

IOM COVID-19
POINTS OF ENTRY
WEEKLY ANALYSIS
20 MAY 2020



PUBLISHER

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IOM is committed to the principle that humane and orderly migration benefits migrants and society. As an intergovernmental organization, IOM acts with its partners in the international community to assist in meeting the operational challenges of migration, advance understanding of migration issues, encourage social and economic development through migration and uphold the human dignity and well-being of migrants.

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

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COVER PHOTO:

IOM Mauritania staff presenting equipment to border officials IOM Ciré Ly

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Methodology & Definitions

The Points of Entry Weekly Analysis is meant to serve IOM Member States, IOM, UN and voluntary partner agencies, the civil society (including media) as well as the general population in analysing the impact of COVID-19 pandemic on Points of Entry. It is particularly relevant when identifying and addressing specific needs faced by migrants and mobile populations, disproportionately affected by the global mobility restrictions.

The report is based on information provided by IOM field staff, using 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 the geo-location and attributes, and through regular assessments and triangulation of information. The updates depend on the time frame within which the information becomes available and is processed by IOM. For this reason, the analysis is always dated and timestamped in order to reflect the reality at a given time. However, as the situation continuously evolves and changes, despite IOM's best efforts, the analysis may not always accurately reflect the multiple and simultaneous restrictive measures being imposed at a specific location.

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](#).

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 Points (international border crossing point on sea, river or lake)
- Land Border Crossing Points (international border crossing point on land, including rail)
- Internal Transit Points (internal transit point inside a given country, territory or area)
- Areas of interest (region, town, city or sub-administrative unit in a given country, territory or area)
- Sites with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travelers)

The following operational status is captured for each assessed location:

- Fully operational:
 - Open for entry and exit: all travelers can use the PoE or internal transit point.
- Partially operational:
 - Open for commercial traffic only: only transport of goods is permitted, travelers are not allowed to cross;
 - Closed for entry: travelers cannot use this location to enter the country, territory or area;
 - Closed for exit: travelers cannot use this location to leave the country, territory or area;
 - Open for returning nationals and residents only: the location is open to returning nationals and residents only, including military and humanitarian personnel and other special groups for whom entry and exit is permitted according to national procedures in place.
- Fully closed:
 - Closed for both entry and exit: no one is permitted to use the PoE or internal transit point.
- Other
- Unknown

Methodology & Definitions

The report systematically captures the following types of mobility restrictions in place:

- 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
- Medical certificate confirming a negative COVID-19 test result
- Other
- None

Additionally, more information is collected on areas of interest, specifically concerning whether:

- Public events were cancelled or postponed
- Schools were closed
- Restricted operating hours for public establishments (café, restaurant, etc.) were adopted
- Alternative working arrangements (working remotely, etc.) were implemented
- Movement outside home was restricted
- Lockdown/quarantine measures were enforced by police or military

Affected Populations:

COVID-19 mobility restrictions affect different population categories. For example, for the purpose of this report, 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. It 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.

Other affected populations include regular travelers, nationals, returnees, irregular migrants, internally displaced persons (IDPs), migrant workers and refugees. The various populations are affected in diverse ways across the different types of assessed locations, including but not limited to requirements for additional documentation, temporary relocation, quarantine or medical screening, up to an inability to continue their intended travel.

Public Health Emergency Preparedness and Response Capacities (COVID-19):

To understand public health emergency preparedness and response capacities with regard to the COVID-19 pandemic additional questions are asked about specific public health interventions in place in the specified locations. These include risk communication and community engagement, infection prevention and control, and measures to detect, manage and refer ill travellers suspected of having COVID-19, such as standard operating procedures, health screening, presence and functionality of a referral system for suspected COVID-19 cases, and the availability of an isolation space for suspected 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 Point¹
- PPE: Personal Protective Equipment
- SOPs: Standard Operating Procedures

Data is geographically aggregated by IOM Regional Offices. The list of countries under each IOM Regional Office can be found here: <https://www.iom.int/regional-offices>

1. Not to be confused with per cent, percentage point (p.p.) refers to an increase or decrease of a percentage rather than an increase or decrease in the raw number.

I. Scope and Coverage: Numbers at a glance

174

Assessed C/T/As

347

Assessed Internal Transit Points²

3,389

Assessed Points of Entry

944

Assessed Areas and Sites

The current COVID-19 pandemic 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 **14 May 2020**.

DTM has assessed 4,680 total locations (including PoEs, internal transit points, areas of interest and sites with population of interest) in **174 countries, territories and areas** so far. Many of these locations (44%) were land border crossing points, 12 per cent blue border crossing points (sea-, river and lake ports), 16 per cent airports, 7 per cent of assessed points were important in-country (internal) transit points between cities and regions, 8 per cent were areas of interest and 12 per cent were sites with population of interest. More details can be found in annex, Table 1 and Table 1.1.

Of all assessed locations (including PoEs and internal transit points), **42 per cent were reported as fully closed and 13 per cent were reported to be fully operational**. Another 39 per cent were partially operational. This is similar to the make-up of the operational status observed at different types of locations, except for internal transit points where 45 per cent are reportedly partially operational. More details can be found in the annex, Table 3. At the regional level, the highest rate of closed assessed locations were in Middle East and North Africa (60%) as well as South America with 55 per cent. Conversely, the lowest number of closed assessed locations were found in Central and North America and the Caribbean with 26 per cent and European Economic Area with 27%. More details can be found in annex, Table 2 and Table 2.1.

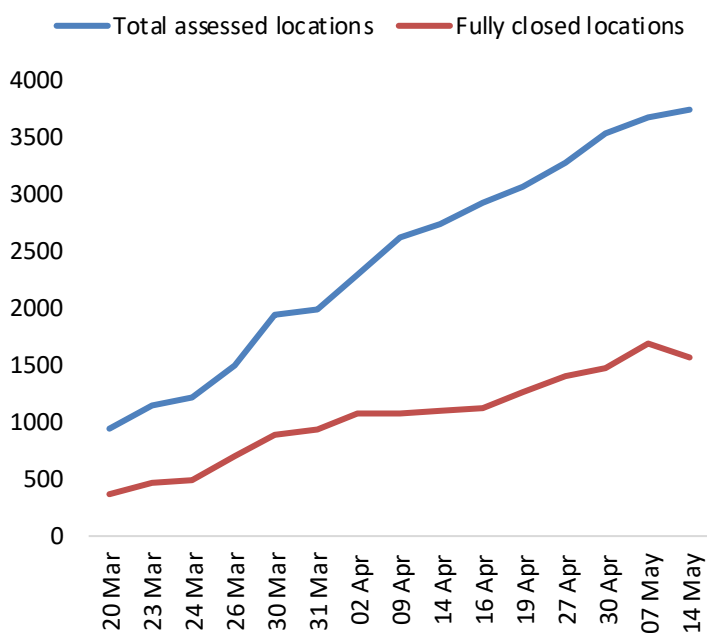
2. To clarify, while Points of Entry mostly refer to international border crossing points, the inclusion of internal transit points in this analysis is to provide a comprehensive overview of restrictive measures and their affect on affected populations. This is not to suggest a conflation of internal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

I. Scope and Coverage: Numbers at a glance

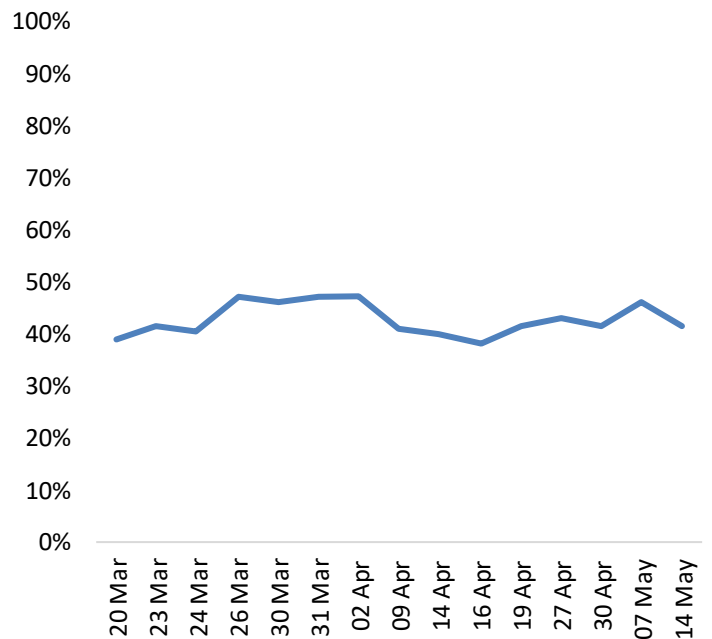
Table I: Number of assessed locations by type and IOM region

Region	Airports	Internal transit points	Land border crossing points	Blue border crossing points	Areas of interest	Sites with population of interest	No. of C/T/A
Asia and the Pacific	191	115	218	114	104	90	38
Central and North America and the Caribbean	36	0	112	32	18	51	18
Central and West Africa	41	90	331	41	27	67	19
East and Horn of Africa	44	18	186	76	14	108	9
European Economic Area	158	2	474	154	79	109	29
Middle East and North Africa	64	27	120	46	47	45	17
South America	21	6	52	9	19	34	10
South-Eastern Europe, Eastern Europe and Central Asia	122	89	405	75	48	63	19
Southern Africa	76	0	160	31	11	10	15
Total	753	347	2058	578	367	577	174

