

**IOM COVID-19
IMPACT ON
POINTS OF ENTRY
AND OTHER KEY
LOCATIONS OF
INTERNAL MOBILITY
WEEKLY ANALYSIS
3 JUNE 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

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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 28 May 2020. For Points of Entry (PoE), 45 per cent of the data were last updated during the month of May, while 32 per cent of PoE data were last updated in April. The remaining PoE data (23%) were last updated in March. Regarding Other Key Locations of Internal Mobility, data for 39 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 (19%) were last updated in March. For more information see Table 1.2 and 7.4 in the annex.

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 Point¹
- 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):

- 3,486 PoEs were assessed in 169 C/T/As, including 763 Airports, 2,120 Land Border Crossing Points and 603 Blue Border Crossing Points.
- Overall, 41 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 (62%), followed by the Middle East and North Africa (58%);
 - The European Economic Area was the IOM Region with the highest percentage of fully operational PoEs (31%);
 - 49 per cent of the assessed land border crossing points globally were fully closed, while this percentage was respectively 32 and 24 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 12% 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 41% for airports). The most common duration of these measures was 14 days to one month (40% of the cases for airports), however the foreseen duration of the restrictive measures in place was unknown for 51 and 44 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 1,323 key locations across 131 C/T/As, including 351 internal transit points, 379 areas of interest and 593 sites with population of interest.
- 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 32 and 24 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.
- The most common restrictive measures in place in the assessed areas of interest included the 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 35 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 46 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.



Part I: Points of Entry (PoEs)

I. PoE Scope and Coverage: Numbers at a glance

3,486

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 **28 May 2020**.

IOM has assessed 3,486 total PoEs in **169 countries, territories and areas** so far. Many of these locations (61%) were land border crossing points, 22 per cent were airports and 17 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.

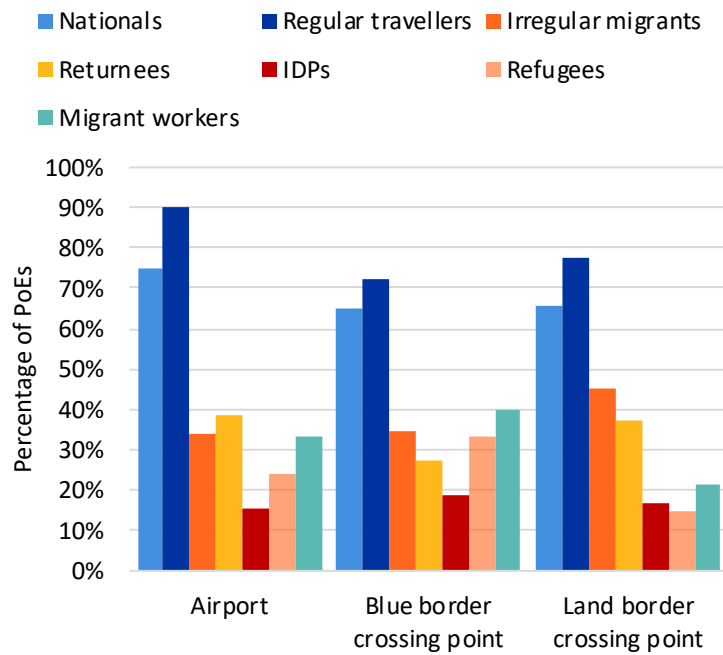
Of all assessed PoEs, **41 per cent were reported as fully closed and 13 per cent were reported to be fully operational**. Another 37 per cent were partially operational. More details can be found in the annex, Table 3.1. At the regional level, the highest rate of fully closed assessed PoEs were located in Central and West Africa (62%), followed by the Middle East and North Africa and South-Eastern Europe, Eastern Europe and Central Asia (58%). 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 22%. 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

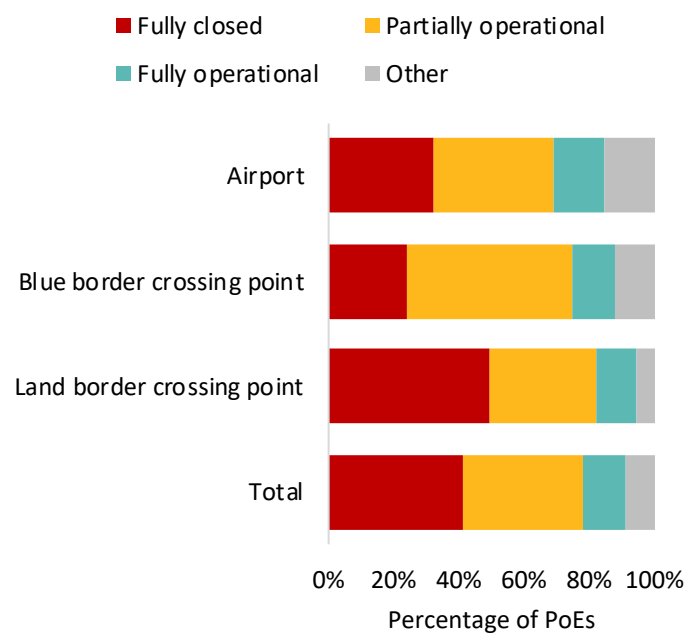
Region	Airports	Land border crossing points	Blue border crossing point	Total	No. of C/T/A
Asia and the Pacific	190	218	134	542	37
Central and North America and the Caribbean	36	112	32	180	14
Central and West Africa	43	349	41	433	20
East and Horn of Africa	44	188	77	309	9
European Economic Area	158	474	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	83	204	35	322	15
Total	763	2120	603	3486	169

