A man in an orange safety vest is working on a wooden structure, possibly a boat or a large piece of furniture. He is smiling and looking down at his work. The background is a clear blue sky.

**IOM COVID-19  
IMPACT ON  
POINTS OF ENTRY  
AND OTHER KEY  
LOCATIONS OF  
INTERNAL MOBILITY  
WEEKLY ANALYSIS  
27 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 Cox Bazar

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# Methodology & Definitions

IOM COVID-19 Impact on Points of Entry and Other Key Locations of Internal Mobility 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 and Other Key Locations of Internal Mobility. 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.

As the situation of the COVID-19 pandemic continues to evolve, the resulting restrictive measures issued to mitigate the spread, has become increasingly complex and varied. The IOM database monitoring the impact on points of entry and other key locations of internal mobility has been updated in a way which reflects the varied stages of measures issued at different times by C/T/As. As such, the evolution of global restrictive measures, has resulted in varied update timelines and can explain the difference in monthly updates. Data have been collected between 13 March and 22 May 2020. For Points of Entry (PoE), 40 per cent of the data were last updated during the month of May, while 36 per cent of PoE data were last updated in April. The remaining PoE data (24%) were last updated in March. Regarding Other Key Locations of Internal Mobility, data for 38 per cent of the assessed locations was last updated during the month of May, while 42 per cent was last updated in April. The data for the remaining assessed internal locations (20%) were last updated in March.

This report provides an overview and analysis on the data from a global and regional perspective of Points of Entry (PoEs) and Other Key Locations of Internal Mobility. 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 on the following location types:

### Points of Entry (PoEs):

- 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)

### Other Key Locations of Internal Mobility:

- 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 internal COVID-19 related restrictive measures, including areas with an outbreak of COVID-19 or areas under lockdown/quarantine)
- Sites with a population of interest (including stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travelers, who have been affected by COVID-19 mobility restrictions at specific locations, for example hotels, temporary reception centers, camps, transit centers and detention centers )

## The following operational status is captured for each assessed PoE and Internal Transit Point:

- 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
- Requirement for 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

**Country/territory/area level restrictions are aggregated as following:**

- Significant mobility restrictions (E.g. curfew, lockdown, state of emergency, medical requirements for international arrivals and other mobility restrictions)
- No restrictions
- Specific national measures such as: national emergency declared and mandatory quarantine of arrivals from abroad

**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 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) at PoE and Internal transit point:**

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 that have been put 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 travelers suspected of having COVID-19, existence of 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 before referral to designated health facility.

**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<sup>1</sup>
- 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.*

# Executive summary

The current COVID-19 pandemic has affected global mobility both in terms of international mobility restrictions and restrictive measures on internal movement. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to gather, map and track data on these restrictive measures impacting movement. This report provides a global perspective of the COVID-19-related measures and restrictions imposed by countries, territories and areas impacting both cross-border and internal movements, as well as the resulting effects on stranded migrants and other population categories. The information in this report relies on a compilation of inputs from multiple sources, including from IOM staff in the field, DTM reports on flow monitoring and mobility tracking.

## Points of Entry (PoEs):

- 3,421 PoEs were assessed in 169 C/T/As, including 767 Airports, 2,065 Land Border Crossing Points and 599 Blue Border Crossing Points. Data for 40 per cent of the PoEs was last updated during the month of May, while the last update for 36 per cent of the PoEs was in April. The remaining PoEs (24%) were last updated in March.
- Overall, 42 per cent of the assessed PoE were fully closed, 37 per cent partially operational and 13 per cent fully operational, however the operational status of PoEs varied across IOM Regions and PoE types:
  - The IOM Region with the highest share of fully closed PoE was Central and West Africa (63%), followed by the Middle East and North Africa (59%);
  - The European Economic Area was the IOM Region with the highest percentage of fully operational PoEs (27%);
  - 50 per cent of the assessed land border crossing points globally were fully closed, while this percentage was respectively 36 and 25 for airports and blue border crossing points;
  - The share of fully operational PoEs was more stable across PoE types (16% for airports, 13% for blue border crossing points and 11% for land border crossing points).
- Mobility restrictions on arriving to or departing from the assessed PoEs were the most adopted restrictive measures in all the types of PoE (around 70% of the assessed PoEs), followed by medical requirements (more than 30% in all PoE types with a peak of 39% for airports). The most common duration of these measures was 14 days to one month (49% of the cases for airports), however the foreseen duration of the restrictive measures in place was unknown for 49 and 43 per cent of the blue and land border crossing points, respectively.
- Regular travelers and nationals were the most affected population categories across all PoE types.

## Other Key Locations of Internal Mobility (Internal Transit Points, Areas of Interest, and Sites with Populations of Interest):

- IOM assessed 1,320 key locations across 130 C/T/As, including 351 internal transit points, 377 areas of interest and 592 sites with population of interest. Data for 38 per cent of the assessed locations was last updated during the month of May, while the last update for 42 per cent of the locations within C/T/As was in April. The remaining locations (20%) were last updated in March.
- Assessed internal transit points and areas of interest were mostly situated in Asia and the Pacific, while the highest number of assessed sites with population of interest were from the East and Horn of Africa and the European Economic Area.
- 42 per cent of the assessed internal transit points were partially operational, with 30 and 26 per cent which were respectively either fully operational or fully closed. Moreover, 52 per cent of the assessed internal transit points had introduced medical measures within the location.
- Some of the most common restrictive measures in place in the assessed areas of interest were cancellation of public events (55% of the assessed areas), school closure (54%), restricted operating hours for public establishments (47%) and alternative working arrangements (45%). Moreover, non-essential movements outside home were restricted in 36 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 47 per cent of the cases.
- Stranded foreign nationals were reported in 58 per cent of the assessed sites with populations of interest, while in 18 and 15 per cent of cases respectively foreign nationals on their way to their country of origin and IDPs were reported to be present in the assessed sites with population of interest.

A man in a grey long-sleeved shirt and an orange safety vest with 'SME' and logos on it is smiling and working on a wooden structure. The structure appears to be part of a boat or a large container, with a wooden pole and a white tarp visible. The background is a bright, clear sky.

# Part I: Points of Entry (PoEs)

# I. PoE Scope and Coverage: Numbers at a glance

# 3,421

Assessed Points of Entry

# 169

Assessed C/T/As

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, including Airports, Blue border crossing points and Land border crossing points. 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 IOM COVID-19 Impact on Key Points of Mobility Weekly Analysis report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **22 May 2020**.

Data for 40 per cent of the PoEs was updated during the month of May, while the last update for 36 per cent of the PoEs was in April. The remaining PoEs (24%) were last updated in March (for more details, please refer to Table 1.2 in annex).

IOM has assessed 3,421 total PoEs in **169 countries, territories and areas** so far. Many of these locations (60%) were land border crossing points, 22 per cent were airports and 18 per cent were blue border crossing points (sea-, river and lake ports), 16 per cent airports. More details can be found in annex, Table 1 and Table 1.1.

Of all assessed PoEs, **42 per cent were reported as fully closed and 13 per cent were reported to be fully operational**. Another 37 per cent were partially operational (a decrease of 2 p.p.<sup>2</sup> compared to last week). More details can be found in the annex, Table 3.1. At the regional level, the highest rate of fully closed assessed PoEs were located in Central and West Africa (63%), followed by the Middle East and North Africa (59%), as well as South-Eastern Europe, Eastern Europe and Central Asia with 58 per cent. Conversely, the lowest number of fully closed assessed locations were found in Central and North America and the Caribbean with 26 per cent and European Economic Area with 24%. More details can be found in annex, Table 2 and Table 2.1.

Table I: Number of assessed Points of Entry by type and IOM region

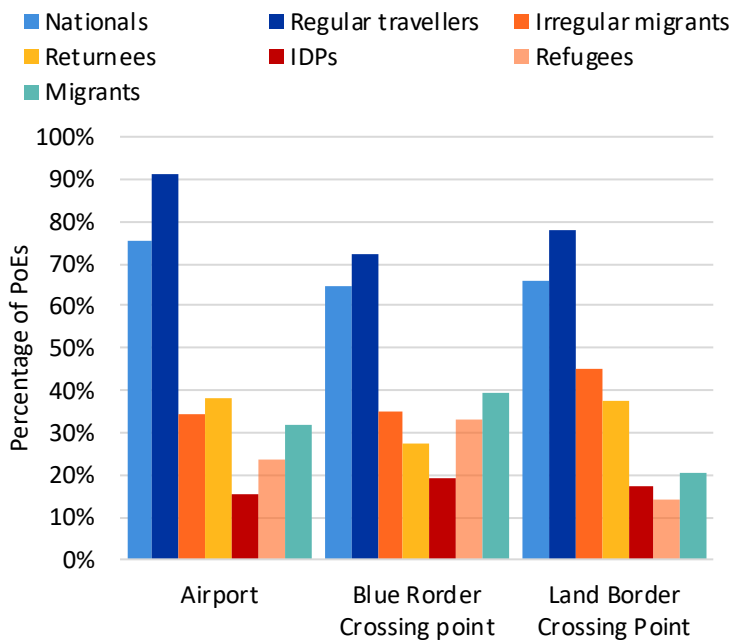
Region	Airports	Land border crossing points	Blue border crossing points	Total	No. of C/T/A
Asia and the Pacific	192	218	134	544	37
Central and North America and the Caribbean	36	112	32	180	14
Central and West Africa	42	339	41	422	20
East and Horn of Africa	44	187	77	308	9
European Economic Area	158	474	154	786	28
Middle East and North Africa	66	120	46	232	17
South America	21	50	9	80	10
South-Eastern Europe, Eastern Europe and Central Asia	122	405	75	602	19
Southern Africa	76	160	31	267	15
<b>Total</b>	<b>757</b>	<b>2065</b>	<b>599</b>	<b>3421</b>	<b>169</b>

2. 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.