Total number of assessed and closed locations

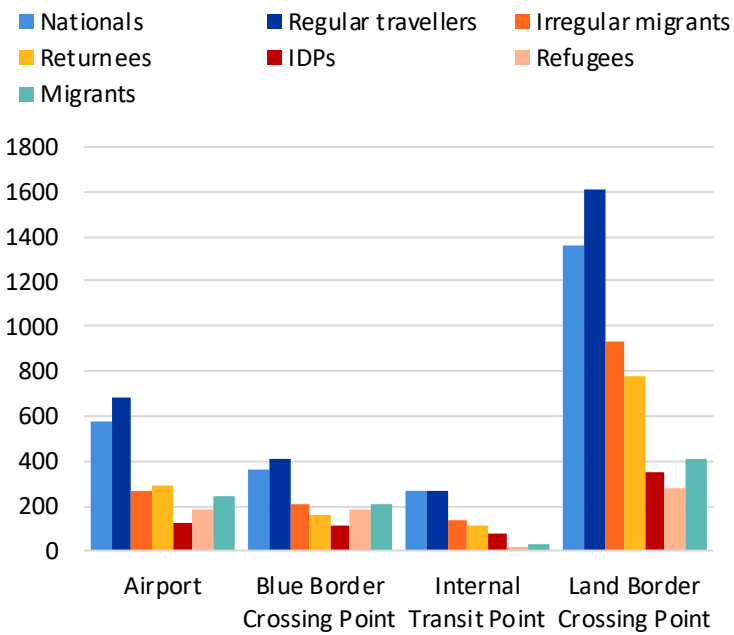


Percentage of assessed locations that are closed

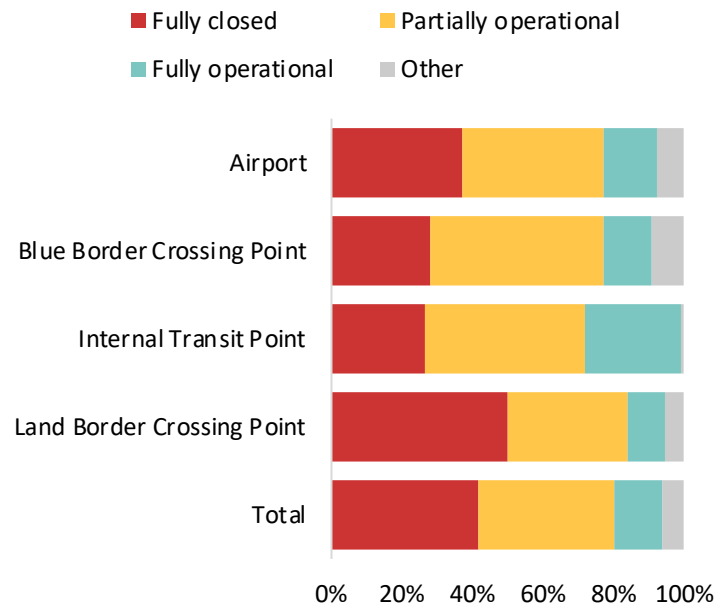


2. Situational Overview

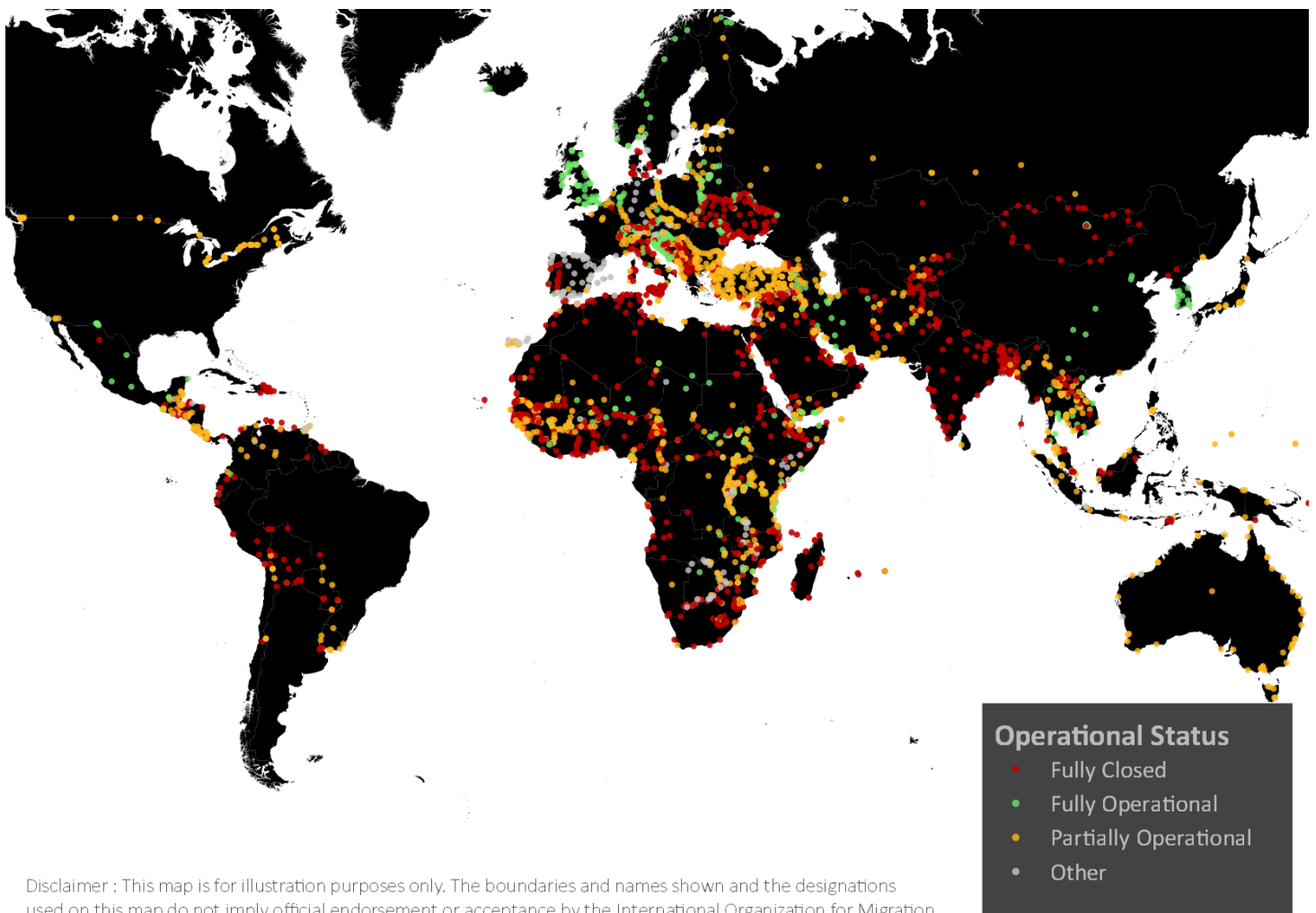
Affected population categories at assessed locations



Operational status of assessed locations

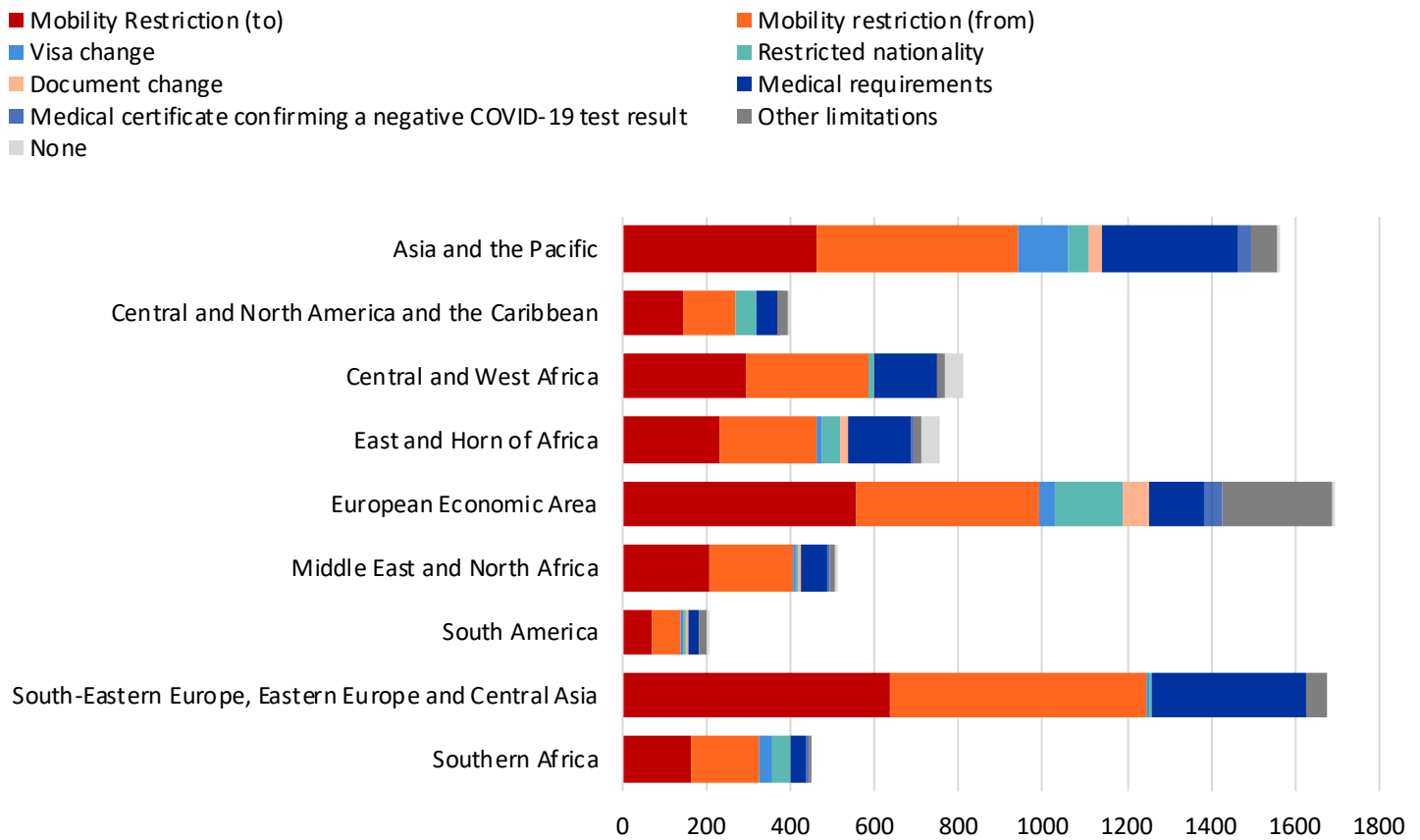


Global map of assessed locations and their operational status

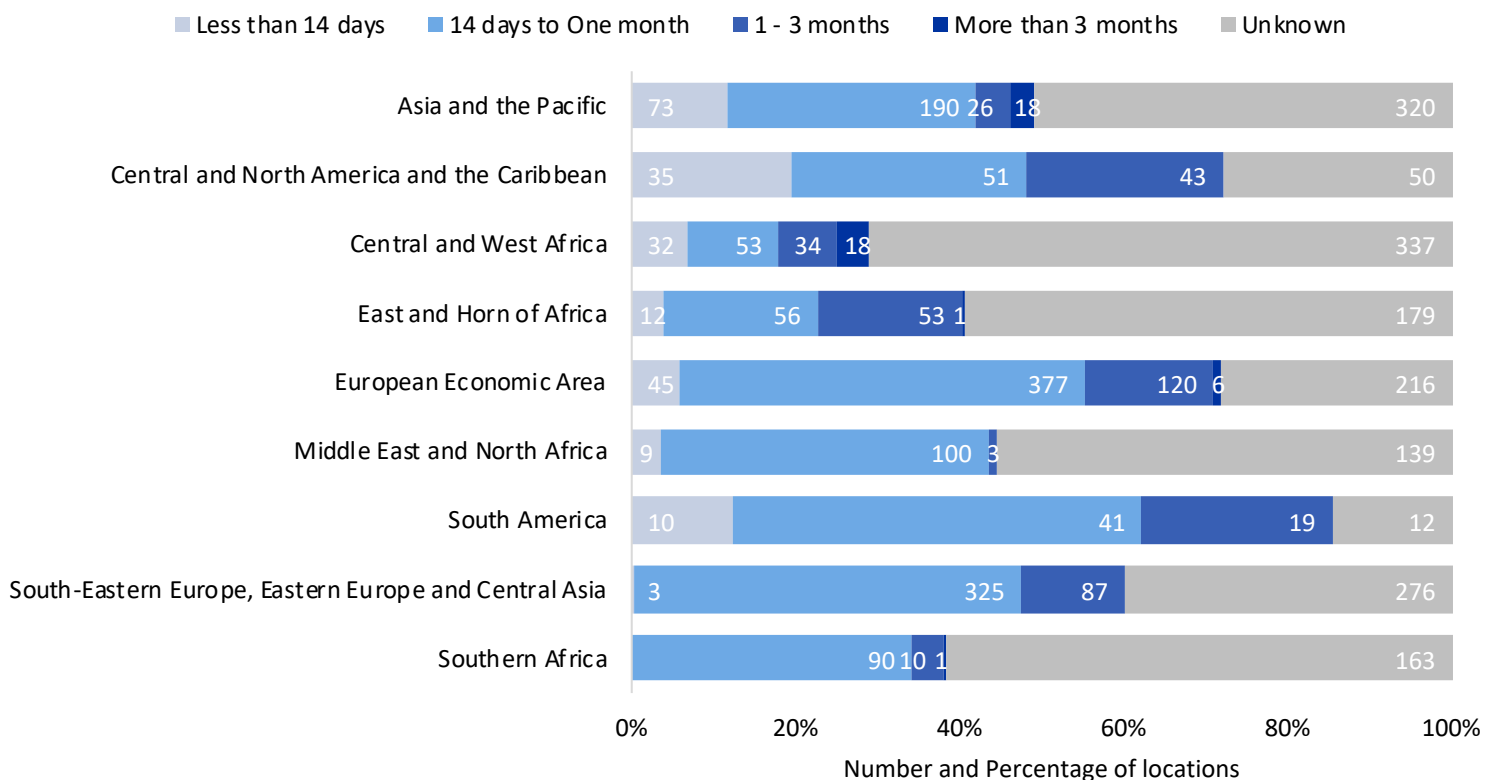


2. Situational Overview

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

753

Airports
assessed in 161
C/T/As

37%

of the assessed airports
are fully closed (-5 p.p.
compared to last week)

14 days to one month

Most common (44%) duration
of restrictions imposed (+ 1 p.p.
compared to last week)

IOM assessed **753 airports in 161 countries, territories and areas**, which includes 16 more airports from last week's report (13 May 2020). The operating status of the assessed airports mainly varied between **fully closed (37%** or 277 assessed airports) or **partially operational (40%** or 304 airports, a decrease of 1 p.p.³ compared to last week). Fully closed airports saw a decrease of 5 p.p. compared to last week. **Up to 15 per cent** (or 111 airports) **of the assessed airports remained fully operational**, which is unchanged compared to last week. Information was not available for the remaining 8 per cent (or 61) of assessed airports (for more details, see table 3.1).