2. PoE Situational Overview

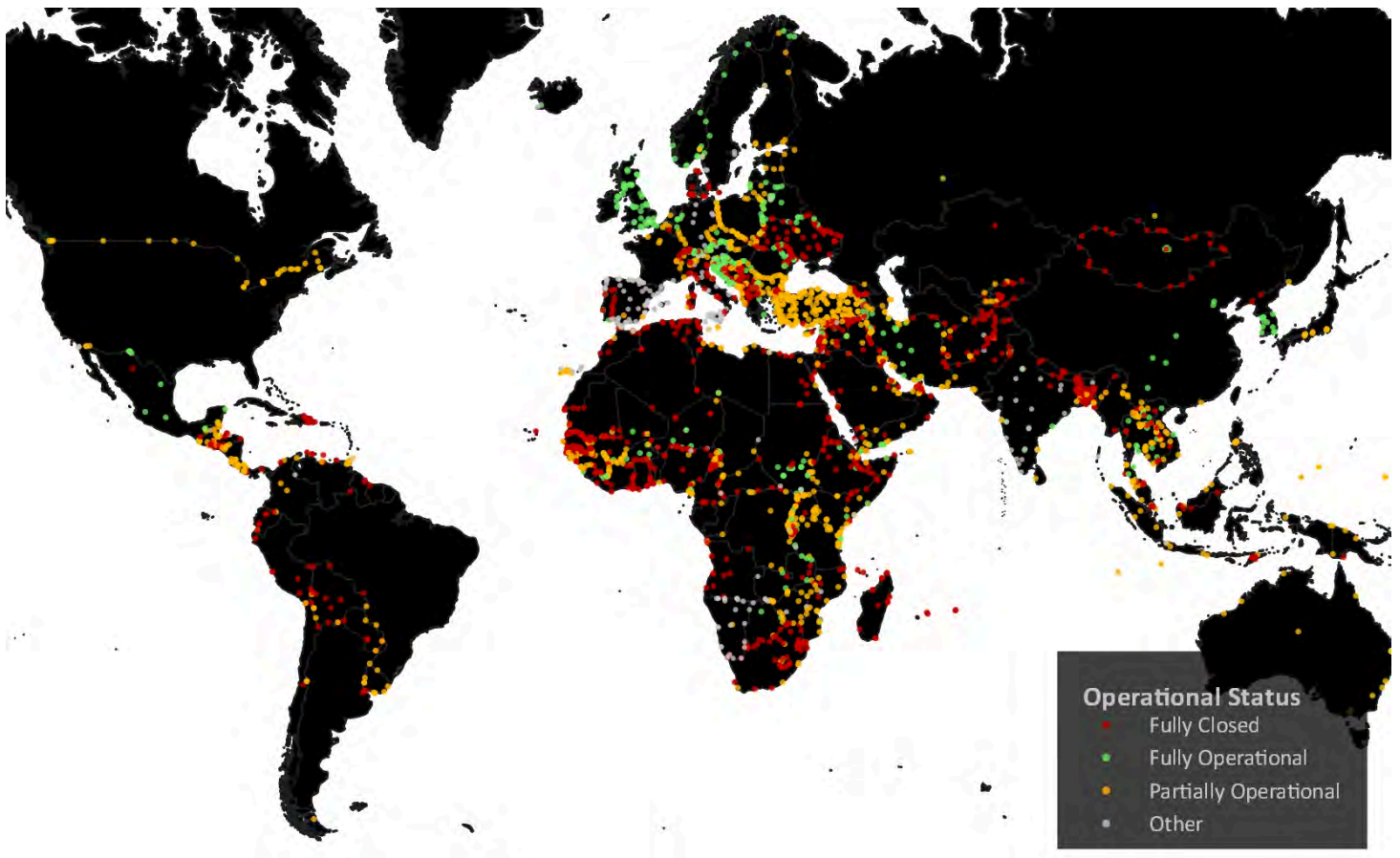
Affected population categories at assessed PoEs