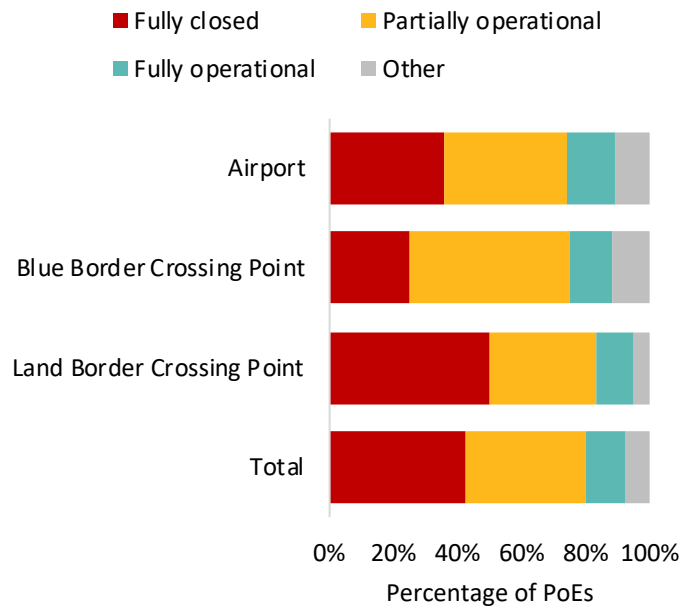


## 2. PoE Situational Overview

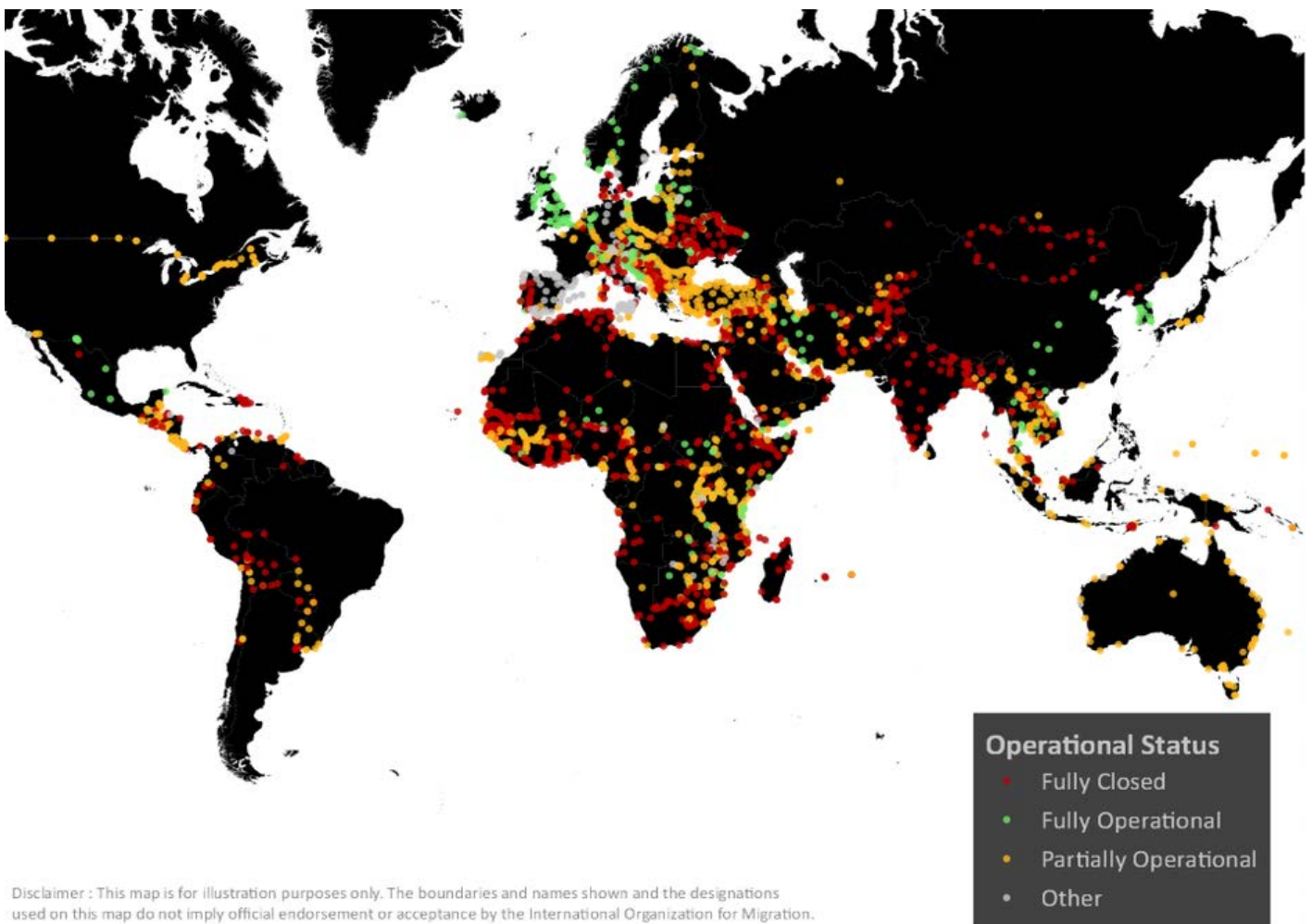
### Affected population categories at assessed PoEs



### Operational status of assessed PoEs

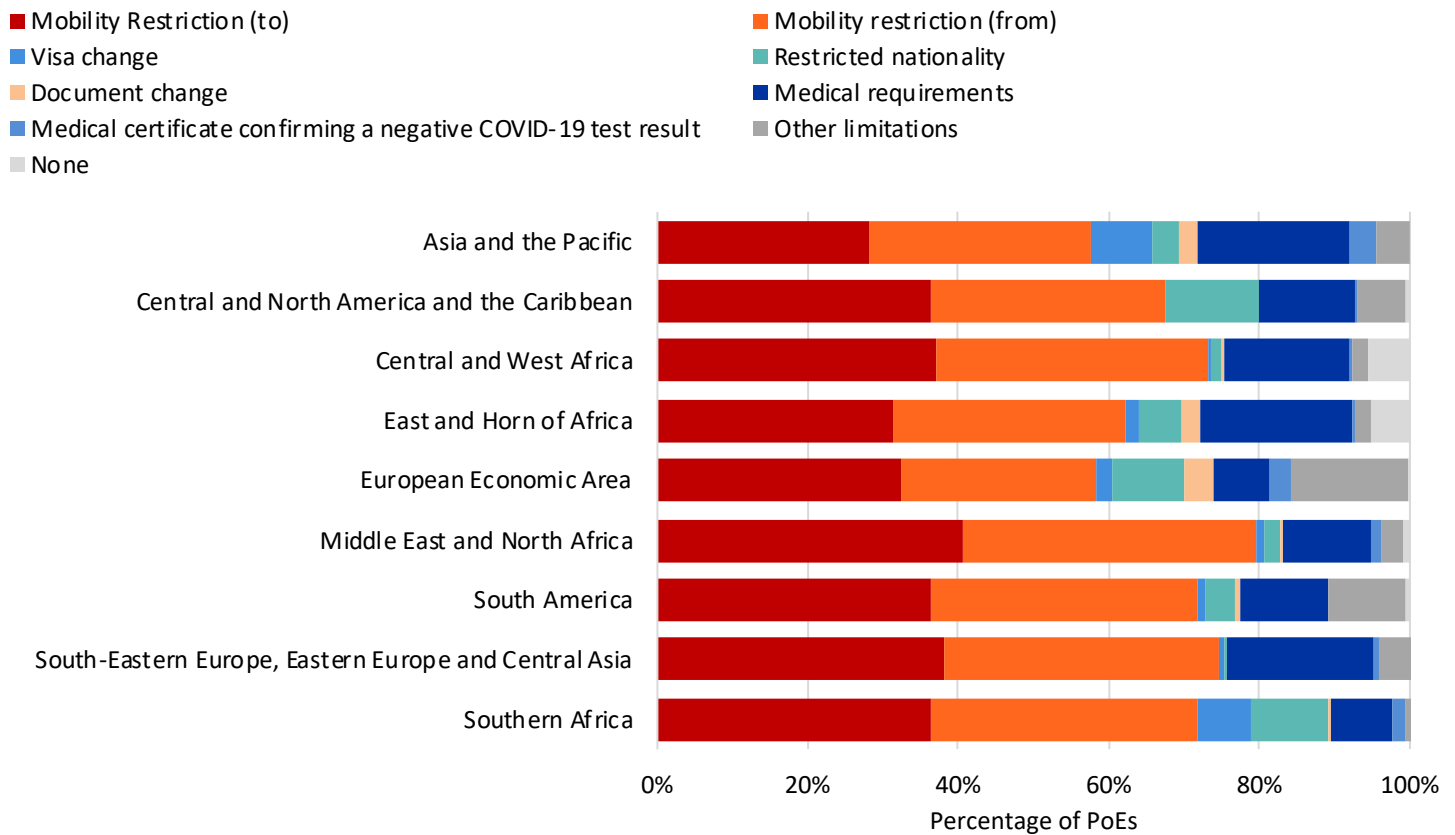


### Global map of assessed PoEs and their operational status

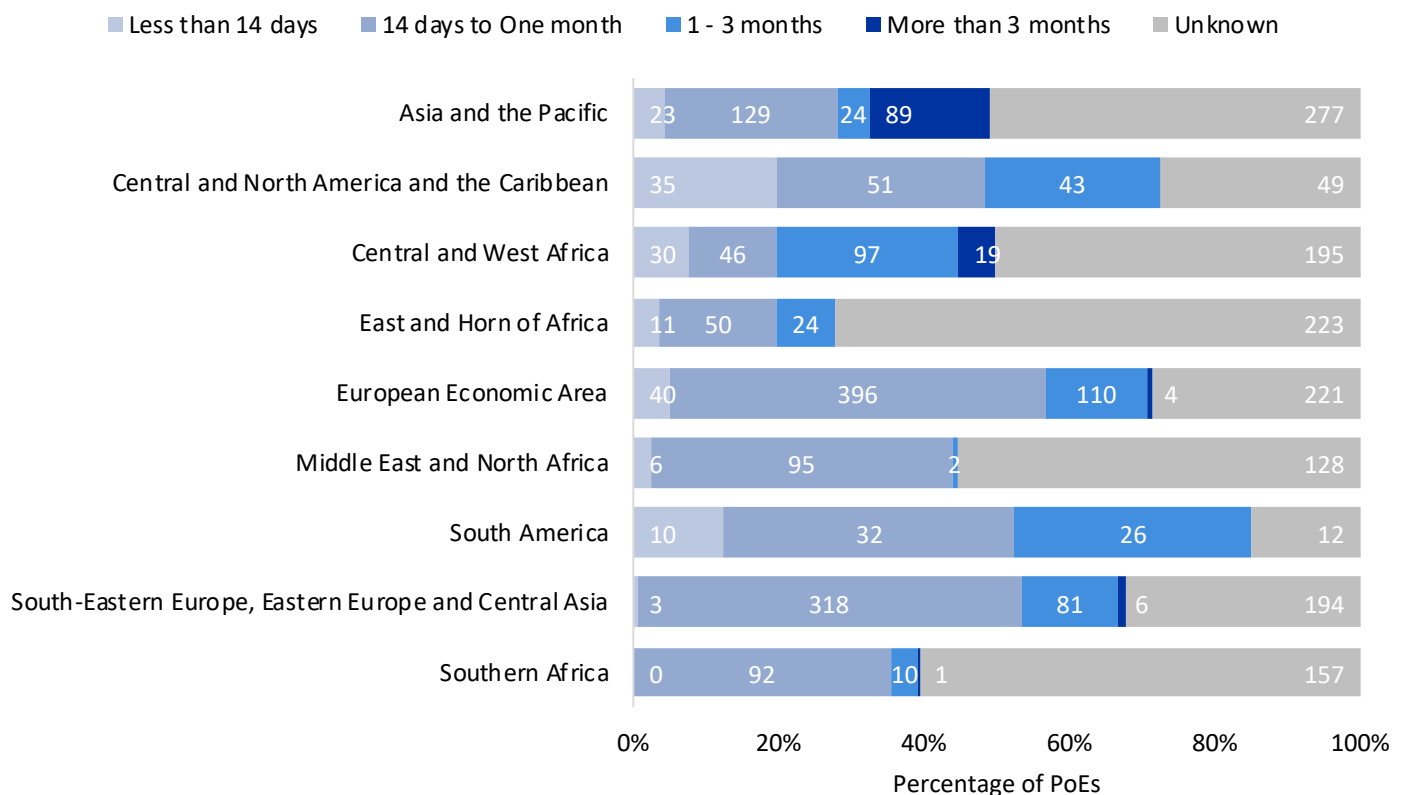


## 2. PoE Situational Overview

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



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



## 3. Overview of Airports

# 757

Airports  
assessed in 163  
C/T/As

# 36%

of the assessed airports  
were fully closed (-1 p.p.  
compared to last week)

# 14 days to one month

Most common (43%) duration  
of restrictions imposed (- 1 p.p.  
compared to last week)

IOM assessed **757 airports in 163 countries, territories and areas**, which includes 4 more airports compared to last week's report (20 May 2020). The operating status of the assessed airports varied slightly between **fully closed (36%** or 269 assessed airports) or **partially operational (38%** or 289 airports, a decrease of 2 p.p. compared to last week). **Up to 16 per cent** (or 118 airports) **of the assessed airports remained fully operational**, which is an increase of 1 p.p. compared to last week. Information was not available for the remaining 11 per cent (or 81) of assessed airports (for more details, see Table 3.1).

Of the total 269 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 is unchanged since last week. Both the regions of South-Eastern Europe, Eastern Europe and Central Asia The Middle East and North Africa followed, with 17 per cent or 45 closed airports. Out of the 289 assessed partially operational airports, the highest share was located in the IOM region of Asia and the Pacific with 28 per cent or 82 partially operational assessed airports, followed closely by South-Eastern Europe, Eastern Europe and Central Asia with with 25 per cent or 72 partially operational assessed airports. Finally, with 52 out of the 118 assessed fully operational airports, Asia and the Pacific had the highest share of airports that were still fully operational with 44 per cent.

Mobility restrictions or restrictive measures imposed at assessed airports remained largely unchanged. The most common measures continued to be landing in and departing from the assessed airport with 79 and 67 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 (5%, an increase of 1 p.p. from last week), changes in rules concerning identification and travel documents (3%, an increase of 1 p.p. compared to last week) and other limitations (11%).

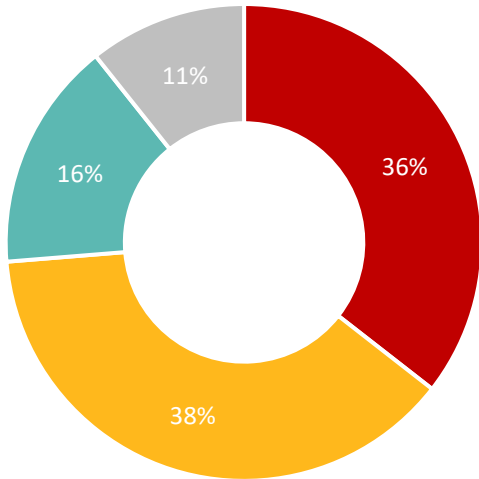
As of 22 May 2020, the most common duration of imposed restrictions at assessed airports was 14 days to one month (43% of the cases or 327 out of 757). In 35 per cent of cases the foreseen duration of the imposed restrictions at assessed airports was reported to be unknown (i.e. information was unavailable), followed by one to three months (11%), less than 14 days (6%) and more than three months (4%). Finally, for 1 per cent and less than 1 per cent, there was no data reported (in 10 locations) or a specific date that was reported (in 1 location), respectively.

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 (34%)**, migrant workers (**32%**), refugees (**24%**) and finally **IDPs (16%)**.