Of the total 277 assessed fully closed airports, the IOM region with the highest percentage of fully closed airports was Asia and the Pacific, with 20 per cent or 54 closed airports, which represents a decrease of 2 p.p.. The Middle East and North Africa followed, with 17 per cent or 48 closed airports. Out of the 304 assessed partially operational airports, the highest share was located in the IOM region of Asia and the Pacific with 28 per cent or 85 partially closed assessed airports, followed closely by South-Eastern Europe, Eastern Europe and Central Asia with with 24 per cent or 72 partially closed assessed airports. Finally, with 49 out of the 111 assessed fully operational airports, Asia and the Pacific had the highest share of airports that were still fully operational with 44 per cent.

The most common mobility restrictions or restrictive measures imposed at assessed airports continued to be landing in and departing from the assessed airport with 79 and 68 per cent of the assessed airports affected by these measures, respectively (see table 5.1). Other common restrictive measures imposed at airports were medical requirements, such as medical screening, medical certificates or quarantine measures (adopted in 39% of the assessed locations), restrictions imposed on specific nationalities (in 18% of the assessed airports), changes in visa requirements (10%), a medical certificate confirming a negative COVID-19 test result (4%), changes in rules concerning identification and travel documents (2%) and other limitations (11%).

As of 14 May 2020, the most common duration of imposed restrictions at assessed airports was 14 days to one month (44% of the cases or 329 out of 753). In 35 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%), less than 14 days (5%) and more than three months (4%). Finally, for 1 per cent (8 assessed airports) there was no data reported.

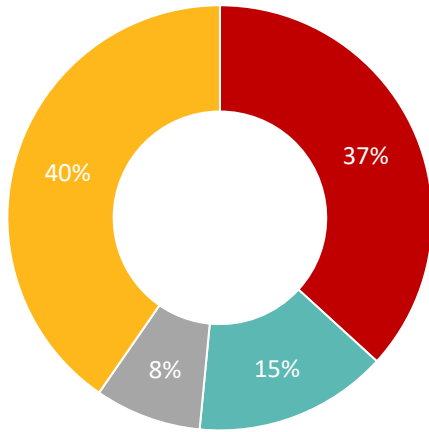
The restrictive measures imposed at assessed airports have had an **impact** on mobile populations (see table 4.1), largely affecting **regular travelers** (in **91%** of assessed locations), **nationals (76%)**, **returnees (38%)**, **irregular migrants (35%)**, migrants (**31%**), refugees (**24%**) and finally **IDPs (16%)**.

3. Not to be confused with per cent, percentage point (p.p.) refers to an increase or decrease of a percentage rather than an increase or decrease in the raw number.

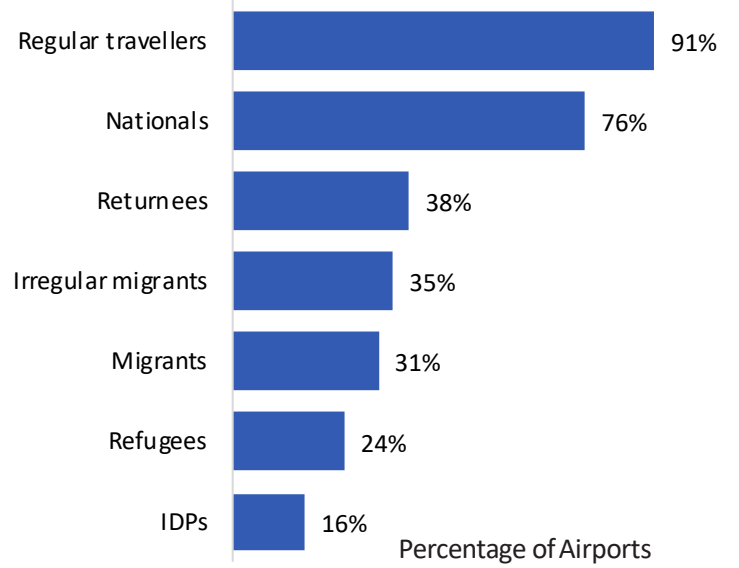
3. Overview of Airports

Operational status of the assessed airports

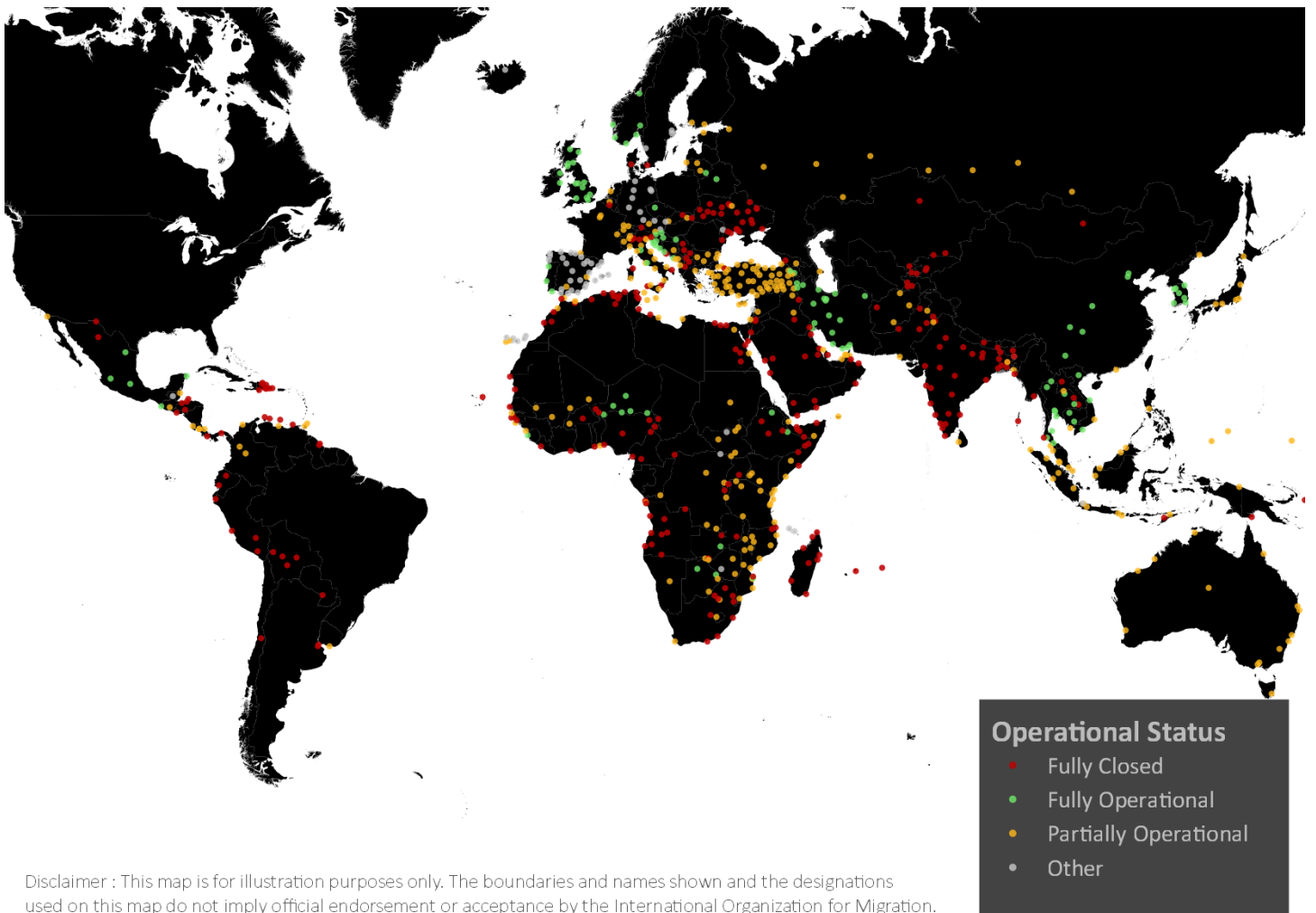
- Fully closed
- Fully operational
- Other
- Partially operational



Affected Population category at assessed airports



Global map of assessed airports and their 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 specified airports through IOM’s missions participating in this exercise (for further information, see Table 6.1).

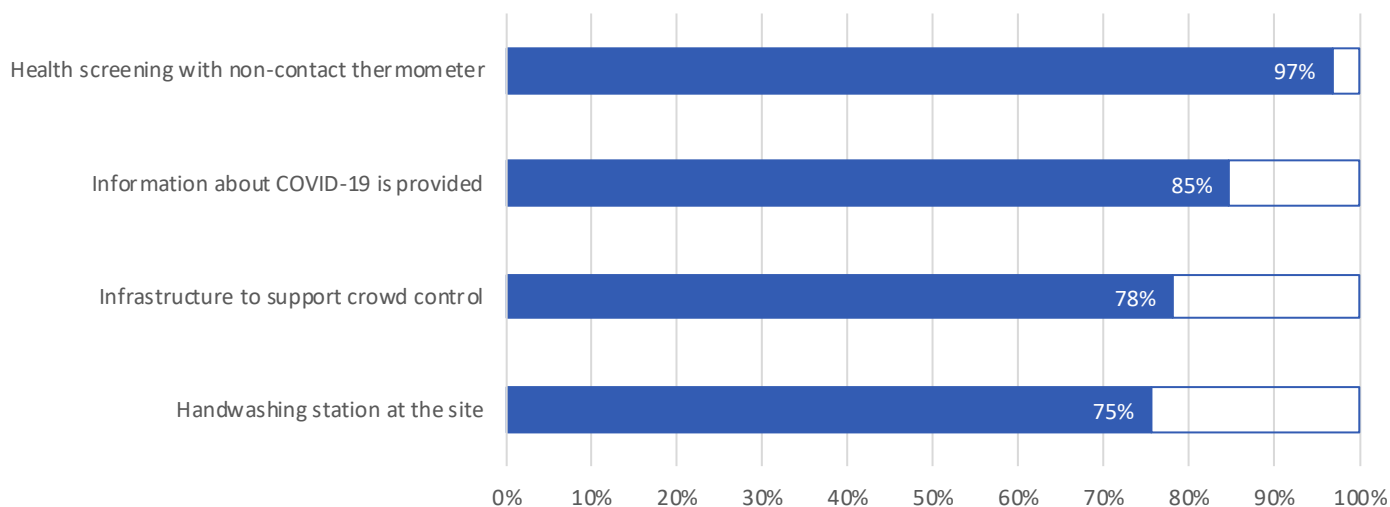
On risk communication and community engagement, in 85 per cent of the specified airports (319 out of 377 identified airports) information on COVID-19 was being provided to travelers at the site through leaflets, posters or announcements. Furthermore, 75 per cent of the responses (279 out of 370 identified airports) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported by almost all airports where this information was available (172 out of 178 identified airports, 97% of the total). Moreover, 78 per cent of the assessed locations (138 out of 177) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

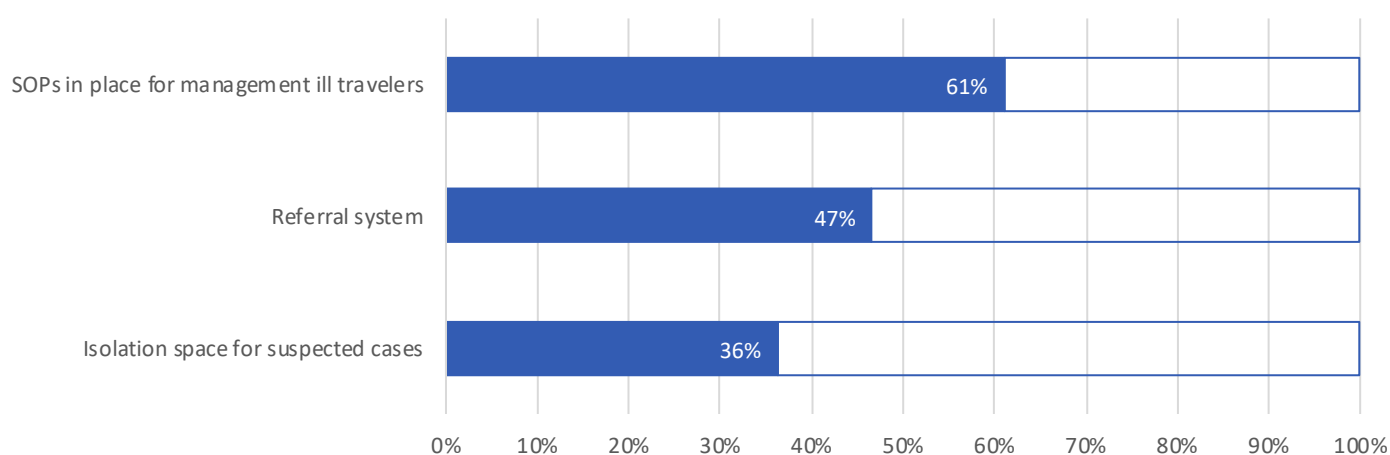
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 61 per cent of identified airports recording a response to this question (230 out of 377 identified airports), while a referral system was reported to be in place at 47 per cent of identified airports recording a response (171 out of 367 identified airports). Finally, the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral, was also reported by 133 out of 367 specified airports (36% of the total).

