

## BACKGROUND

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 Ports of Entry (PoEs), globally (see [migration.iom.int](https://migration.iom.int)). In the East and Horn of Africa (EHoA) region, IOM's Displacement Tracking Matrix (DTM) teams in nine of the ten countries covered by IOM Nairobi Regional Office<sup>1</sup> are actively collecting information on various PoEs, internal transit locations, as well as other areas of interest in an effort to better understand the extent of these restrictions, as well as the impact on different types of population groups.

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)
- 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 with specific restrictions)
- Sites with a population of interest particularly affected by or at risk of COVID-19 (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travellers)

## SCOPE AND COVERAGE AT A GLANCE


**9**

Countries in the  
 East and Horn of  
 Africa


**306**

PoEs assessed: Land  
 Border Points (186),  
 Blue Border Points  
 (76), Airports (44)


**18**

Internal Transit  
 Points in 4  
 countries


**14**

Areas of interest


**108**

Sites with  
 populations of  
 interest

Countries' PoEs	Land Border Ports	Blue Border Ports	Airports	Total
Burundi	32	9	1	42
Djibouti	3	2	1	6
Ethiopia	31		5	36
Kenya	13	6	6	25
Rwanda	10		1	11
Somalia	21	8	12	41
South Sudan	33	1	7	41
Uganda	9		1	10
United Republic of Tanzania	34	50	10	94
<b>Grand Total</b>	<b>186</b>	<b>76</b>	<b>44</b>	<b>306</b>

<sup>1</sup> Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, South Sudan, Uganda, the United Republic of Tanzania.

## HIGHLIGHTS

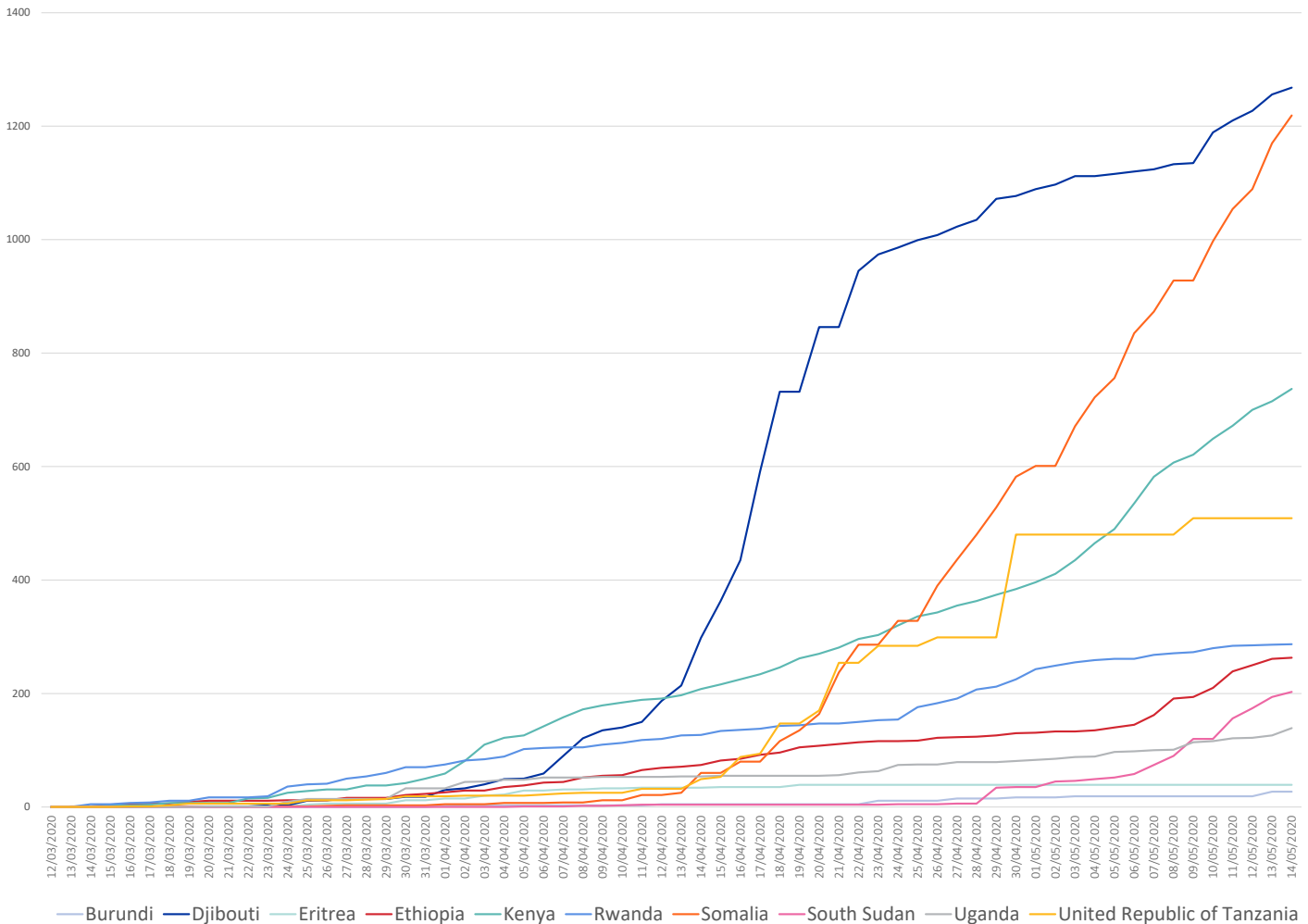
### Epidemiological Situation

- All 10 nations in the region have increasing numbers of COVID-19 cases, with the number of positive cases almost reaching 5,000 and rising, as of 14 May 2020. Majority of cases are through community transmission. The growing trend of community transmission in Djibouti and Somalia, with 1,268 and 1,219 cases, respectively, and the steady increase in the number of cases in South Sudan, with 203 cases, is a cause for concern due to the high presence of migrants and vulnerable people. The increased cumulative number of cases among cross-border truck and cargo drivers across ports of entry in the region is also of great concern. The number of positive cases keeps increasing at an alarming rate with many of them returned to their countries of origin. While the mode of transmission is unknown, the need to protect from further spread among them is a priority to contain the epidemic. Kenya, Uganda, South Sudan and the United Republic of Tanzania have recorded increased daily number of positive cases among truck drivers. This highlights the need to reinforce preventive measures at border communities and at the truck drivers stop-over designated points, where the risk of exposure can be high. Governments in the region are implementing different COVID-19 response strategies aimed at truck drivers, who are designated as essential workers at border points. These strategies include massive testing campaigns, in addition to relaying the trucking system, sanitizing the vehicles, and risk communication. IOM and the World Health Organization (WHO) and the East African Community (EAC) are currently finalizing a regional guidance in this respect.