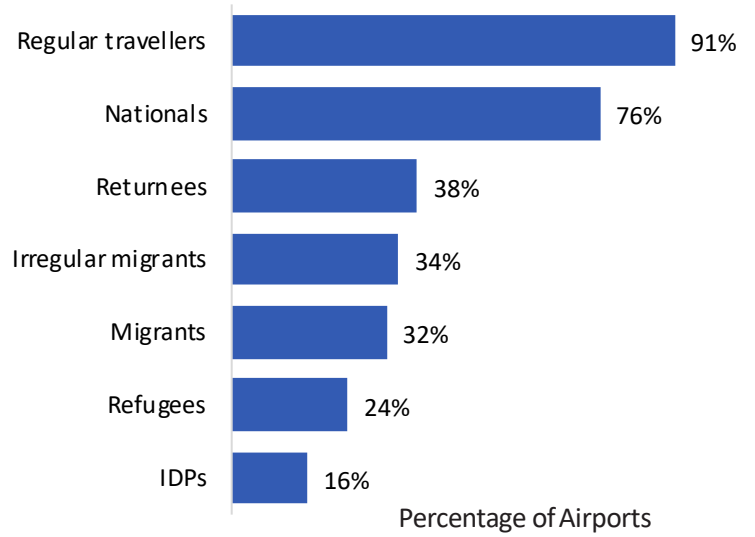
# 3. Overview of Airports

## Operational status of the assessed airports

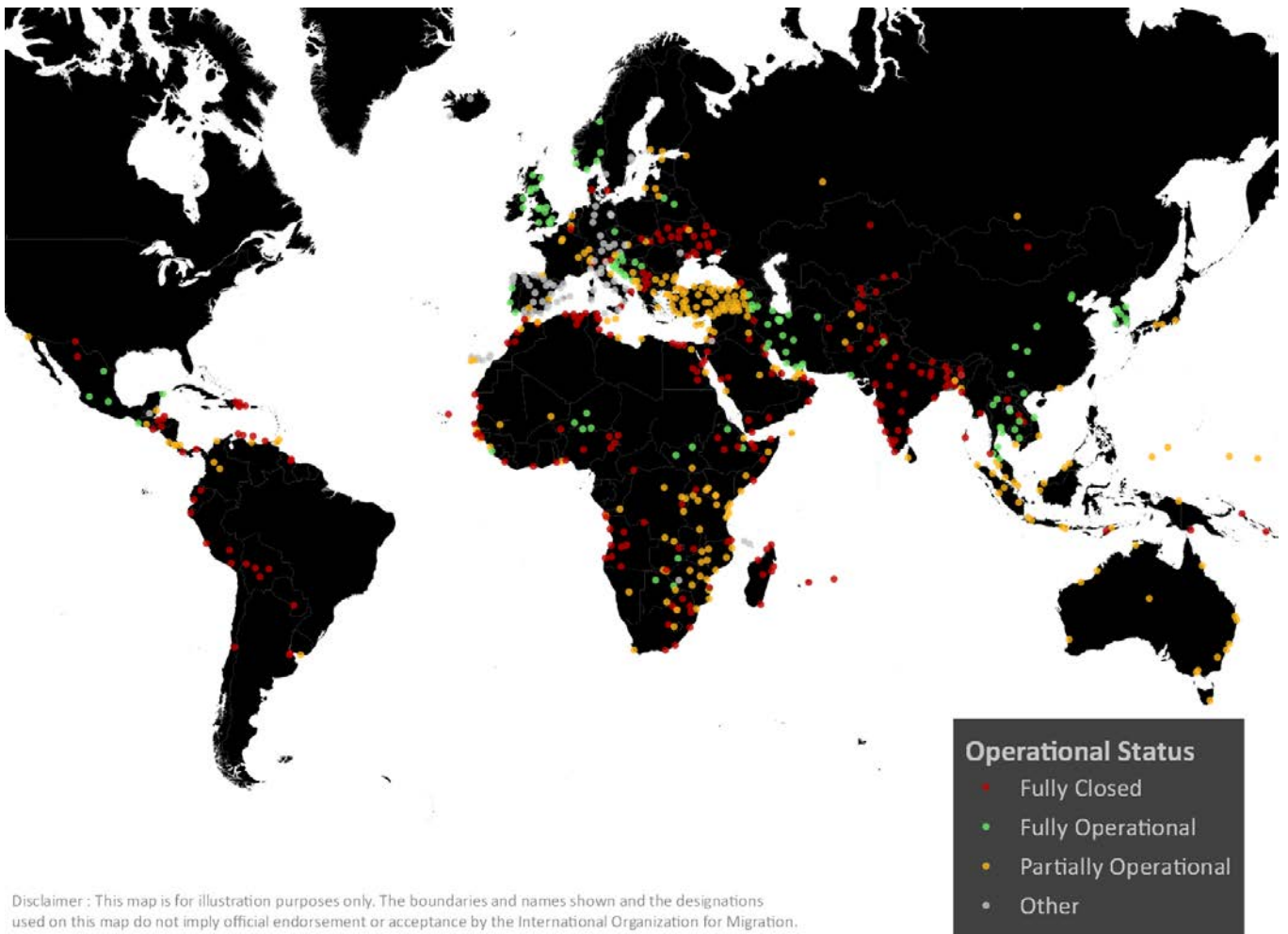
- Fully closed
- Fully operational
- Partially operational
- Other



## Affected population category at assessed airports



## Global map of assessed airports and their operational status



# 3. Overview of Airports

## Public Health Measures

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

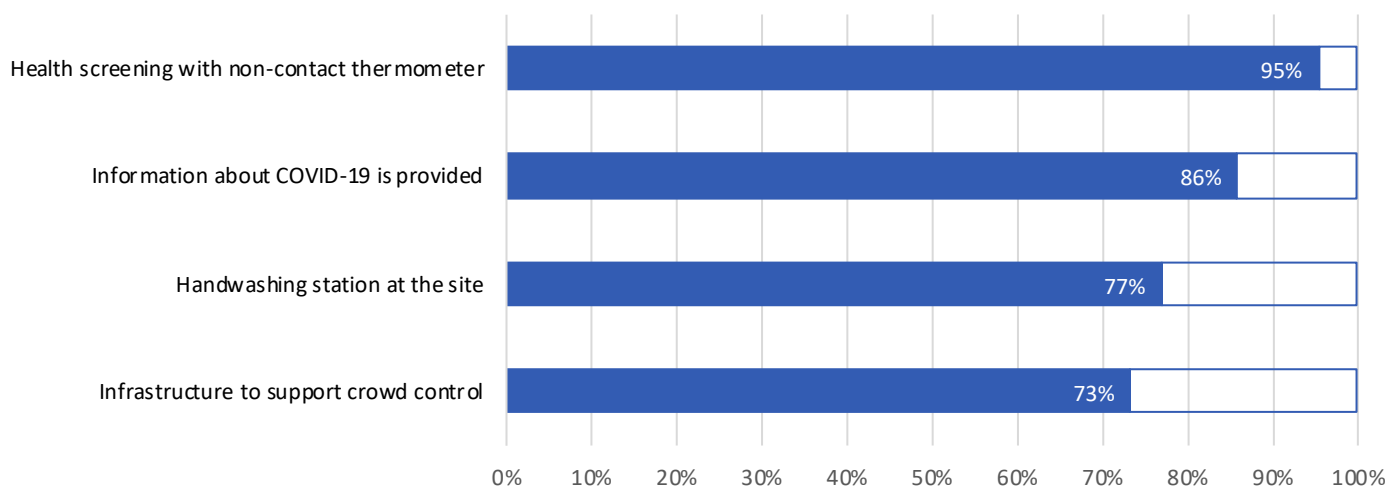
On risk communication and community engagement, in 86 per cent of the assessed airports (334 out of 389 identified airports) information on COVID-19 was being provided to travelers at the site through leaflets, posters or announcements. Additionally, 77 per cent of the responses (293 out of 381 identified 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 (183 out of 192 identified airports, 95% of the total). A further, 73 per cent of the assessed locations (140 out of 191) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

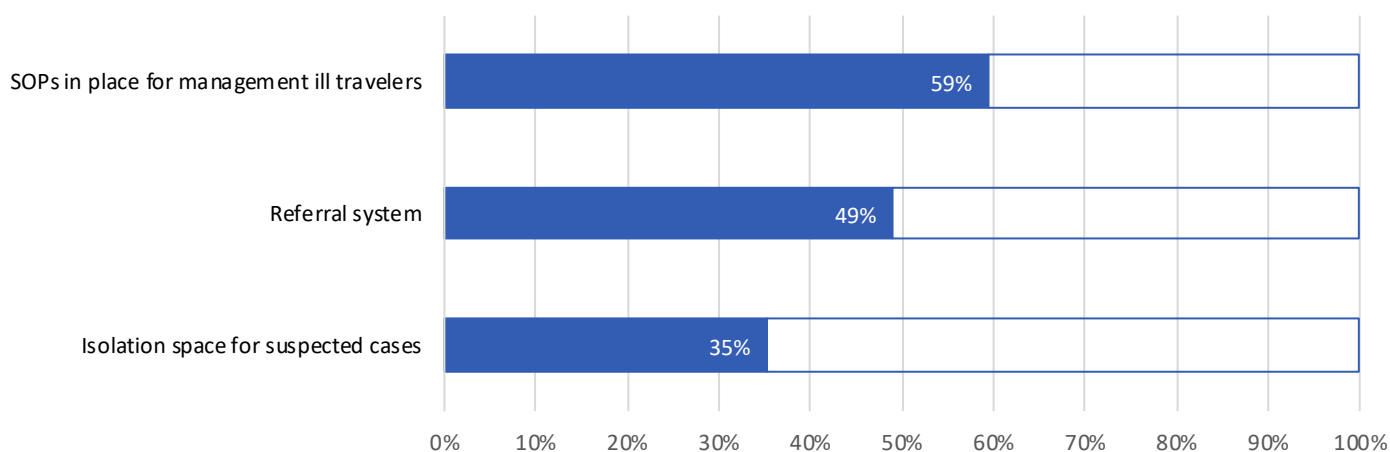
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 59 per cent of identified airports recording a response to this question (231 out of 389 identified airports), while a referral system was reported to be in place at 49 per cent of identified airports recording a response (185 out of 378 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 378 specified airports (35% of the total).

Maintaining and enhancing these public health measures and interventions 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)

**599**

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

**25%**

of the assessed  
blue border crossing points  
are fully closed (- 3 p.p.)

**14 days to one  
month**

Most common (31%) of  
restrictions imposed (49% were  
unknown, i.e. information  
unavailable)

IOM assessed a total of **599 blue border crossing points in 88 countries, territories and areas**, which includes 21 more from the last week's report (20 May 2020). The operational status of the assessed ports varied slightly with **25 per cent** of ports (or 149 locations) which were **fully closed**, representing a decrease of 3 p.p. since last week. The portion of partially operational ports was 50 percent (300 ports, an increase of 1 p.p.), while **13 per cent** (77 ports) were reported to be **fully operational**. Information was not available for 12 per cent (73 ports) (for more details, see table 3.1).

Of the 149 assessed fully closed blue border crossing points, the highest number was in the European Economic Area region with 28 assessed locations or 19 per cent, which represents a decrease of 12 p.p. compared to last week. The IOM region of the Middle East and North Africa followed with 17 per cent of assessed fully closed ports or 25 ports. Additionally, out of the 300 assessed partially operational ports, the IOM region of Asia and the Pacific became the region with the highest number of partially operational ports with 107 ports or 36 per cent, followed by South-Eastern Europe, Eastern Europe and Central Asia with 61 ports or 20 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 49 out of 77 assessed locations or 64 per cent.

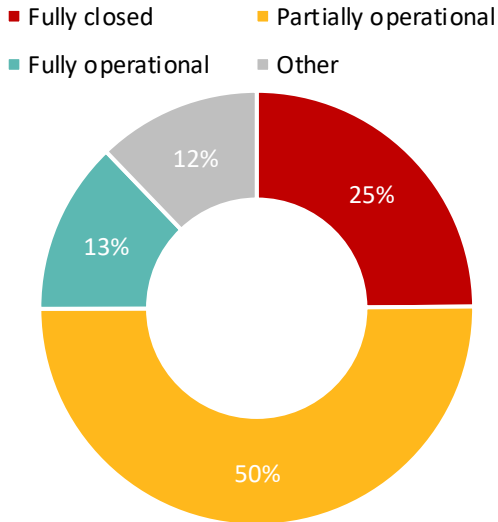
The most common mobility restrictions imposed at ports continued to be disembarkation at and embarkation from a particular port (60% and 71%, respectively), followed by newly introduced medical requirements (37%) such as medical screening, requirement for medical certificates or quarantine measures. 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 (2%), changes in rules concerning identification and travel documents (2%) and other limitations or no restrictions (6% 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 49 per cent of the assessed ports (296 out of 599 assessed ports). The share of restrictions expected to be in place for a period between 14 days and one month was recorded as 31 per cent of the cases, which represents a decrease of 1 p.p. compared to the previous week. In 10 per cent of assessed locations the expected duration of restrictive measures was recorded as more than 3 months whereas measures expected to last one to three months were recorded in 5 per cent of assessed locations. In 3 per cent of assessed locations restrictions were planned to be valid for less than 14 days and for 1 per cent (6 assessed locations), a specific date was recorded.