Maintaining and enhancing these capacities across various levels (e.g. local, national, regional) can facilitate the detection, assessment, and notification or reporting of events that can together contribute to prompt and effective responses to public health emergencies such as COVID-19.

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)

578

Blue Border
Crossing Points
Assessed in 88 C/T/As

28%

of the assessed
blue border crossing points
are fully closed (- 4 p.p.)

**14 days to one
month**

Most common (32%) of
restrictions imposed (51% were
unknown, i.e. information
unavailable)

IOM assessed a total of **578 blue border crossing points in 88 countries, territories and areas**, which includes 40 more from the last week's report (13 May 2020). The operational status of the assessed ports varied with **28 per cent** of ports (or 163 locations) which were **fully closed**, representing a decrease of 4 p.p. since last week. The portion of partially operational ports was 49 percent (281 ports, an increase of 5 p.p. since last week), while **13 per cent** (78 ports) were reported to be **fully operational**. Information was not available for 10 per cent (56 ports) (for more details, see table 3.1).

Of the 163 assessed fully closed blue border crossing points, the highest number was in the European Economic Area region with 51 assessed locations or 31 per cent, which represents a decrease of 6 p.p. compared to last week. Additionally, out of the 281 assessed partially operational ports, the IOM region of Asia and the Pacific became the region with the highest number of partially operational ports with 85 ports or 30 per cent, followed by South-Eastern Europe, Eastern Europe and Central Asia with 61 ports or 23 per cent. Finally, the European Economic Area region continued to be the IOM region with the highest percentage of assessed fully operational blue border crossing points with 48 out of 78 assessed locations or 62 per cent.

The most common mobility restrictions imposed at ports continued to be disembarkation at and embarkation from a particular port (69% and 57%, respectively), followed by newly introduced medical requirements (35%) such as medical screening, requirement for medical certificates or quarantine measures. Less common measures imposed at blue border crossing points were restrictions on specific nationalities (in 8% of the assessed locations), changes in visa requirements (4%), medical certificates confirming a negative COVID-19 test result (1%), changes in rules concerning identification and travel documents (2%) and other limitations or no restrictions (7% and 4%, respectively) (see table 5.1).

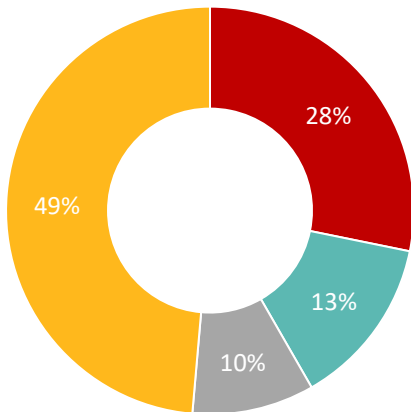
The trends in duration remained largely unchanged with the foreseen duration for restrictive measures recorded as unknown for 51 per cent of the assessed ports (297 out of 578 assessed ports) which is a decrease of 6 p.p. from last week. The share of restrictions expected to be in place for a period between 14 days and one month was recorded as 32 per cent of the cases. In 5 per cent of assessed locations the expected duration of restrictive measures was recorded as one to three months and in 3 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 4.1), largely affecting **regular travelers** (in **70%** of assessed locations), **nationals (63%)**, **irregular migrants (35%)**, **returnees (28%)**, **IDPs (20%)**, **Migrants (37%)**, an increase of 5 p.p. compared to last week) and finally refugees (31%, an increase of 15 p.p. compared to last week).

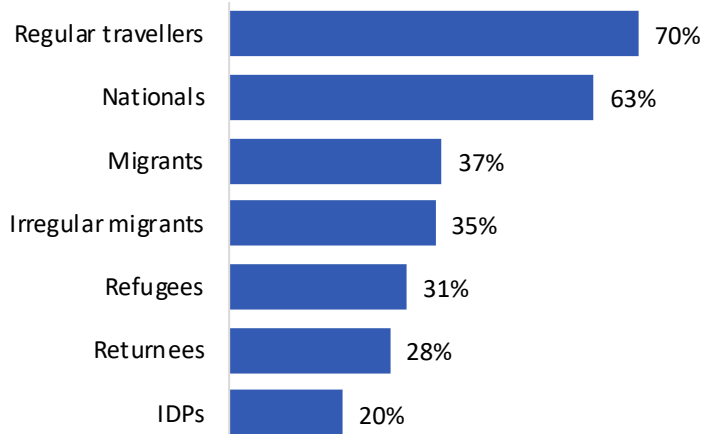
4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

Operational status of the assessed blue border points

- Fully closed
- Fully operational
- Other
- Partially operational

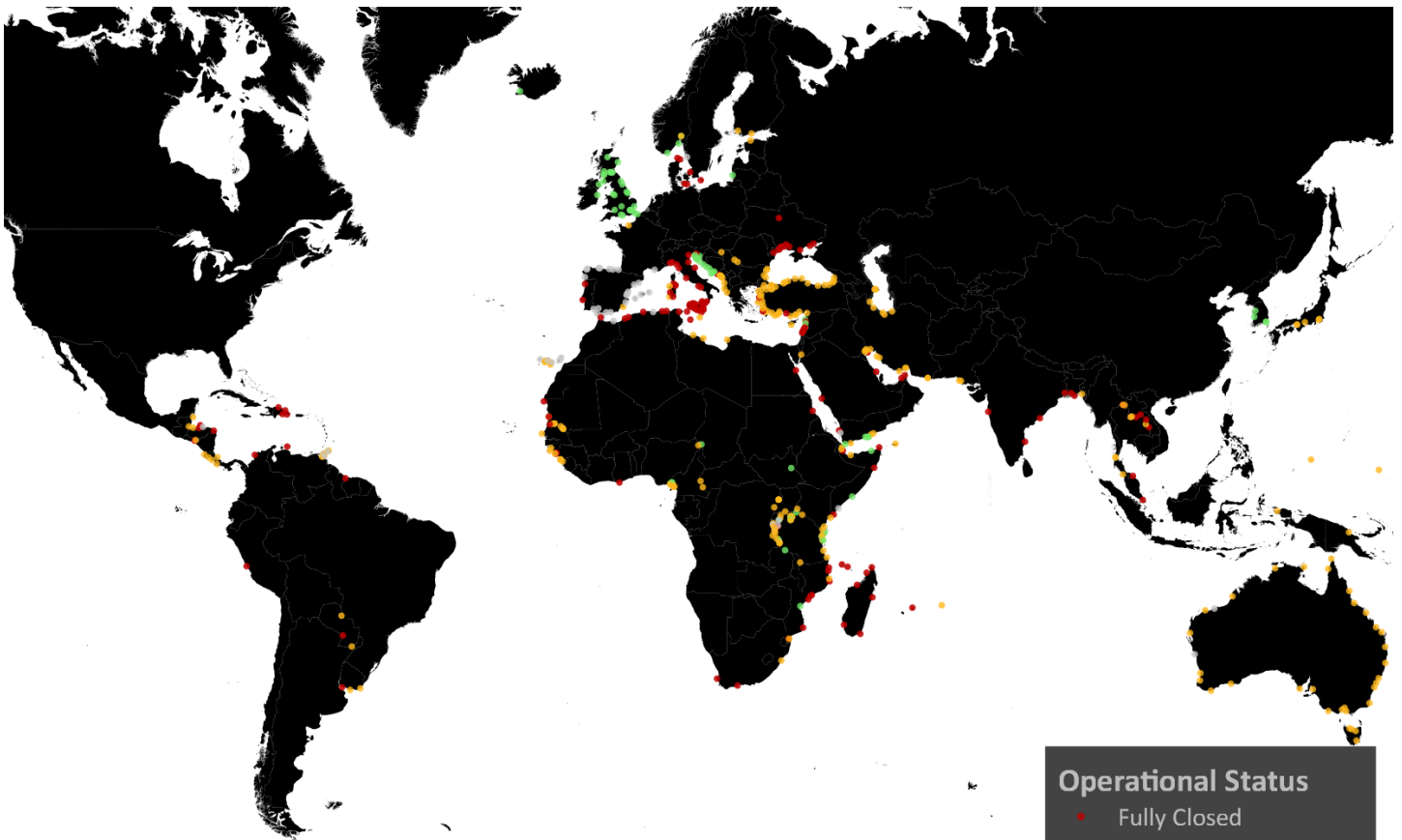


Affected Population category at assessed blue border points



Percentage of Blue Border Crossing Points

Global map of assessed blue border crossing points and their operational status



Operational Status

- Fully Closed
- Fully Operational
- Partially Operational
- Other

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.

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

Public Health Measures

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).

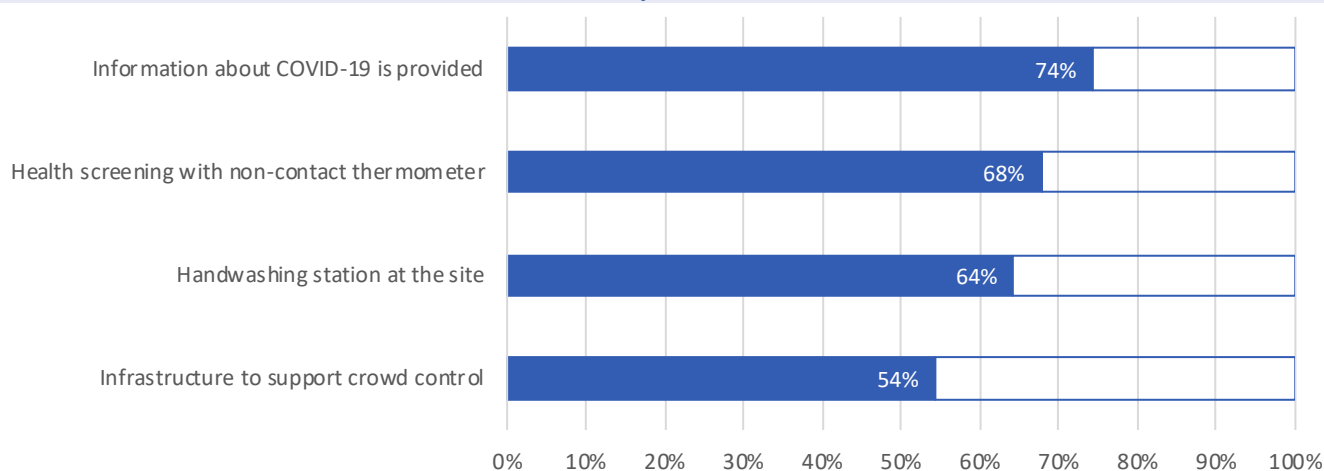
On risk communication and community engagement, in 74 per cent of the specified blue border crossing points (208 out of 280 specified locations recording a response) information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Furthermore, 178 out of 277 blue border crossing points (64% of identified locations recording a response) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported in approximately two thirds of the assessed blue border crossing points (88 out of 130 assessed locations). Moreover, of the 129 identified locations for which this information is available, 70 blue border crossing points (54%) had infrastructure in place to support crowd control and ensure safety of screeners.