Handwashing station at the MRC in Semera, Ethiopia. Photo: © MRC Semera

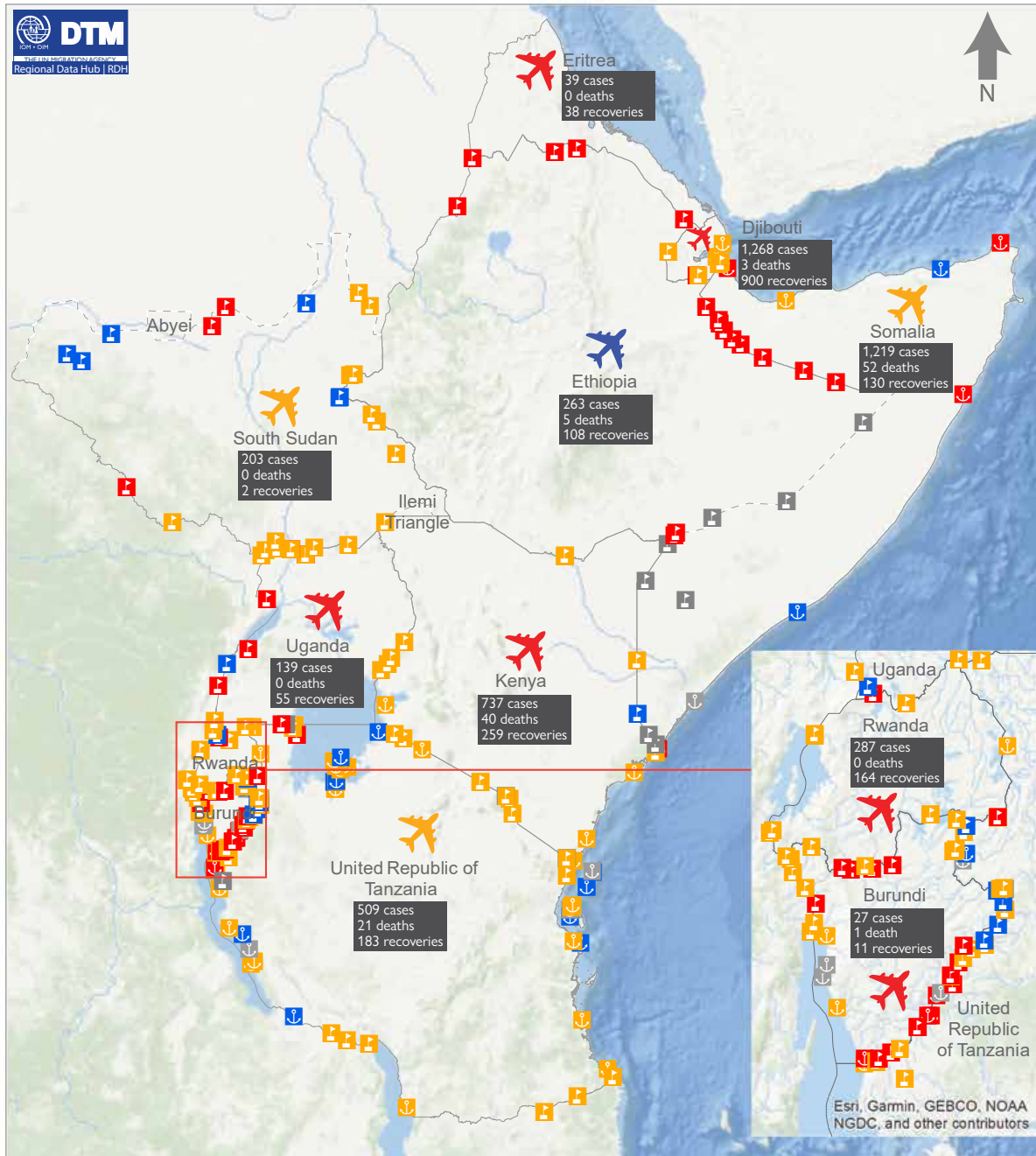
Incidence trend of confirmed COVID-19 cases in the East and Horn of Africa as of 14 May 2020







Source: Johns Hopkins University (JHU), Africa Centre for Disease Control and Prevention (CDC)

- As of 14 May 2020, the number of COVID-19 cases in the EHoA region stands at 4,691, including 108 new cases, with most new cases reported in Somalia (49, daily increase 4.2%), followed by Kenya (22, daily increase 3.1%), Uganda (13, daily increase 10.3%), Djibouti (12, daily increase 1%) and South Sudan (9, daily increase 4.6%);
- The EHoA region contributes 6.3% of the total Africa COVID-19 cases;
- Djibouti continues to have the highest number of confirmed cases in the region at 1,268 (27.4% of total cases), followed by Somalia 1,219 (26%) and Kenya 737 (16%);
- As of 14 May 2020, the number of deaths in the region stands at 122, with an average case fatality rate (CFR) of 2.6%. This remains much below the global average of 7%. Kenya rises from 36 to 40 deaths with a CFR of 5.4%;
- As of 14 May 2020, a total of 1,850 people (39.4% of cases in the region) have recovered from COVID-19 (31 more people in 24 hours);
- In Uganda, all 13 new cases were truck drivers who arrived from the United Republic of Tanzania, South Sudan and Kenya via Mutukula, Elegu and Malaba PoEs. IOM, WHO and EAC are developing the regional guidance and technical Standard Operating Procedures (SOPs) for COVID-19 management along transport corridors.







## Travel Restrictions



### Status of international flights\*

-  International travel is allowed with mandatory quarantine for the arriving passengers.
-  The passengers from the certain COVID-19 affected countries are not allowed to enter the country while others need to go through the quarantine.
-  All international flights are suspended.
- Disputed Areas
-  Countries East and Horn of Africa

### Status of other border points

-  Sea Border Point
-  Land Border Point
-  Closed for entry and exit
-  Partial closure
-  Open for entry and exit
-  Unknown

\*Details of the travel restriction can be found on IATA website: <https://www.iata.org/>

SOURCE:  
 International Air Transport Association (IATA)  
 Displacement Tracking Matrix (DTM)  
 Johns Hopkins University (JHU)  
 Africa Centre for Disease Control and Prevention (CDC)

DATE: 14 May 2020

DISCLAIMER: These maps are for illustration purposes only. Names and boundaries do not imply official endorsement or acceptance by IOM.

**DTM**

IOM • OIM

THE UN MIGRATION AGENCY

**RDH**IOM Regional Data Hub  
East and Horn of Africa

# DISPLACEMENT TRACKING MATRIX (DTM) COVID-19 REGIONAL OVERVIEW ON MOBILITY RESTRICTIONS

**as of 14 May 2020**

IOM Regional Office for East and Horn of Africa

Publication: 21 May 2020

- **BURUNDI:** On 20 March, Burundi suspends all flights in and out of the country's Melchior Ndadaye International Airport, but borders remain open and the government strongly advise citizens not to travel to countries that already have COVID-19 cases. By 30 March, Burundi blocks all cargo trucks from the East African Community (EAC) transiting through Rwanda. A week earlier, the Burundian Immigration had already been denying entry to different freights. This follows a decision by the Burundi Immigration to close its borders with Rwanda and the Democratic Republic of the Congo. Only the Tanzanian border has remained open. On 13 April, the Government of Burundi has reopened its borders for goods transiting from Rwanda and the Democratic Republic of Congo, after two weeks of blockage on the country's northern and western borders;
- **DJIBOUTI:** On 18 March, the Government of Djibouti suspends all international flights and closes the Djibouti-Ambouli International Airport as a preventative measure, with the exception of cargo flights. Trains have also been stopped, and land borders with Ethiopia have been closed except for good transportation until further notice;
- **ERITREA:** On 25 March, Eritrea suspends all commercial passenger flights to and from the country. This ban was initially to remain effective for two weeks until further review. On 27 March, Eritrea issues additional guidelines, suspending all public transport vehicles within cities and between regions/cities;
- **ETHIOPIA:** On 20 March, the Government of Ethiopia suspends all international flights to 30 countries which are affected by COVID-19. In addition, a mandatory 14-day quarantine and testing for all incoming passengers to the country are put in place. On 23 March, the government announces the closure of ground crossing points. On 29 March, flights are suspended to more than 80 countries. On 8 April, Ethiopia declares a five-month long state of emergency. The country has shut its land borders to nearly all human traffic as part of efforts to help curb the spread of the pandemic;
- **KENYA:** On 16 March, Kenya closes its borders to all except Kenyan citizens and legal residents. On 31 March, Kenya issues exemptions for the entry of both, humanitarian workers as well as repatriation flights. On 6 April, Kenya announces cessation of all movement by road, rail and air in and out of (a) Nairobi Metropolitan Area, and (b) the counties of Kilifi, Kwale and Mombasa for an initial period of 21 days – which was extended for another 21 days on 25 April. In addition, the Government of Kenya extends the ban on international flights. Movement by sea to or from the country along the coastline is also restricted. On 8 April, total airport closure is extended until 5 May. On 6 May, the government announces the cessation of movement in and out of Eastleigh in Nairobi, and Old Town in Mombasa for 15 days;
- **RWANDA:** On 20 March, Rwanda suspends all international commercial passenger flights for a period of 30 days. On 21 March, Rwanda announces the closure of all borders, except for cargo, goods and returning citizens, while at the same time, enforcing the implementation of movement restrictions within the country to curb the spread of COVID-19. On 4 May, the government eases the existing measures allowing some internal movements within districts (subject to conditions such as certain hours, masks, health guideline, etc.) while national and international borders remain closed;
- **SOMALIA:** On 15 March, Somalia bans passengers who had been to China, Iran, Italy or South Korea in the past 14 days from entering the country. On 18 March, the Federal Government of Somalia implements flight restrictions for an initial period of 15 days. Movement of people to and from the country along the coastline is also restricted. On 28 March, the ban on international flights into Somalia is extended. Food and medical flights require special permission 24 hours before travel, and no lorries are allowed to enter the country unless carrying medicine and food. On 29 March, Somalia imposes suspension on local flights. On 6 April, the initial international flight suspension is extended for an additional 30 days. On 10 April, following government directives, authorities in Gedo region close border crossings with Kenya and Ethiopia until further notice. Crossings into Kenya near the towns of El Wak and Bula Hawo, as well as the crossing into Ethiopia at Doolow, have been shuttered;

