.

# Methodology & Definitions

To systematically capture the different mobility restrictions currently issued, the following categories are used for the various locations:

- Movement restricted to this location
- Movement restricted from this location
- Visa requirements have changed for this location
- Certain nationalities are restricted to enter or disembark at this location
- Rules pertaining to identification and/or travel documents needed to enter or disembark at this location have changed
- Medical measures including mandatory quarantine or additional medical checks have been imposed at this location
- Other
- None

## **Stranded Migrants :**

Stranded Migrants are individuals unable to return as a result of mobility restrictions related to COVID-19. This could include economic migrants, students, temporary visa or work permit holders. This could also include other populations such as tourists who may be stranded owing to COVID-19-related travel restrictions. These populations may be seeking repatriation or assistance while remaining abroad.

## **Affected Populations:**

In addition, different population categories of persons, whose movement is affected by the current operational status of and restrictive measures applied at the assessed locations, are indicated for each such location. Population categories are listed as follows: regular travellers, nationals, returnees, migrants and internally displaced persons (IDPs). The various populations are affected in diverse ways across the different types of assessed locations, including but not limited to a halt of intended movement, requiring additional documentation, temporary relocation, quarantine or medical screening.

## **Public Health Measures:**

Concerning medical restrictions, additional questions are asked about specific public health measures in place in the assessed locations, including communication on risk and community engagement, infection control and prevention, surveillance mechanism for capturing potential COVID-19 cases, facilities/infrastructure/equipment for COVID-19 response, existence of referral system for suspected cases, and the presence of an isolation space for suspected COVID-19 cases.

## **List of acronyms used throughout the report**

- C/T/As: countries, territories or areas
- DTM: Displacement Tracking Matrix
- IDPs: Internally Displaced Persons
- PoE: Point of Entry
- p.p.: Percentage Point
- PPE: Personal Protective Equipment
- SOPs: Standard Operating Procedures

Data is geographically aggregated by IOM Regional Offices and country distribution can be found here:

<https://www.iom.int/regional-offices>

# I. Scope and Coverage: Numbers at a glance

## 3,520

Assessed Locations  
(3,176 PoEs and 344 Internal Transit Points)<sup>2</sup>

## 917

Assessed Areas and Sites

## 173

Assessed C/T/As

The current outbreak of COVID-19 has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to map and gather data on the locations, status and different restrictions at PoEs, globally. This report also looks at the impacts on stranded migrants and other populations such as tourists who are affected by the changes in mobility measures using a compilation of inputs from multiple sources, including from IOM staff in the field, DTM reports on flow monitoring and mobility tracking as well as from trusted media sources.

The DTM COVID-19 Points of Entry Weekly Analysis report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **30 April 2020**.

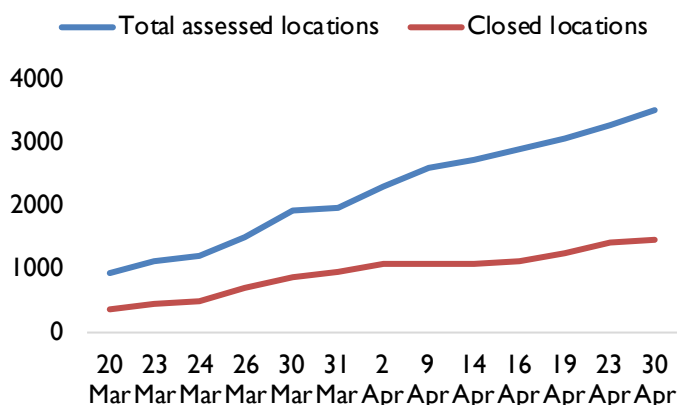
DTM has assessed 4,437 total locations (including PoEs, internal transit points and areas of interest) in **173 countries, territories and areas** so far. Many of these locations (44%) were land border crossing points, 11 per cent blue border crossing points (sea-, river and lake ports), 16 per cent airports, 8 per cent of assessed points were important in-country (internal) transit points between cities and regions, and 21 percent were areas of interest. More details can be found in annex, Table 1.

Of all assessed locations (including PoEs and internal transit points), **42 per cent were reported as completely closed and 13 per cent were reported to be open**. Another 4 per cent of assessed locations were closed either for entry or for exit, 30 per cent were partially closed, 4 per cent were open for commercial traffic only, and for 6 per cent the status was unknown. This is similar to the make-up of the operational status observed at different types of locations, such as internal transit points where only 27 per cent are reportedly closed. More details can be found in the annex, Table 3. At the regional level, the highest rate of closed assessed locations were in South America (64%) as well as Middle East and North Africa with 60 per cent. Conversely, the lowest number of assessed closed locations were found in East and Horn of Africa with 23 per cent and Central and North America and the Caribbean with 26 per cent. More details can be found in annex, Table 2.

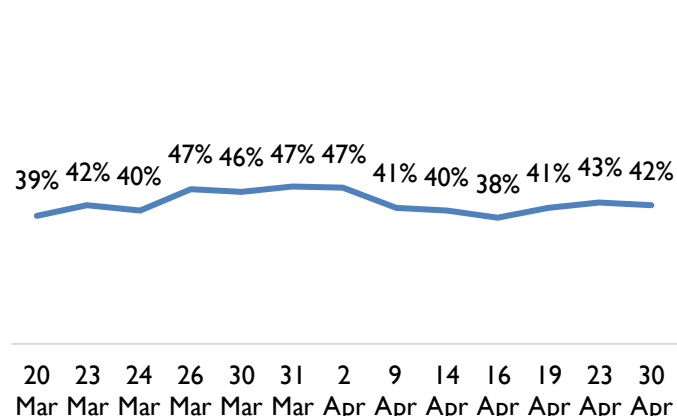
**Table I: Number of assessed locations by type and IOM region**

IOM Region	Airport	Internal Transit Point	Land Border Crossing Point	Blue Border Crossing Point	Area of Interest	Site with a Population of Interest	No. of C/T/As
Asia and the Pacific	186	115	214	93	105	97	38
Central and North America and the Caribbean	35	0	112	32	18	51	18
Central and West Africa	40	91	268	35	27	63	19
East and Horn of Africa	43	14	179	57	8	49	9
European Economic Area	150	2	473	141	77	113	29
Middle East and North Africa	61	27	112	43	47	84	17
South America	21	6	49	9	16	34	10
South-Eastern Europe, Eastern Europe and Central Asia	122	89	405	75	48	60	19
Southern Africa	71	0	128	22	10	10	14
<b>Total</b>	<b>729</b>	<b>344</b>	<b>1940</b>	<b>507</b>	<b>356</b>	<b>561</b>	<b>173</b>

## Total number of assessed and closed locations



## Percentage of assessed locations that are closed

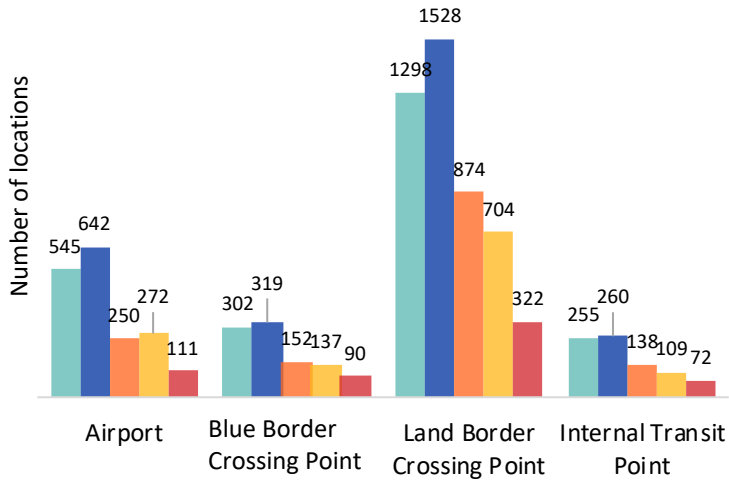


2. To clarify, while Points of Entry mostly refer to international border crossing points, the inclusion of internal transit points in this analysis is to provide a comprehensive overview of restrictive measures and their affect on affected populations. This is not to suggest a conflation of internal transit points with international border crossing points.

## 2. Situational Overview

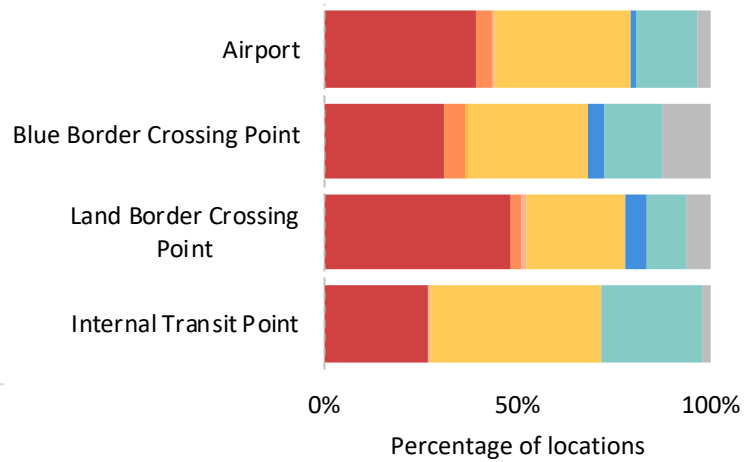
### Affected population categories at assessed locations

- Nationals
- Regular Travellers
- Irregular Migrants
- Returnees
- IDPs

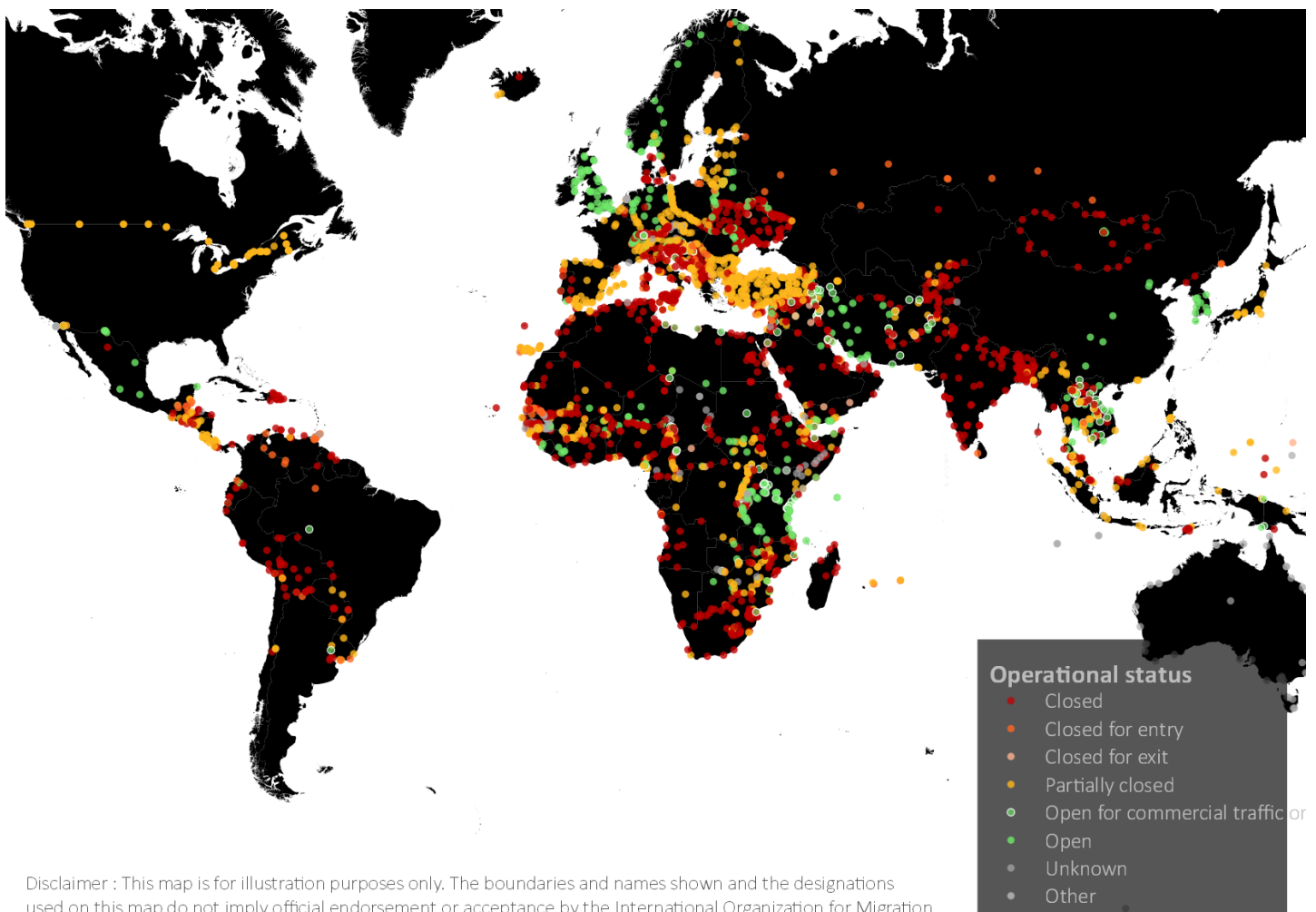


### Operational status of assessed locations

- Closed
- Closed for entry
- Closed for exit
- Partially closed
- Open for commercial traffic only
- Open
- Unknown