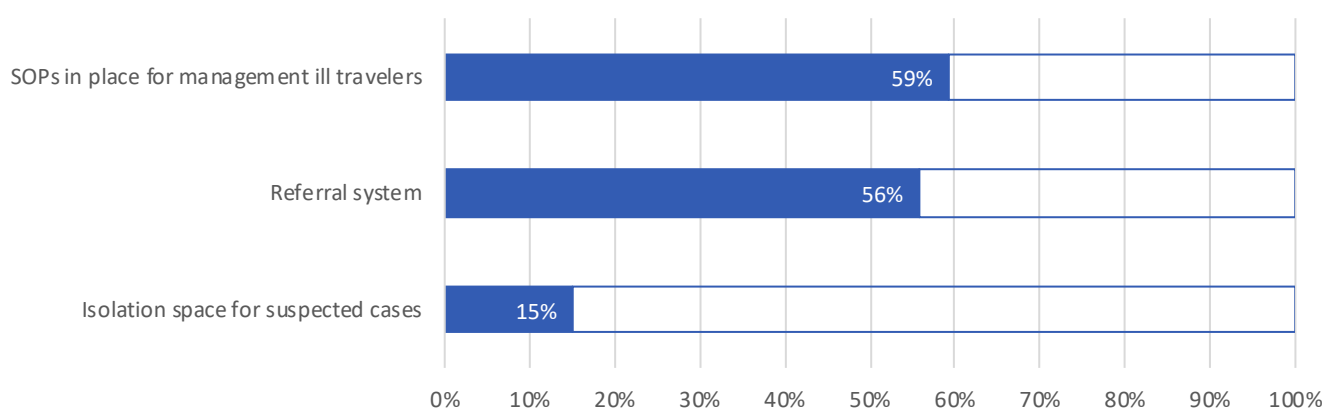
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place in 59 per cent of identified blue border crossing points (166 out of 280 identified locations recording a response), while a referral system was reported to be in place in 56 per cent of the specified locations (154 out of 276 identified blue border crossing points). Finally, only 15 per cent of the specified blue border crossing points reported the availability of an isolation space for suspected COVID-19 cases (42 out of 278 identified locations), prior to their appropriate referral.

Maintaining and enhancing these capacities across various levels (e.g. local, national, regional) can facilitate the detection, assessment, and notification or reporting of events that can together contribute to prompt and effective responses to public health emergencies such as COVID-19.

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

2,058

Land Border Crossing Points
assessed in 123 C/T/As

50%

of assessed locations are fully closed
(+1 p.p. compared to last week)

14 days to one month

Most common (35%) duration of
restrictions imposed, but duration
is unknown in 43% of the cases

Among the **2,058 assessed land border crossing points** (12 more than last week's report) in 123 countries, territories or areas, an overwhelming majority is either **fully closed** or **partially operational** (**50%** and **34%** of the total, respectively), while only **11 per cent** of the assessed locations were **fully operational** without any restriction. A slight increase in the share of fully closed and fully operational land border crossing points (+1 p.p. in both cases) was observed in the last week (for more details, see Table 3.1).

South-Eastern Europe, Eastern Europe and Central Asia is the IOM region reporting the highest share of fully closed land border crossing points: 290 out of the 405 assessed locations were completely closed, corresponding to 72 per cent of the total number of land border crossing points assessed in this region. Other IOM regions with a high proportion of fully closed land border crossing points include West and Central Africa (225 out of 331: 68%, i.e. a 13 p.p. increase compared to last week), the Middle East and North Africa (73 out of 120: 61% of the total, i.e. a 1 p.p. increase on a weekly basis) and Asia and the Pacific (119 out of 218: 55%, i.e. no change compared to last week). The highest percentage of fully operational land border crossing points among IOM regions was in European Economic Area with 123 out of the 474 assessed land border crossing points that are open (26% of the total, i.e. a 9 p.p. increase on a weekly basis).

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: both restrictions were used in 76 per cent of assessed land border crossing points (see Table 5.1). Other restrictions that were imposed in the assessed land border crossing points were medical measures, such as quarantine or medical screening (in 30% of the cases), restrictions imposed on specific nationalities (10%), changes in visa requirements (6%), changes in rules concerning identification and travel documents (5%) and the requirement of a medical certificate stating that the person had a negative COVID-19 test (3%).

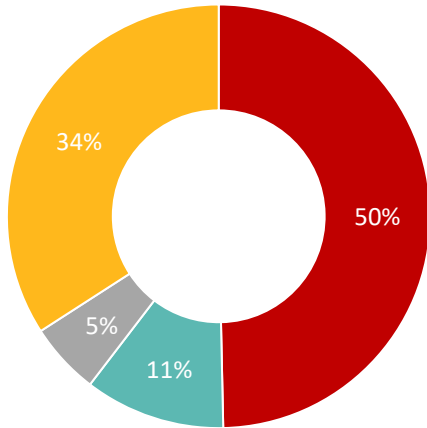
As of 14 May 2020, the most common duration of restrictions was 14 days to one month (35% of the cases, no change from last week), while 16 per cent of them will be in place for a duration between one and three months (a 3 p.p. weekly increase). Only 5 and 1 per cent of the restrictive measures will be in place for less than 14 days or more than three months, respectively. However, for 884 out of the 2,058 assessed land border crossing points (43% of the total) the foreseen duration of the restrictive measures was unknown (i.e. information was unavailable), a decrease of 2 p.p. 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 **78 per cent** of the assessed land border crossing points, followed by **nationals (66%)**, **irregular migrants (45%)**, **returnees (38%)**, **migrant workers (20%)**, **IDPs (17%)** and **refugees (14%)**.

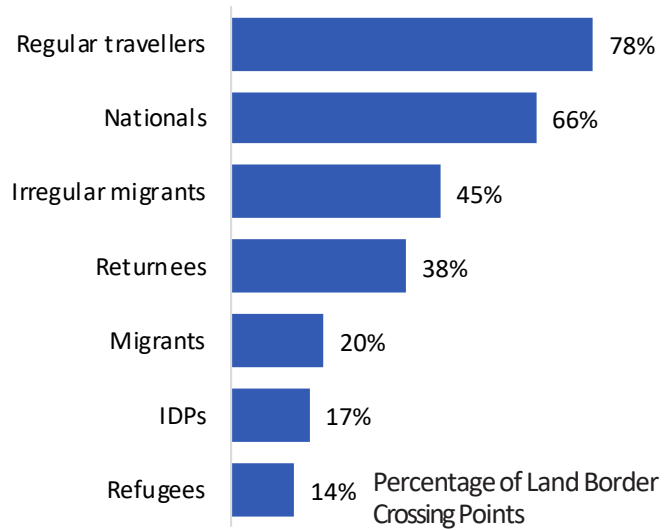
5. Overview of Land Border Crossing Points

Operational status of the assessed land border crossing points

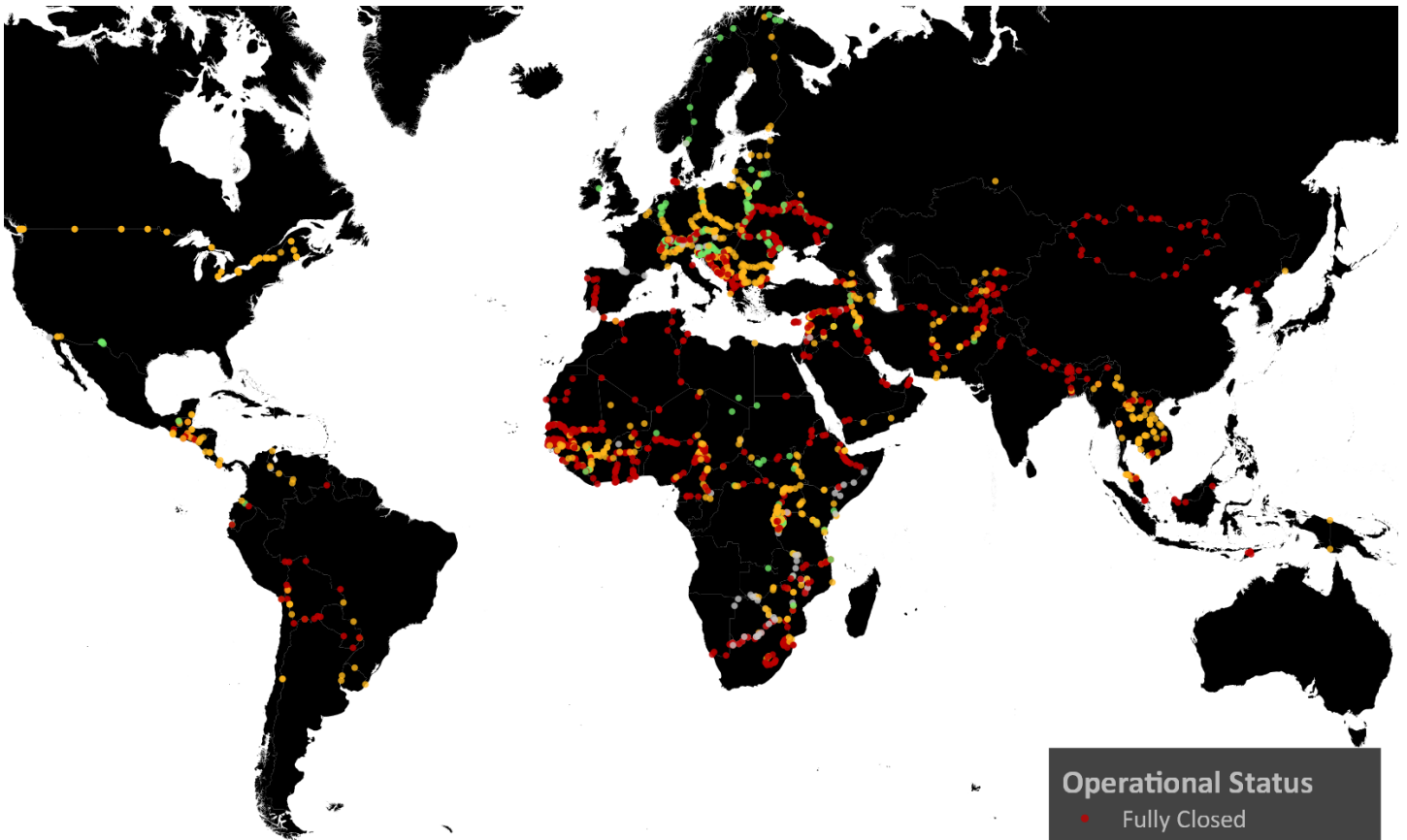
- Fully closed
- Fully operational
- Other
- Partially operational



Affected Population category at assessed land border crossing points



Global map of assessed land border crossing points and their operational status



Operational Status

- Fully Closed
- Fully Operational
- Partially Operational
- Other

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.

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).