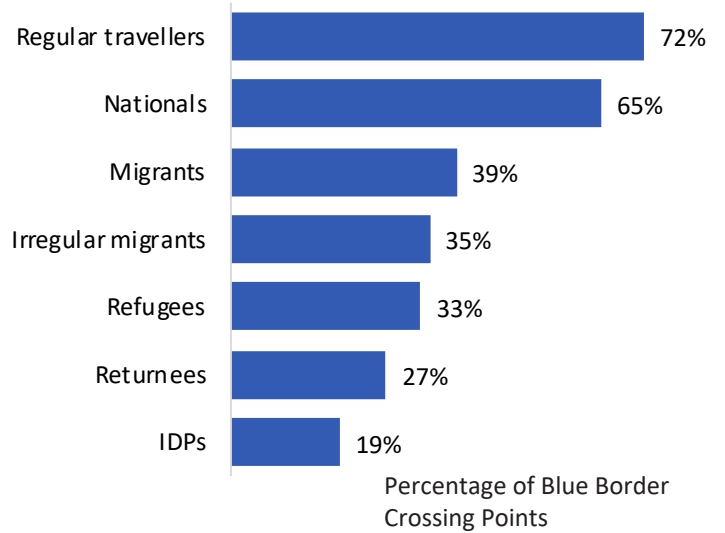
The restrictive measures imposed at assessed ports have had an **impact** on mobile populations (see table 4.1), largely affecting **regular travelers** (in **72%** of assessed locations), **nationals** (**65%**), **irregular migrants** (**35%**), **returnees** (**27%**), **IDPs** (**19%**), **migrant workers** (39%, an increase of 2 p.p. compared to last week) and finally **refugees** (34%, an increase of 3 p.p. compared to last week).

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

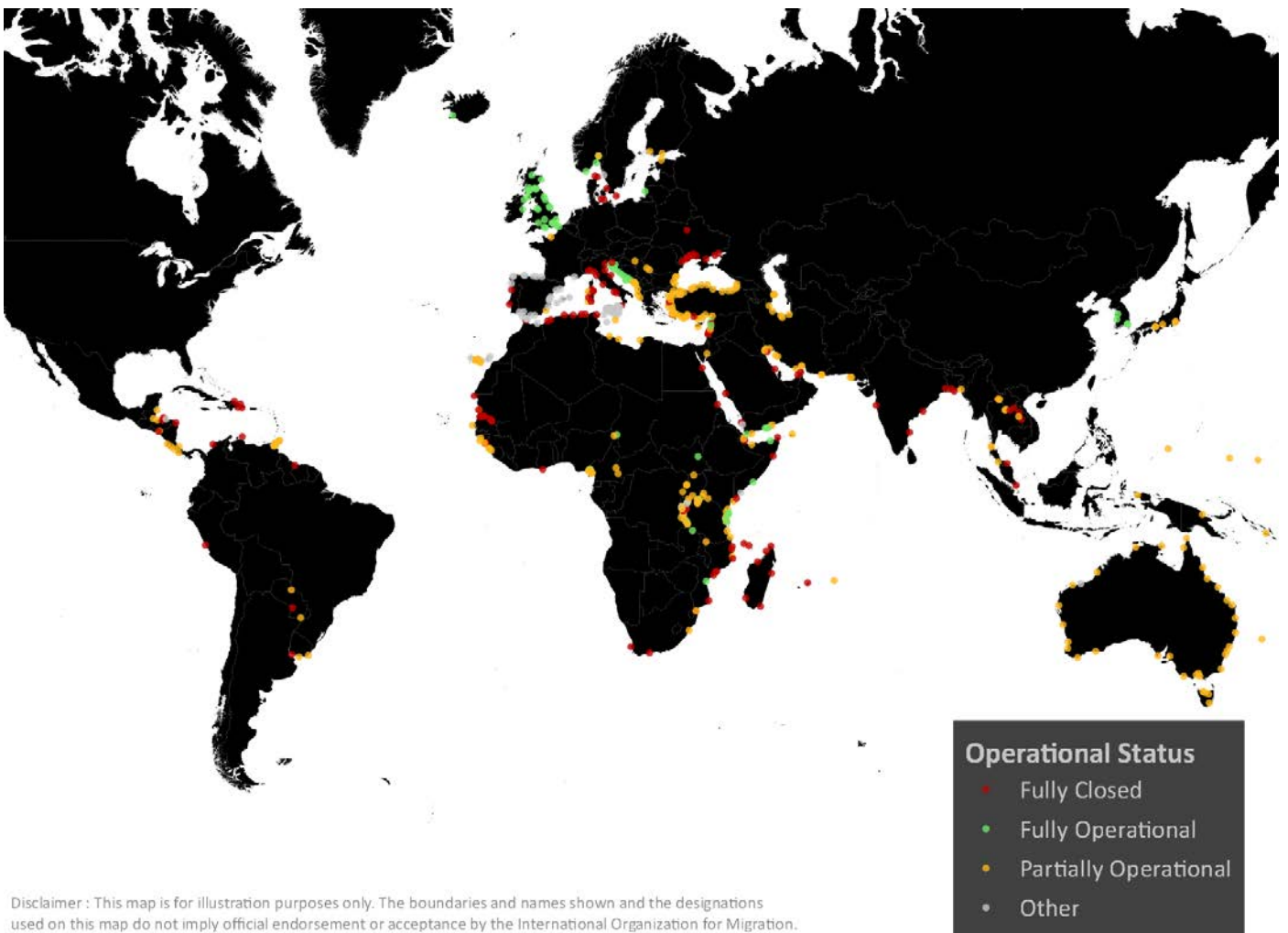
Operational status of the assessed blue border crossing points



Affected population category at assessed blue border crossing points



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



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

### Public Health Measures

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

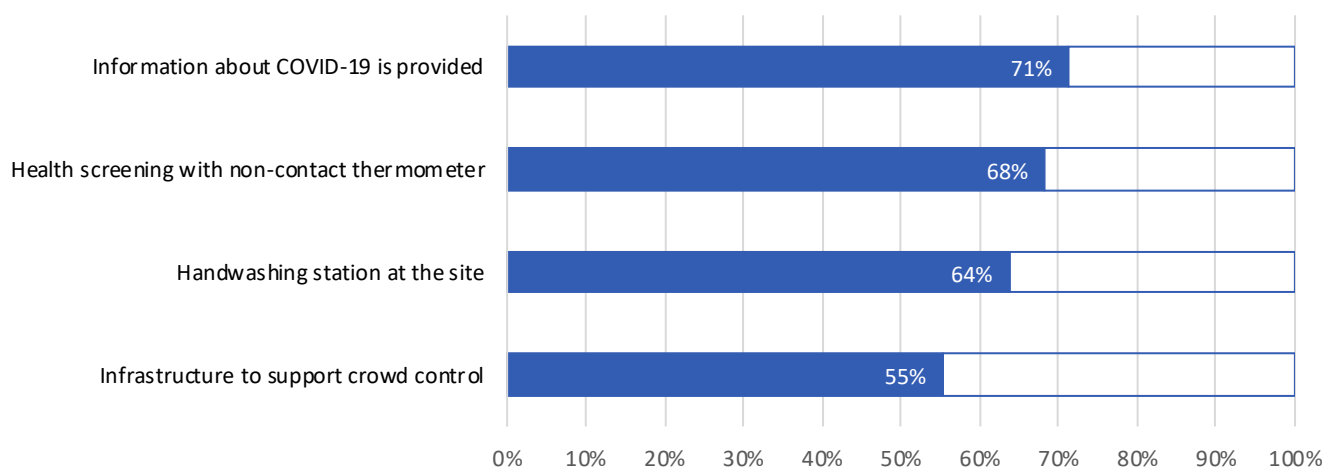
On risk communication and community engagement, in 71 per cent of the assessed blue border crossing points (215 out of 302 specified locations recording a response) information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, 189 out of 297 blue 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 68 per cent of the assessed blue border crossing points (92 out of 135 assessed locations). Furthermore, of the 134 identified locations for which this information is available, 74 blue border crossing points (55%) had infrastructure in place to support crowd control and ensure safety of screeners.

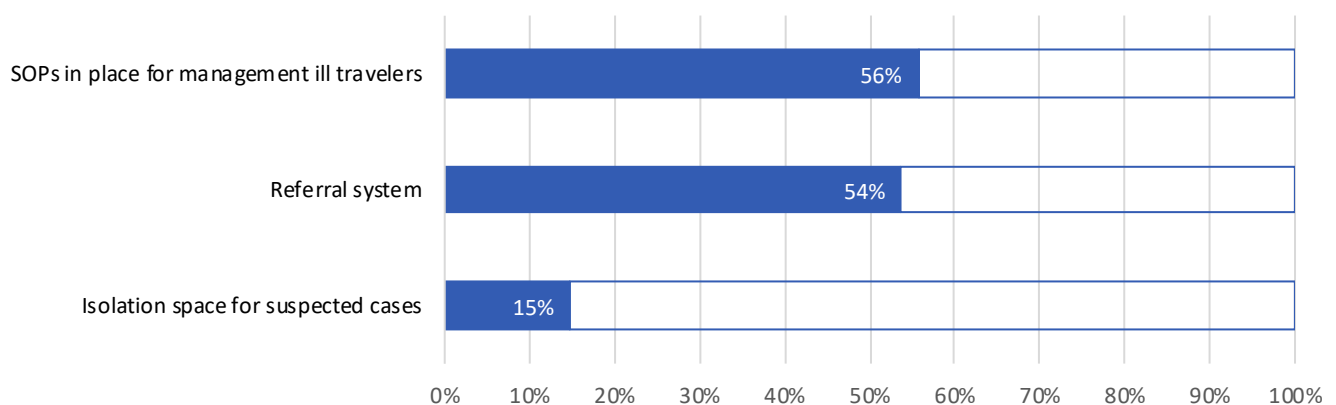
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place in 56 per cent of identified blue border crossing points (168 out of 302 identified locations recording a response), while a referral system was reported to be in place in 54 per cent of the specified locations (159 out of 296 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 (44 out of 298 identified locations), prior to their appropriate referral.

Maintaining and enhancing these public health measures and interventions 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

**2,065**

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

**50%**

of assessed locations are fully closed  
(no change compared to last week)

**14 days to one  
month**

Most common (34%) duration of  
restrictions imposed, but duration  
is unknown in 43% of the cases

Among the **2,065 assessed land border crossing points** (seven more compared to 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. No relative change was noted in the operational status of land border crossing points compared to 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: 291 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 (228 out of 339: 67%, i.e. a 1 p.p. decrease compared to last week), the Middle East and North Africa (66 out of 120: 55% of the total, i.e. a 6 p.p. decrease on a weekly basis) and Asia and the Pacific (120 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 126 out of the 474 assessed land border crossing points that are open (27% of the total, i.e. a 1 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 (5%), 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 (4%).

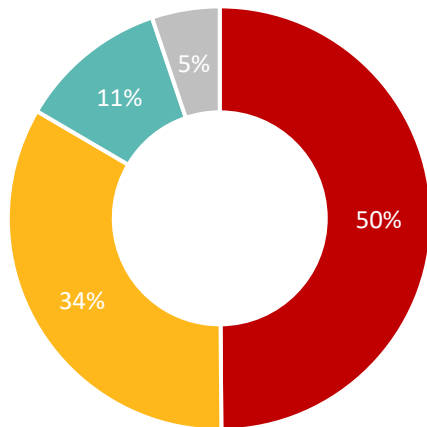
As of 22 May 2020, the most common duration of restrictions was 14 days to one month (34% of the cases, i.e. a 1 p.p. decrease from last week), while 15 per cent of them will be in place for a duration between one and three months (a 1 p.p. decrease on a weekly basis). Only 5 and 1 per cent of the restrictive measures will be in place for less than 14 days or more than three months, respectively. However, for 894 out of the 2,065 assessed land border crossing points (43% of the total) the foreseen duration of the restrictive measures was unknown (i.e. information was unavailable), i.e. no relative change 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 (37%)**, **migrant workers (21%)**, **IDPs (17%)** and **refugees (14%)**.