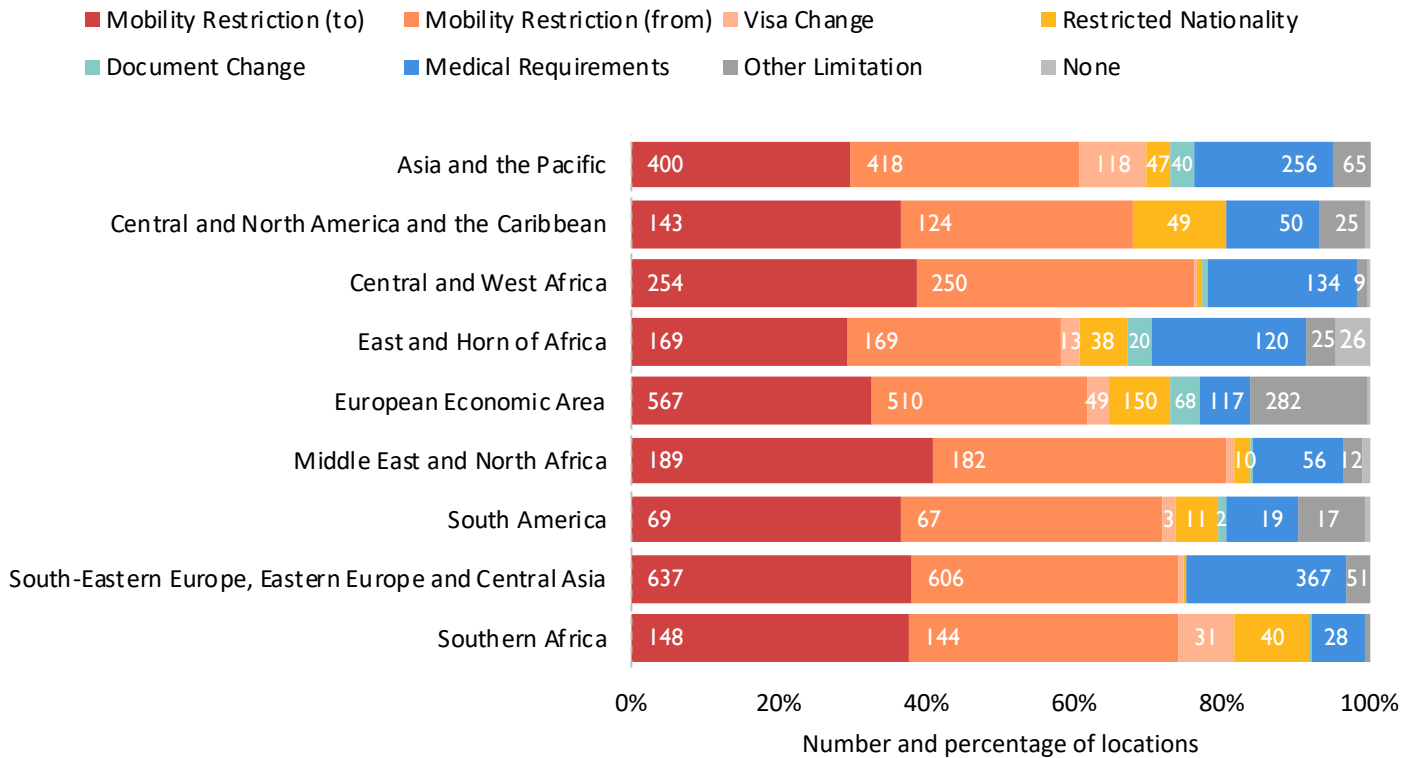


### Global map of assessed locations and operational status

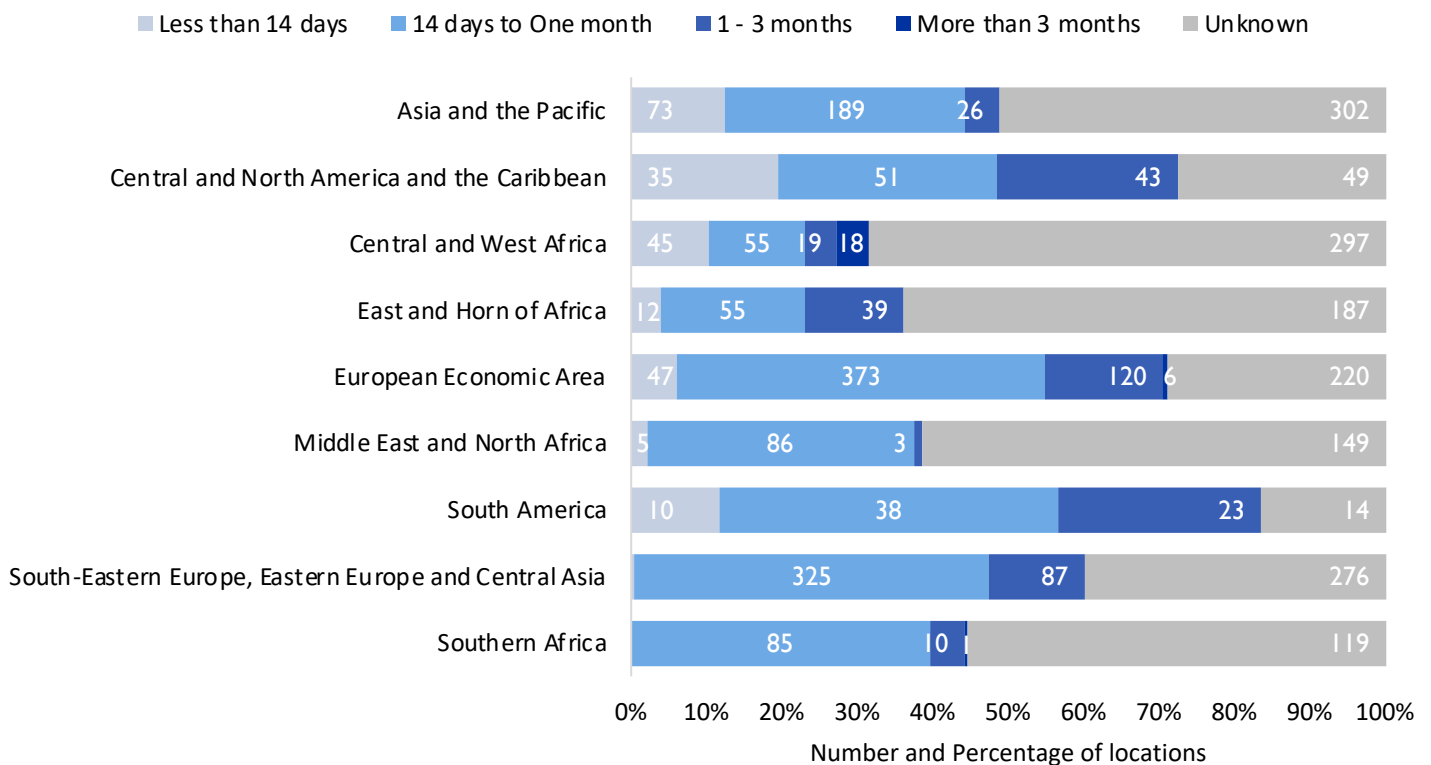


## 2. Situational Overview

### Number and type of restrictive measures imposed at assessed locations by IOM region



### Duration of restrictive measures imposed at assessed locations by IOM region





### 3. Overview of Airports

**729**

Airports assessed  
in 160 C/T/As

**39%**

of the assessed  
airports are closed  
(+1 p.p. compared  
to last week)

**14 days to  
one month**

Most common (45%) duration  
of restrictions imposed (- 5 p.p.  
compared to last week)

IOM assessed **729 airports in 160 countries, territories and areas**, which includes 81 more airports from last week's report (29 April 2020). The operating status of the assessed airports mainly varied between **completely closed (39% or 286 assessed airports)** or **partially closed (35% or 254 airports)**. This represents an increase of 1 p.p. (18%) and decrease of 5 p.p. (3%), respectively, compared to last week. **Up to 15 per cent of the assessed airports remained open**, 4 per cent were closed for entry, 1 per cent of assessed airports were closed for exit, and 2 per cent were open for commercial traffic only<sup>3</sup>. Information was not available for the remaining 4 per cent of assessed airports (for more details, see table 3.1). Many operational airports are being used to transport repatriated nationals, as well as necessary cargo and medical resources.

Of the total 286 assessed closed airports, the IOM regions with the highest percentage of closed airports were the Middle East and North Africa and Asia and the Pacific, each with 18 per cent or 52 closed airports, closely followed by the IOM region of South-Eastern Europe, Eastern Europe and Central Asia with 16 per cent or 46 closed airports. Out of the 254 partially closed assessed airports, the highest share was located in the IOM region of European Economic Area with 29 per cent or 73 partially closed assessed airports. Finally, with 49 out of the 112 assessed open airports, Asia and the Pacific had the highest share of airports that were still operational with 44 per cent.

The most common mobility restrictions or restrictive measures imposed at assessed airports were landing in and departing from the assessed airport with 77 and 67 per cent of the assessed airports affected by these measures, respectively. Other common restrictive measures imposed at airports were medical requirements, such as medical screening, medical certificates or quarantine measures, (adopted in 35% of the assessed locations), restrictions imposed on specific nationalities (in 17% of the assessed airports), changes in visa requirements (10%) and changes in rules concerning identification and travel documents (2%).

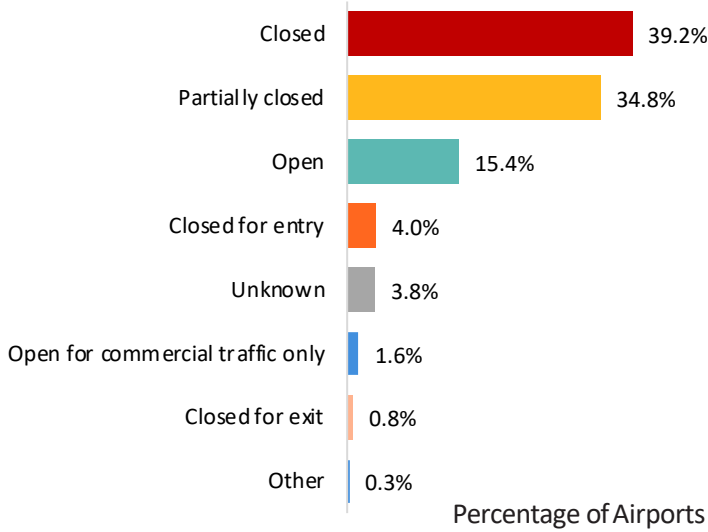
As of 30 April 2020, the most common duration of imposed restrictions at assessed airports was 14 days to one month (45% of the cases). In 37 per cent of cases the foreseen duration of the imposed restrictions at assessed airports was reported to be unknown (i.e. information was unavailable), followed by one to three months (12%, an increase of 2. p.p. since last week) and less than 14 days (5%).

The restrictive measures imposed at assessed airports have had an **impact** on mobile populations (see table 4), largely affecting **regular travelers (in 88% of assessed locations)**, **nationals (75%)**, **returnees (37%)**, **irregular migrants (34%)** and finally **IDPs (15%)**.