Operational status of assessed PoEs

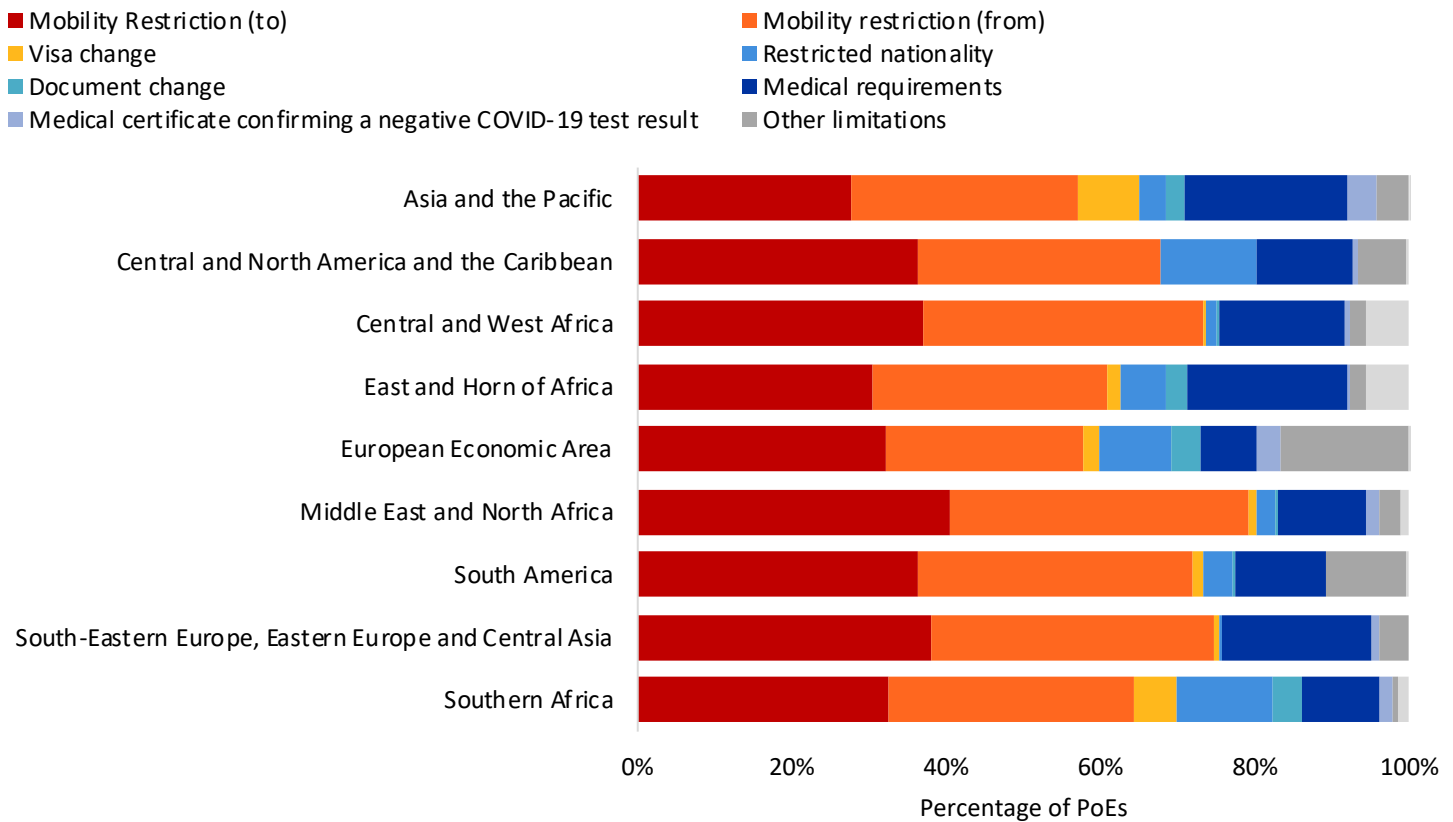


Global map of assessed PoEs and their operational status

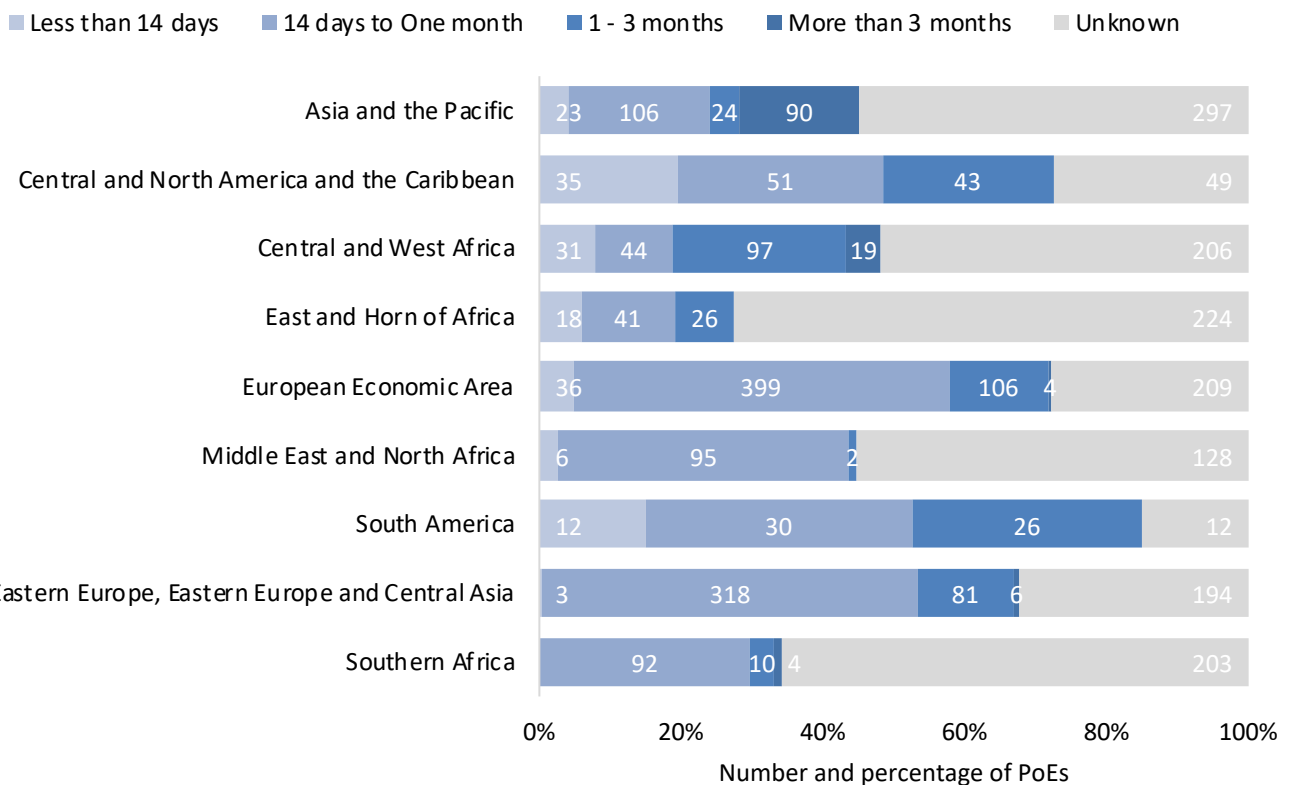


2. PoE Situational Overview

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

763

Airports
assessed in 163
C/T/As

32%

of the assessed airports
were fully closed (-4 p.p.
compared to last week)

14 days to one month

Most common (40%) duration
of restrictions imposed (- 3 p.p.
compared to last week)

IOM assessed **763 airports in 163 countries, territories and areas**, which includes 6 more airports compared to last week's update (28 May 2020). The operating status of the assessed airports varied slightly between. Of the assessed airports, **32%** or 243 airports were reported to be **fully closed**, which represents a decrease of 4 p.p. compared to last week. **Partially operational** was the operational status reported for **37%** or 281 airports, an increase of 1 p.p. compared to last week. **Up to 16 per cent** (or 120 airports) **of the assessed airports remained fully operational**, which is consistent compared to last week. Information was not available for the remaining 16 per cent (or 119) of assessed airports (for more details, see Table 3.1).