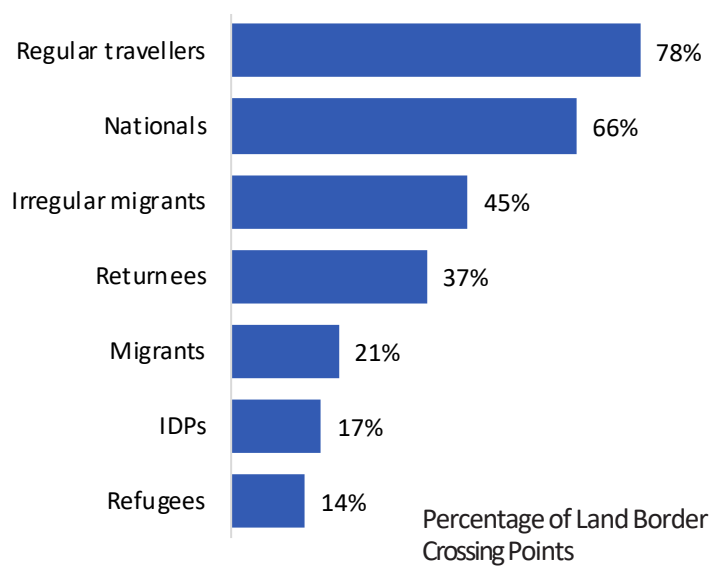
# 5. Overview of Land Border Crossing Points

## Operational status of the assessed land border crossing points

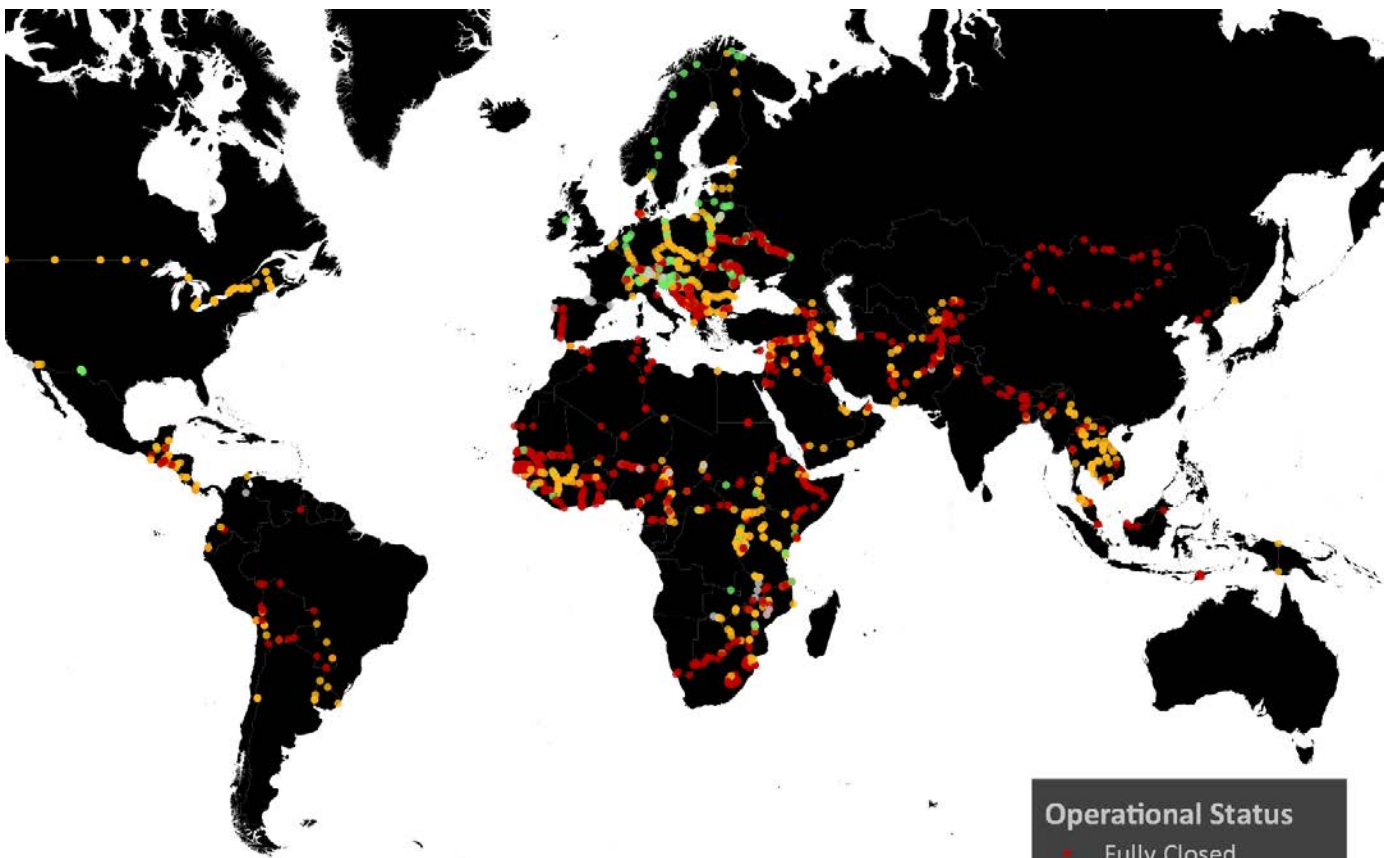
- Fully closed
- Fully operational
- Partially operational
- Other



## Affected population category at assessed land border crossing points



## Global map of assessed land border crossing 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.



# 5. Overview of Land Border Crossing Points

## Public Health Measures

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

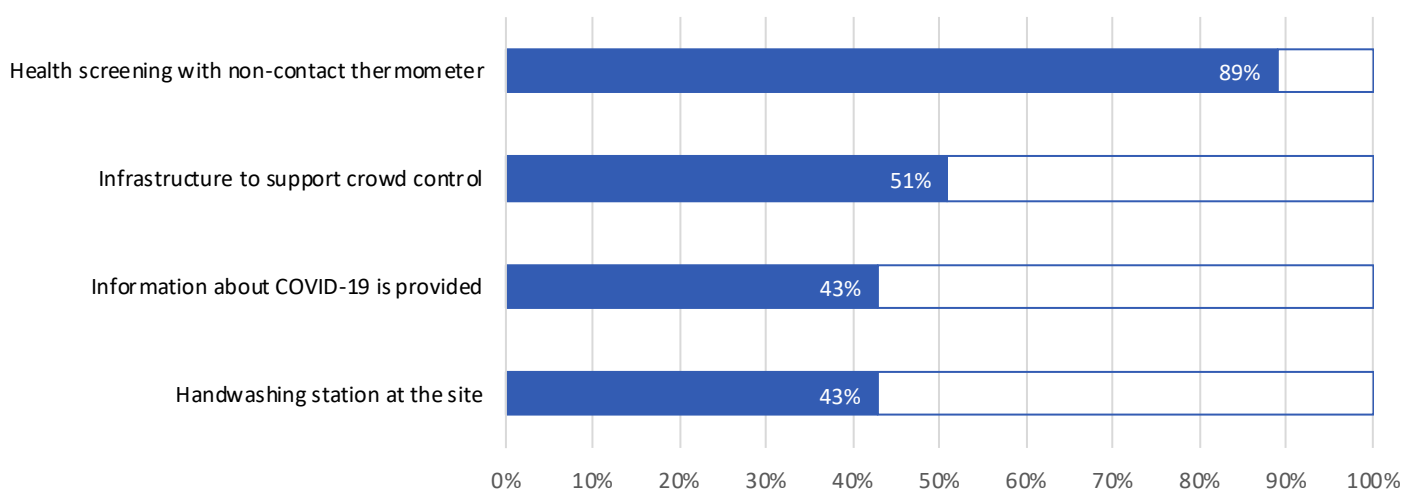
On risk communication and community engagement at the assessed land border crossing points, in 43 per cent of the locations information on COVID-19 was being provided to travelers through leaflets, posters or announcements. Additionally, 43 per cent of the specified land border crossing points (400 out of 935 identified locations) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported at 89 percent of identified land border crossing points recording a response (335 out of 377 specified land border crossing points). Moreover in 51 per cent of the assessed locations (190 out of 373 identified land border crossing points) there was infrastructure in place to support crowd control and ensure safety of screeners.

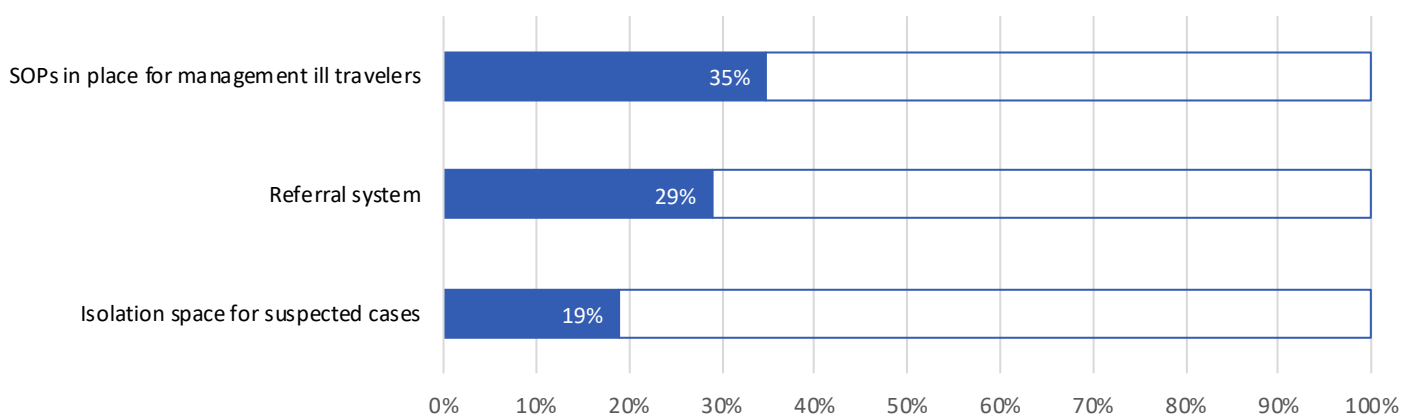
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 35 per cent of identified land border crossing points recording a response to this question (331 out of 951 identified sites), while a referral system was reported to be in place in 268 out of 926 assessed land border crossing points (29% of the total). The availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral, was reported in 176 out of 930 assessed locations (19% of the total number of specified land border crossing points).

Maintaining and enhancing these public health measures and interventions 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





# Part 2: Other Key Locations of Internal Mobility: Internal Transit Points, Areas of Interest, and Sites with Populations of Interest

## 6. National-level mobility restrictions

88

of the assessed C/T/As declared national emergency

156

of the assessed C/T/As imposed significant mobility restrictions

111

of the assessed C/T/As imposed mandatory quarantine for international arrivals

176

Assessed C/T/As

48

of the assessed C/T/As automatically extended visas and working permits

57

of the assessed C/T/As removed fines for visa overstays, expired residency and work permits

69

of the assessed C/T/As suspended the issuance of new visas

Table 7.1: Number of C/T/As which imposed significant mobility restrictions by IOM region

Region	Yes	No	Unknown	Total
Asia and the Pacific	35	0	4	39
European Economic Area	27	1	1	29
South America	10	0	0	10
Middle East and North Africa	16	1	0	17
Central and West Africa	19	0	1	20
East and Horn of Africa	8	0	1	9
Southern Africa	14	1	0	15
Central and North America and the Caribbean	12	0	6	18
South-Eastern Europe, Eastern Europe and Central Asia	15	3	1	19
<b>Total</b>	<b>156</b>	<b>6</b>	<b>14</b>	<b>176</b>

Table 7.2: Measures taken by C/T/As in response to COVID-19

Measure taken in response to COVID-19	Yes	No	Unknown	Total
Significant mobility restrictions	156	6	14	176
National emergency declared	88	73	15	176
Quarantine for international arrivals	111	49	16	176
Suspension of issuance of new visas	69	49	58	176
Automatic extension of visas and work permits	48	37	91	176
Removal of fines for visa overstays or expired residency or work permit	57	24	95	176

## 7. Other Key Locations of Internal Mobility Scope and Coverage

# 351

Assessed Internal Transit Points

# 969

Assessed Areas and Sites

# 130

Assessed C/T/As

The current COVID-19 pandemic has also affected global mobility in the form of various internal travel disruptions and restrictions. To better understand how COVID-19 affects internal mobility, globally, IOM has included internal transit points as well as assessed areas and sites in the global mobility database. IOM maps and gathers data on the locations, status and restrictions at internal transit points as well as other sub-administrative such as areas of outbreak of COVID-19 or areas under lockdown/quarantine, and sites where populations of interest, such as stranded foreign nationals and IDPs, are particularly affected.

This report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **22 May 2020**.

Data for 38 per cent of the assessed Other Key Locations of Internal Mobility was last updated during the month of May, while the last update for 42 per cent of the internal locations was in April. The remaining assessed internal locations (20%) were last updated in March (for more details, please refer to Table 7.5 in annex).

IOM has assessed 1,320 total locations (including internal transit points, areas of interest and sites with population of interest) in **130 countries, territories and areas** so far. The highest share of these assessed locations were sites with populations of interest (45%), followed by areas of interest and important internal transit points between cities and regions, with 29 and 26 per cent respectively. More details can be found in annex, Table 7.3 and Table 7.4.