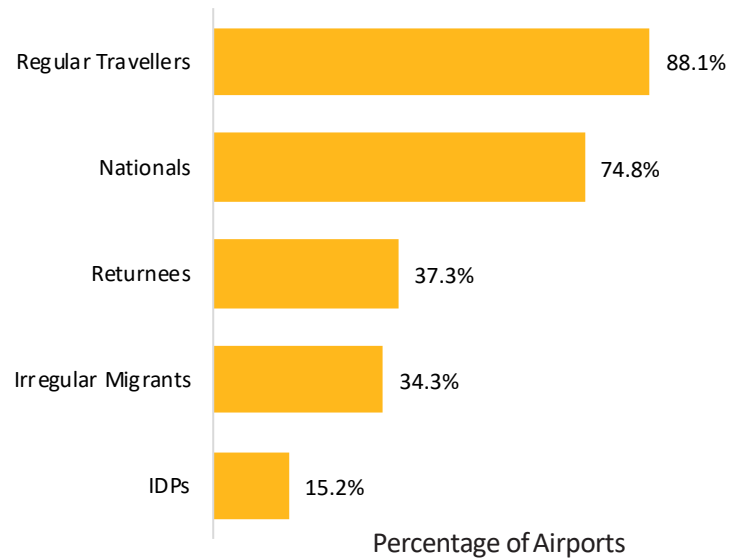
3. Please refer to footnote 1

# 3. Overview of Airports

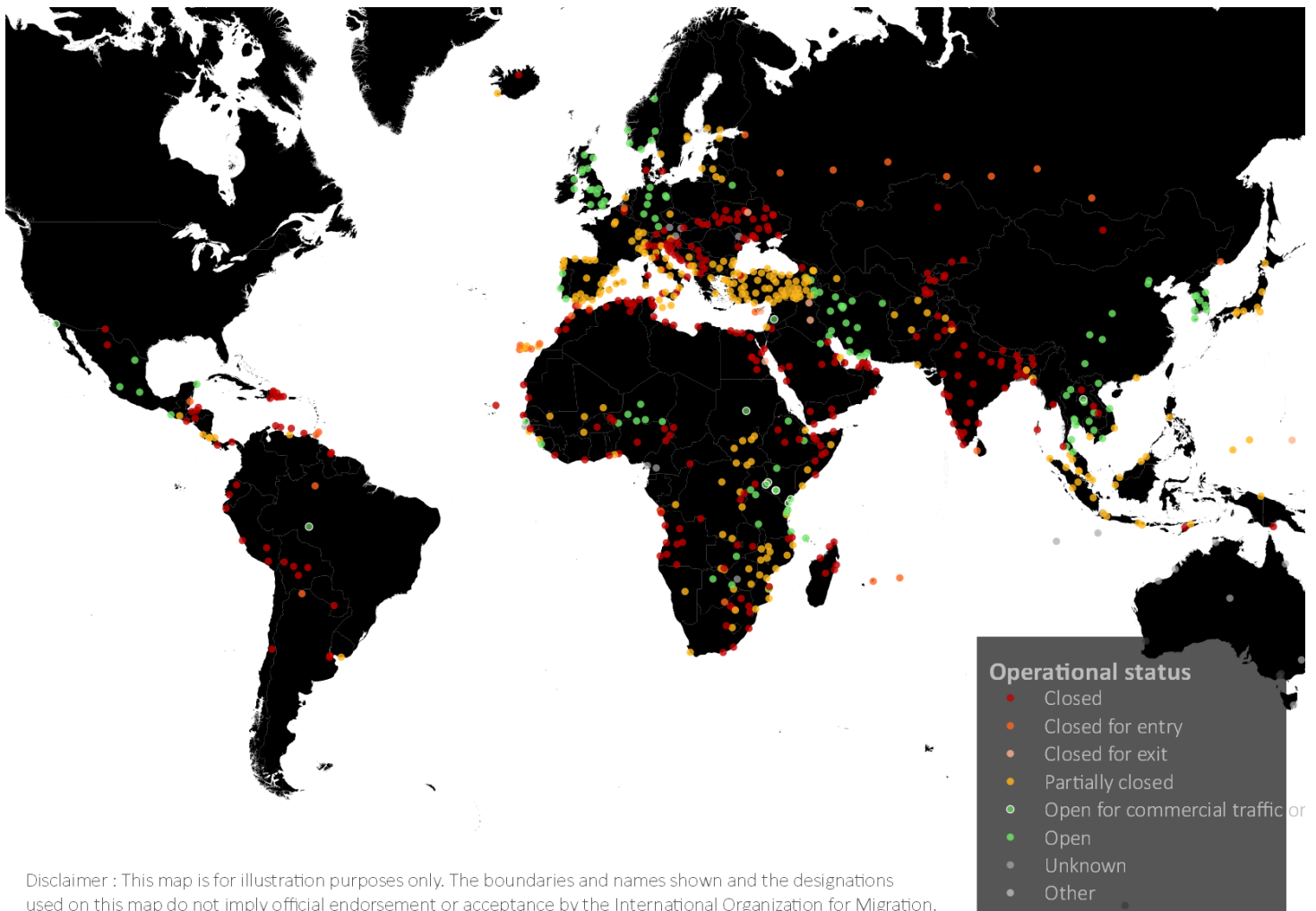
Operational status of the assessed airports



Affected population category at assessed airports



Global map of assessed airports and operational status



Disclaimer : This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

# 3. Overview of Airports

## Public Health Measures

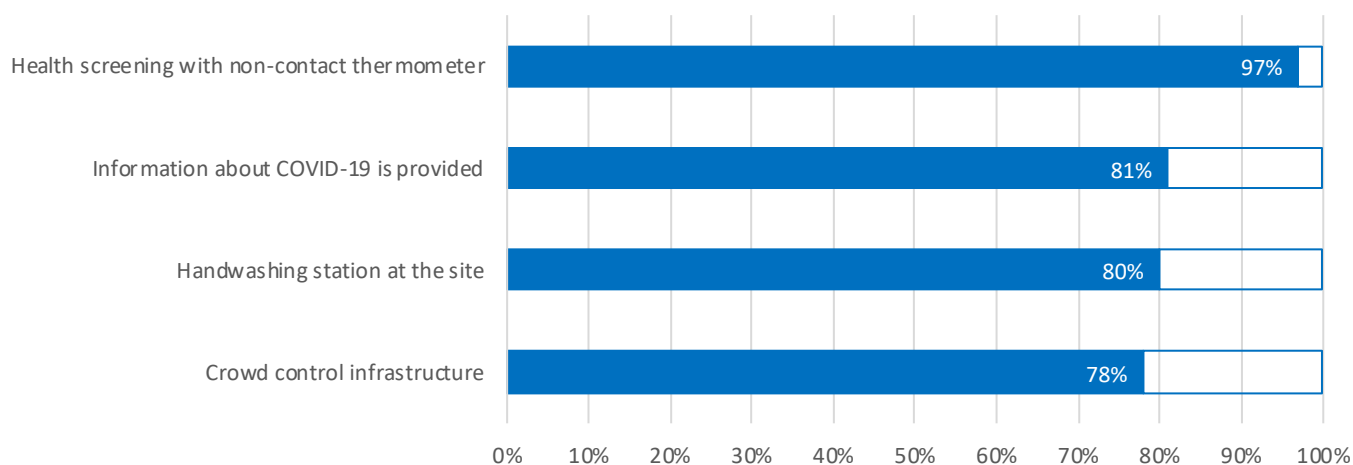
The following public health measures were reported in identified airports through IOM’s missions participating in this exercise (for further information, see Table 6.1).

On risk communication and community engagement at the identified airports, 81 per cent of the responses (254 out of 313 identified airports) noted that information for travellers regarding COVID-19 is provided at the site through leaflets, posters or announcements. Further, 80 per cent of the responses (247 out of 308 identified airports) reported that handwashing stations are available as an infection prevention and control measure to provide a safe environment for travellers.

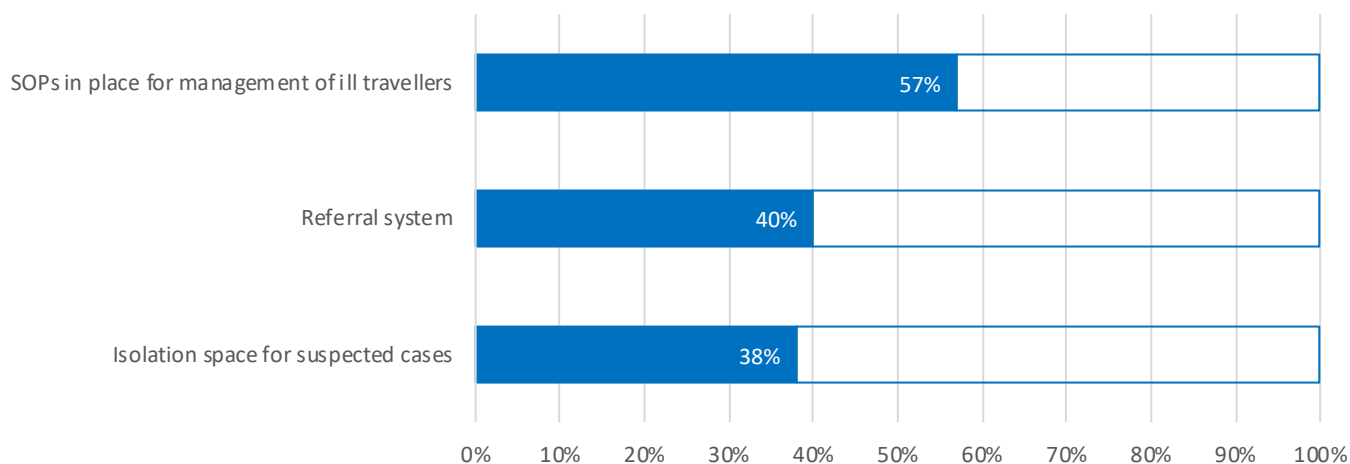
Health screening through non-contact thermometers has been reported by 97 per cent of responses (167 out of 173 identified airports). Of the 173 identified airports for which this information is available, 78 per cent (135 out of 173) reported that there are infrastructures in place to support crowd control and ensure safety of screeners.

For the detection, management and referral of ill travellers, standard operating procedures are reported to be in place at 57 per cent of identified airports recording a response to this question (178 out of 313 identified airports), while a referral system is reported to be in place at 40 per cent of identified airports recording a response (121 out of 305 identified airports). The presence of an isolation space for further evaluation of any suspected case has also been reported by 38 per cent of respondents (117 out of 307 identified airports).

### Public health measures in place at the assessed locations



### Available tools/measures in the event of a COVID-19 case at the site



## 4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

**507**

Blue Border Crossing Points  
Assessed in 81 C/T/As

**31%**

of the assessed blue border crossing points are closed (+4 p.p. compared to last week)

**14 days to one month**

Most common (32%) of restrictions imposed (58% were unknown, i.e. information unavailable)

IOM assessed a total of **507 blue border crossing points in 81 countries, territories and areas**, which includes 35 more from the last week's report (29 April 2020). The operational status of the assessed ports varied with **32 per cent** of ports (or 160 locations) which were **partially closed**. There was a 4 p.p. increase of completely closed ports (21%) **with 31 per cent** (or 155 ports) reported as **completely closed** as of 30 April 2020, while **15 per cent** (69) were reported to be **open**. Information is not available for 13 per cent (63). Six per cent were closed for entry (29 ports) and 2 per cent (22 ports) were open for commercial traffic only<sup>4</sup> (for more details, see table 3.1). Many operating ports are being used to ship crucial cargo and medical resources.

Of the 155 assessed closed blue border crossing points, the highest number was in the European Economic Area region with 63 assessed locations or 41 per cent, which represents a decrease of 8 p.p. Additionally, out of the 160 partially closed assessed ports, the South-Eastern Europe, Eastern Europe and Central Asia continued to be the IOM region with the highest number of partially closed ports with 58 ports or 36 per cent. Finally, the European Economic Area region was the IOM region with the highest percentage of assessed open blue border crossing points with 34 out of 77 assessed locations or 44 per cent.

The most common mobility restrictions imposed at ports were disembarkation at and embarkation from a particular port (60% and 57%, respectively), followed by newly introduced medical requirements (30%) such as medical screening, requirement of medical certificates or quarantine measures. Less common measures imposed at blue border crossing points were restrictions on specific nationalities (in 9% of the assessed locations), changes in visa requirements (4%) and changes in rules concerning identification and travel documents (2%).