- SOUTH SUDAN:** On 13 March, South Sudan suspends direct flights from affected countries, and calls for reduction of travel and restriction on social gatherings. On 23 March, Juba International Airport closes for passengers for a period of 30 days. On 24 March, South Sudan closes all airports and seals land borders for passengers, with cargo exceptions only. On 21 April, the government extends all existing restrictions until further notice as a preventive measure, including the ban on international flights and the closure of borders. On 8 May, South Sudan eases the lockdown restrictions and public transportation resumes. The land border remains closed for movement and inter-state travel also remains constrained as the travellers are required to self-quarantine for 14 days before travelling. This measure has been put in place to replace the previous testing for COVID-19 before travelling within South Sudan;
- UGANDA:** On 18 March, Uganda bans all incoming and outgoing travel to specified COVID-19 affected countries for a period of 32 days. On 22 March, Uganda suspends all passenger planes in and out of country, with cargo exceptions only. On 23 March, Uganda closes border with South Sudan for passengers, and only traffic of goods from Uganda to South Sudan is allowed. On 25 March, public transport is suspended for 14 days. On 31 March, the country orders a 14-day nationwide lockdown starting at 7PM, except for cargo planes, lorries, pickups and trains – which is extended on 14 April for another 21 days. On 10 April, Uganda introduces new measures which includes banning motorcycle taxis after 2PM. On 5 May, Uganda eases its strict measures for a 14-day period, but international borders remain closed;
- UNITED REPUBLIC OF TANZANIA:** On 25 March, Air Tanzania suspends flights to countries which have placed a ban on flights originating from COVID-19 affected countries. Public bus services between the country and neighbouring countries have also been suspended. On 11 April, the government suspends all international scheduled and chartered passenger flights to the United Republic of Tanzania. International flights in and out of the country were only suspended over the Easter weekend. On 14 May, the government relaxes some restrictions on international flights to allow repatriation flights, operations related to humanitarian aid, medical and relief flights, technical landings where passengers do not disembark and other safety-related operations.



*Petite Barrière Port of Entry at the border between Rwanda and the Democratic Republic of the Congo. Photo: © IOM / Angela Wells*

## LEVEL OF RESTRICTIONS

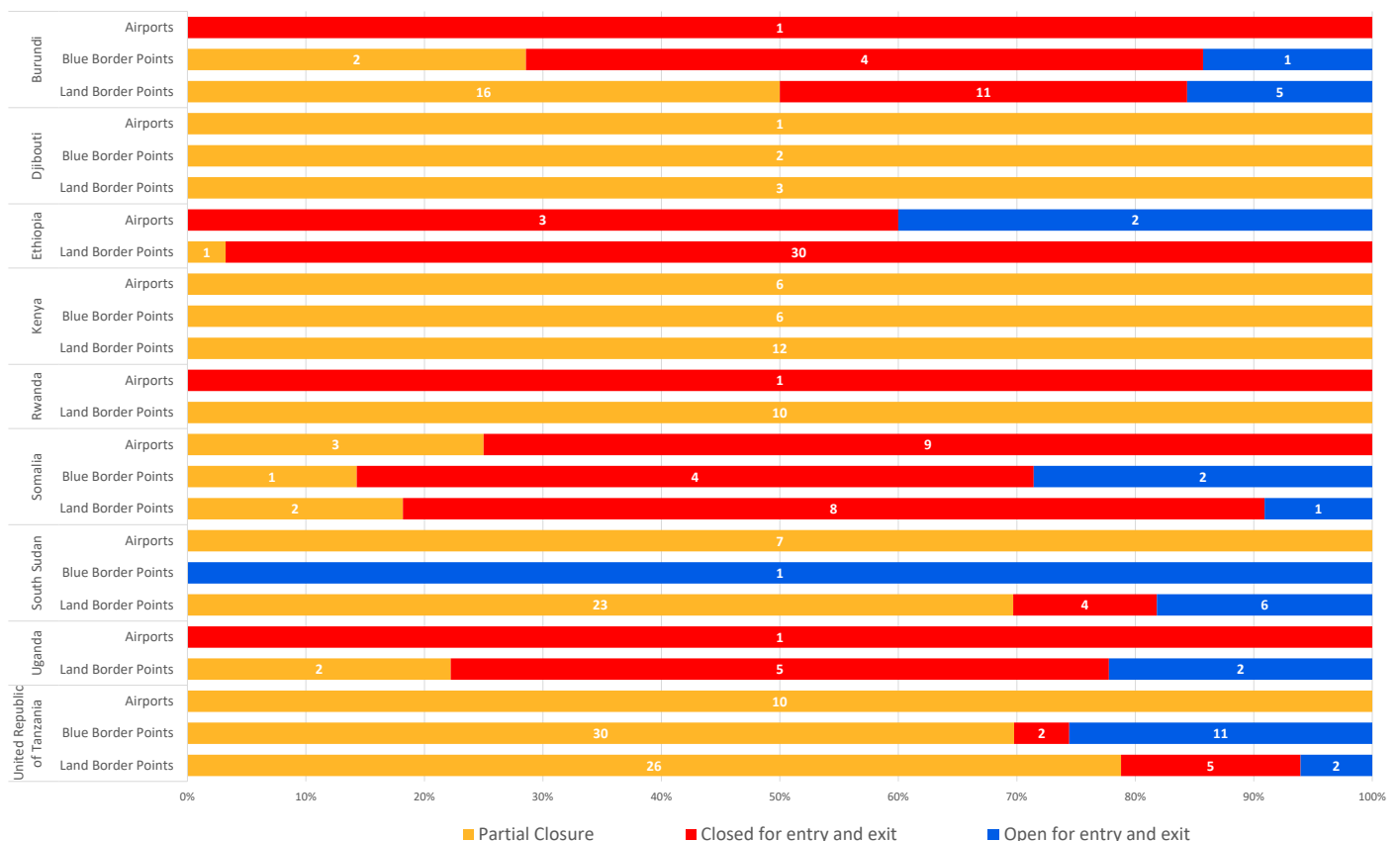
Majority of the Ports of Entry (PoEs) had some level of restrictions imposed on them. A total of 163 PoEs (53%) were partially closed, while 88 (29%) were closed for both entries and exits, and 33 (11%) were open for travel on both directions. Another 22 PoEs (7%) had unknown restrictions.

Location Type	Partial Closure	Closed for entry and exit	Open for entry and exit	Unknown	Total
Land Border Point	95	63	16	12	186
Blue Border Point	41	10	15	10	76
Airport	27	15	2		44
<b>Total</b>	<b>163</b>	<b>88</b>	<b>33</b>	<b>22</b>	<b>306</b>

## Situation Overview

- Of the Land Border Points assessed, 51 per cent were partially closed, while this percentage was 54 per cent for Blue Border Points, and 61 per cent for Airports. Over one-third of land ports as well as airports were closed for both entries and exits, while only 13 per cent of water ports were closed for travel on both directions.
- Of the various PoEs assessed, the Blue Border Points were more likely to be open for both entry and exits, with 20 per cent of all such ports being open, while only 6 per cent of land ports, and 5 per cent of airports were completely open. Most PoEs were likely to have some level of restrictions, with most open for commercial traffic only (48%), or open to returning nationals and residents of the country (43%), while 5 per cent were closed for exit only, and another 4 per cent had other restrictions. Airports were more likely to have concrete restrictions in place, while 12 land ports and 10 water ports had unknown operational status.