**Table 7.3: Number of assessed locations by type and IOM region**

Region	Internal transit points	Areas of interest	Sites with population of interest	Total	No. of C/T/A
Asia and the Pacific	115	104	90	309	24
Central and North America and the Caribbean	0	18	51	69	17
Central and West Africa	93	27	78	198	15
East and Horn of Africa	19	17	110	146	8
European Economic Area	2	78	109	189	22
Middle East and North Africa	27	55	45	127	17
South America	6	19	36	61	9
South-Eastern Europe, Eastern Europe and Central Asia	89	48	63	200	12
Southern Africa	0	11	10	21	6
<b>Total</b>	<b>351</b>	<b>377</b>	<b>592</b>	<b>1320</b>	<b>130</b>

## 8. Overview of Internal Transit Points

**351**

Internal Transit Points  
assessed in 25 C/T/As

**42%**

of the assessed internal transit  
points are partially operational  
(-3 p.p. compared to last week)

**52%**

of the assessed locations imposed  
medical restrictions (+2 p.p.  
compared to last week)

Of the **351 internal transit points** (four more than last week) monitored in 25 countries, territories or areas, approximately two thirds were either **partially operational (42%**, i.e. a 3 p.p. decrease from last week) or **fully closed (26%**, i.e. a 1 p.p. decrease compared to last week's figures). Fully operational internal transit points represented **30 per cent** of the assessed locations, implying a 3 p.p. increase on a weekly basis (see Table 8.1). Similarly to last week's figure, approximately half of the assessed locations (184 out of 351, 52% of the total: i.e. a 2 p.p. increase on a weekly basis) have imposed medical restrictions, such as quarantine or medical screening.

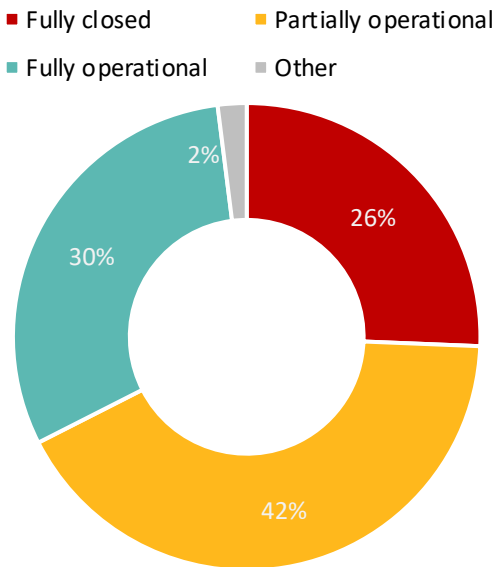
IOM-assessed internal transit points were mostly situated in Asia and the Pacific (33%), West and Central Africa (26%) and South-Eastern Europe, Eastern Europe and Central Asia (25%). The operational status of the assessed internal transit points appears very different across the abovementioned regions with a majority of fully closed locations in Asia and the Pacific (49% of the assessed internal transit points in the region, i.e. a 6 p.p. decrease compared to last week's figures) compared to 78 per cent of the assessed internal transit points that are fully operational in West and Central Africa (73 out of 93). 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 199 out of the 351 assessed internal transit points (57% 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 24 and 17 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.

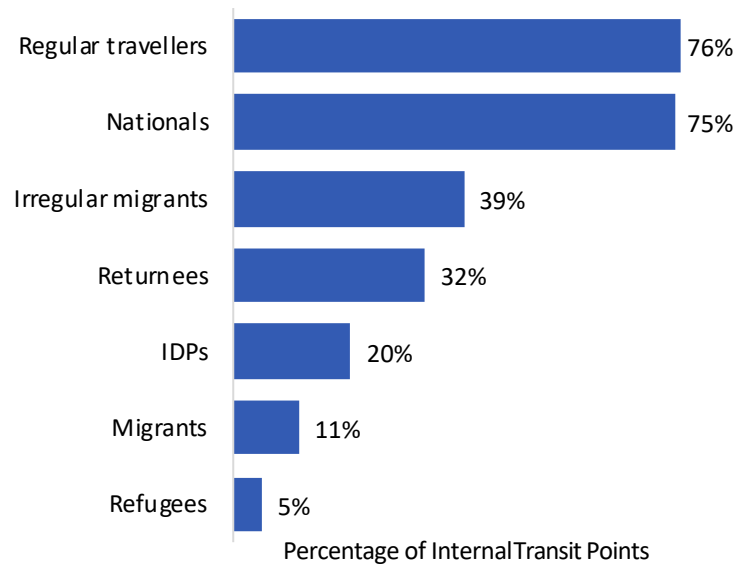
These restrictions had an **impact** on all categories of population (for more details, see Table 9), especially on **regular travelers** and **nationals** (affected in respectively in **76%** and **75%** of the assessed locations). **Irregular migrants** (in **39%** of the assessed internal transit 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 **11%** of the assessed locations) and **refugees (5%)**.

# 8. Overview of Internal Transit Points

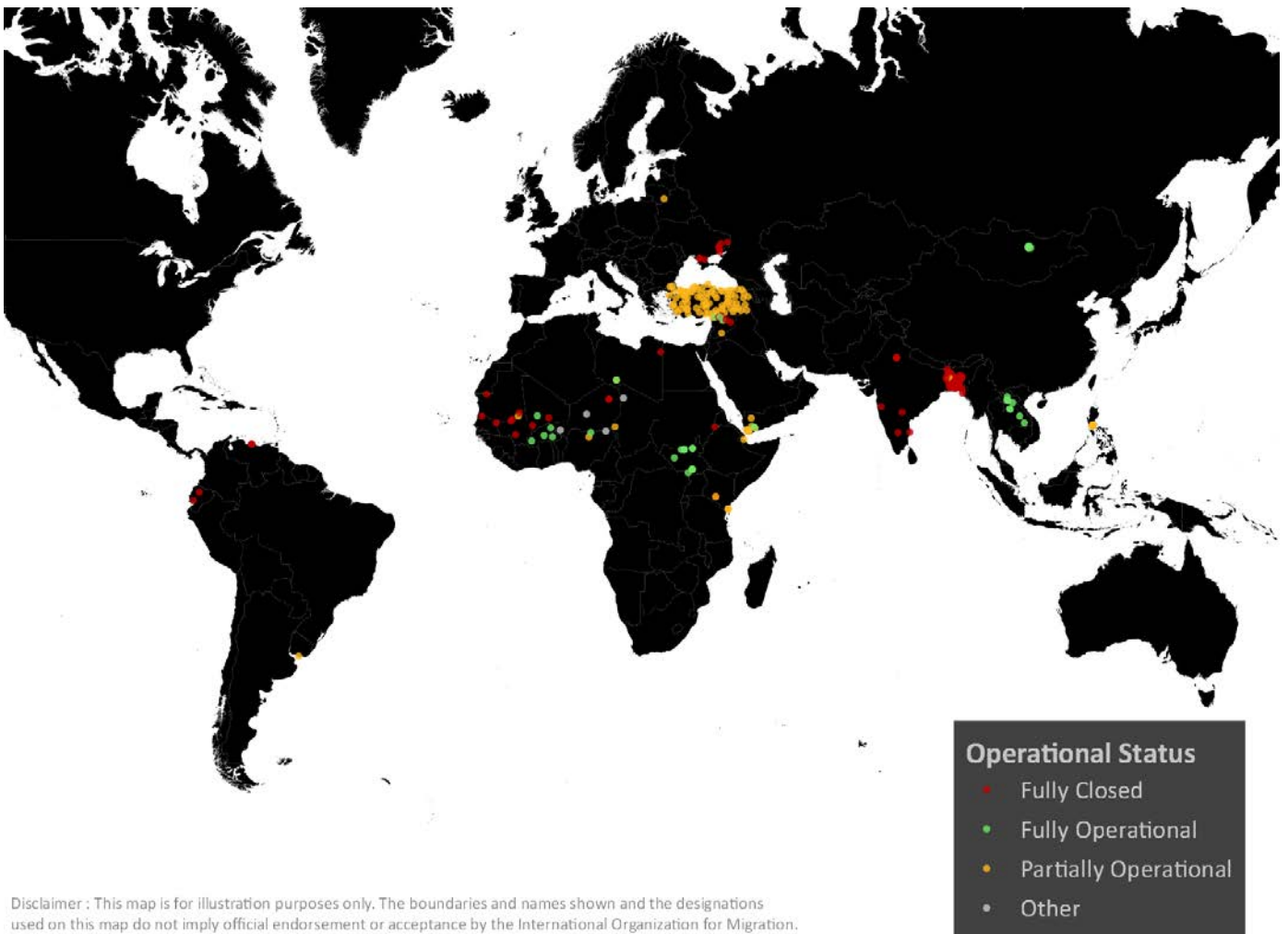
Operational status of the assessed internal transit points



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.



## 8. Overview of Internal Transit Points

### Public Health Measures

The following public health measures were reported to be in place in assessed internal transit points through IOM's missions participating in this exercise (for further information, see Table 10).

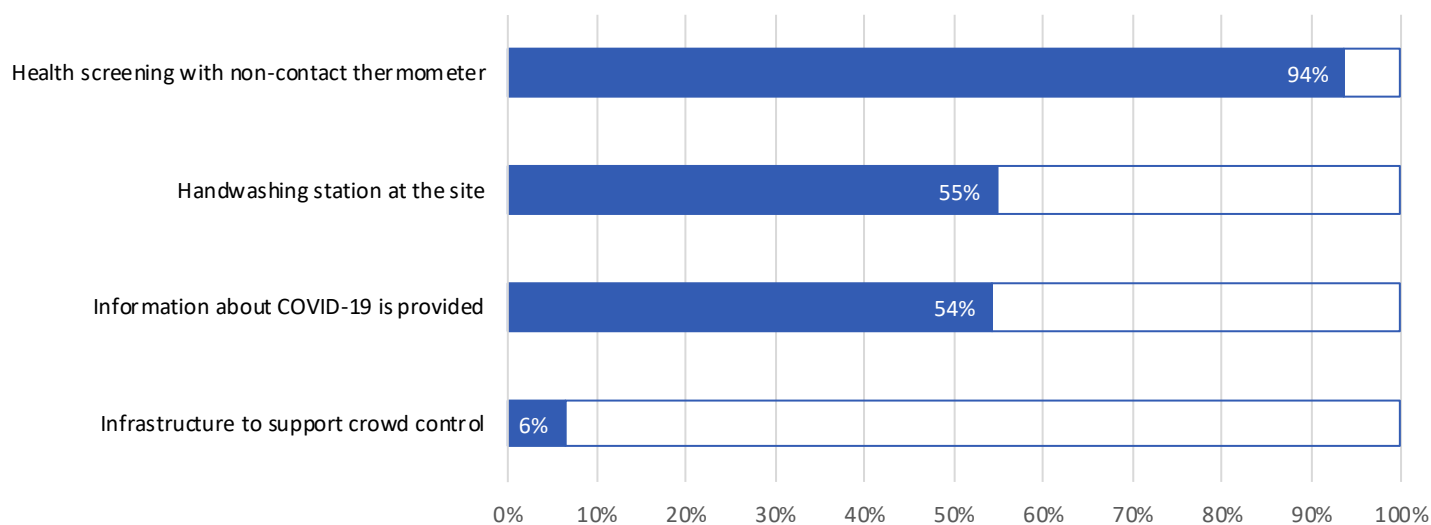
On risk communication and community engagement at the assessed internal transit points, 54 per cent of the specified locations (111 out of 205 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, in 111 out of 203 specified locations (55% 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 (104 out of 111 specified locations recording a response, 94% of the total). However, only 7 out of 111 specified internal transit points (6% of the total) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

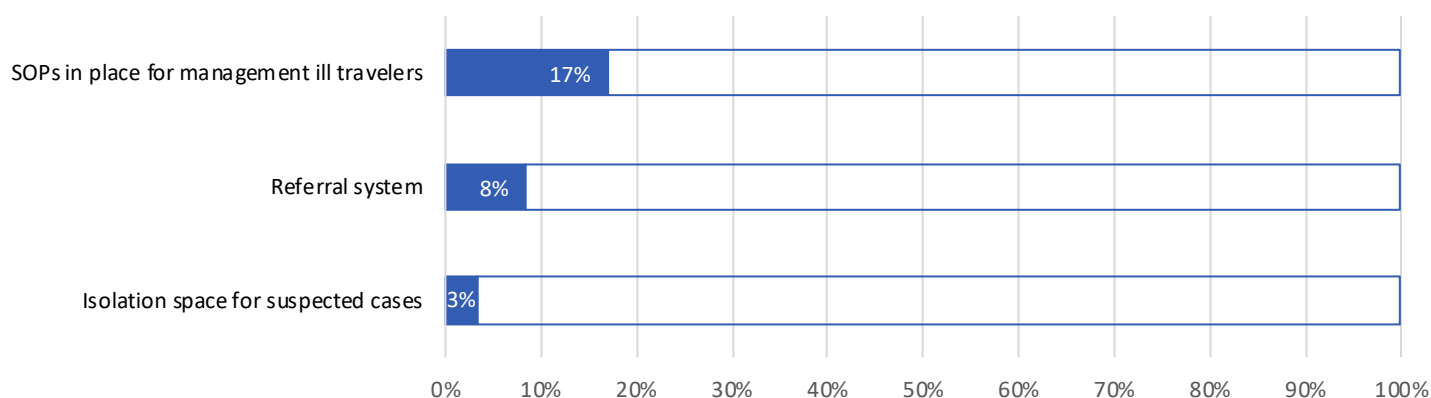
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 17 per cent of identified internal transit points (37 out of 219 locations recording a response), while a referral system was reported to be in place at only 17 out of 204 specified internal transit points (8% of the total). Finally, only seven internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (7 out 206 assessed internal transit points, 3% of the total).