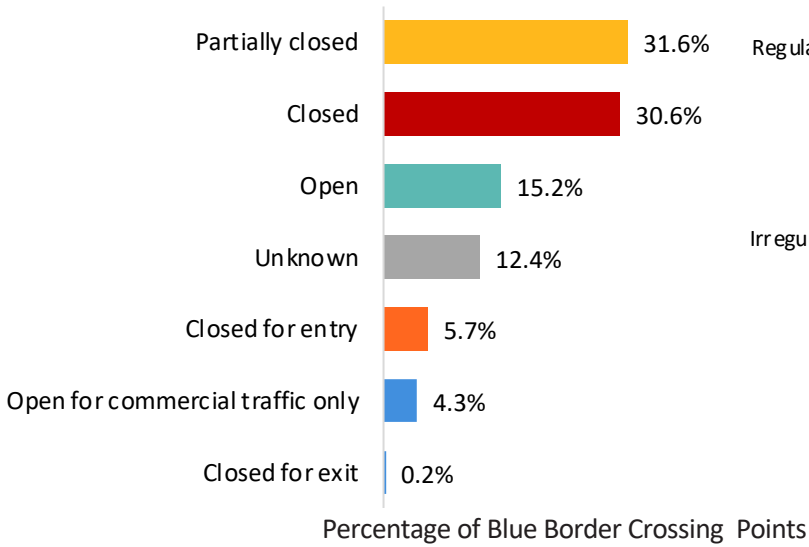
In 58 per cent of the assessed ports, the foreseen duration of the restrictive measures was unknown, while in 32 per cent of the cases the restrictions were recorded to be in place for a period between 14 days and one month. In 6 per cent of assessed locations the expected duration of restrictive measures was recorded as 1- 3 months and in 4 per cent of assessed locations restrictions were planned to be valid for less than 14 days.

The restrictive measures imposed at assessed ports have had an **impact** on mobile populations (see table 4), largely affecting **regular travelers** (in **63%** of assessed locations), **nationals (60%)**, **irregular migrants (30%)**, **returnees (27%)**, and finally **IDPs (18%)**.

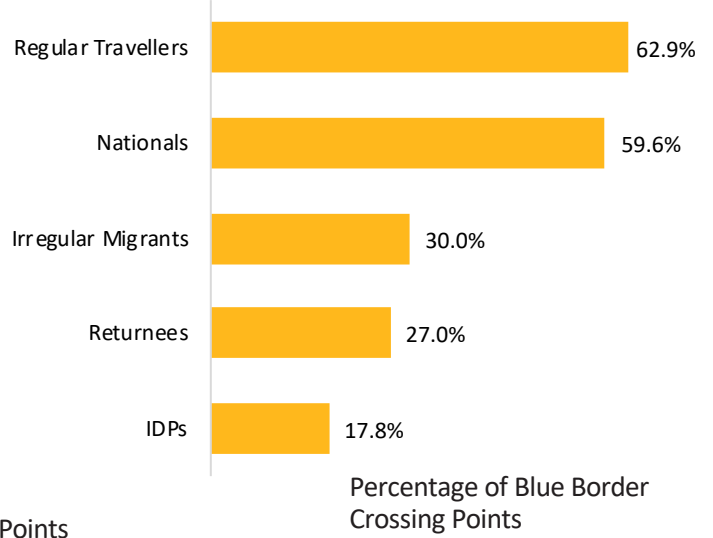
<sup>4</sup> Please refer to footnote 1

# 4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

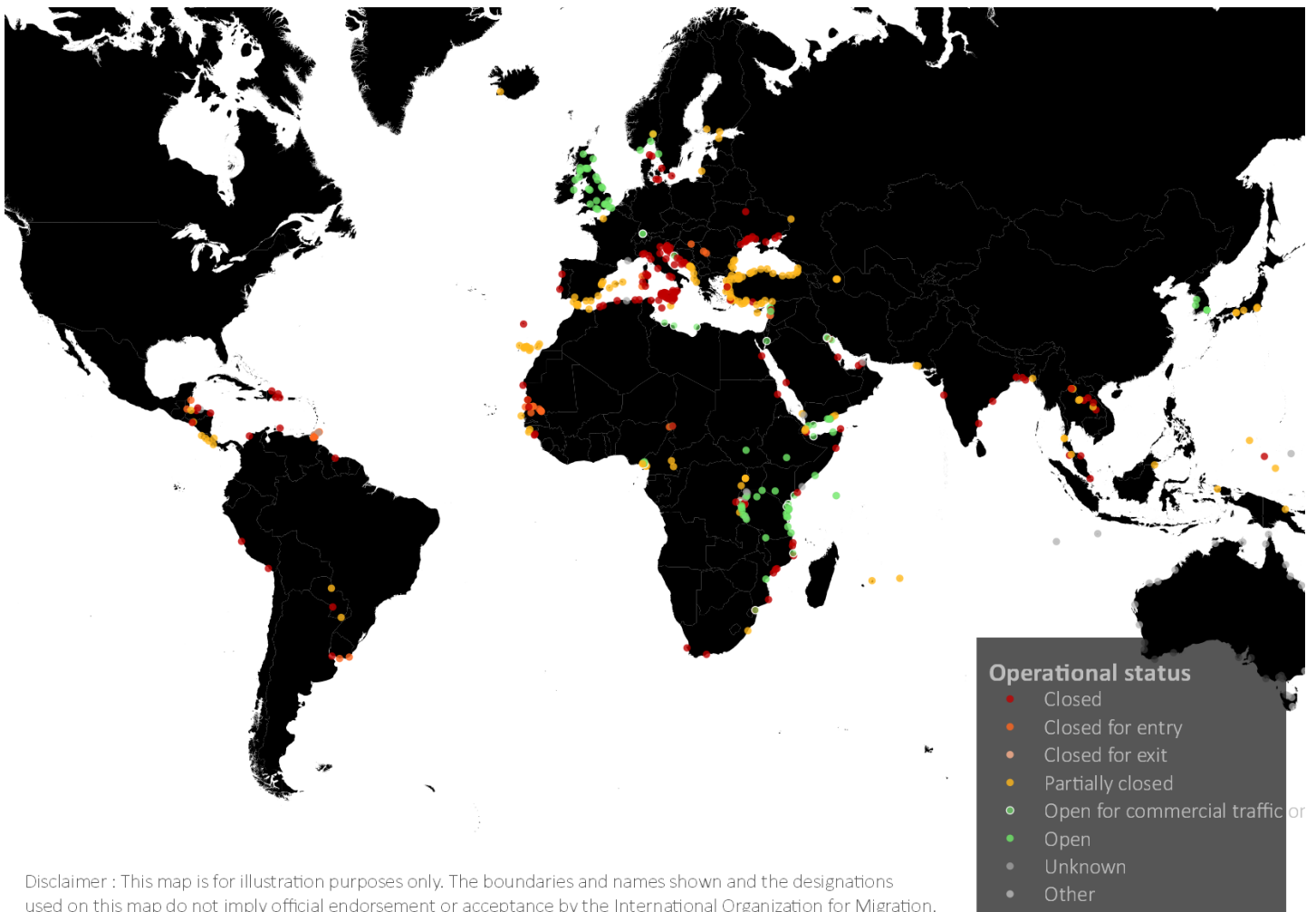
Operational status of the blue border crossing points



Affected population at blue border crossing points



Global map of assessed blue border crossing points and operational status



## 4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

### Public Health Section

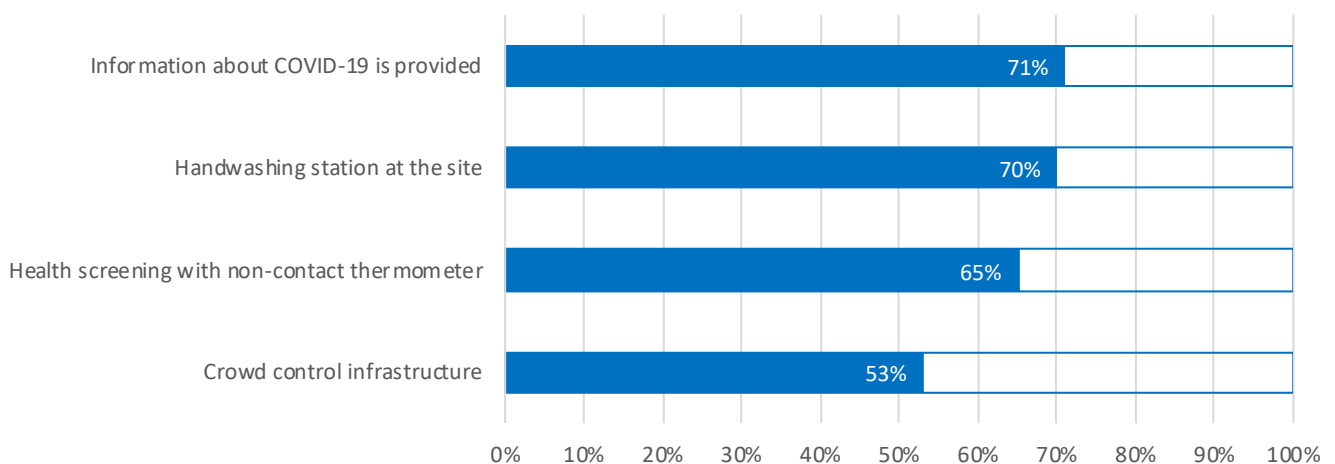
The following public health measures were reported in identified blue border crossing points through IOM's missions participating in this exercise (for further information, see Table 6.2).

On risk communication and community engagement at the identified airports, 71 per cent of the responses (142 identified points) noted that information for travellers regarding COVID-19 is provided at the site through leaflets, posters or announcements. Further, 137 locations (70% of identified sites recording a response) reported that handwashing stations are available as an infection prevention and control measure to provide a safe environment for travellers.

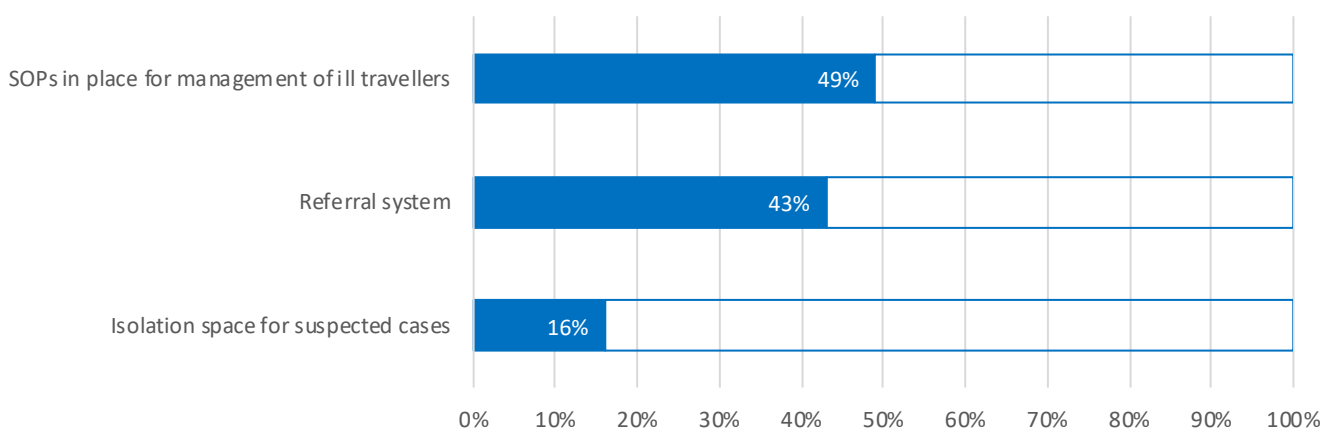
Health screening through non-contact thermometers has been reported at 77 identified blue border crossing points (65% of identified sites recording a response). Of the 119 identified sites for which this information is available, 53 per cent (63 identified sites) reported that there is infrastructure in place to support crowd control and ensure safety of screeners.

For the detection, management and referral of ill travellers, standard operating procedures are reported to be in place at 49 per cent of identified blue border crossing points recording a response to this question (97 out of 199 identified sites), while a referral system is reported to be in place at 43 per cent of identified sites recording a response (84 out of 196 identified blue border crossing points). The presence of an isolation space for further evaluation of any suspected case has also been reported by 16 per cent of respondents (31 out of 139 identified sites).