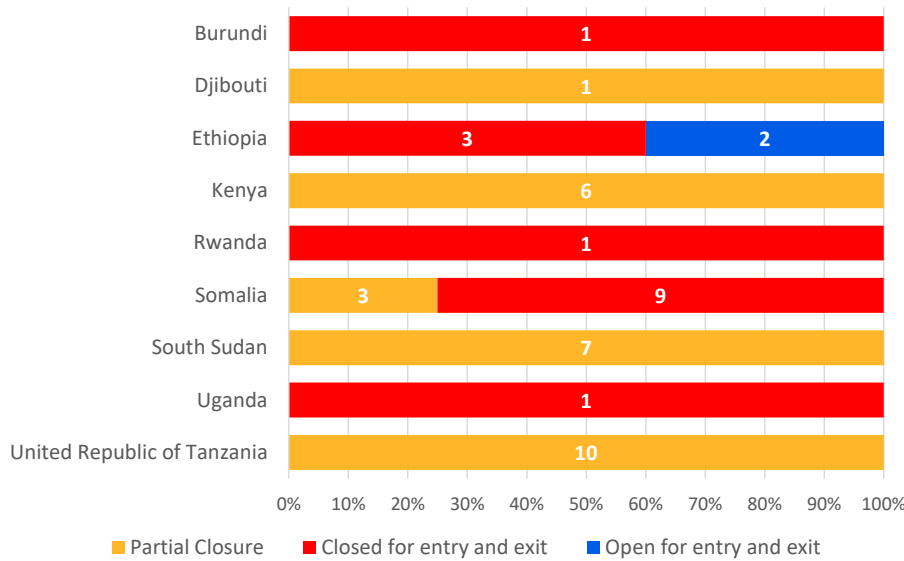
Operational status of assessed PoEs



## Overview of Airports

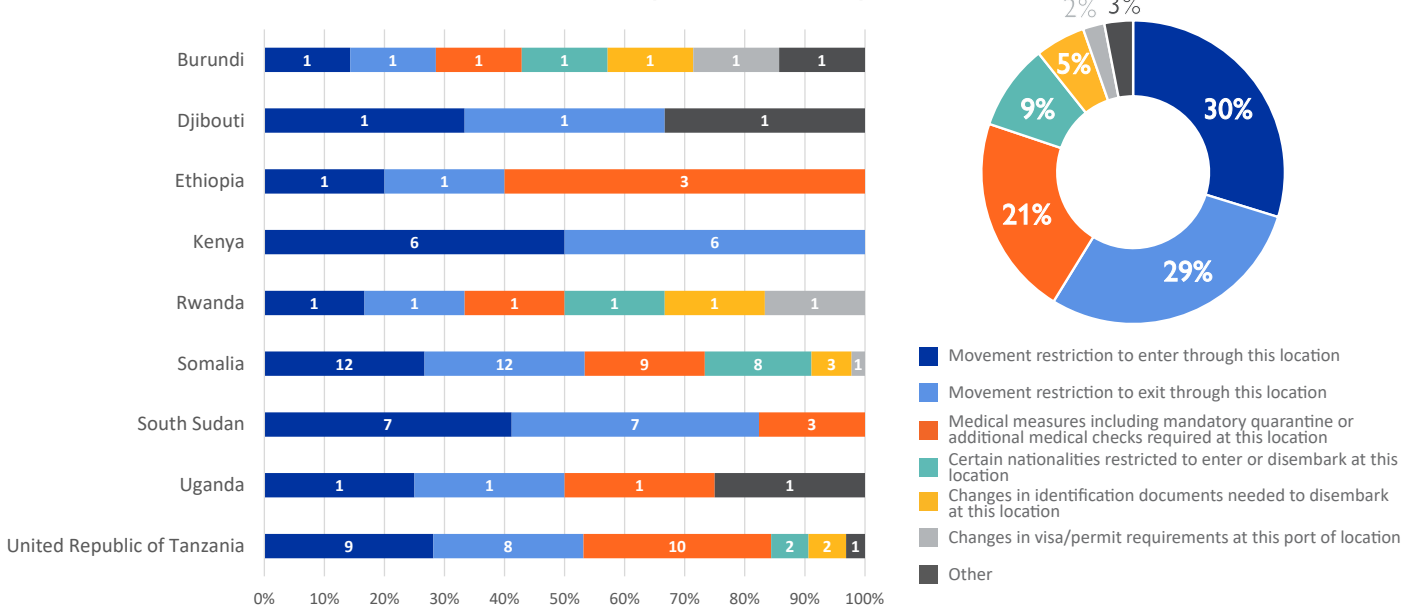
• **Operational status:** Most airports had some level of restrictions imposed on them, and only two (2) in Ethiopia reported to be open for both entry and exit travel. As the chart below shows, all remaining airports had some level of restrictions imposed on them, with 15 out of 44 being closed for all travel, and 27 being open partially only.

Operational status - Airports



• **Type of restrictions:** Apart from travel restrictions, other measures were also put in place to both restrict movement and try to ensure that movement happens in a safe manner. As the chart below shows, many locations implemented more than one measure to ensure this. Overall, restriction on entry movements was the most often utilized method, implemented in 39 airports, while restrictions on exit were imposed at 38 locations, and 28 airports imposed mandatory medical measures on travelling passengers. Some 12 airports had restrictions on which nationalities could travel through, while seven (7) implemented changes in identification documents needed to disembark at this location, and three (3) changed visa requirements.