Of the total 243 assessed fully closed airports, the IOM regions with the highest percentage of fully closed airports were located in the Middle East and North Africa and South-Eastern Europe, Eastern Europe and Central Asia, each with 19 per cent or 45 closed airports. The IOM region of Southern Africa followed, with 15 per cent or 37 closed airports. Out of the 281 assessed partially operational airports, the highest share was located in the IOM region of Asia and the Pacific with 26 per cent or 73 partially operational assessed airports, closely followed by South-Eastern Europe, Eastern Europe and Central Asia also with 26 per cent or 72 partially operational assessed airports. Finally, with 52 out of the 120 assessed fully operational airports, Asia and the Pacific had the highest share of airports that were still fully operational with 43 per cent, a decrease of 1 p.p. compared to last week.

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 78 and 66 per cent of the assessed airports affected by these measures, respectively (see table 5.1). This represents a decrease of 1 p.p. each, compared to last week. Other common restrictive measures imposed at airports were medical requirements, such as medical screening, medical certificates or quarantine measures (adopted in 41% of the assessed locations, a 2 p.p. increase), 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%), changes in rules concerning identification and travel documents (3%) and other limitations (11%). In one per cent of the assessed airports, there were no restrictions imposed.

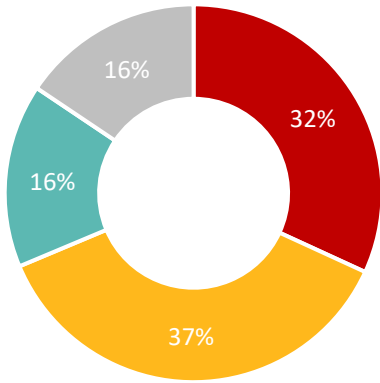
As of 28 May 2020, the most common duration of imposed restrictions at assessed airports was 14 days to one month (40% of the cases or 308 out of 763). In 38 per cent of cases the foreseen duration of the imposed restrictions at assessed airports was reported to be unknown (i.e. information was unavailable), followed by one to three months (10%), less than 14 days (5%) and more than three months (4%). Finally, for 2 per cent and less than 1 per cent, there was no data reported (in 17 locations) or a specific date that was reported (in 1 location), respectively.

The restrictive measures imposed at assessed airports continue to have had an **impact** on mobile populations (see table 4.1), largely affecting **regular travelers** (in **90%** of assessed locations), **nationals** (**75%**), **returnees** (**38%**), **irregular migrants** (**34%**), migrant workers (**33%**), refugees (**24%**) and finally **IDPs** (**16%**).