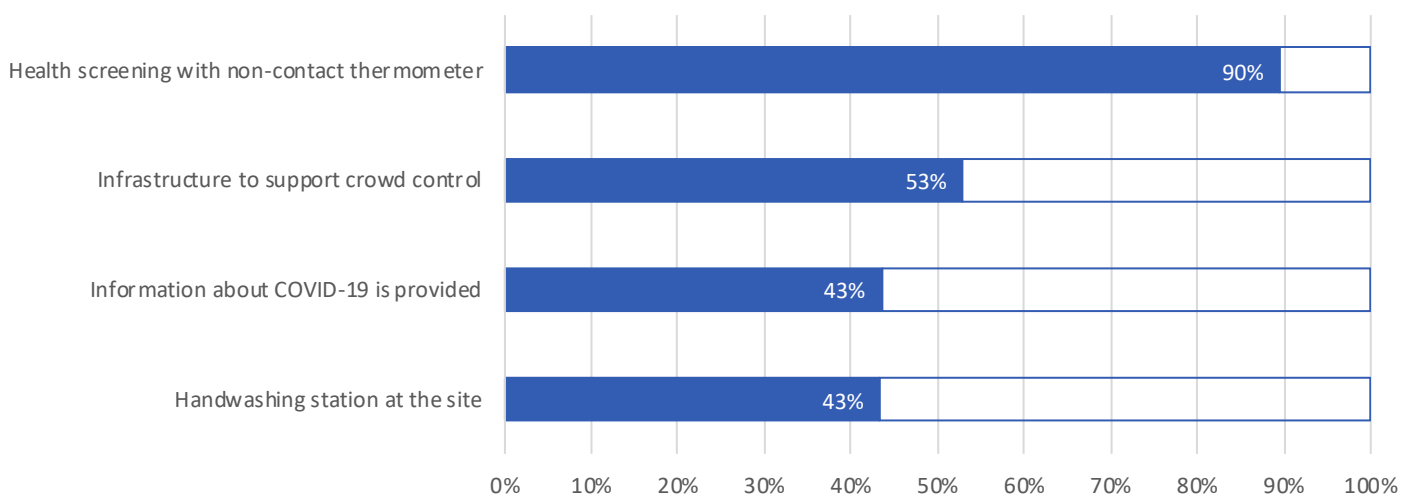
On risk communication and community engagement at the identified land border crossing points, in 43 per cent of the identified locations information on COVID-19 was being provided to travelers through leaflets, posters or announcements. Furthermore, 43 per cent of the specified land border crossing points (357 out of 753 identified locations) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported at 90 percent of identified land border crossing points recording a response (324 out of 362 specified land border crossing points). Moreover, in 53 per cent of the assessed locations (190 out of 359 identified land border crossing points) there was infrastructure in place to support crowd control and ensure safety of screeners.

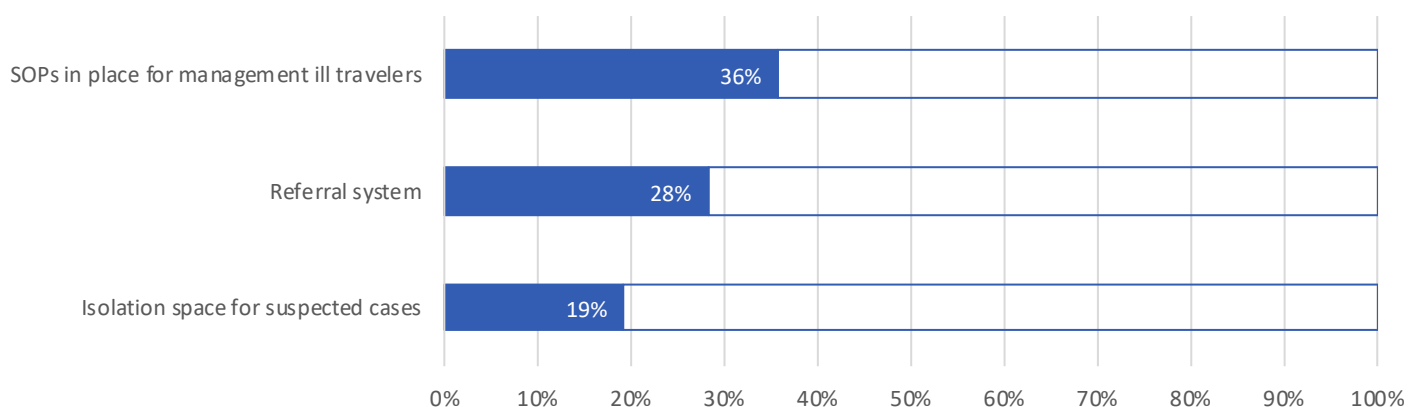
For the detection, management and referral of ill travellers, standard operating procedures were reported to be in place at 36 per cent of identified land border crossing points recording a response to this question (313 out of 876 identified sites), while a referral system was reported to be in place in 241 out of 854 assessed land border crossing points (28% of the total). The availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral, was reported in 165 out of 859 assessed locations (19% of the total number of specified land border crossing points).

Maintaining and enhancing these capacities across various levels (e.g. local, national, regional) can facilitate the detection, assessment, and notification or reporting of events that can together contribute to prompt and effective responses to public health emergencies such as COVID-19.

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

347

Internal Transit Points
assessed in 25 C/T/As

45%

of the assessed internal transit
points are partially operational
(no change from last week)

50%

of the assessed locations imposed
medical restrictions (-1 p.p.
compared to last week)

Of the **347 internal transit points** (one more than last week) monitored in 25 countries, territories or areas, more than 70 per cent were either **partially operational (45%**, i.e. no change from last week) or **fully closed (27%**, i.e. no change compared to last week's figures). As in the previous week, fully operational internal transit points represented **27 per cent** of the assessed locations (see Table 3.1). Similarly to last week's figure, approximately half of the assessed locations (175 out of 347, 50% of the total: i.e. a 1 p.p. decrease on a weekly basis) have imposed medical restrictions, such as quarantine or medical screening (see Table 5.1).

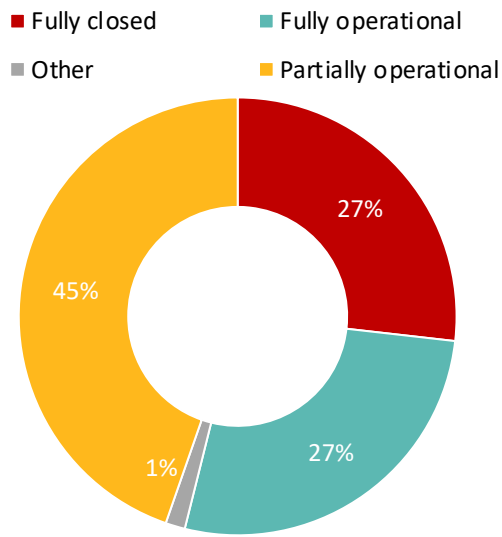
IOM-assessed internal transit points were mostly situated in Asia and the Pacific (33%), West and Central Africa (26%) and South-Eastern Europe, Eastern Europe and Central Asia (26%). The operational status of the assessed internal transit points appears very different across the abovementioned regions with a majority of fully closed locations in Asia and the Pacific (56% of the assessed internal transit points in the region) compared to 81 per cent of the assessed internal transit points that are fully operational in West and Central Africa (73 out of 90). In South-Eastern Europe, Eastern Europe and Central Asia, 81 out of the 89 assessed internal transit points are partially operational (91%), while the rest are fully closed.

In 194 out of the 347 assessed internal transit points (56% of the total, i.e. a 1 p.p. increase compared to last week), the foreseen duration of the restrictions was unknown (i.e. information was unavailable). In 25 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 3 per cent of the assessed locations, the restrictive measures will be valid for more than one month.

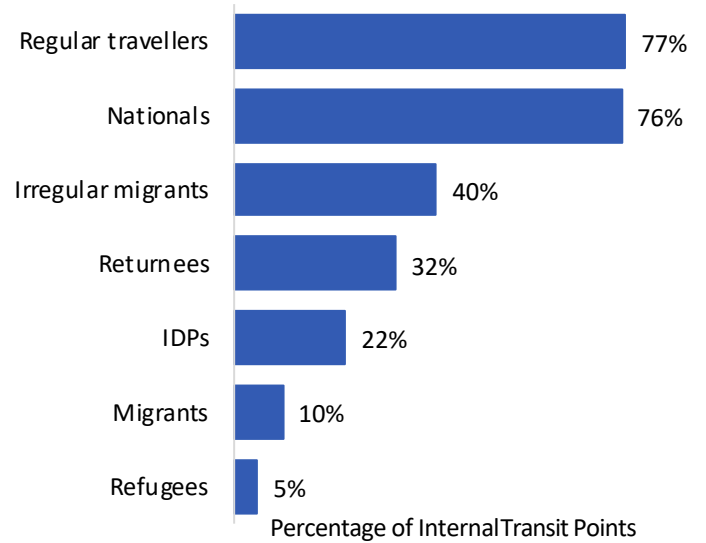
These restrictions had an **impact** on all categories of population, especially on **regular travelers** and **nationals** (affected in respectively in **77%** and **76%** of the assessed locations). **Irregular migrants** (in **40%** of the assessed internal transit points), **returnees (32%)** and **IDPs (22%)** have also been affected by the abovementioned restrictions. Finally, a less significant impact has also been reported on **migrant workers** (in **10%** of the assessed locations) and **refugees (5%)**.

6. Overview of Internal Transit Points

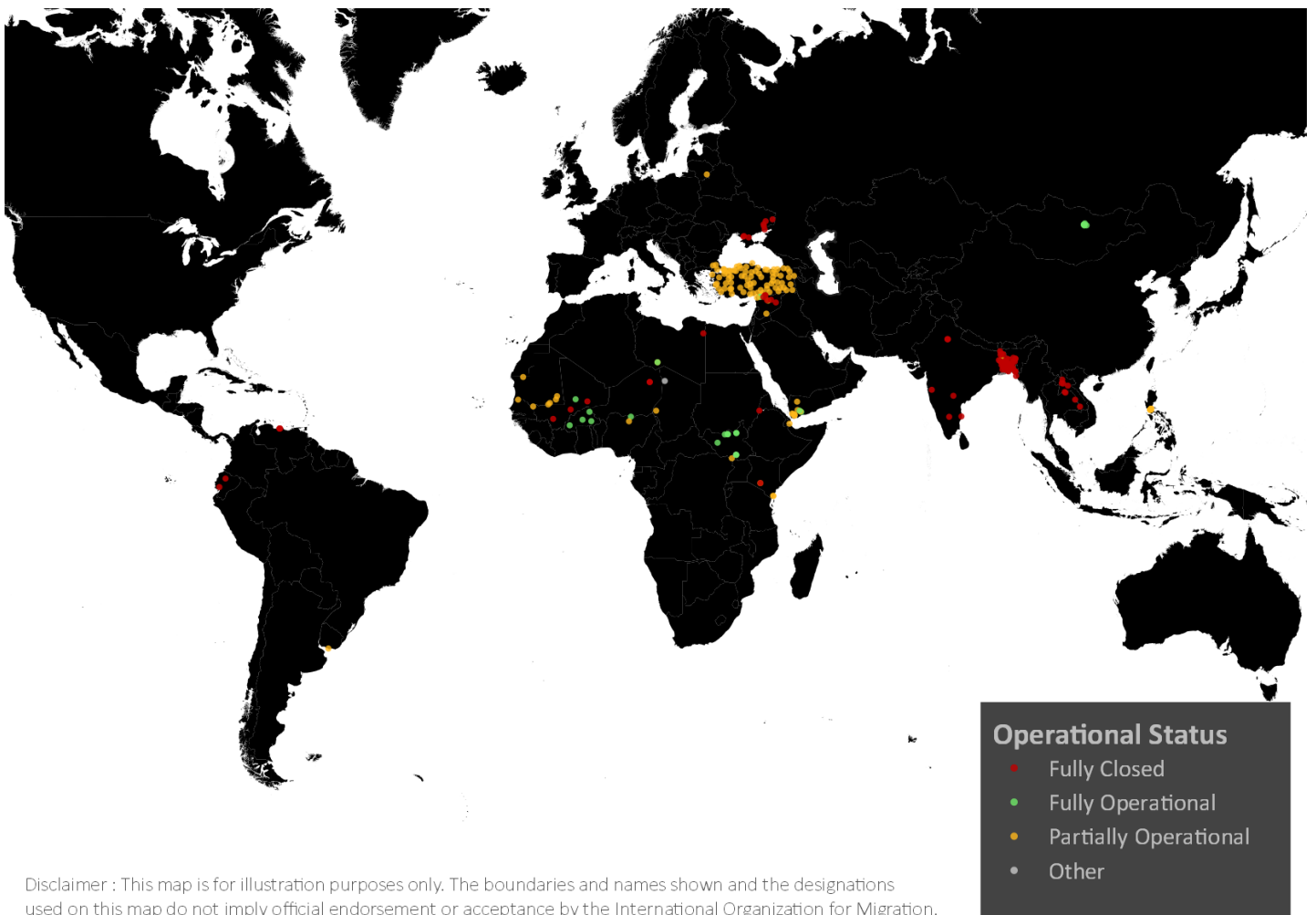
Operational status of the assessed internal transit points



Affected Population category at assessed internal transit points



Global map of assessed internal transit points and their 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).