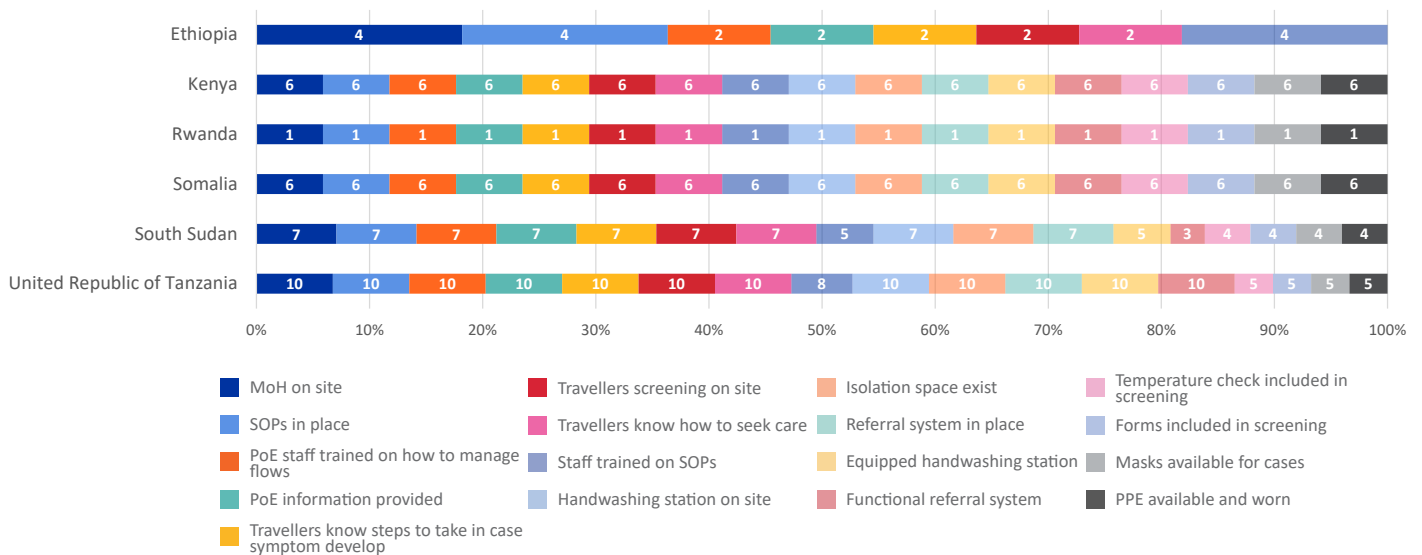
Restrictions implemented - Airports





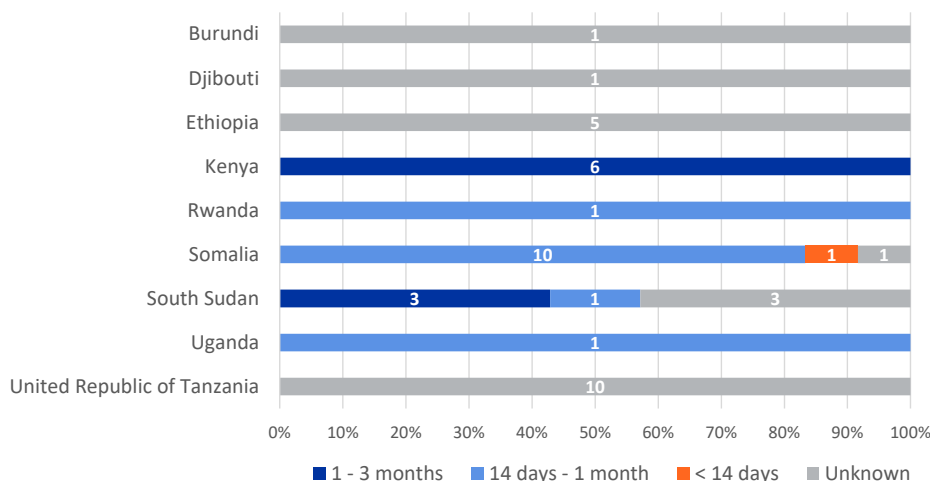
• **Public health measures:** In terms of public health measures, the presence of a Ministry of Health (MoH) representative was the most commonly utilized one, with 34 airports, while the same also had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. A total of 32 of these also had staff trained to manage flow of passengers in an organized manner during the epidemic. As part of the SOPs and training of staff, the staff would also be required to provide information to passengers on steps to take in case symptoms develop, which was also the case in 32 locations. Similarly, the staff was also required to provide information on how the traveller could seek health care in case symptoms worsened. Some 30 airports had handwashing stations, though only 28 of these were equipped, as well as isolation rooms to quarantine suspected cases. The chart below shows the breakdown by country for each measure.

Public health measure - Airports



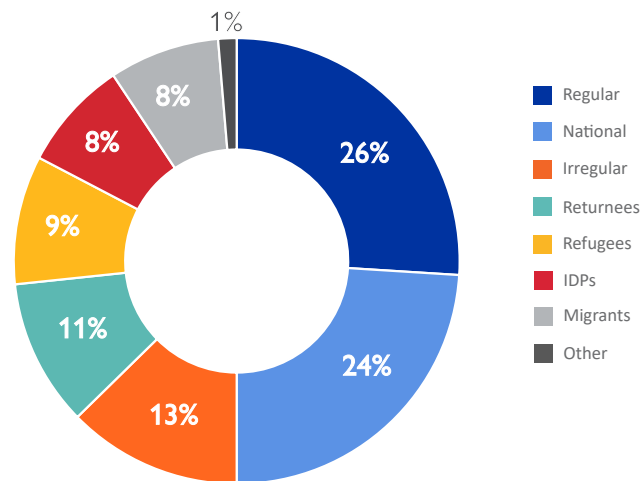
• **Estimated duration of restrictions:** Although these measures are meant to be temporary, information on how long they are to last is difficult to obtain in the current climate where the situation remains so fluid. As the chart below shows, almost half of the airports had unknown duration for these measures: 19 out of 44. Only one airport in Somalia was estimated to remain at current level of restrictions for less than 14 days. Most airports were closed for 14 days to one month (12) while remaining for one to three months (9).

Estimated duration of restrictions - Airports



• **Population affected:** Most airports saw an even distribution of population groups affected by these measures. As the chart below show, majority of the airports had regular travellers (39) while only 19 had some irregular migration. Some 36 airports dealt with nationals of the country, while 16 dealt with returning migrants. Another 12 airports had IDPs and migrants respectively, while 14 had refugees.

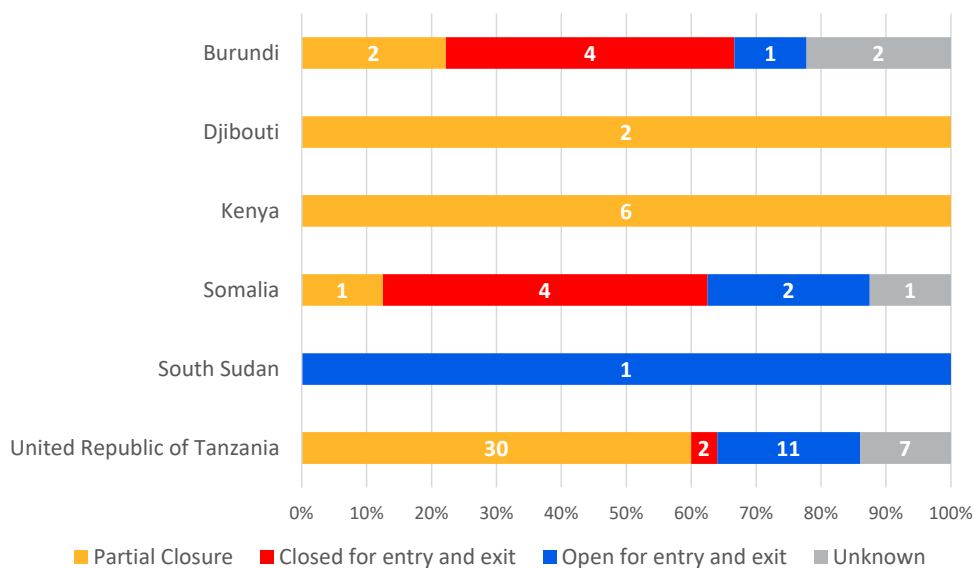
Population affected - Airports



## Overview of Blue Border Points

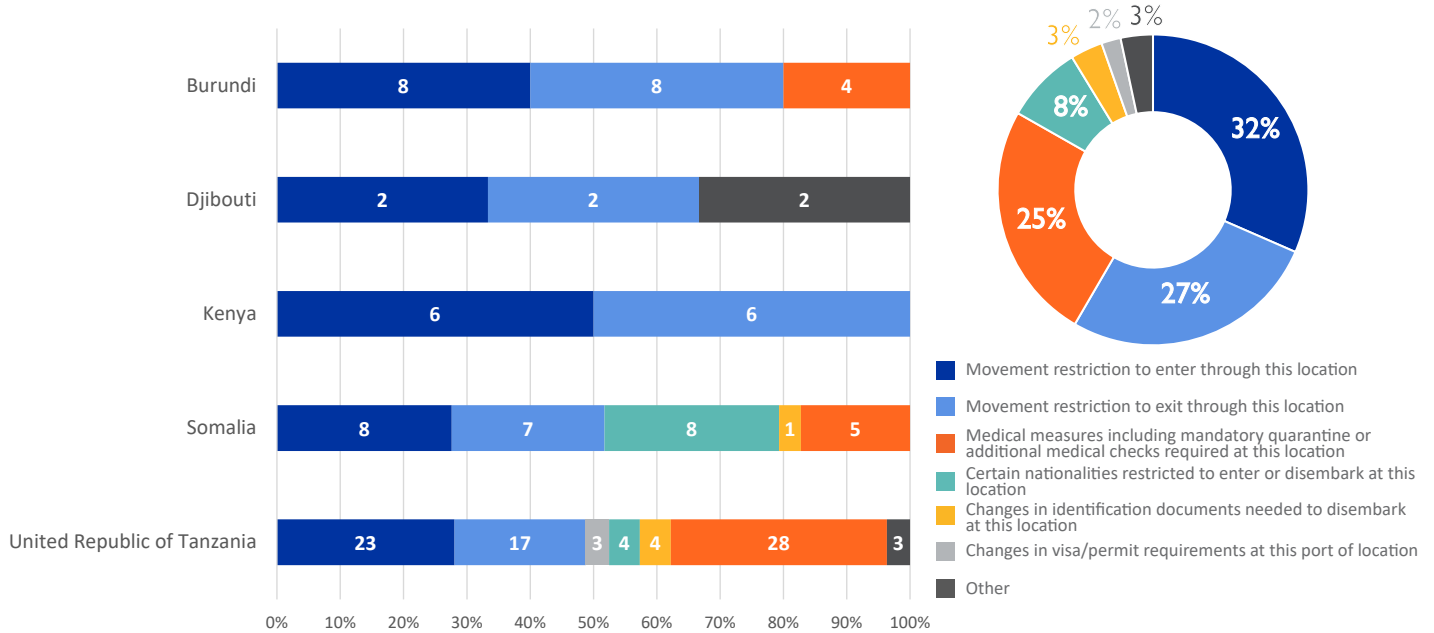
• **Operational status:** Similar to airports, most Blue Border Points had some level of restrictions imposed on them, but 15 out of the 76 had none, and were reported to be open for both entry and exit travel. As the chart below shows, 41 out of 76 were partially closed, while 10 were for all travel, while another 10 had unknown operational status.