#### Public health measures in place in the assessed locations



#### Available tools/measures in the event of a COVID-19 case at the site



## 5. Overview of Land Border Crossing Points

# 1,940

Land Border Crossing Points assessed in 121 C/T/As

# 48%

of assessed locations are completely closed (+ 2 p.p. compared to last week)

# 14 days to one month

Most common (36%) duration of restrictions imposed, but duration is unknown in 44% of the cases

Among the **1,940 assessed land border crossing points** (110 more than last week's report 29 April 2020) in 121 countries, territories or areas, almost three quarters were **completely closed or partially closed (48% and 25% of the total, respectively)**, while only **10 per cent were open** without any restriction. A slight increase (+ 2 p.p.) in the share of completely closed land border crossing points was observed in the last week. Finally, it is noticeable that 115 out of 1,940 assessed land border crossing points (approximately **6% of the total**) were **open for commercial traffic only**<sup>5</sup> (for more details, see table 3.1).

South-Eastern Europe, Eastern Europe and Central Asia is the IOM region reporting the highest share of completely closed land border crossing points: 291 out of the 405 assessed locations were closed, corresponding to 72 per cent of total number of land border crossing points assessed in this region and representing a 6 per cent increase compared to last week. Other IOM regions with with a high proportion of closed land border crossing points include the Middle East and North Africa (71 out of 112: 63% of the total, i.e. a 1 p.p. increase on a weekly basis), South America (28 out of 49: 57%, no change compared to last week), Asia and the Pacific (114 out of 214: 53%, i.e. a 5 p.p. decrease compared to last week) and West and Central Africa (141 out of 268: 53%, i.e. a 3 p.p. increase compared to last week). The highest percentage of open land border crossing points among IOM regions was in East and Horn of Africa with 36 out of the 179 assessed land border crossing points that are open (20% of the total, no change from last week).

As in the previous week, limitations on entry and exit through a land border crossing point were still the most frequent restrictive measures used to curb the spread of COVID-19: respectively 78 and 77 per cent of land border crossing points were affected by these restrictions, respectively (see table 5.1). Other restrictions that have been imposed in the assessed land border crossing points were medical measures, such as quarantine or medical screening (in 29% of the cases), restrictions imposed on specific nationalities (10%), changes in visa requirements (7%) and changes in rules concerning identification and travel documents (6%).

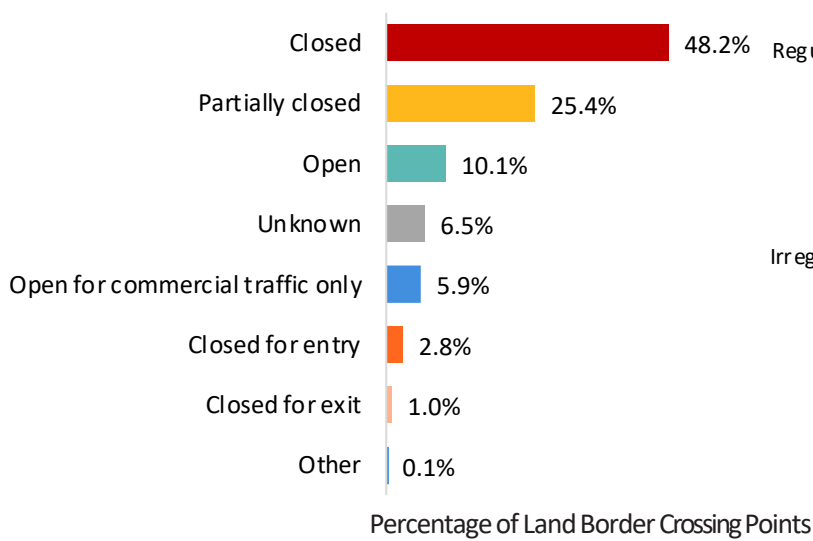
As of 30 April 2020, the most common duration of restrictions was 14 days to one month (36% of the cases), while 13 per cent of them will be in place for a duration between one and three months. Only 6 and 1 per cent of the restrictive measures will be in place for less than 14 days or more than three months, respectively. However, for 861 out of the 1940 assessed land border crossing points (44% of the total) the foreseen duration of the restrictive measures was unknown (i.e. information was unavailable), an increase of 1 per cent compared to last week.

The abovementioned measures had an **impact** on all categories of populations (see table 4.1), with **regular travelers** being the most affected at **79 per cent** of the assessed land border crossing points, followed by **nationals (67%)**, **irregular migrants (45%)**, **returnees (36%)** and **IDPs (17%)**.

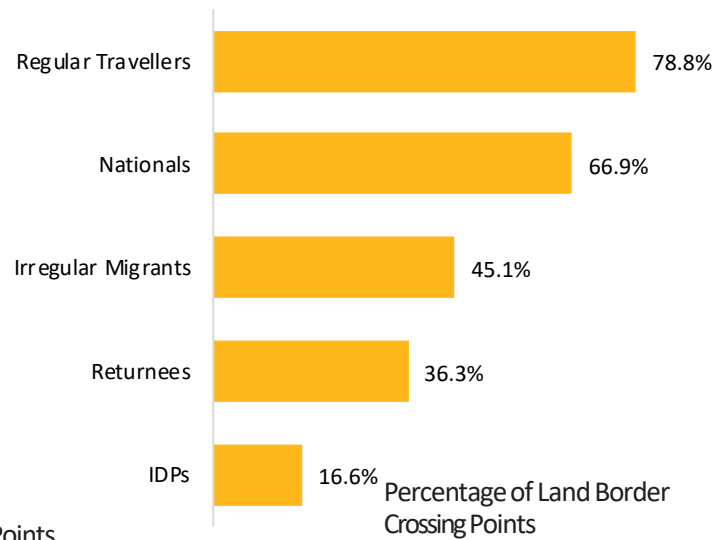
5. Please refer to footnote 1

# 5. Overview of Land Border Crossing Points

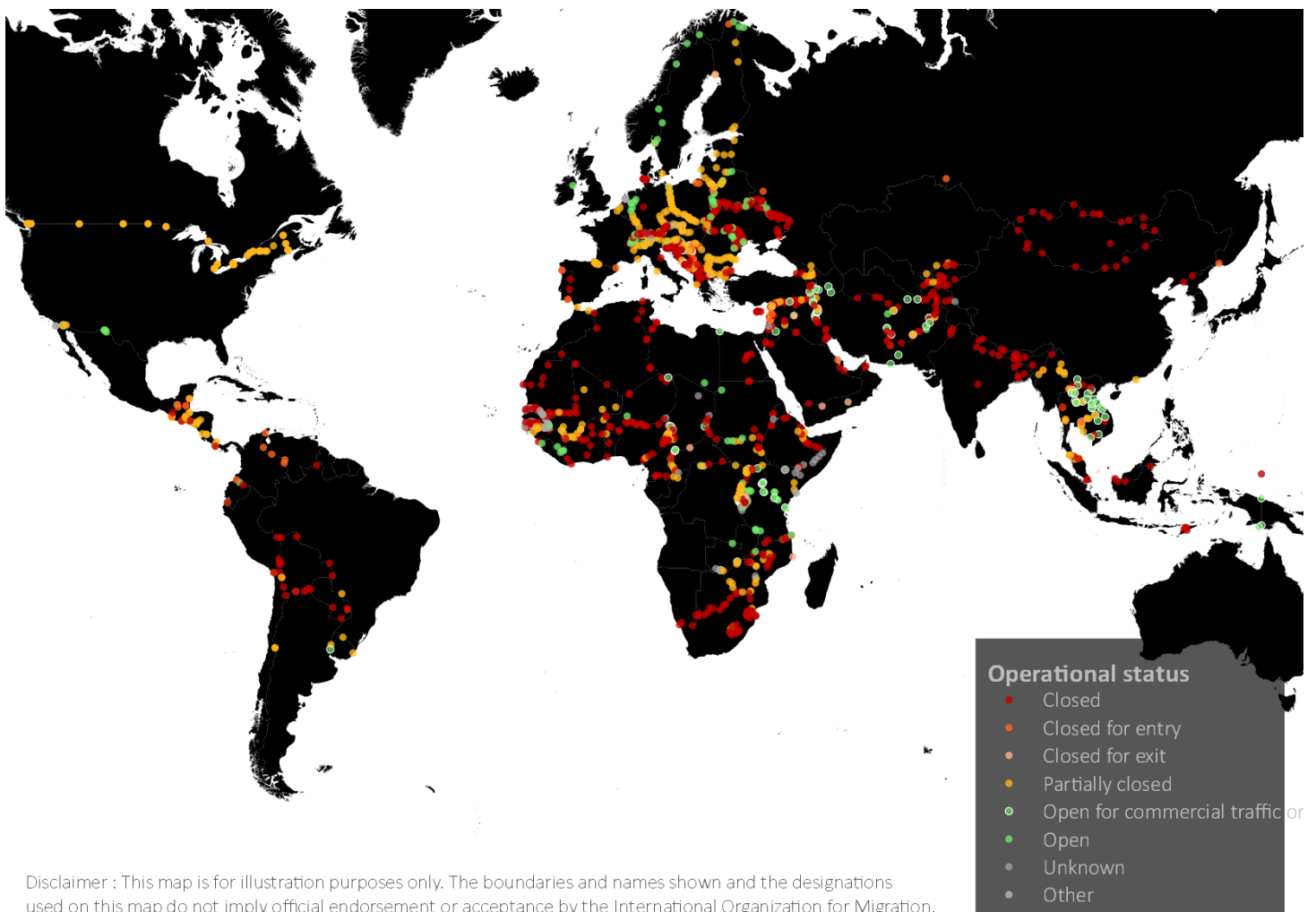
Operational status land border crossing points



Affected population at land border crossing points



Global map of assessed land border crossing points and operational status



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# 5. Overview of Land Border Crossing Points

## Public Health Measures

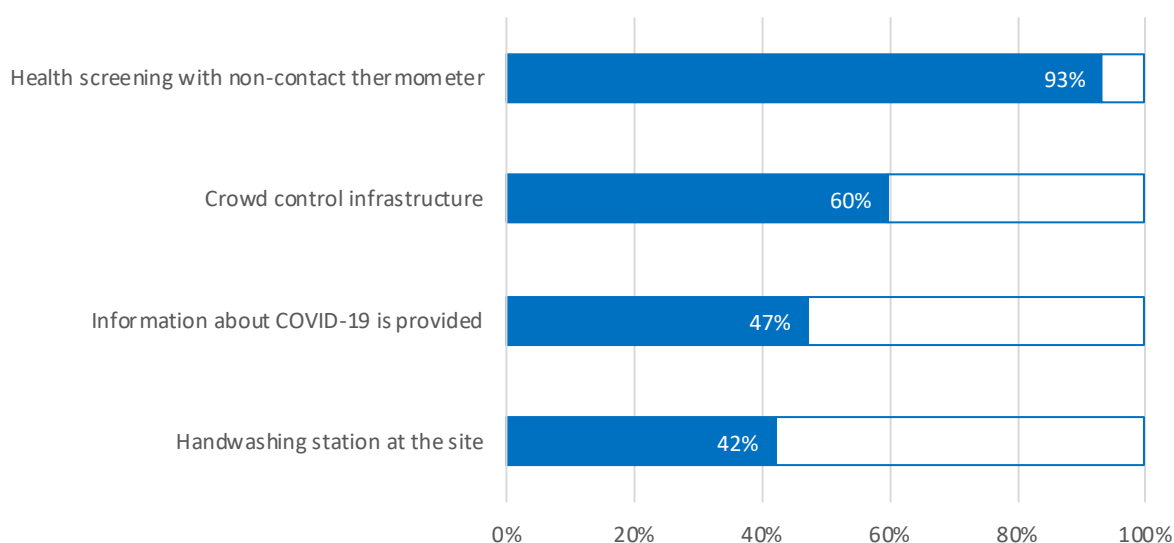
The following public health measures were reported in identified land border crossing points through IOM's missions participating in this exercise (for further information, see Table 6.3).

On risk communication and community engagement at the identified land border crossing points, 47 per cent of the responses noted that information for travellers regarding COVID-19 is provided at the site through leaflets, posters or announcements. Further, 42 per cent of responses (287 out of 683 identified sites) reported that handwashing stations are available as an infection prevention and control measure to provide a safe environment for travellers.