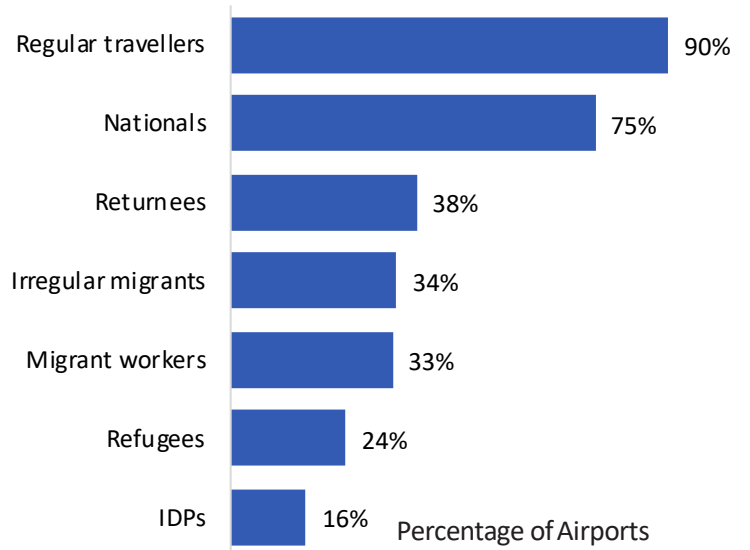
3. Overview of Airports

Operational status of the assessed airports

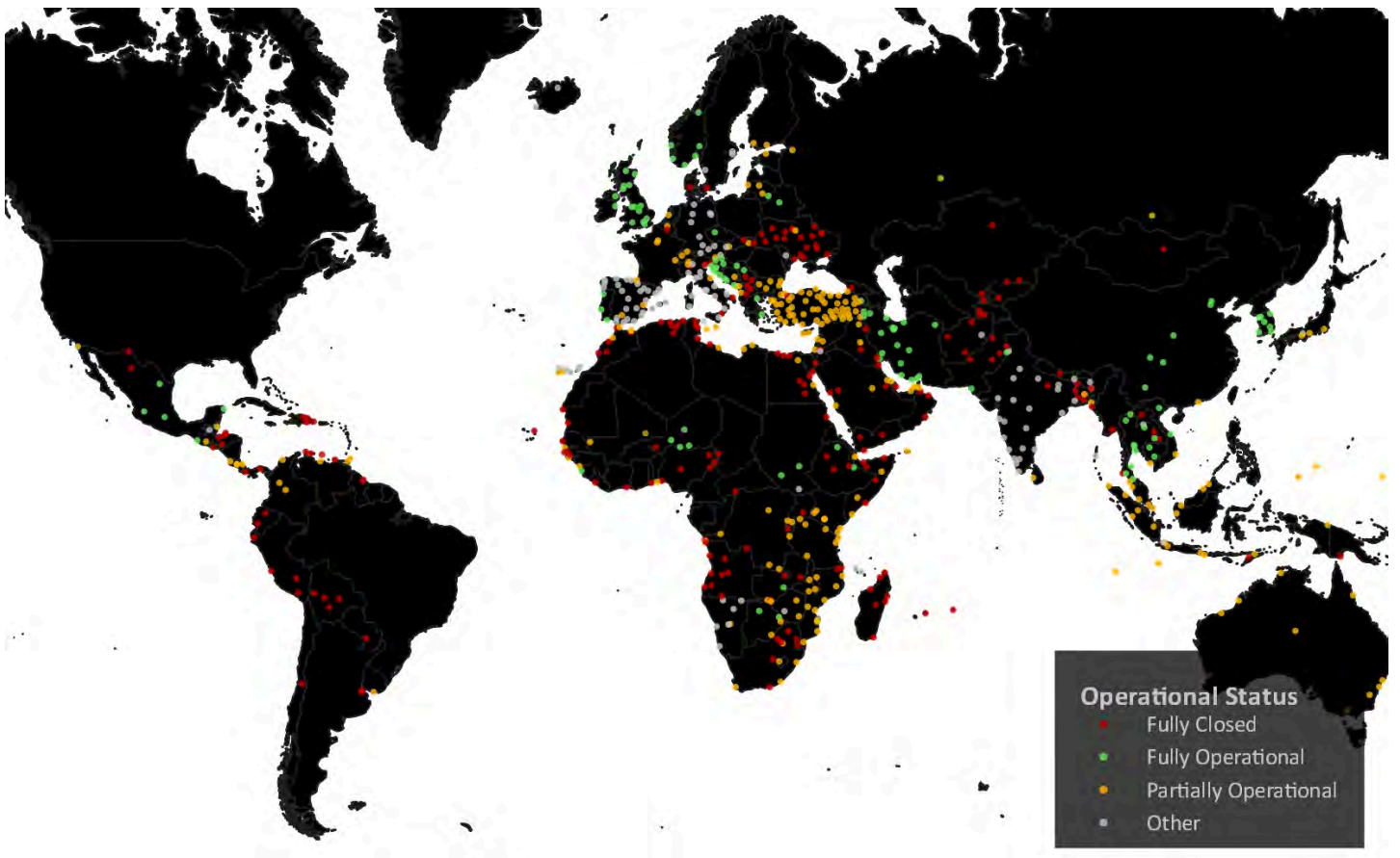
- Fully closed
- Fully operational
- Partially operational
- Other



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).

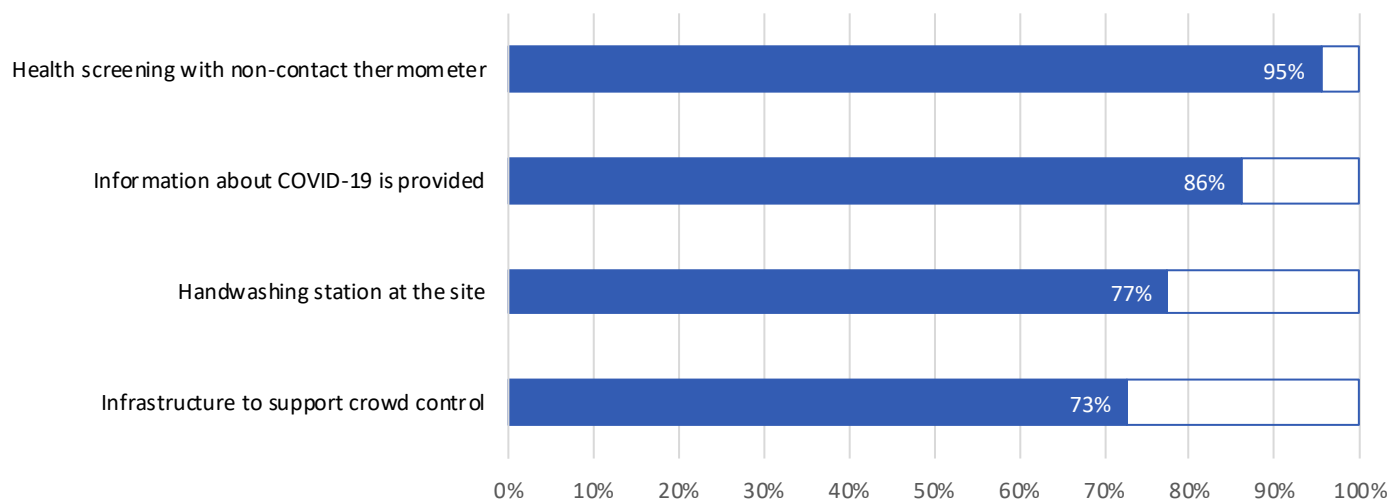
On risk communication and community engagement, in 86 per cent of the assessed airports (339 out of 394 identified airports) information on COVID-19 was being provided to travelers at the site through leaflets, posters or announcements. Additionally, 77 per cent of the responses (299 out of 386 identified 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 (186 out of 195 identified airports, 95% of the total). Moreover, 73 per cent of the assessed locations (141 out of 194) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

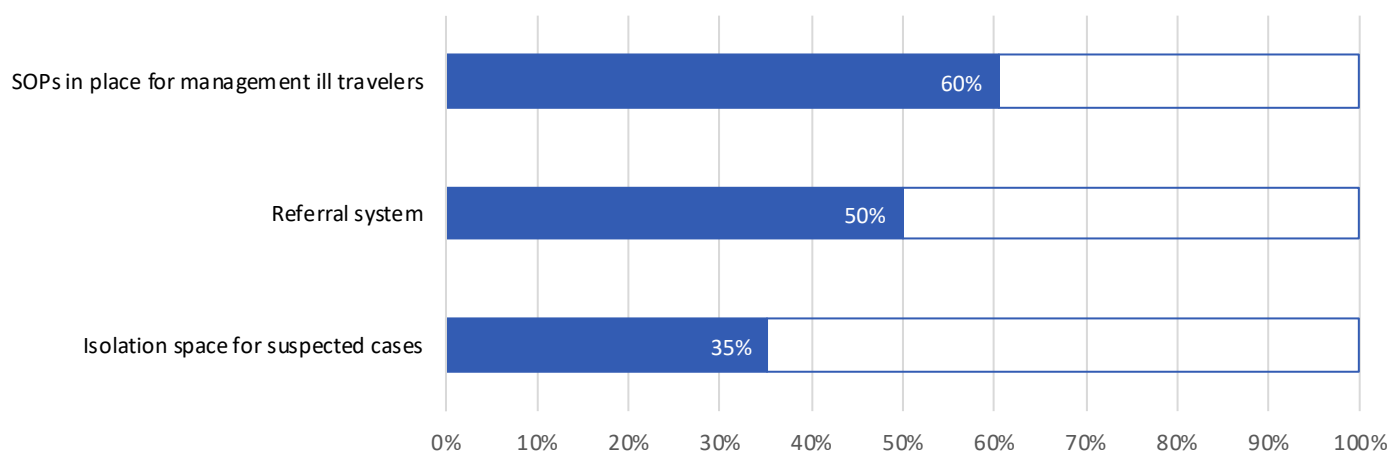
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 60 per cent of identified airports recording a response to this question (238 out of 394 identified airports), while a referral system was reported to be in place at 50 per cent of identified airports recording a response (191 out of 383 identified airports). Finally, the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral, was also reported by 135 out of 383 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)