Operational status - Blue Border Points



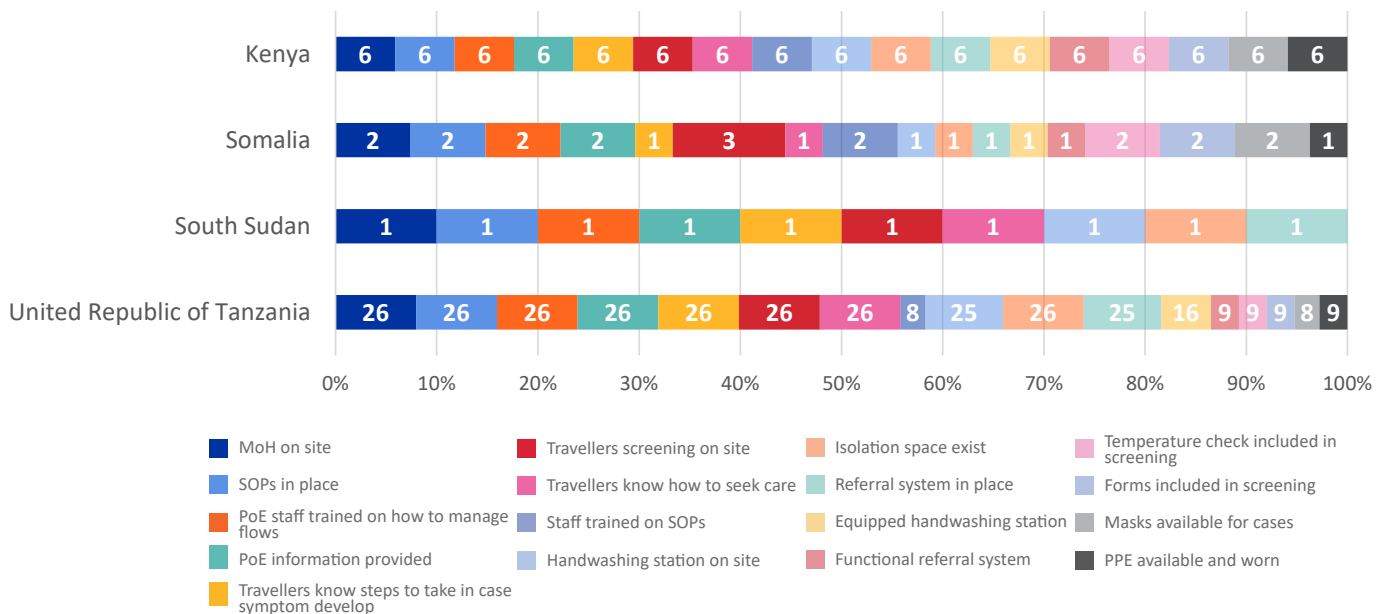
• **Type of restrictions:** Overall, restriction on entry movements was the most often utilized method, implemented in 47 ports, while restrictions on exit were imposed on 40 locations, and 37 ports imposed mandatory medical measures on travelling passengers. Some 12 ports had restrictions allowing certain nationalities to travel through, while 5 implemented changes in identification documents needed to disembark at this location, and 3 changed visa requirements.

Restrictions implemented - Blue Border Points



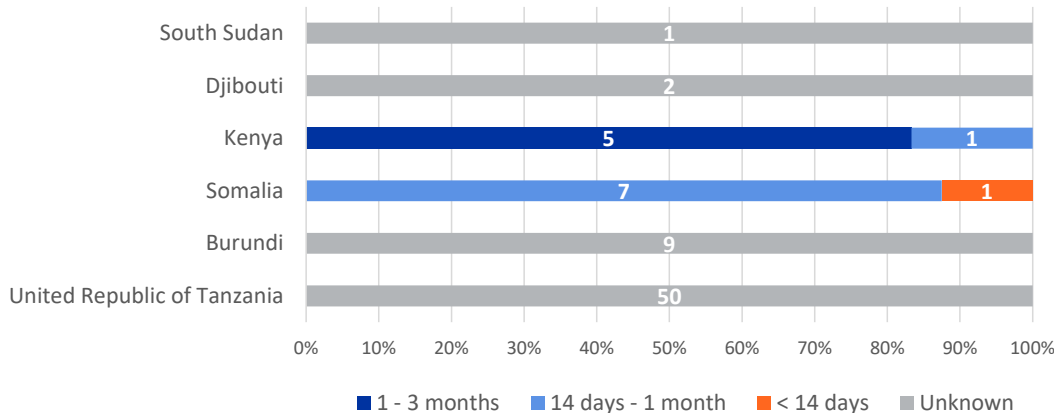
• **Public health measures:** Unlike airports, the most utilized measures for Blue Border Points to ensure safe movements was the presence of health screening on site for the travellers (36 ports), followed by the presence of a Ministry of Health (MoH) representative in 35 ports, while the same also had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. All of these also had staff trained to manage flow of passengers in an organized manner during the epidemic. In all 35 locations, the staff was also able to provide information to passengers on steps to take in case symptoms develop, which was also the case in 32 locations. Similarly, the staff was also required to provide information on how the traveller could seek health care in case symptoms worsened. Some 33 ports had handwashing stations, though only 23 of these were equipped. Properly, 33 ports had referral systems in place for critical cases, and 16 had Personal Protective Equipment (PPE) equipment available.

Public health measures - Blue Border Points



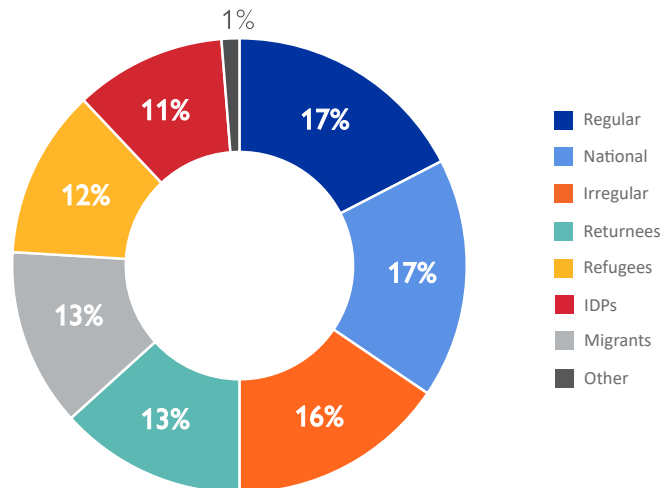
• **Estimated duration of restrictions:** As the chart below shows, almost all of the ports had unknown duration for these measures (62 out of 76) while only one port in Somalia was estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (8) or for one to three months (5).

Estimated duration of restrictions - Blue Border Points



• **Population affected:** Majority of the population passing through the Blue Border Points were nationals of the country (in 55 ports) or regular migrants (in 54 ports), though 49 ports had irregular migrants as well, while 42 had returning migrant. Some 40 ports had migrants, 38 had refugees, and 34 ports catered to internally displaced persons.