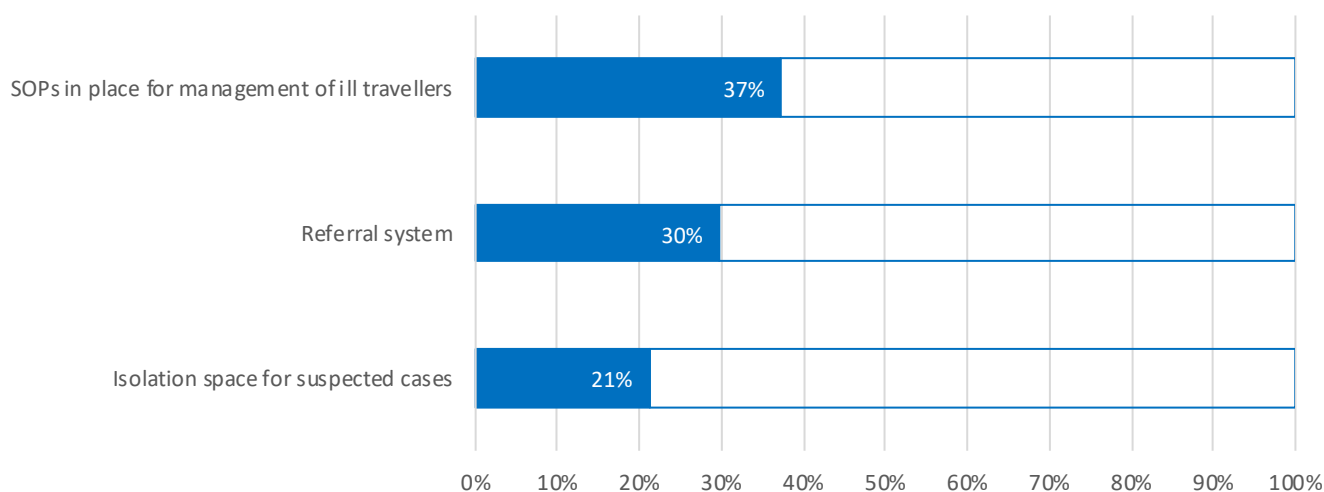
Health screening through non-contact thermometers has been reported at 93 per cent of identified land border crossing points recording a response for this question (262 out of 281 land border crossing points). Moreover, 53 per cent of responses (166 out of 278 identified land border crossing points) reported that there is infrastructure in place to support crowd control and ensure safety of screeners.

For the detection, management and referral of ill travellers, standard operating procedures are reported to be in place at 37 per cent of identified land border crossing points recording a response to this question (259 out of 695 identified sites), while a referral system is reported to be in place at 30 per cent of identified sites recording a response (201 out of 677 identified land border crossing points). The presence of an isolation space for further evaluation of any suspected case has also been reported by 21 per cent of respondents (144 out of 682 identified sites).

### Public health measures in place in the assessed locations



### Available tools/measures in the event of a COVID-19 case at the site



## 6. Overview of Internal Transit Points

**344**

Internal Transit Points  
assessed in 25 C/T/As

**71%**

of the assessed internal transit  
points are either completely  
(27%) or partially (44%) closed

**50%**

of the assessed locations have  
imposed medical restrictions

Of the **344 internal transit points** (14 more than last week) monitored in 25 countries, territories or areas, more than 70 per cent were either **partially** (44%, i.e. a 1 p.p. decrease compared to last week) or **completely closed** (27%, i.e. a 1 p.p. weekly decrease). Open internal transit points represented **26 per cent** of the assessed locations, implying a 2 per cent increase compared with last week's figure (see table 3.1). As in the previous week, approximately half of the assessed locations have imposed medical restrictions, such as quarantine or medical screening (see table 5.1).

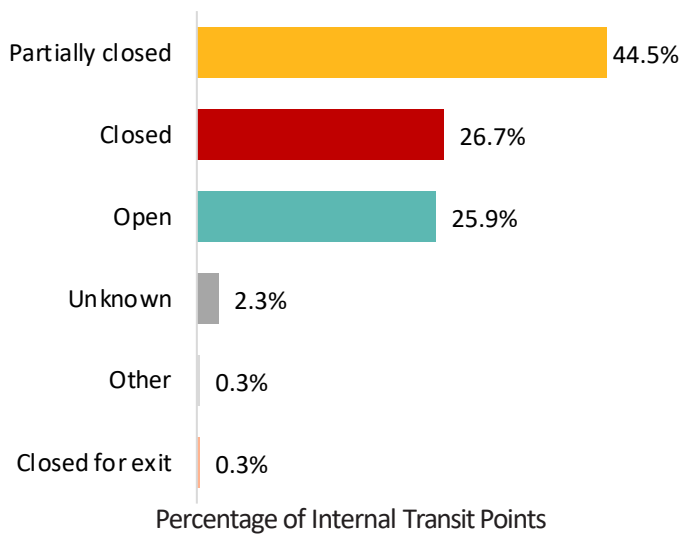
IOM assessed internal transit points were mostly situated in Asia and the Pacific (33%), West and Central Africa (26%) and South- Eastern Europe, Eastern Europe and Central Asia (26%). The operational status of the assessed internal transit points appears very different across the abovementioned regions with a majority of completely or partially closed locations in Asia and the Pacific (56% and 38% of the assessed internal transit points in the region, respectively) compared to 79 per cent of the assessed internal transit points that are open in West and Central Africa (72 out of 91). In South-Eastern Europe, Eastern Europe and Central Asia, 81 out of the 89 assessed internal transit points are partially closed (91%), while the rest are completely closed.

In 58 per cent of the assessed internal transit points, the foreseen duration of the restrictions was unknown (i.e. information was unavailable), while in 24 and 16 per cent of the cases the restrictions will be in place for 14 days to one month or less than 14 days, respectively. Only in 2 per cent of the assessed locations, the restrictive measures will be valid for more than one month.

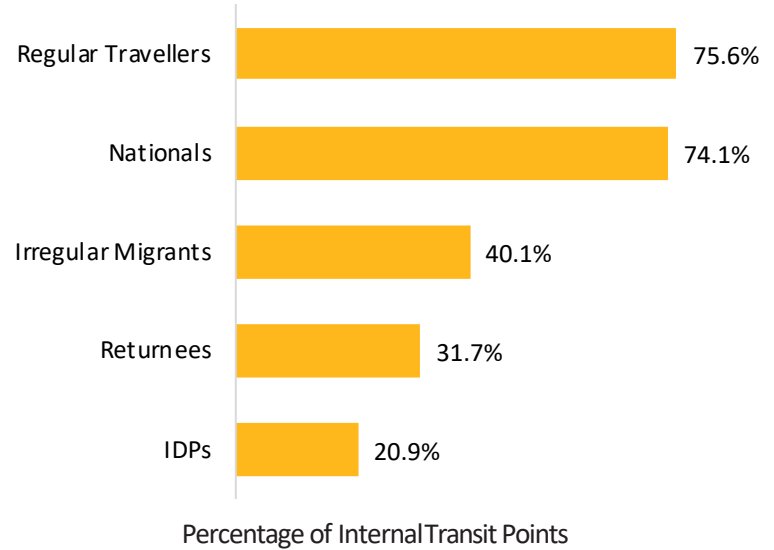
These restrictions had an **impact** on all categories of travelers, especially on **regular travelers** and **nationals** (affected in respectively in **76%** and **74%** of the assessed locations). **Irregular migrants** (in **40%** of the assessed internal transit points), **returnees** (**32%**) and **IDPs** (**21%**) have also been affected by the abovementioned restrictions.

# 6. Overview of Internal Transit Points

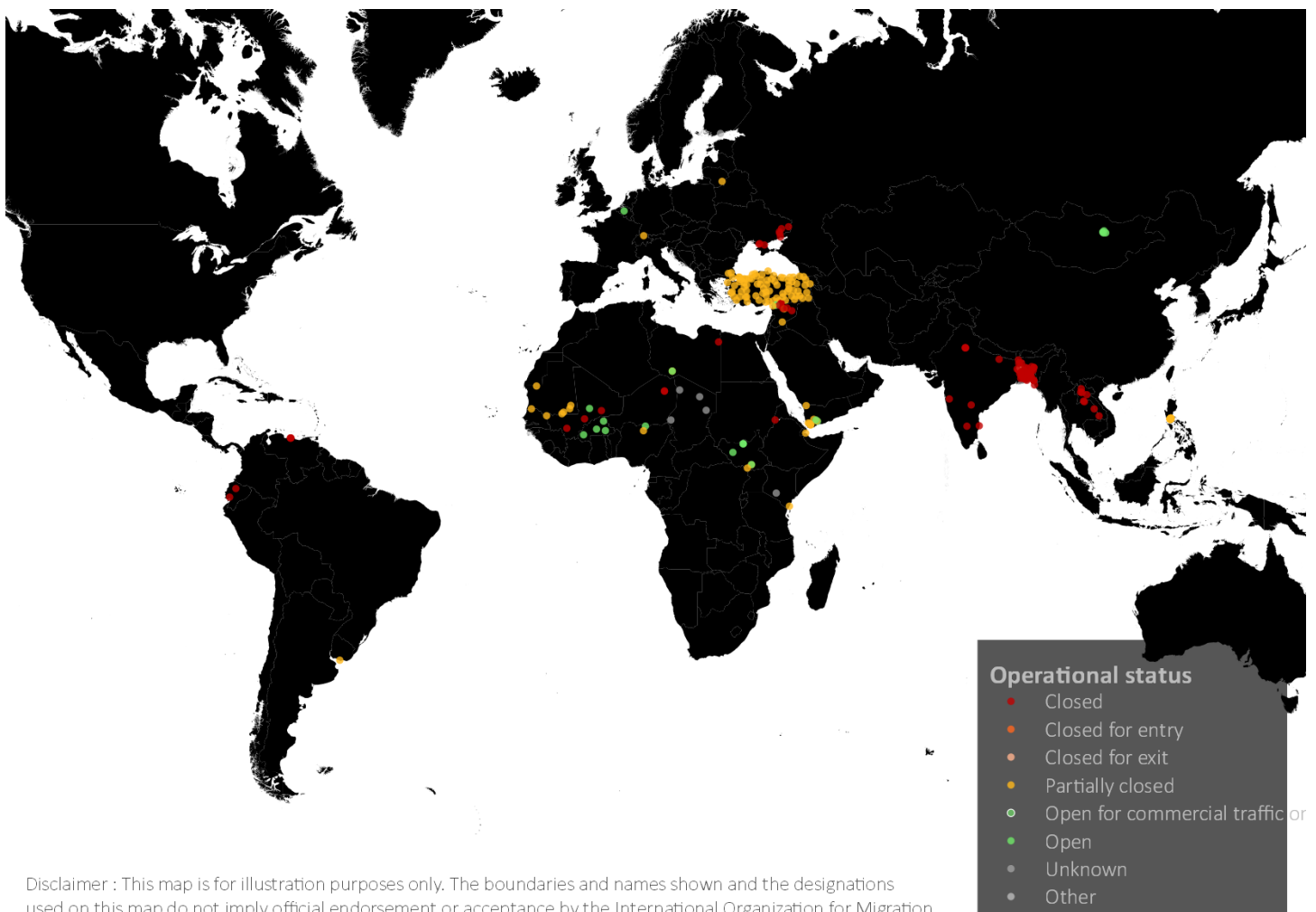
Operational status of internal transit points



Affected population category at internal transit points



Global map of assessed internal transit points and operational status



Disclaimer : This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

## 6. Overview of Internal Transit Points

### Public Health Measures

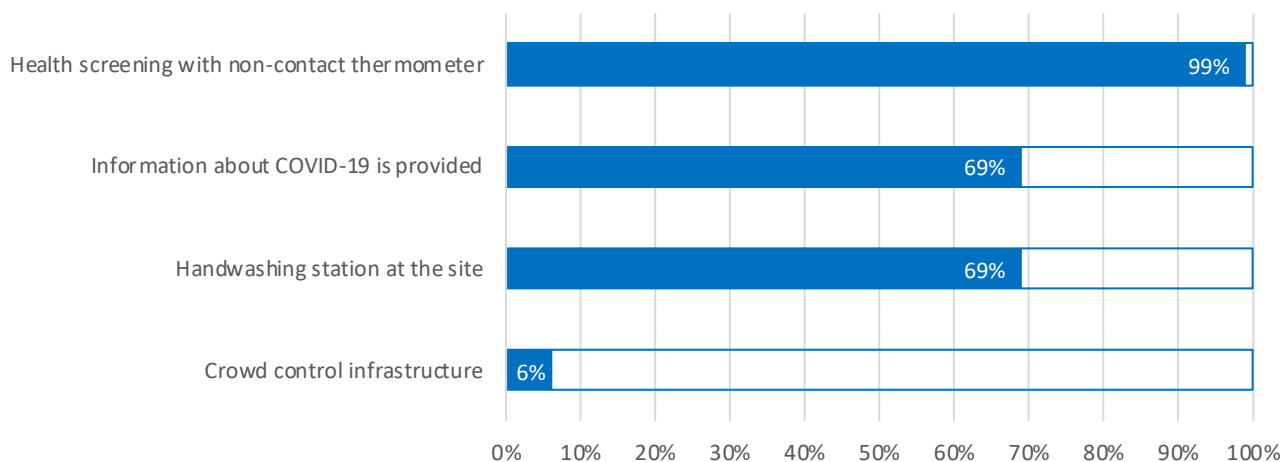
The following public health measures were reported in identified internal transit points through IOM's missions participating in this exercise (for further information, see Table 6.4).