603

Blue Border
Crossing Points
Assessed in 91 C/T/As

24%

of the assessed
blue border crossing points
are fully closed (- 1 p.p.)

**14 days to one
month**

Most common (30%) of
restrictions imposed (51% were
unknown, i.e. information
unavailable)

IOM assessed a total of **603 blue border crossing points in 91 countries, territories and areas**, which includes 4 more from the last week's update (28 May 2020). The operational status of the assessed ports varied slightly with **24 per cent** of ports (or 146 locations) which were **fully closed**, representing a decrease of 1 p.p. since last week. The portion of **partially operational** ports remained at 50 percent (303 ports) while **13 per cent** (80 ports) continued to be reported as **fully operational**. Information was not available for 12 per cent (74 ports) (for more details, see table 3.1).

Of the 146 assessed fully closed blue border crossing points, the highest number continued to be located in the European Economic Area region with 26 assessed locations or 18 per cent, closely followed by the Middle East and North Africa with 17 per cent or 25 assessed fully closed ports. Additionally, out of the 303 assessed partially operational ports, the IOM region of Asia and the Pacific continued to be the region with the highest number of partially operational ports with 111 ports or 37 per cent., an increase of 1 p.p. compared to last week. 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 51 out of 80 assessed locations or 64 per cent.

The most common mobility restrictions imposed at ports continued to be restrictions to and from a particular port (69%, an increase of 9 p.p. compared to last week and 59%, a decrease of 12 p.p., 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 (3%, a decrease of 1 p.p. compared to last week), medical certificates confirming a negative COVID-19 test result (2%), changes in rules concerning identification and travel documents (1%) and other limitations or no restrictions (7% and 4%, respectively) (see table 5.1).

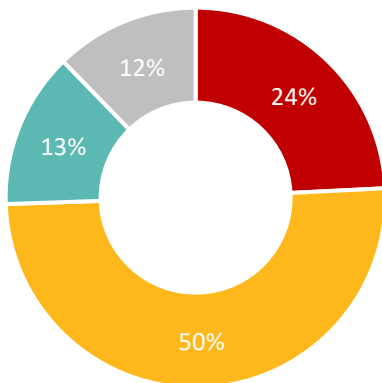
The trends in duration saw slight changes this week with the foreseen duration for restrictive measures recorded as unknown for 51 per cent of the assessed ports (296 out of 603 assessed ports, a 3 p.p. increase). The share of restrictions expected to be in place for a period between 14 days and one month was recorded as 30 per cent of the cases, which represents a decrease of 1 p.p. compared to the previous week. In 11 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%**, a decrease of 6 p.p. compared to last week), **IDPs** (**19%**), **migrant workers** (**40%**, an increase of 1 p.p.) and finally **refugees** (**33%**, an increase of 1 p.p.).

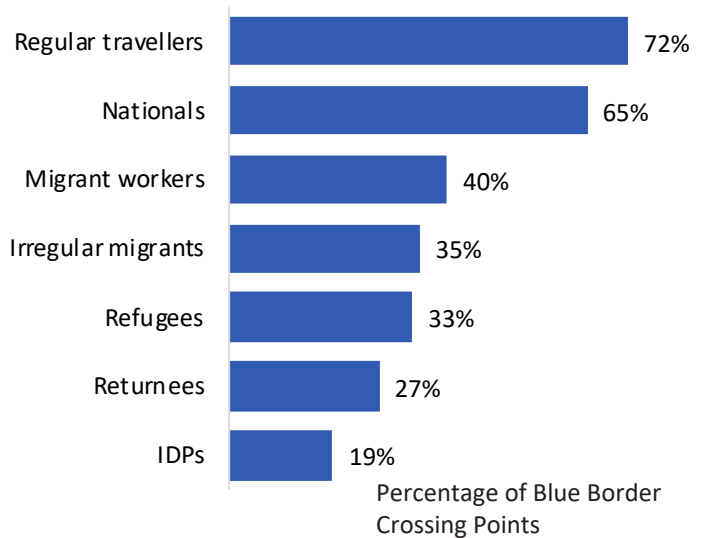
4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