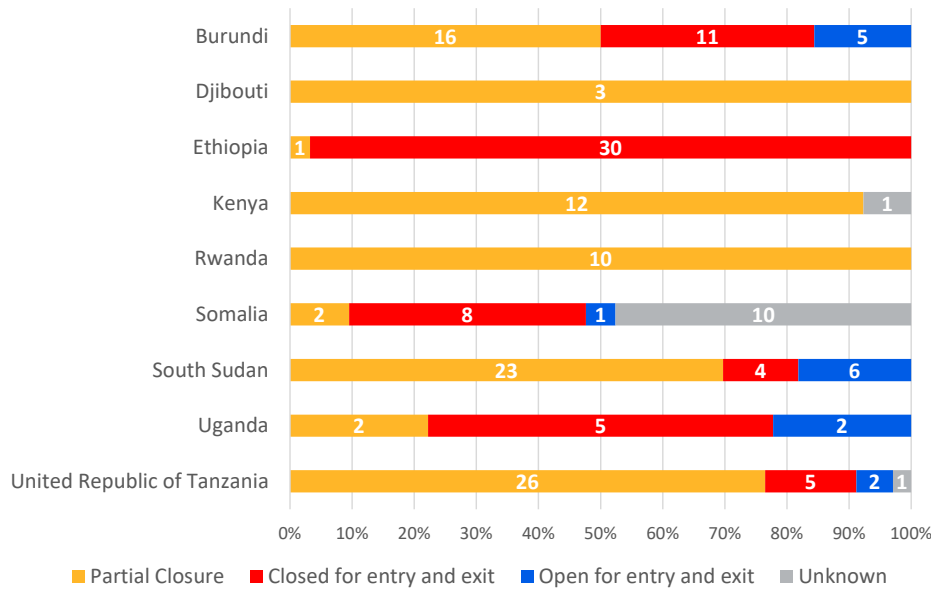
Population affected - Blue Border Points



## Overview of Land Border Points

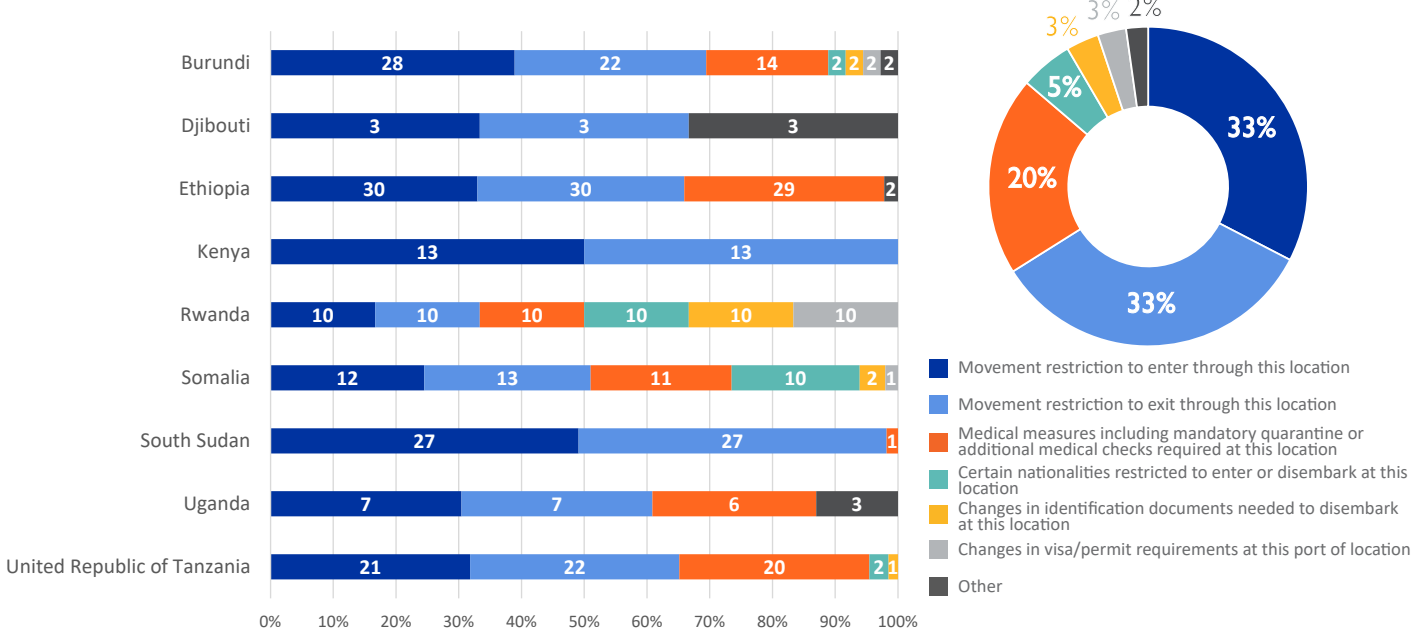
• **Operational status:** Land Border Points make up the overwhelming majority of all PoEs assessed, and of the 186 ports, around half were partially closed (95), while almost a third were closed for both entry and exit (63), and only 16 were open for both. Another 12 ports had unknown operational status.

### Operational status - Land Border Points



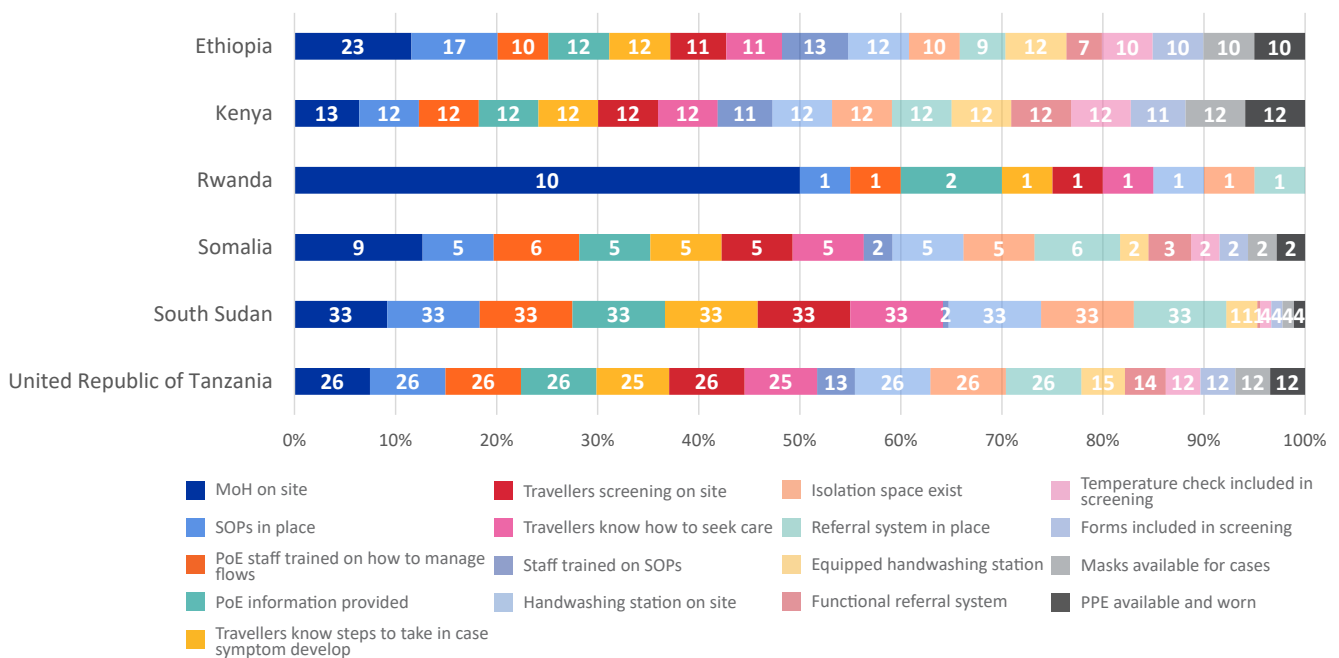
• **Type of restrictions:** In a slight contradiction with the other ports, restriction on exit movements was the most often utilized method, implemented in 151 ports, while restrictions on entry were imposed in 147 locations, and 91 ports imposed mandatory medical measures on travelling passengers. Some 24 ports had restrictions on which nationalities could travel through, while 15 implemented changes in identification documents needed to disembark at this location, and 13 changed visa requirements.