On risk communication and community engagement at the identified land border crossing points, 69 per cent of the responses (93 out of 135 identified internal transit points) noted that information for travellers regarding COVID-19 is provided at the site through leaflets, posters or announcements. Further, 69 per cent of responses (92 out of 133 identified sites) reported that handwashing stations are available as an infection prevention and control measure to provide a safe environment for travellers.

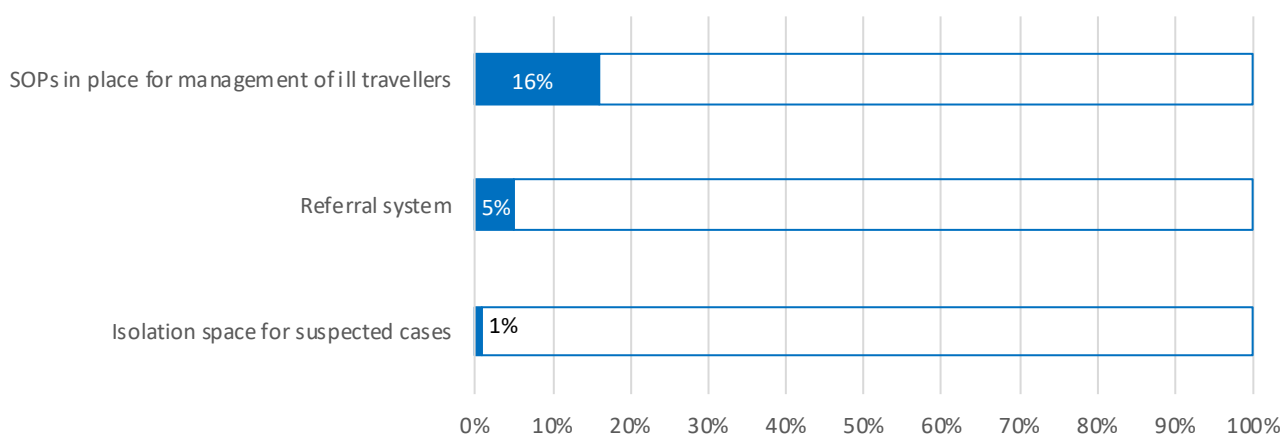
Health screening using non-contact thermometers has been reported at almost all identified internal transit points recording a response for this question (88 out of 89 identified sites). However, only 6 per cent of responses (5 out of 89 identified internal sites) reported that there is infrastructure in place to support crowd control and ensure safety of screeners.

For the detection, management and referral of ill travellers, standard operating procedures are reported to be in place at 16 per cent of identified internal transit points recording a response to this question (24 out of 149 locations), while a referral system is reported to be in place at only 7 sites out of 134 identified sites recording a response. Only 1 internal transit point was reported to have reliable information on the presence of an isolation space for further evaluation of any suspected case.

#### Public health measures in place in the assessed locations



#### Available tools/measures in the event of a COVID-19 case at the site



## 7. Overview of Areas and Sites of Interest

### 7.1. Areas of Interest

**356**

areas assessed in 69 C/T/As

**29%**

of the assessed areas are located in the IOM region of Asia and the Pacific

**46%**

of the assessed areas have restrictions on public events

In total, 356 (13% increase from the previous week) areas of interest were assessed in 69 countries, territories and areas. These areas were chosen from sub-administrative units of interest, such as areas of outbreak of COVID-19 or areas under lockdown/quarantine. Assessed areas consisted of cities, towns and regions. Cancellation of public events, school closures, restricted operating hours for public establishments and alternative working arrangements can be listed as restrictive measures imposed in these areas.

Among the regions, the IOM region of Asia and Pacific had the highest share of assessed areas (105 out of 356 assessed areas or 29%), closely followed by the IOM region of European Economic Area (77 out of 356 assessed areas or 22%). Both IOM region of South-Eastern Europe, Eastern Europe and Central Asia, and IOM region of Middle East and North Africa had 13 per cent of the assessed areas separately.

The type of restrictive measures being imposed on the assessed areas varied. In 46 per cent of assessed areas (162 out of 315) public events were cancelled or postponed. Schools were closed in 45 per cent of the assessed areas (160 out of 315). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 40 per cent of the assessed areas separately (141 out of 356 assessed areas for both of them).

In the majority of areas (53%), the expected duration of restrictions was 14 days to one month, followed by one to three months and less than 14 days (both around 5% of the cases). However, in 35 per cent of assessed areas, the expected duration of restrictions was unknown.

### 7.2. Sites with Populations of Interest

**561**

sites assessed in 109 C/T/As

**20%**

of the assessed sites are located in the IOM region of European Economic Area

**43%**

of the assessed sites have reported cases of stranded foreign nationals

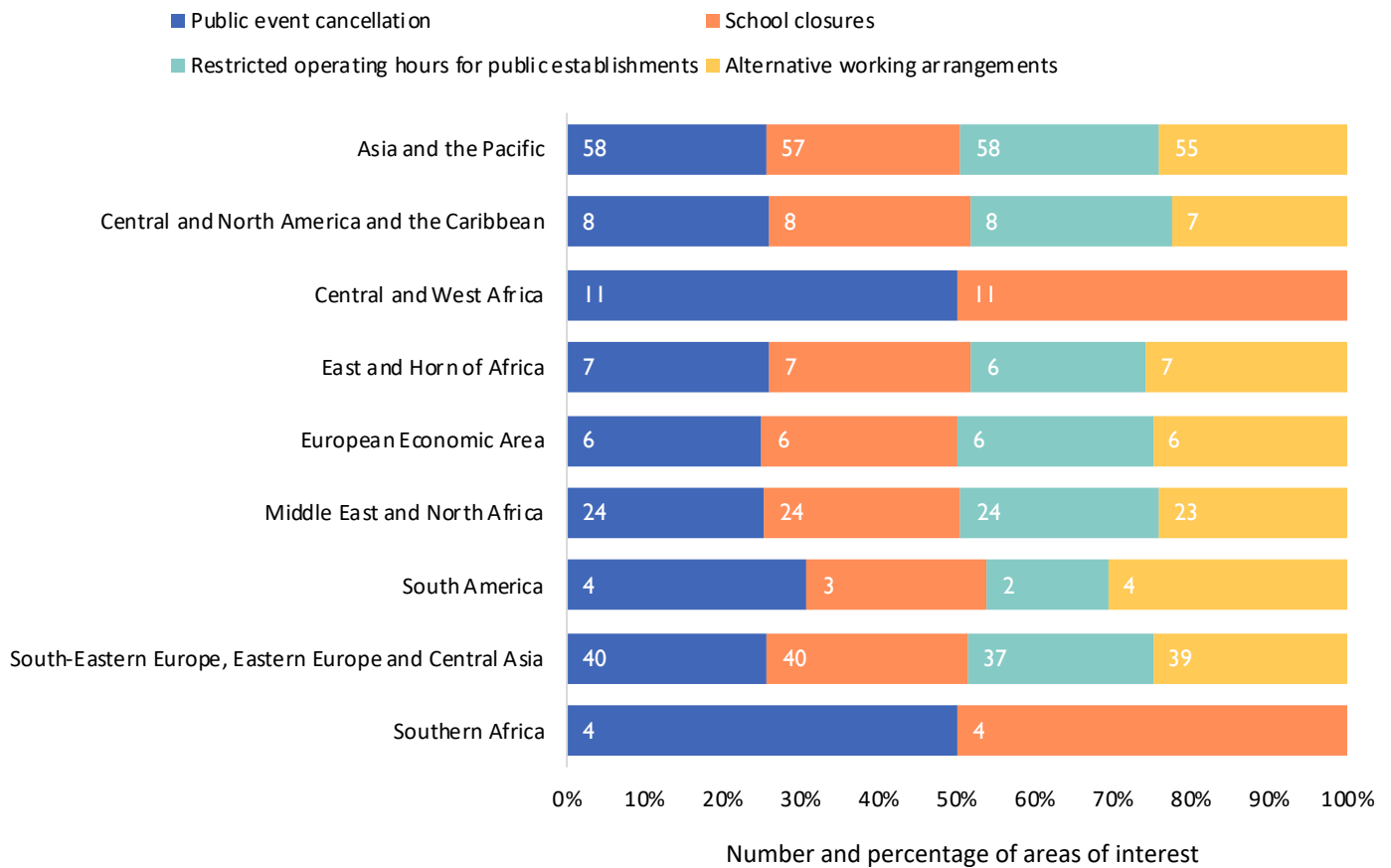
In total, 561 (6% increase from the previous week) sites were assessed in 109 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals and IDPs. Hotels, temporary reception centers, camps, transit centers and detention centers can be given as examples of assessed sites.

Affected population groups consisted of stranded, repatriated and returning migrants, IDPs, asylum seekers and regular travelers. In 43 per cent of the assessed sites with populations of interest, foreign nationals were stranded there (239 out of 561 locations) and in 22 per cent there were reported cases of foreign nationals returning to their country of origin (126 out of 561) while in 3 per cent IDPs were affected by restrictive measures (15 out of 561).

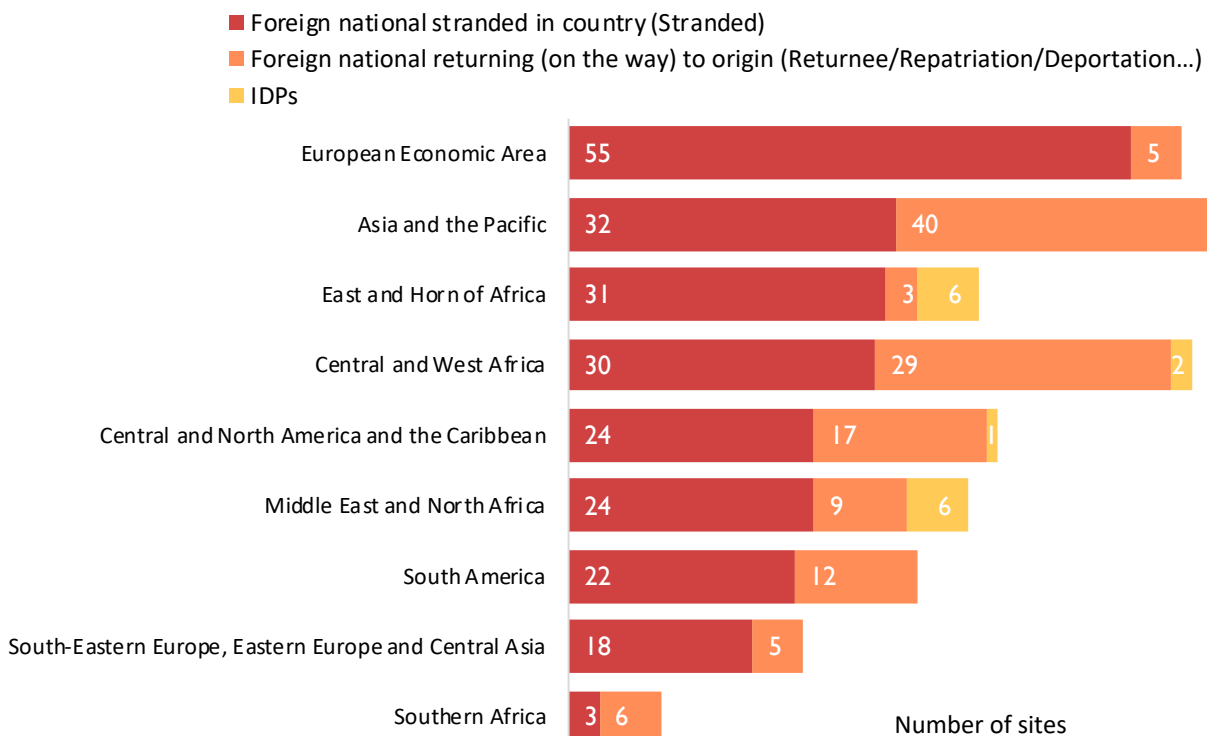
Among the regions, the IOM region of European Economic Area had the highest proportion of sites (20% of all assessed sites) and sites with stranded migrants (23%), followed by the IOM region of Asia and Pacific with 17 per cent and 13 per cent respectively. IOM region of Asia and Pacific has also the highest proportion of sites with reported cases of nationals returning to their origin (32%). Both IOM regions of East and Horn of Africa and Middle East and North Africa have 40 per cent of the sites with reported cases of foreign nationals returning to their country of origin separately. In the IOM region of South America, 65 per cent of assessed sites had reported cases of stranded foreign nationals, followed by IOM regions of East and Horn of Africa and European Economic Area (63% and 49% respectively).