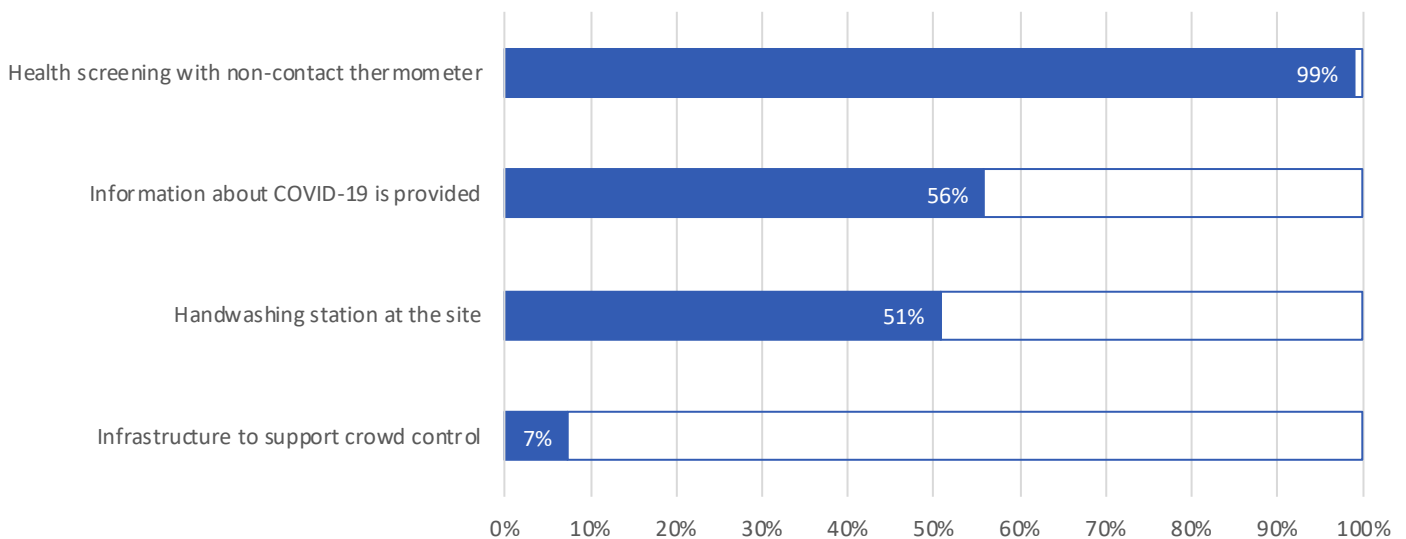
On risk communication and community engagement at the assessed internal transit points, 56 per cent of the specified locations (109 out of 195 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Moreover, in 98 out of 193 specified locations (51% of the total) handwashing stations were available as an infection prevention and control measure.

Health screening using non-contact thermometers was reported at almost all identified internal transit points (93 out of 94 specified locations recording a response). However, only 7 out of 94 specified internal transit points (7% of the total) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

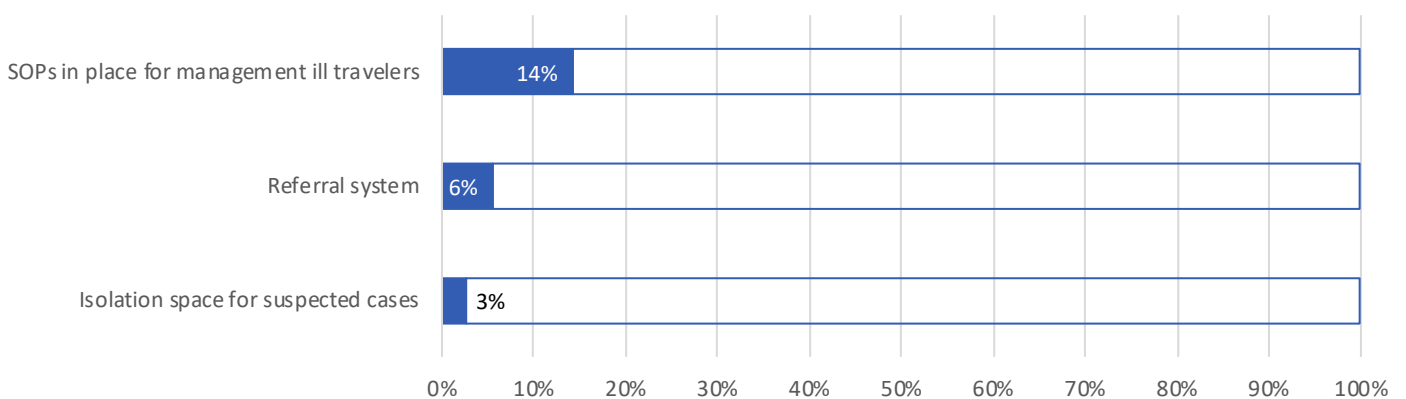
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 14 per cent of identified internal transit points (30 out of 209 locations recording a response), while a referral system was reported to be in place at only 11 out of 194 specified internal transit points (6% of the total). Finally, only five internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (5 out 194 assessed internal transit points, 3% of the total).

Maintaining and enhancing these capacities across various levels (e.g. local, national, regional) can facilitate the detection, assessment, and notification or reporting of events that can together contribute to prompt and effective responses to public health emergencies such as COVID-19.

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

367

areas assessed
in 71 C/T/As

28%

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

54%

of the assessed areas have
restrictions on public events

In total, 367 (2% increase from the previous week) areas of interest were assessed in 71 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 (104 out of 367 assessed areas or 28%), closely followed by the IOM region of European Economic Area (79 out of 367 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 54 per cent of assessed areas (197 out of 367 assessed areas- a 8 p.p. increase compared to last week) public events were cancelled or postponed. Schools were closed in 53 per cent of the assessed areas (164 areas- a 7 p.p. increase compared to last week). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 47 and 45 per cent of the assessed areas respectively (171 and 165 areas- 6 and 4 p.p. increase from the previous week). Movement outside home was restricted in 35 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 47 per cent of them (128 and 172 assessed areas respectively- approximately 1 p.p. increase for both). In the majority of areas (54%), the expected duration of restrictions was 14 days to one month, followed by one to three months and less than 14 days (6% of the cases for both). However, in 32 per cent of assessed areas, the expected duration of restrictions was unknown.

7.2. Sites with Populations of Interest

577

sites assessed
in 105 C/T/As

19%

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

34%

of the assessed sites have reported
cases of stranded foreign nationals

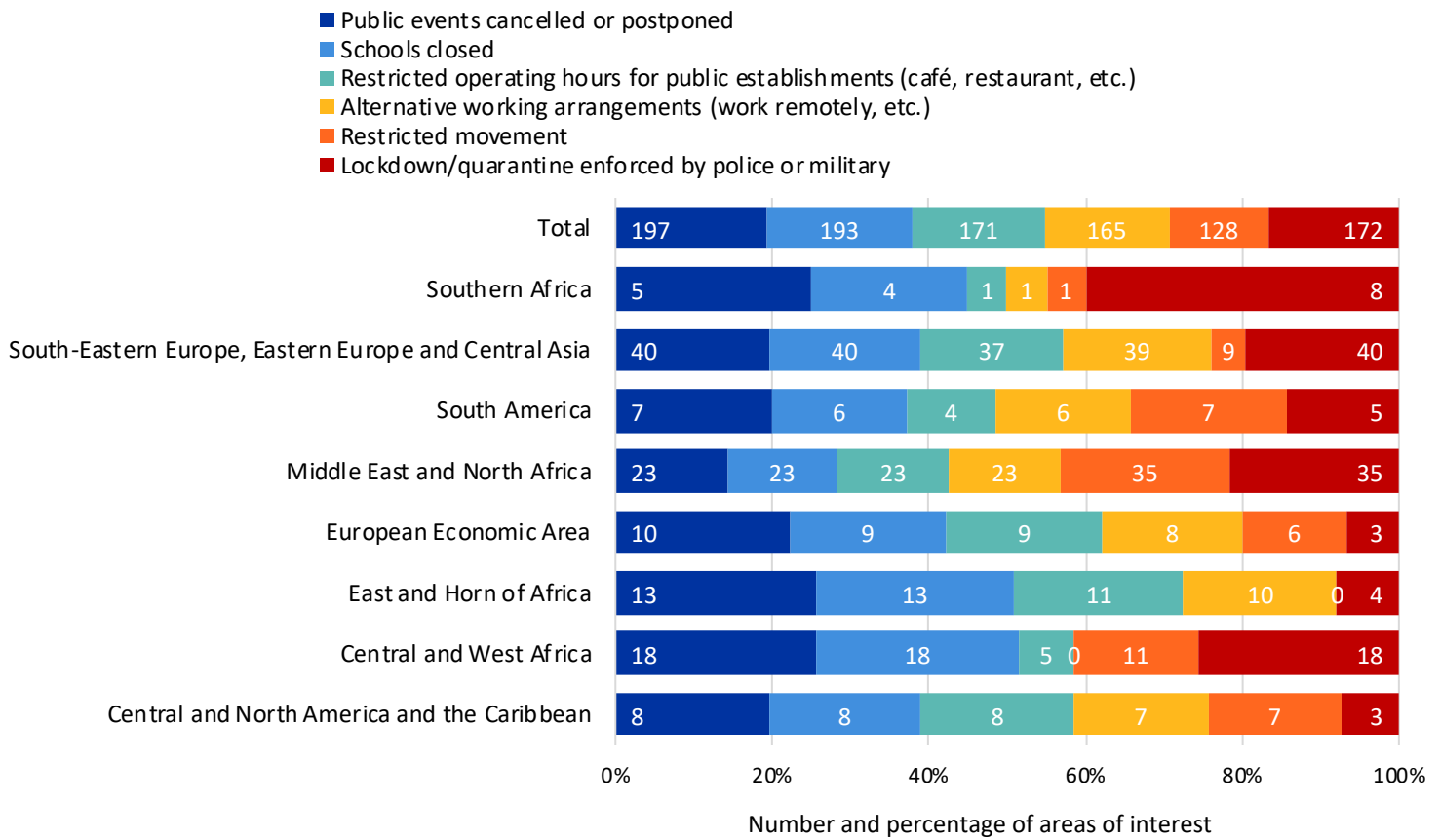
In total, 577 (3% increase from the previous week) sites were assessed in 105 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals and IDPs. Hotels, temporary reception centers, camps, transit centers and detention centers 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 34 per cent of the assessed sites with populations of interest, foreign nationals were stranded there (199 out of 577 assessed sites - 19% decrease from the previous week) and in 22 per cent there were reported cases of foreign nationals returning to their country of origin (127 sites - 2% decrease from the previous week) while in 12 per cent IDPs were affected by restrictive measures (71 sites - 22% increase from the previous week). In 27 per cent of the sites, there were other affected population groups including migrants and refugees that were in reception centers before COVID-19.