Maintaining and enhancing these public health measures and interventions 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



## 9. Overview of Areas and Sites of Interest

### 9.1. Areas of Interest

**377**

areas assessed  
in 71 C/T/As

**28%**

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

**53%**

of the assessed areas have  
restrictions on public events

In total, 377 (a 3% 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 continued to have the highest share of assessed areas (104 out of 377 assessed areas or 28%), closely followed by the IOM region of European Economic Area (78 out of 377 assessed areas or 21%, a decrease of 1 p.p. compared to last week). The IOM region of Middle East and North Africa followed with 15 per cent (an increase of 2 p.p. since last week) and the IOM region of South-Eastern Europe, Eastern Europe and Central Asia had 13 per cent of the assessed areas.

The type of restrictive measures being imposed on the assessed areas varied. In 55 per cent of assessed areas (208 out of 377 assessed areas, a 1 p.p. increase compared to last week) public events were cancelled or postponed. Schools were closed in 54 per cent of the assessed areas (205 areas, a 1 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 (unchanged from the previous week). Movement outside home was restricted in 36 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 47 per cent of them (135 and 177 assessed areas respectively). 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 (6% of the cases for both). However, in 34 per cent of assessed areas, the expected duration of restrictions was unknown.

### 9.2. Sites with Populations of Interest

**592**

sites assessed  
in 108 C/T/As

**19%**

of the assessed sites are located in the  
IOM region of East and Horn of Africa

**58%**

of the assessed sites have reported  
cases of stranded foreign nationals

In total, 592 (a 3% increase from the previous week) sites were assessed in 108 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.

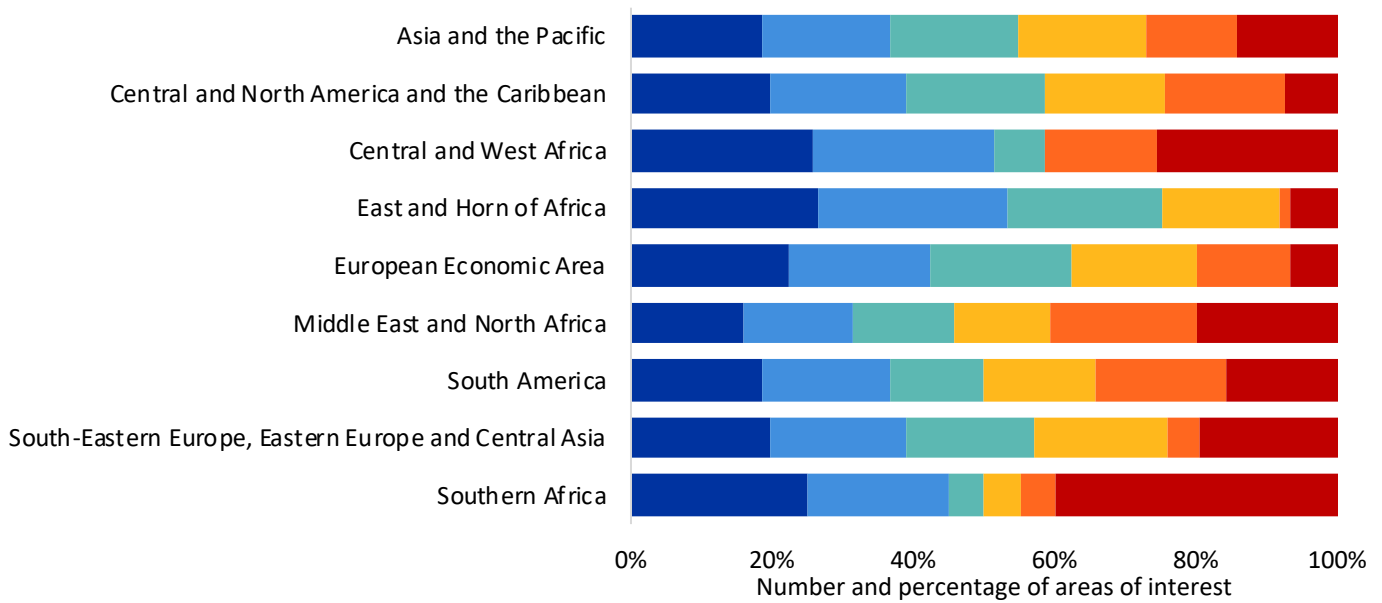
Affected population groups consisted of stranded, repatriated and returning migrants, IDPs, asylum seekers and regular travelers. In 58 per cent of the assessed sites with populations of interest, foreign nationals were stranded (346 out of 592 assessed sites, a 24 p.p. increase from the previous week) and in 18 per cent of cases there were foreign nationals reported returning to their country of origin (107 sites) while in 15 per cent of cases, IDPs were affected by restrictive measures (87 sites, a 3% increase from the previous week). In 6 per cent of the sites, nationals were affected by restrictive measures and in 3 per cent, 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 East and Horn of Africa and European Economic Area had the highest proportion of sites with 19 and 18 per cent, respectively. IOM region of European Economic Area had the highest proportion of sites with stranded foreign nationals in the country (39%), followed by the IOM region of South-Eastern Europe, Eastern Europe and Central Asia with 17 per cent. IOM region of Asia and Pacific has also the highest proportion of sites with reported cases of nationals returning to their country of origin (36%) followed by IOM Region of Central and North America and the Caribbean with 21 per cent while IOM region of East and Horn of Africa has 56 per cent of the sites with reported cases of IDPs (49 out of 87 assessed sites). The IOM Region with the highest proportion of affected nationals was East and Horn of Africa with 21 out of 34 assessed sites (61%).

# 9. Overview of Areas and Sites of Interest

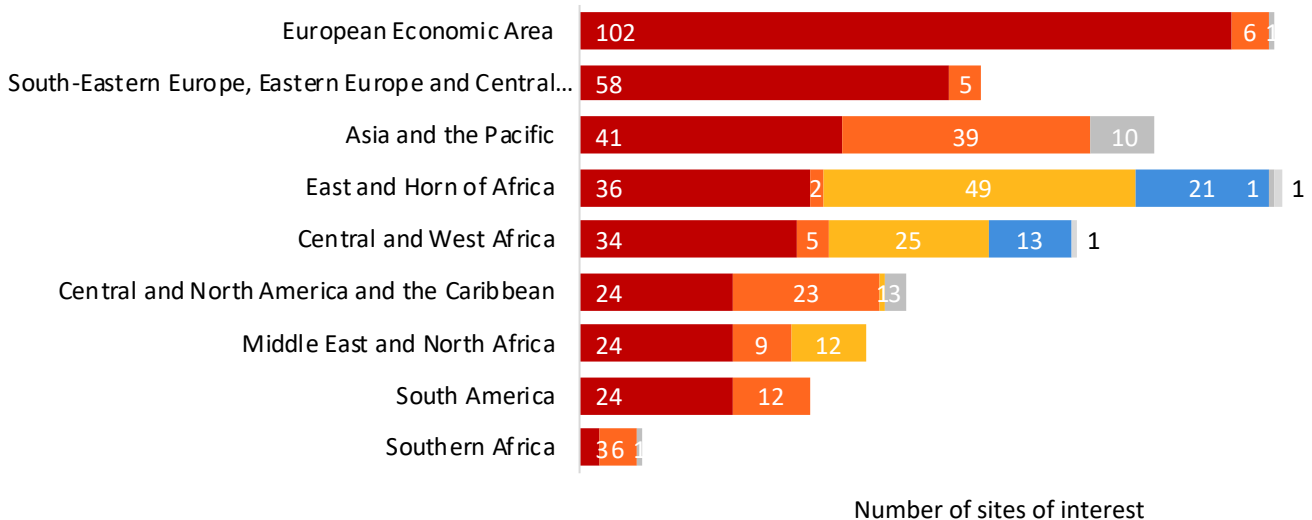
Number and type of restrictions in areas of interest by IOM region

- 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



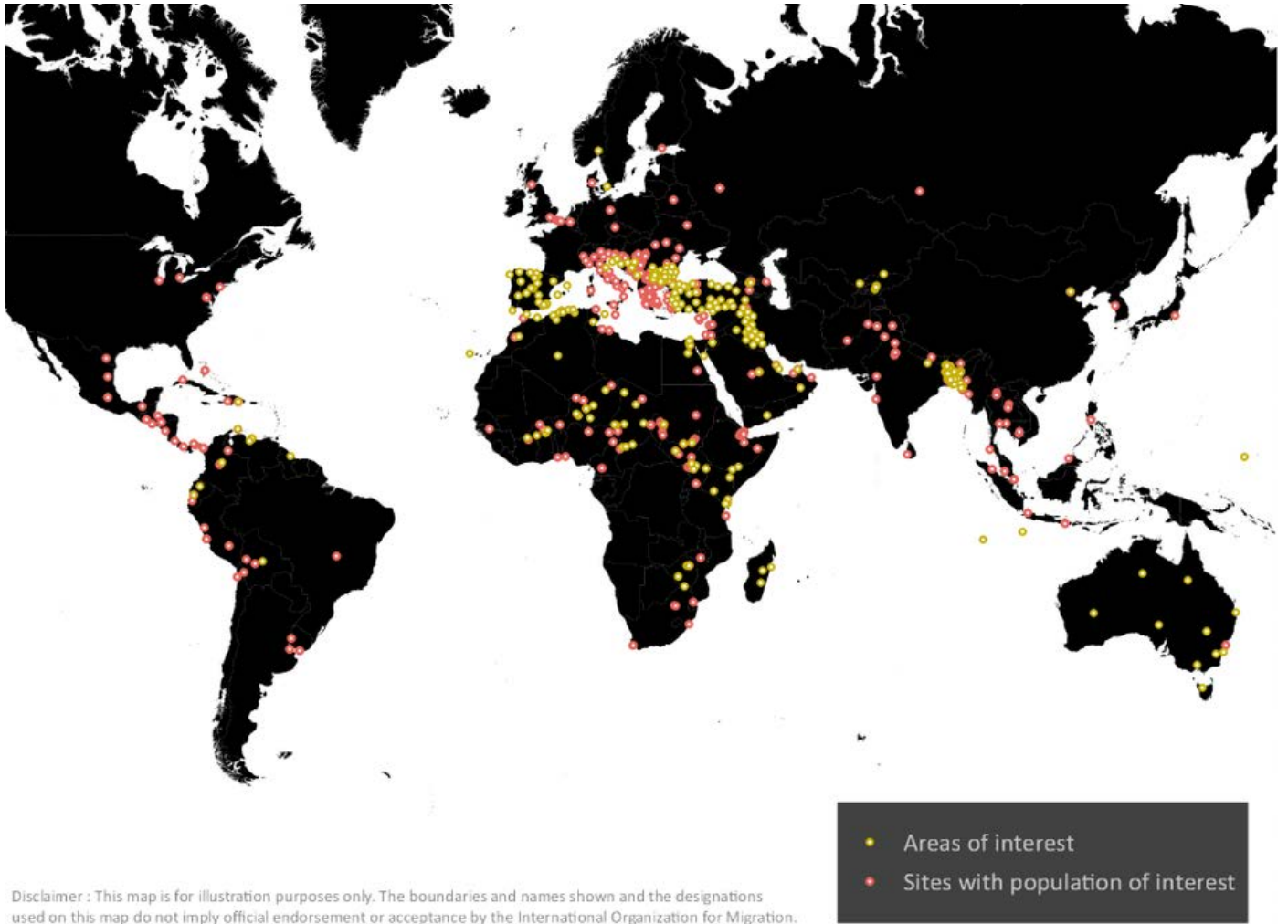
Number of sites with population of interest disaggregated by population categories and IOM region

- Stranded foreign nationals in the country
- Foreign nationals returning to their country of origin (repatriation, deportation, etc.)
- IDPs
- Nationals
- Others
- Unknown