### Restrictions implemented - Land Border Points



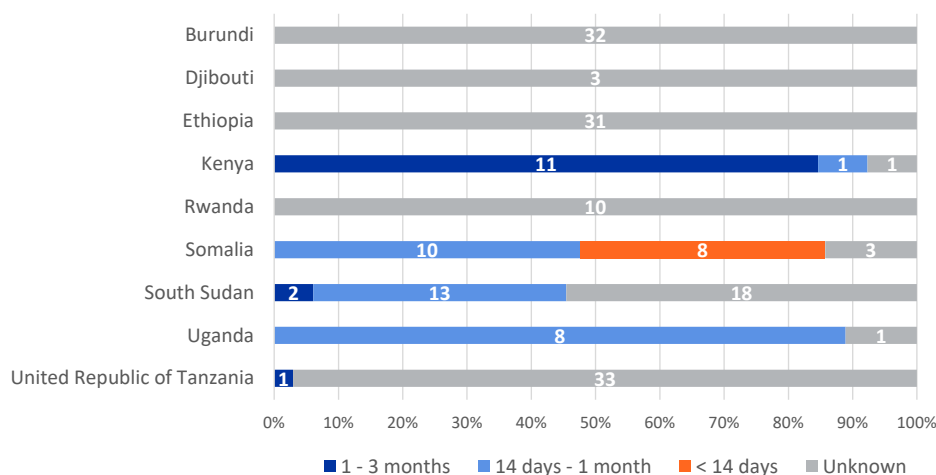
• **Public health measures:** Similar to airports, the most utilized measures for Land Border Points to ensure safe movements was the presence of a Ministry of Health (MoH) representative in 114 ports, while 94 had Standard Operating Procedures (SOPs) in place to managing flows, though only 41 of these had staff trained in occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. Some 88 ports had staff trained to manage flow of passengers in an organized manner during the epidemic, and in 90 locations, the staff was also able to provide information to passengers on steps to take in case symptoms develop, had screening for travellers, and were able to provide information on how the traveller could seek health care in case symptoms worsened. Another 89 ports had handwashing stations, though only 52 of these were equipped properly, 87 ports had referral systems in place for critical cases, and 40 had Protective Personal Equipment (PPE) equipment available.

Public health measures - Land Border Points



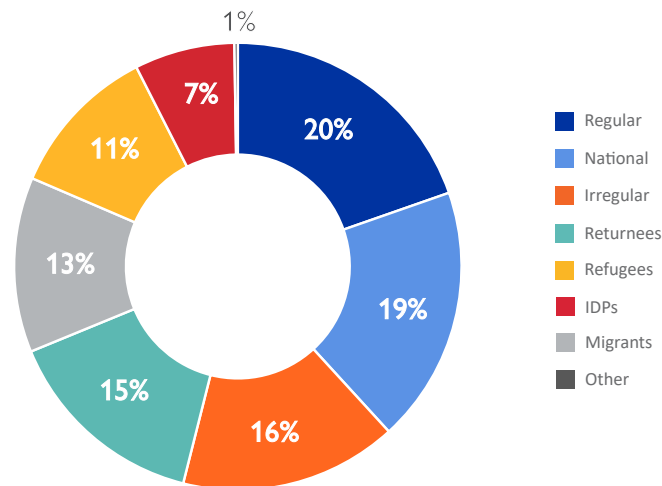
• **Estimated duration of restrictions:** As the chart below shows, almost all of the ports had unknown duration for these measures (132 out of 186) while only eight (8) ports in Somalia were estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (32) or for one to three months (14).

Estimated duration of restrictions - Land Border Points



• **Population affected:** Majority of the population passing through the Land Border Points were regular migrants (in 160 ports), or were nationals of the country (in 151 ports), though 128 ports had irregular migrants as well, while 121 had returning migrant. A total of 103 ports had migrants, 90 had refugees, and 59 ports catered to IDPs.

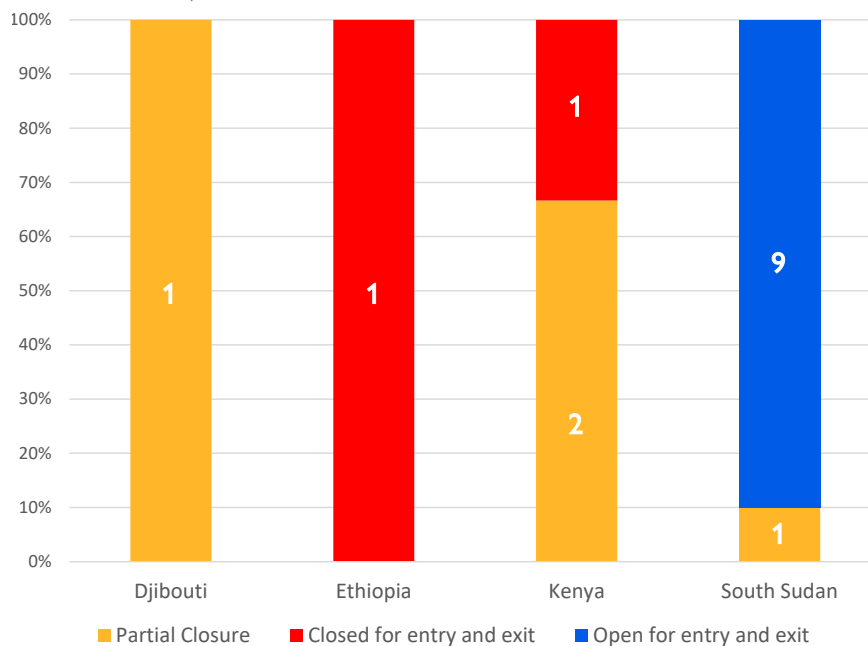
Population affected - Land Border Points



## Overview of Internal Transit Points

• **Operational status:** Apart from international borders, DTM teams also assessed 18 internal transit points, including major bus stations close to international borders, in four (4) countries. As the chart below shows, most locations were open for both entry and exit (10), while 6 were partially closed, and only two (2) were closed in both directions (one each in Ethiopia and Kenya).

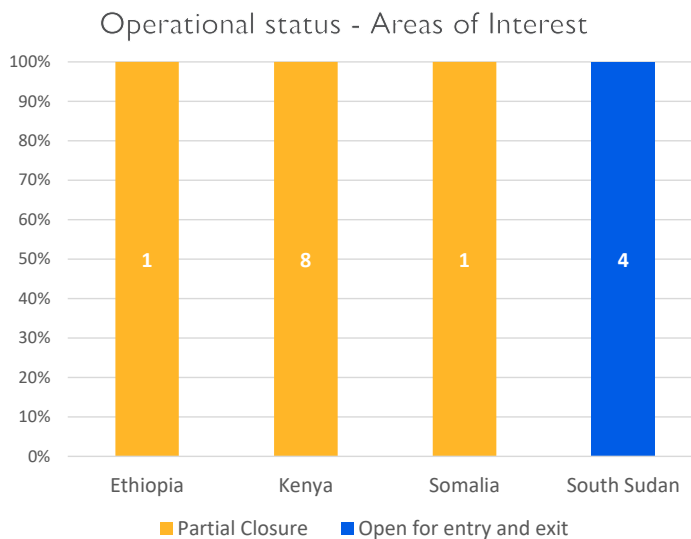
Operational status - Internal Transit Points



- **Type of restrictions:** In terms of movement restrictions, most sites had restrictions on entry (6) while five had restrictions on exit, and eight had other measures in place. Nationals of the country were impacted by these restrictions in most sites (14), while regular movements were impacted in 13 sites, and migrants and IDPs in 11 sites each. There were also certain public health measures in place at these transit locations, and the Ministry of Health (MoH) was present in 16 locations. Similarly, the Standard Operating Procedures (SOPs) were implemented, and staff trained to handle various situation in 16 locations, and handwashing stations existed, as well as isolation spaces and referral systems were in place in all 16 sites, although only four locations had handwashing stations that were properly equipped, and three had Personal Protective Equipment (PPE) available.

## Overview of Areas and Sites of Interest

- **Operational status:** Areas and sites of interest may include regions, towns, cities, or sub-administrative units in a given country, territory or area to which special restrictions apply. DTM assessed 14 such locations in four (4) countries, and most were partially closed (10) while only four (4) were open for entry and exit.



- **Stranded migrants:** Similarly, 108 sites with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travelers) were also assessed in eight (8) countries, with most locations being in Burundi (37), followed by Djibouti (28) and Ethiopia (19). These sites had the presence of IDPs, as well as migrants from different countries stranded due to border closures. The chart below shows the various 3,819 persons of various nationalities stranded in the four (4) countries.