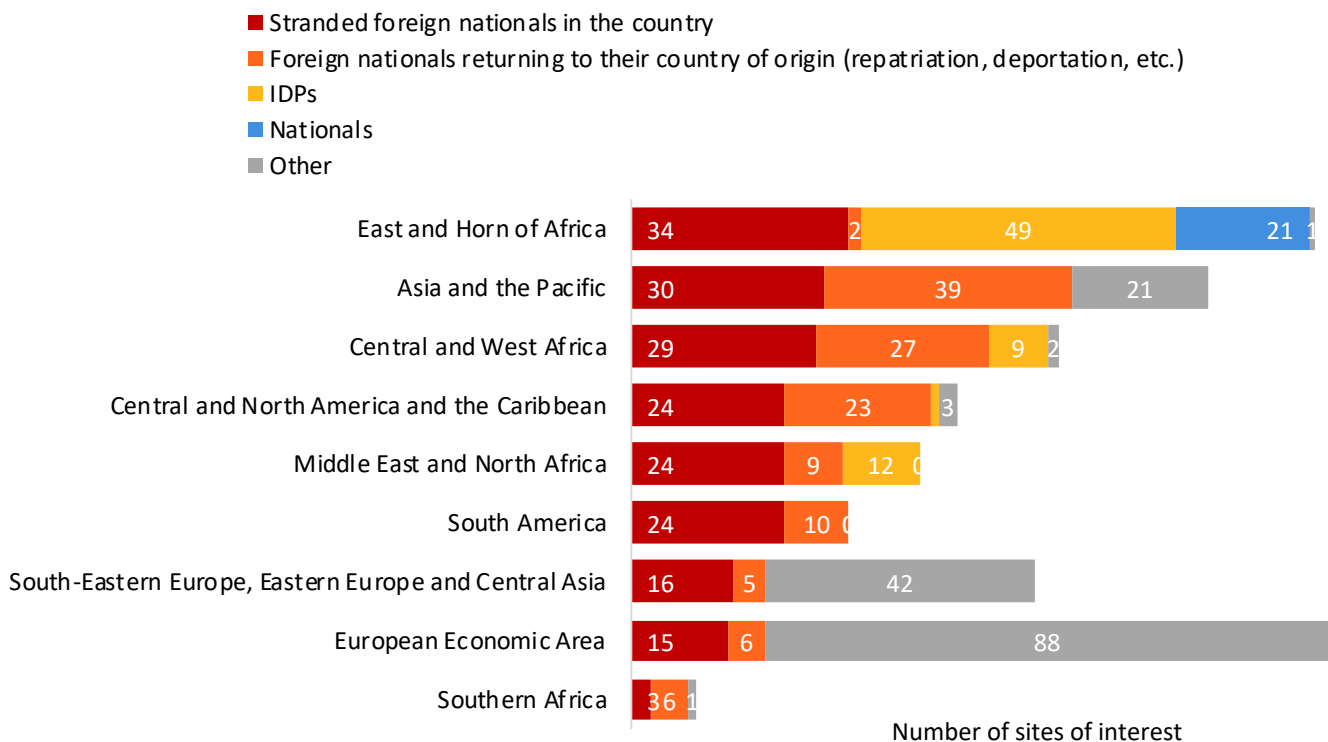
Among the regions, both IOM regions of European Economic Area and East and Horn of Africa had the highest proportion of sites (19% of all assessed sites separately). IOM region of East and Horn of Africa also has the highest proportion of sites with stranded foreign nationals in the country (17%), followed by the IOM region of West and Central Africa and Asia and Pacific with 15 per cent for each. IOM region of Asia and Pacific has also the highest proportion of sites with reported cases of nationals returning to their country of origin (31%) followed by IOM Region of West and Central Africa with 21 per cent while IOM region of East and Horn of Africa has 69 per cent of the sites with reported cases of IDPs. In the IOM region of South America, 71 per cent of assessed sites had reported cases of stranded foreign nationals, 60 per cent of the sites in IOM region of Southern Africa had cases of foreign nationals returning to their country of origin while IOM region of East and Horn of Africa had reported cases of IDPs in 45 per cent of the assessed sites in the region.

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	Areas	Sites	Internal Transit Point	Land Border Crossing Point	Blue Border Crossing Point	Total
Asia and the Pacific	23%	13%	11%	14%	26%	14%	100%
Central and North America and the Caribbean	14%	7%	20%	0%	45%	13%	100%
Central and West Africa	7%	5%	11%	15%	55%	7%	100%
East and Horn of Africa	10%	3%	24%	4%	42%	17%	100%
European Economic Area	16%	8%	11%	0%	49%	16%	100%
Middle East and North Africa	18%	13%	13%	8%	34%	13%	100%
South America	15%	13%	24%	4%	37%	6%	100%
South-Eastern Europe, Eastern Europe and Central Asia	15%	6%	8%	11%	51%	9%	100%
Southern Africa	26%	4%	3%	0%	56%	11%	100%
Total	16%	8%	12%	7%	44%	12%	100%

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

Region	Fully closed	Partially operational	Fully operational	Other	Total (*)
Asia and the Pacific	258	309	64	7	638
Central and North America and the Caribbean	47	112	12	9	180
Central and West Africa	261	139	94	9	503
East and Horn of Africa	90	162	43	29	324
European Economic Area	214	237	210	127	788
Middle East and North Africa	154	78	16	9	257
South America	48	36	2	2	88
South-Eastern Europe, Eastern Europe and Central Asia	358	280	52	1	691
Southern Africa	125	89	11	42	267
Total	1555	1442	504	235	3736

Table 2.I: Percentage of locations disaggregated by operational status and IOM region

Region	Fully closed	Partially operational	Fully operational	Other	Total (*)
Asia and the Pacific	40%	48%	10%	1%	100%
Central and North America and the Caribbean	26%	62%	7%	5%	100%
Central and West Africa	52%	28%	19%	2%	100%
East and Horn of Africa	28%	50%	13%	9%	100%
European Economic Area	27%	30%	27%	16%	100%
Middle East and North Africa	60%	30%	6%	4%	100%
South America	55%	41%	2%	2%	100%
South-Eastern Europe, Eastern Europe and Central Asia	52%	41%	8%	0%	100%
Southern Africa	47%	33%	4%	16%	100%
Total	42%	39%	13%	6%	100%

Annex: Tables

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

Location type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	277	304	111	61	753
Blue Border Crossing Point	163	281	78	56	578
Internal Transit Point	93	155	94	5	347
Land Border Crossing Point	1022	702	221	113	2058
Total	1555	1442	504	235	3736

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

Location type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	37%	40%	15%	8%	100%
Blue Border Crossing Point	28%	49%	13%	10%	100%
Internal Transit Point	27%	45%	27%	1%	100%
Land Border Crossing Point	50%	34%	11%	5%	100%
Total	42%	39%	13%	6%	100%

Table 4: Number of assessed locations by affected population categories

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrants	No. of locations assessed
Airport	572	685	261	287	118	182	237	753
Blue Border Crossing Point	363	407	205	160	113	177	212	578
Internal Transit Point	264	267	138	110	76	16	33	347
Land Border Crossing Point	1355	1609	930	777	348	282	412	2058
Total	2554	2968	1534	1334	655	657	894	3736

Annex: Tables

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

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrants	No. of locations assessed
Airport	76%	91%	35%	38%	16%	24%	31%	753
Blue Border Crossing Point	63%	70%	35%	28%	20%	31%	37%	578
Internal Transit Point	76%	77%	40%	32%	22%	5%	10%	347
Land Border Crossing Point	66%	78%	45%	38%	17%	14%	20%	2058
Total	68%	79%	41%	36%	18%	18%	24%	3736

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	Medical certificate confirming a negative COVID-19 test result	Other limitations	None	No. of locations assessed
Airport	597	509	73	136	18	293	31	81	2	753
Blue Border Crossing Point	397	331	21	48	6	200	10	39	25	578
Internal Transit Point	200	198	2	1	1	175	0	12	7	347
Land Border Crossing Point	1568	1557	112	201	105	619	57	350	65	2058
Total	2762	2595	208	386	130	1287	98	482	99	3736

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	Medical certificate confirming a negative COVID-19 test result	Other limitations	None
Airport	79%	68%	10%	18%	2%	39%	4%	11%	0%
Blue Border Crossing Point	69%	57%	4%	8%	1%	35%	2%	7%	4%
Internal Transit Point	58%	57%	1%	0%	0%	50%	0%	3%	2%
Land Border Crossing Point	76%	76%	5%	10%	5%	30%	3%	17%	3%
Total	74%	69%	6%	10%	3%	34%	3%	13%	3%

Annex: Tables

Table 6.1: Public Health Measures for Airports

Question	Yes	No	Don't know	Total
Handwashing station at the site	279	12	79	370
Health screening with temperature check using non-contact thermometer	172	1	5	178
Information about COVID-19 being provided at site	319	10	48	377
Infrastructure at the site to support crowd control and ensure safety of screeners	138	12	27	177
Isolation space exists for evaluation of any suspect case away from crowds	133	49	185	367
Referral system in place at the site	171	34	162	367
SOPs in place at the site for management and referral of ill travellers	230	34	113	377

Table 6.2: Public Health Measures for Blue Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	178	18	81	277
Health screening with temperature check using non-contact thermometer	88	4	38	130
Information about COVID-19 being provided at site	208	29	43	280
Infrastructure at the site to support crowd control and ensure safety of screeners	70	13	46	129
Isolation space exists for evaluation of any suspect case away from crowds	42	42	194	278
Referral system in place at the site	154	30	92	276
SOPs in place at the site for management and referral of ill travellers	166	30	84	280

Table 6.3: Public Health Measures for Land Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	374	196	293	863
Health screening with temperature check using non-contact thermometer	324	29	9	362
Information about COVID-19 being provided at site	374	197	289	860
Infrastructure at the site to support crowd control and ensure safety of screeners	190	79	90	359
Isolation space exists for evaluation of any suspect case away from crowds	165	289	405	859
Referral system in place at the site	241	235	378	854
SOPs in place at the site for management and referral of ill travellers	313	224	339	876

Table 6.4: Public Health Measures for Internal Transit Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	98	63	32	193
Health screening with temperature check using non-contact thermometer	93	0	1	94
Information about COVID-19 being provided at site	109	55	31	195
Infrastructure at the site to support crowd control and ensure safety of screeners	7	3	84	94
Isolation space exists for evaluation of any suspect case away from crowds	5	79	110	194
Referral system in place at the site	11	70	113	194
SOPs in place at the site for management and referral of ill travellers	30	69	110	209

Annex: Tables

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

Region	No. of Areas of interest	Percentage of Total
Asia and the Pacific	104	28%
Central and North America and the Caribbean	18	5%
Central and West Africa	27	7%
East and Horn of Africa	14	4%
European Economic Area	79	22%
Middle East and North Africa	47	13%
South America	19	5%
South-Eastern Europe, Eastern Europe and Central Asia	48	13%
Southern Africa	11	3%
Total	367	100%

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

Region	Public events cancelled or postponed	Schools closed	Restricted operating hours for public establishments (café, restaurant, etc.)	Alternative working arrangements (work remotely, etc.)	Restricted movement	Lockdown/quarantine enforced by police or military	Total
Asia and the Pacific	73	72	73	71	52	56	104
Central and North America and the Caribbean	8	8	8	7	7	3	18
Central and West Africa	18	18	5	0	11	18	27
East and Horn of Africa	13	13	11	10	0	4	14
European Economic Area	10	9	9	8	6	3	79
Middle East and North Africa	23	23	23	23	35	35	47
South America	7	6	4	6	7	5	19
South-Eastern Europe, Eastern Europe and Central Asia	40	40	37	39	9	40	48
Southern Africa	5	4	1	1	1	8	11
Total	197	193	171	165	128	172	367

Table 7.2: Duration of restrictive measures in areas of interest

Duration	No. of Areas of interest	Percentage
N/A	26	7%
1 - 3 months	22	6%
14 days to One month	181	50%
Less than 14 days	16	4%
Unknown	115	32%
Total	360	100%

Annex: Tables

Table 7.3: Affected population categories in the sites of interest

Affect population categories	Number of sites	Percentage of sites
Foreign nationals returning to their country of origin (repatriation, deportation, etc.)	127	22%
Stranded foreign nationals in the country	199	34%
IDPs	71	12%
Nationals	21	4%
Other	158	27%
Unknown	1	0%
Total	127	22%

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	Nationals	Other	Unknown	Total
Asia and the Pacific	30	39	0	0	0	0	90
Central and North America and the Caribbean	24	23	1	0	0	0	51
Central and West Africa	29	27	9	0	0	0	67
East and Horn of Africa	34	2	49	21	0	1	108
European Economic Area	15	6	0	0	0	0	109
Middle East and North Africa	24	9	12	0	0	0	45
South America	24	10	0	0	0	0	34
South-Eastern Europe, Eastern Europe and Central Asia	16	5	0	0	0	0	63
Southern Africa	3	6	0	0	0	0	10
Total	199	127	71	21	0	1	577