# 9. Overview of Areas and Sites of Interest

Global map of assessed Areas and Sites of Interest



# Annex: Tables

Table I.1: Percentage of assessed PoEs by type and IOM region

Region	Airports	Land border crossing points	Blue border crossing points	Total
Asia and the Pacific	35%	40%	25%	100%
Central and North America and the Caribbean	20%	62%	18%	100%
Central and West Africa	10%	80%	10%	100%
East and Horn of Africa	14%	61%	25%	100%
European Economic Area	20%	60%	20%	100%
Middle East and North Africa	28%	52%	20%	100%
South America	26%	63%	11%	100%
South-Eastern Europe, Eastern Europe and Central Asia	20%	67%	12%	100%
Southern Africa	28%	60%	12%	100%
<b>Total</b>	<b>22%</b>	<b>60%</b>	<b>18%</b>	<b>100%</b>

Table I.2: Last update of PoE data by month

Location Type	Last update by month						Total PoEs	Total PoEs%
	March	March %	April	April %	May	May %		
Airports	190	25%	284	38%	283	37%	757	100%
Blue Border Crossing Points	120	20%	193	32%	286	48%	599	100%
Land Border Crossing Points	551	27%	682	33%	832	40%	2065	100%
<b>Total</b>	<b>861</b>	<b>24%</b>	<b>1159</b>	<b>36%</b>	<b>1401</b>	<b>40%</b>	<b>3421</b>	<b>100%</b>

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

Region	Fully closed	Partially operational	Fully operational	Other	Total
Asia and the Pacific	195	282	60	7	544
Central and North America and the Caribbean	47	112	12	9	180
Central and West Africa	267	122	21	12	422
East and Horn of Africa	99	158	36	15	308
European Economic Area	186	219	213	168	786
Middle East and North Africa	136	79	11	6	232
South America	43	35	0	2	80
South-Eastern Europe, Eastern Europe and Central Asia	350	185	66	1	602
Southern Africa	125	90	11	41	267
<b>Total</b>	<b>1448</b>	<b>1282</b>	<b>430</b>	<b>261</b>	<b>3421</b>

# Annex: Tables

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

Region	Fully closed	Partially operational	Fully operational	Other	Total (*)
Asia and the Pacific	36%	52%	11%	1%	100%
Central and North America and the Caribbean	26%	62%	7%	5%	100%
Central and West Africa	63%	29%	5%	3%	100%
East and Horn of Africa	32%	51%	12%	5%	100%
European Economic Area	24%	28%	27%	21%	100%
Middle East and North Africa	59%	34%	5%	3%	100%
South America	54%	44%	0%	3%	100%
South-Eastern Europe, Eastern Europe and Central Asia	58%	31%	11%	0%	100%
Southern Africa	47%	34%	4%	15%	100%
<b>Total</b>	<b>42%</b>	<b>37%</b>	<b>13%</b>	<b>8%</b>	<b>100%</b>

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

Location Type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	269	289	118	81	757
Blue Border Crossing Point	149	300	77	73	599
Land Border CrossingPoint	1030	693	235	107	2065
<b>Total</b>	<b>1448</b>	<b>1282</b>	<b>430</b>	<b>261</b>	<b>3421</b>

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

Location type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	36%	38%	16%	11%	100%
Blue border crossing point	25%	50%	13%	12%	100%
Land border crossing point	50%	34%	11%	5%	100%
<b>Total</b>	<b>42%</b>	<b>37%</b>	<b>13%</b>	<b>8%</b>	<b>100%</b>

Table 4: Number of assessed locations by affected population categories

Location type	Nationals	Regular travelers	Irregular migrants	Returnees	IDPs	Refugees	Migrants	No. of locations assessed
Airport	572	688	260	289	118	181	241	757
Blue border crossing point	388	433	208	163	114	199	236	599
Land border crossing point	1363	1613	935	772	356	291	424	2065
<b>Total</b>	<b>2323</b>	<b>2734</b>	<b>1403</b>	<b>1224</b>	<b>588</b>	<b>671</b>	<b>901</b>	<b>3421</b>

# Annex: Tables

Table 4.1: Percentage of assessed PoEs disaggregated by affected population categories

Location type	Nationals	Regular travelers	Irregular migrants	Returns	IDPs	Refugees	Migrants	No. of locations assessed
Airport	76%	91%	34%	38%	16%	24%	32%	757
Blue border crossing point	65%	72%	35%	27%	19%	33%	39%	599
Land border crossing point	66%	78%	45%	37%	17%	14%	21%	2065
<b>Total</b>	<b>68%</b>	<b>80%</b>	<b>41%</b>	<b>36%</b>	<b>17%</b>	<b>20%</b>	<b>26%</b>	<b>3421</b>

Table 5: Overview of measures imposed on PoEs, disaggregated by type of PoE

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	596	510	76	140	20	295	36	83	3	757
Blue border crossing point	427	362	21	49	6	222	10	38	25	599
Land border crossing point	1560	1566	113	203	105	624	91	356	67	2065
<b>Total</b>	<b>2583</b>	<b>2438</b>	<b>210</b>	<b>392</b>	<b>131</b>	<b>1141</b>	<b>137</b>	<b>477</b>	<b>95</b>	<b>3421</b>

Table 5.1: Percentage of different measures disaggregated by type of PoEs

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%
Land Border Crossing Point	76%	76%	5%	10%	5%	30%	3%	17%	3%
<b>Total</b>	<b>74%</b>	<b>69%</b>	<b>6%</b>	<b>10%</b>	<b>3%</b>	<b>34%</b>	<b>3%</b>	<b>13%</b>	<b>3%</b>

# Annex: Tables

Table 6.1: Public Health Measures for Airports

Question	Yes	No	Don't know	Total
Handwashing station at the site	293	12	76	381
Health screening with temperature check using non-contact thermometer	183	1	8	192
Information about COVID-19 being provided at site	334	9	46	389
Infrastructure at the site to support crowd control and ensure safety of screeners	140	13	38	191
Isolation space exists for evaluation of any suspect case away from crowds	133	58	187	378
Referral system in place at the site	185	33	160	378
SOPs in place at the site for management and referral of ill travelers	231	44	114	389

Table 6.2: Public Health Measures for Blue Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	189	26	82	297
Health screening with temperature check using non-contact thermometer	92	4	39	135
Information about COVID-19 being provided at site	215	43	44	302
Infrastructure at the site to support crowd control and ensure safety of screeners	74	12	48	134
Isolation space exists for evaluation of any suspect case away from crowds	44	56	198	298
Referral system in place at the site	159	42	95	296
SOPs in place at the site for management and referral of ill travelers	168	46	88	302

Table 6.3: Public Health Measures for Land Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	400	199	336	935
Health screening with temperature check using non-contact thermometer	335	29	13	377
Information about COVID-19 being provided at site	400	200	334	934
Infrastructure at the site to support crowd control and ensure safety of screeners	190	71	112	373
Isolation space exists for evaluation of any suspect case away from crowds	176	293	461	930
Referral system in place at the site	268	243	415	926
SOPs in place at the site for management and referral of ill travelers	331	254	366	951



# Annex: Tables

Table 7.1: Number of C/T/As which imposed significant mobility restrictions by IOM region

Region	Yes	No	Unknown	Total
Asia and the Pacific	35	0	4	39
European Economic Area	27	1	1	29
South America	10	0	0	10
Middle East and North Africa	16	1	0	17
Central and West Africa	19	0	1	20
East and Horn of Africa	8	0	1	9
Southern Africa	14	1	0	15
Central and North America and the Caribbean	12	0	6	18
South-Eastern Europe, Eastern Europe and Central Asia	15	3	1	19
<b>Total</b>	<b>156</b>	<b>6</b>	<b>14</b>	<b>176</b>

Table 7.2: Measures taken by C/T/As in response to COVID-19

Measure taken in response to COVID-19	Yes	No	Unknown	Total
Significant mobility restrictions	156	6	14	176
National emergency declared	88	73	15	176
Quarantine for international arrivals	111	49	16	176
Suspension of issuance of new visas	69	49	58	176
Automatic extension of visas and work permits	48	37	91	176
Removal of fines for visa overstays or expired residency or work permit	57	24	95	176

Table 7.3: Number of assessed locations by type and IOM region

Region	Internal transit points	Areas of interest	Sites with population of interest	Total	No. of C/T/A
Asia and the Pacific	115	104	90	309	24
Central and North America and the Caribbean	0	18	51	69	17
Central and West Africa	93	27	78	198	15
East and Horn of Africa	19	17	110	146	8
European Economic Area	2	78	109	189	22
Middle East and North Africa	27	55	45	127	17
South America	6	19	36	61	9
South-Eastern Europe, Eastern Europe and Central Asia	89	48	63	200	12
Southern Africa	0	11	10	21	6
<b>Total</b>	<b>351</b>	<b>377</b>	<b>592</b>	<b>1320</b>	<b>130</b>

Table 7.4: Percentage of assessed locations by type and IOM region

Region	Internal transit points	Areas of interest	Sites with population of interest	No. of C/T/A
Asia and the Pacific	37%	34%	29%	24
Central and North America and the Caribbean	0%	26%	74%	17
Central and West Africa	47%	14%	39%	15
East and Horn of Africa	13%	12%	75%	8
European Economic Area	1%	41%	58%	22
Middle East and North Africa	21%	43%	35%	17
South America	10%	31%	59%	9
South-Eastern Europe, Eastern Europe and Central Asia	45%	24%	32%	12
Southern Africa	0%	52%	48%	6
<b>Total</b>	<b>27%</b>	<b>29%</b>	<b>45%</b>	<b>130</b>

# Annex: Tables

Table 7.5: Last update for locations by month

Location Type	Last update by month						Total locations	Total locations %
	March	March %	April	April %	May	May %		
Internal transit point	117	33%	133	38%	101	29%	351	100%
Areas of interest	144	38%	150	40%	83	22%	377	100%
Sites with population of interest	2	20%	272	32%	318	48%	592	100%
<b>Total</b>	<b>263</b>	<b>20%</b>	<b>555</b>	<b>42%</b>	<b>502</b>	<b>38%</b>	<b>1320</b>	<b>100%</b>

Table 8: Operational status at internal transit points

Region	Fully Closed	Fully Operational	Partially Operational	Other	Total
Asia and the Pacific	56	14	45	0	115
Central and West Africa	11	73	3	6	93
East and Horn of Africa	2	13	4	0	19
European Economic Area	0	0	1	1	2
Middle East and North Africa	8	7	12	0	27
South America	5	0	1	0	6
South-Eastern Europe, Eastern Europe and Central Asia	8	0	81	0	89
<b>Total</b>	<b>90</b>	<b>107</b>	<b>147</b>	<b>7</b>	<b>351</b>

Table 8.I: Operational status at internal transit points

Region	Fully Closed	Fully Operational	Partially Operational	Other	Total
Asia and the Pacific	49%	12%	39%	0%	100%
Central and West Africa	12%	78%	3%	6%	100%
East and Horn of Africa	11%	68%	21%	0%	100%
European Economic Area	0%	0%	50%	50%	100%
Middle East and North Africa	30%	26%	44%	0%	100%
South America	83%	0%	17%	0%	100%
South-Eastern Europe, Eastern Europe and Central Asia	9%	0%	91%	0%	100%
<b>Total</b>	<b>26%</b>	<b>30%</b>	<b>42%</b>	<b>2%</b>	<b>100%</b>

Table 9: Affected population categories at internal transit points

Location type	Nationals	Regular travelers	Irregular migrants	Returnees	IDPs	Refugees	Migrant workers	No. of locations assessed
Internal Transit Point	263	266	137	114	70	17	39	351
Internal Transit Point	75%	76%	39%	32%	20%	5%	11%	351

# Annex: Tables

Table 10: Public health measures at internal transit points

Question	Yes	No	Don't know	Total
Handwashing station at the site	111	64	28	203
Health screening with temperature check using non-contact thermometer	104	0	7	111
Information about COVID-19 being provided at site	111	62	32	205
Infrastructure at the site to support crowd control and ensure safety of screeners	7	3	101	111
Isolation space exists for evaluation of any suspect case away from crowds	7	85	114	206
Referral system in place at the site	17	74	113	204
SOPs in place at the site for management and referral of ill travelers	37	78	104	219

Table 11: 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%
<b>Total</b>	<b>367</b>	<b>100%</b>

Table 11.1: Number and 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
<b>Total</b>	<b>197</b>	<b>193</b>	<b>171</b>	<b>165</b>	<b>128</b>	<b>172</b>	<b>367</b>

# Annex: Tables

Table II.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%
<b>Total</b>	<b>360</b>	<b>100%</b>

Table II.3: Affected population categories in the sites of interest

Affected 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%
<b>Total</b>	<b>529</b>	<b>100%</b>

Table II.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
<b>Total</b>	<b>199</b>	<b>127</b>	<b>71</b>	<b>21</b>	<b>0</b>	<b>1</b>	<b>577</b>