Operational status of the assessed blue border crossing points

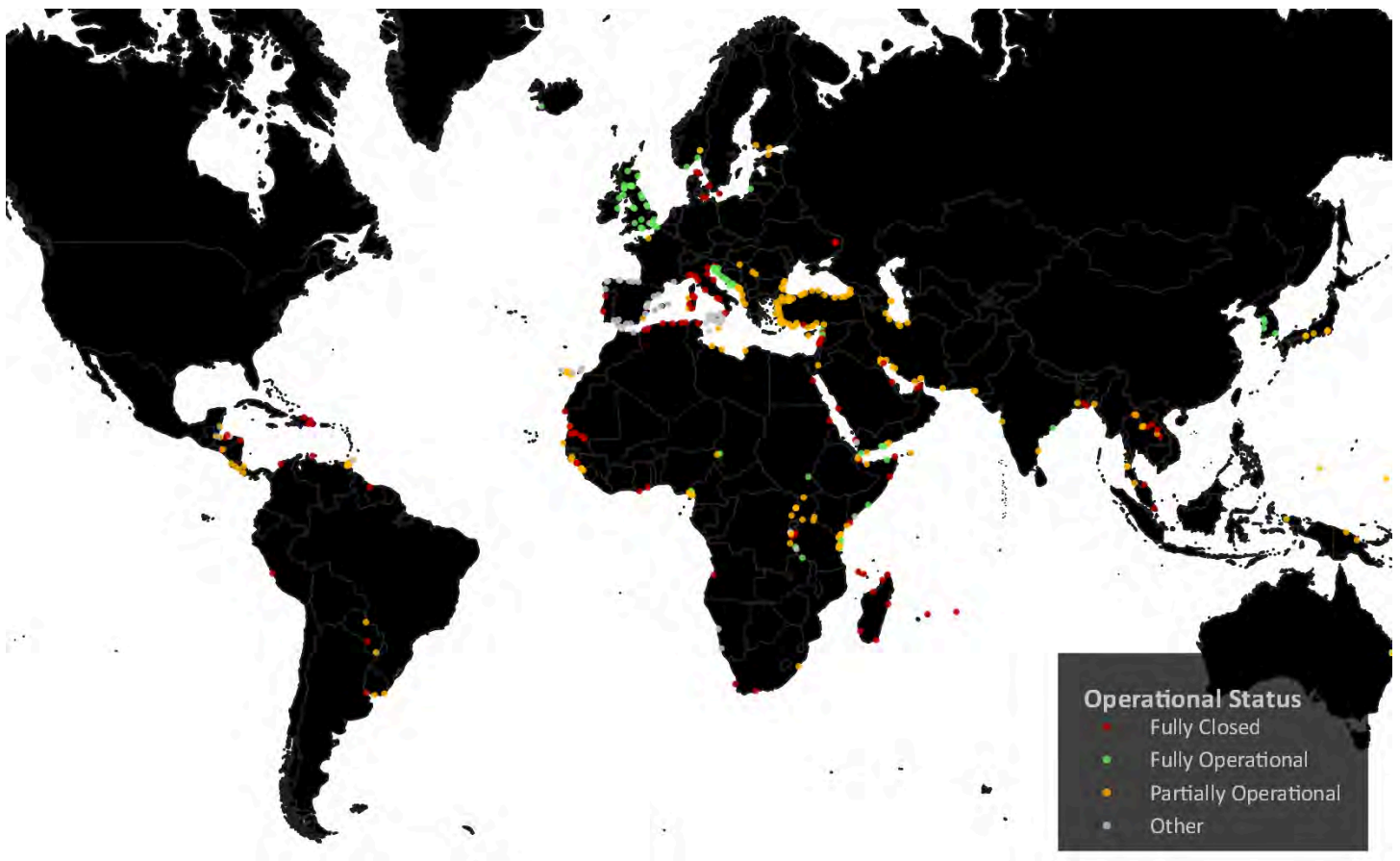
- Fully closed
- Fully operational
- Partially operational
- Other



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).

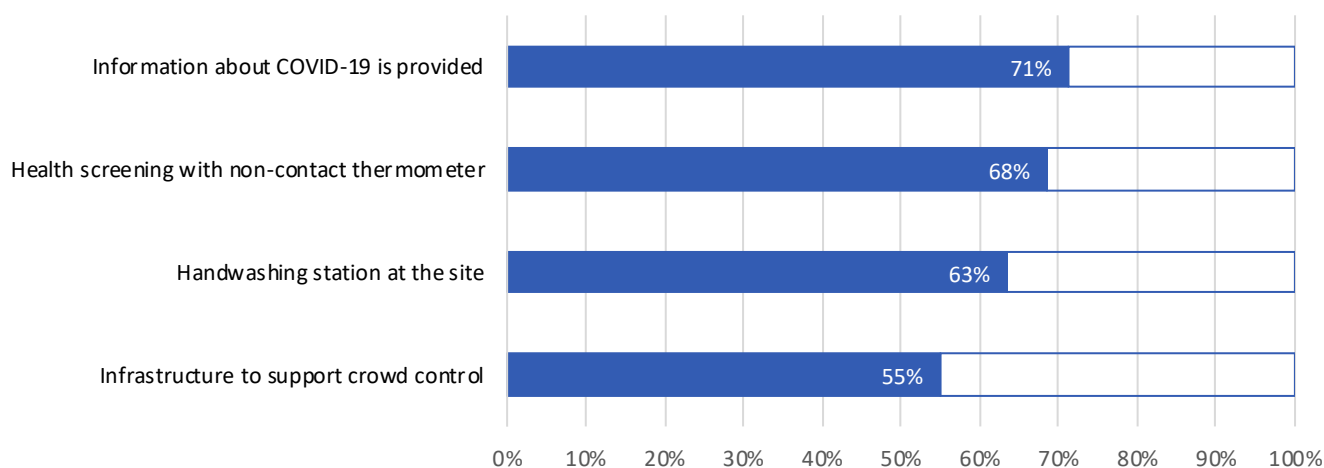
On risk communication and community engagement, in 71 per cent of the assessed blue border crossing points (217 out of 305 specified locations recording a response) information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, 190 out of 300 blue border crossing points (63% 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 (93 out of 136 assessed locations). Furthermore, of the 135 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.