# 7. Overview of Areas and Sites of Interest

## Number and type of restrictions in areas of interest by IOM region



## Number of sites disaggregated by population categories and by IOM region



# Annex: Tables

Table I.I: Percentage of assessed locations by type and IOM region

Region	Airport	Area	Sites	Internal Transit Point	Land Border Crossing Point	Blue Border Crossing Point	Total
Asia and the Pacific	23%	13%	12%	14%	26%	12%	100%
Central and North America and the Caribbean	14%	7%	21%	0%	45%	13%	100%
Central and West Africa	8%	5%	12%	17%	51%	7%	100%
East and Horn of Africa	12%	2%	14%	4%	51%	17%	100%
European Economic Area	16%	8%	12%	0%	49%	15%	100%
Middle East and North Africa	16%	13%	22%	7%	30%	12%	100%
South America	16%	12%	25%	4%	36%	7%	100%
South-Eastern Europe, Eastern Europe and Central Asia	15%	6%	8%	11%	51%	9%	100%
Southern Africa	30%	4%	4%	0%	53%	9%	100%
<b>Total</b>	<b>16%</b>	<b>8%</b>	<b>13%</b>	<b>8%</b>	<b>44%</b>	<b>11%</b>	<b>100%</b>

Table 2: Number of assessed locations by operational status and IOM region

Region	Closed	Closed for entry	Closed for exit	Partially closed	Open	Open for commercial traffic only	Other	Unknown
Asia and the Pacific	251	5	5	166	61	59	1	60
Central and North America and the Caribbean	47	20	NA	90	12	2	0	8
Central and West Africa	173	11	3	72	93	16	0	66
East and Horn of Africa	68	0	7	52	79	37	1	49
European Economic Area	259	24	3	301	148	9	0	22
Middle East and North Africa	147	7	7	33	16	18	2	13
South America	54	12	0	15	2	2	0	0
South-Eastern Europe, Eastern Europe and Central Asia	359	31	1	248	51	0	0	1
Southern Africa	110	3	1	82	12	6	0	7
<b>Total</b>	<b>1468</b>	<b>113</b>	<b>27</b>	<b>1059</b>	<b>474</b>	<b>149</b>	<b>4</b>	<b>226</b>

Table 2.1: Percentage of locations disaggregated by operational status and IOM region

Region	Closed	Closed for entry	Closed for exit	Partially Closed	Open	Open for commercial traffic only	Other	Unknown
Asia and the Pacific	41%	1%	1%	27%	10%	10%	0%	10%
Central and North America and the Caribbean	26%	11%	0%	50%	7%	1%	0%	4%
Central and West Africa	40%	3%	1%	17%	21%	4%	0%	15%
East and Horn of Africa	23%	0%	2%	18%	27%	13%	0%	17%
European Economic Area	34%	3%	0%	39%	19%	1%	0%	3%
Middle East and North Africa	60%	3%	3%	14%	7%	7%	1%	5%
South America	64%	14%	0%	18%	2%	2%	0%	0%
South-Eastern Europe, Eastern Europe and Central Asia	52%	4%	0%	36%	7%	0%	0%	0%
Southern Africa	50%	1%	0%	37%	5%	3%	0%	3%
<b>Total</b>	<b>42%</b>	<b>3%</b>	<b>1%</b>	<b>30%</b>	<b>13%</b>	<b>4%</b>	<b>0%</b>	<b>6%</b>

# Annex: Tables

Table 3: Number of assessed locations by operational status and type

Location type	Closed	Closed for entry	Closed for exit	Partially closed	Open	Open for commercial traffic only	Other	Unknown	Total
Airport	286	29	6	254	112	12	2	28	729
Area of Interest	124	0	0	10	8	11	8	195	356
Sites with Populations of Interest	0	0	0	0	0	0	0	561	561
Internal Transit Point	92	0	1	153	89	0	1	8	344
Land Border Crossing Point	935	55	19	492	196	115	1	127	1940
Blue Border Crossing Point	155	29	1	160	77	22	0	63	507
<b>Total</b>	<b>1592</b>	<b>113</b>	<b>27</b>	<b>1069</b>	<b>482</b>	<b>160</b>	<b>12</b>	<b>982</b>	<b>4437</b>

Table 3.1: Percentage of assessed locations disaggregated by operational status and type

Location type	Closed	Closed for entry	Closed for exit	Partially closed	Open	Open for commercial traffic only	Other	Unknown	Total
Airport	39%	4%	1%	35%	15%	2%	0%	4%	100%
Area of Interest	35%	0%	0%	3%	2%	3%	2%	55%	100%
Sites with Populations of Interest	0%	0%	0%	0%	0%	0%	0%	100%	100%
Internal Transit Point	27%	0%	0%	45%	26%	0%	0%	3%	100%
Land Border Crossing Point	48%	3%	1%	25%	10%	6%	0%	7%	100%
Blue Border Crossing Point	31%	6%	0%	32%	15%	4%	0%	12%	100%
<b>Total</b>	<b>36%</b>	<b>3%</b>	<b>1%</b>	<b>24%</b>	<b>11%</b>	<b>4%</b>	<b>0%</b>	<b>22%</b>	<b>100%</b>

Table 4: Number of assessed locations by affected population categories

Location Type	Nationals	Regular Travellers	Irregular Migrants	Returnees	IDPs	Total
Airport	545	642	250	272	111	729
Internal Transit Point	255	260	138	109	72	344
Land Border Crossing Point	1298	1528	874	704	322	1940
Blue Border Crossing Point	302	319	152	137	90	507



# Annex: Tables

Table 4.I: Percentage of assessed locations disaggregated by affected population categories

Location Type	Nationals	Regular Travellers	Irregular Migrants	Returnees	IDPs	Total
Airport	75%	88%	34%	37%	15%	100%
Internal Transit Point	74%	76%	40%	32%	21%	100%
Land Border Crossing Point	67%	79%	45%	36%	17%	100%
Blue Border Crossing Point	60%	63%	30%	27%	18%	100%

Table 5: Overview of measures imposed on locations, disaggregated by type of location

Location Type	Mobility Restriction (to)	Mobility Restriction (from)	Visa Change	Restricted Nationality	Document change	Medical Requirements	Other Limitation	None	Total
Airport	564	487	75	121	17	254	95	2	729
Internal Transit Point	192	190	3	2	1	171	12	4	344
Land Border Crossing Point	1516	1502	130	188	110	569	344	22	1940
Blue Border Crossing Point	304	291	21	45	8	153	38	13	507
<b>Total</b>	<b>2576</b>	<b>2470</b>	<b>229</b>	<b>356</b>	<b>136</b>	<b>1147</b>	<b>489</b>	<b>41</b>	<b>3520</b>

Table 5.I: Percentage of different measures disaggregated by type of location

Location Type	Mobility Restriction (to)	Mobility Restriction (from)	Visa Change	Restricted Nationality	Document change	Medical Requirements	Other Limitation	None	Total
Airport	77%	67%	10%	17%	2%	35%	13%	0%	100%
Internal Transit Point	56%	55%	1%	1%	0%	50%	3%	1%	100%
Land Border Crossing Point	78%	77%	7%	10%	6%	29%	18%	1%	100%
Blue Border Crossing Point	60%	57%	4%	9%	2%	30%	7%	3%	100%
<b>Total</b>	<b>73%</b>	<b>70%</b>	<b>7%</b>	<b>10%</b>	<b>4%</b>	<b>33%</b>	<b>14%</b>	<b>1%</b>	<b>100%</b>

# Annex: Tables

Table 6.1: Public Health Section for Airports

Question	Yes	No	Don't know	Total
Handwashing station at the site	247	9	52	308
Health screening with temperature check using non-contact thermometer	167	1	5	173
Information about COVID-19 being provided at site	254	9	50	313
Infrastructure at the site to support crowd control and ensure safety of screeners	135	10	28	173
Isolation space exist for evaluation of any suspect case away from crowds	117	40	150	307
Referral system in place at the site	121	33	151	305
SOPs in place at the site for management and referral of ill travellers	178	30	105	313

Table 6.2: Public Health Section for Blue Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	137	13	45	195
Health screening with temperature check using non-contact thermometer	77	4	38	119
Information about COVID-19 being provided at site	142	15	42	199
Infrastructure at the site to support crowd control and ensure safety of screeners	63	12	44	119
Isolation space exist for evaluation of any suspect case away from crowds	31	27	139	197
Referral system in place at the site	84	21	91	196
SOPs in place at the site for management and referral of ill travellers	97	19	83	199

Table 6.3: Public Health Section for Land Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	287	122	274	683
Health screening with temperature check using non-contact thermometer	262	11	8	281
Information about COVID-19 being provided at site	323	111	252	686
Infrastructure at the site to support crowd control and ensure safety of screeners	166	45	67	278
Isolation space exist for evaluation of any suspect case away from crowds	144	178	360	682
Referral system in place at the site	201	142	334	677
SOPs in place at the site for management and referral of ill travellers	259	129	307	695

Table 6.4: Public Health Section for Internal Transit Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	92	10	31	133
Health screening with temperature check using non-contact thermometer	88		1	89
Information about COVID-19 being provided at site	93	11	31	135
Infrastructure at the site to support crowd control and ensure safety of screeners	5	2	82	89
Isolation space exist for evaluation of any suspect case away from crowds	1	24	109	134
Referral system in place at the site	7	15	112	134
SOPs in place at the site for management and referral of ill travellers	24	15	110	149

# Annex: Tables

Table 7: Number of areas of interest in each IOM Region

Number of Areas of Interest in IOM Regions	Number of areas	Percentages
Asia and the Pacific	105	29%
Central and North America and the Caribbean	18	5%
Central and West Africa	27	8%
East and Horn of Africa	8	2%
European Economic Area	77	22%
South America	47	13%
South-Eastern Europe, Eastern Europe and Central Asia	16	4%
Southern Africa	48	13%
<b>Total</b>	<b>356</b>	<b>100%</b>

Table 7.1: Number of type of restrictions in areas of interest

Number of Areas	Public Events Cancelled	School Closures	Restricted operations of establishments	Alternative Working Arrangements
Yes	162	160	141	141
Unknown	194	196	215	215
Percentage of Areas	46%	45%	40%	40%

Table 7.2: Duration of restrictive measures at areas of interest

Duration of Restrictions in the Areas of Interest	Number of areas	Percentages
N/A	27	8%
1 - 3 months	21	6%
14 days to One month	176	49%
Less than 14 days	17	5%
Unknown	115	32%
<b>Total</b>	<b>356</b>	<b>100%</b>

# Annex: Tables

Table 7.3: Affected population categories in the sites of interest

Affect population categories	Number of sites	Percentage of sites
Stranded foreign nationals in the country	239	43%
Foreign nationals returning to their country of origin (repatriation, deportation, etc.)	126	22%
IDPs	15	3%
Other	159	28%
No data	22	4%
<b>Total</b>	<b>561</b>	<b>100%</b>

Table 7.4: Number of sites disaggregated by population categories and by IOM region

Region	Foreign nationals returning to their country of origin (repatriation, deportation, etc.)	Stranded foreign nationals in the country	IDPs	Other	No data	Total
Asia and the Pacific	40	32	0	25		97
Central and North America and the Caribbean	17	24	1	9		51
Central and West Africa	29	30	2	2		63
East and Horn of Africa	3	31	6	1	8	49
European Economic Area	5	55	0	52	1	113
Middle East and North Africa	9	24	6	32	13	84
South America	12	22	0	0		34
South-Eastern Europe, Eastern Europe and Central Asia	5	18	0	37		60
Southern Africa	6	3		1		10
<b>Total</b>	<b>126</b>	<b>239</b>	<b>15</b>	<b>159</b>	<b>22</b>	<b>561</b>