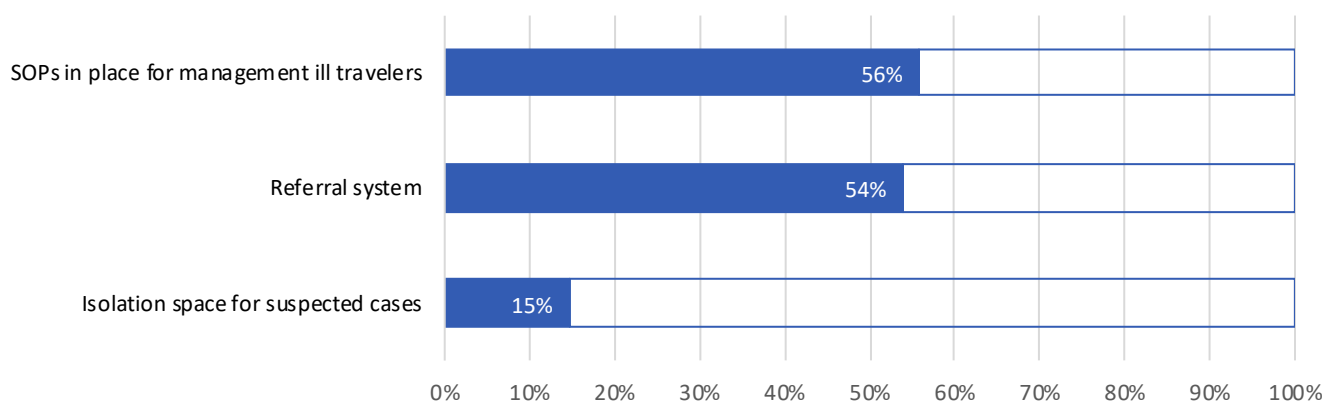
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place in 56 per cent of identified blue border crossing points (170 out of 305 identified locations recording a response), while a referral system was reported to be in place in 54 per cent of the specified locations (161 out of 299 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 301 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

2,120

Land Border Crossing Points
assessed in 125 C/T/As

49%

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

**14 days to one
month**

Most common (32%) duration of
restrictions imposed, but duration
is unknown in 44% of the cases

Among the **2,120 assessed land border crossing points** (55 more compared to last week's report) in 125 countries, territories or areas, an overwhelming majority is either **fully closed** or **partially operational** (**49%** and **33%** of the total, respectively), while only **12 per cent** of the assessed locations were **fully operational** without any restriction. Compared to last week, it is noticeable an increase of 1 p.p. in fully operational land border crossing points and a decrease of 1 p.p. in both fully closed and partially operational land border crossing points (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 349: 65%, i.e. a 2 p.p. decrease compared to last week), Asia and the Pacific (122 out of 218: 56%, i.e. a 1 p.p. increase compared to last week) and the Middle East and North Africa (65 out of 120: 54% of the total, i.e. a 1 p.p. decrease on a weekly basis). The highest percentage of fully operational land border crossing points among IOM regions was in European Economic Area with 152 out of the 474 assessed land border crossing points that are open (32% of the total, i.e. a 5 p.p. increase on a weekly basis).

As in the previous week, mobility restrictions 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 (for more details, see Table 5.1): both restrictions were used in 75 per cent of assessed land border crossing points (i.e. a 1 p.p. decrease on a weekly basis in both cases). 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, no change from last week), restrictions imposed on specific nationalities (11%, i.e. a 1 p.p. increase compared to last week), changes in rules concerning identification and travel documents (6%, i.e. a 1 p.p. increase compared to last week), changes in visa requirements (5%, no change from last week) and the requirement of a medical certificate stating that the person had a negative COVID-19 test (5%, i.e. a 1 p.p. increase compared to last week).

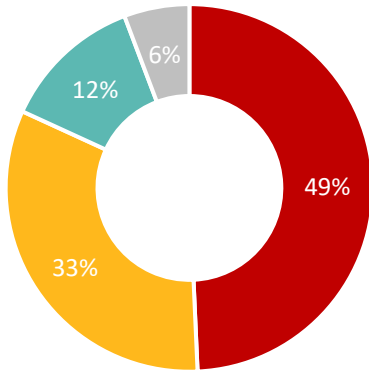
As of 28 May 2020, the most common duration of restrictions was 14 days to one month (32% of the cases, i.e. a 2 p.p. decrease from last week), while 14 per cent of them will be in place for a duration between one and three months (a 1 p.p. decrease on a weekly basis). Only 5 and 1 per cent of the restrictive measures will be in place for less than 14 days or more than three months, respectively. However, for 930 out of the 2,120 assessed land border crossing points (44% of the total) the foreseen duration of the restrictive measures was unknown (i.e. information was unavailable), i.e. a 1 p.p. compared to last week's figure.

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** (15%).

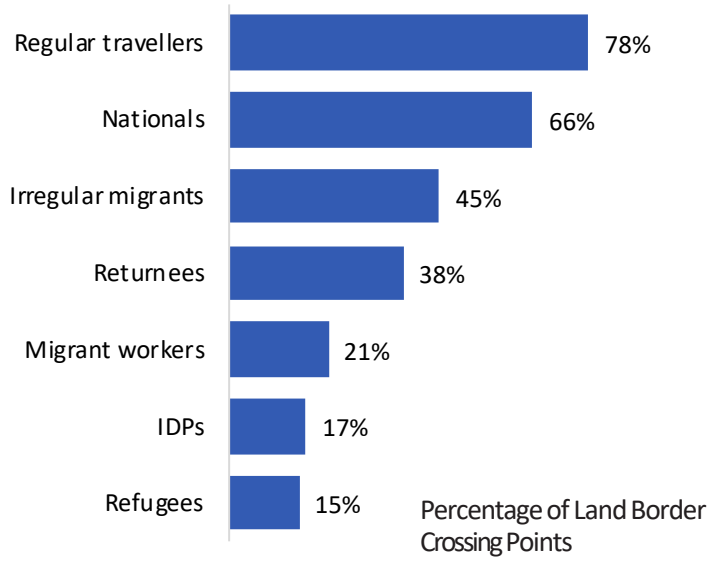
5. Overview of Land Border Crossing Points

Operational status of the assessed land border crossing points

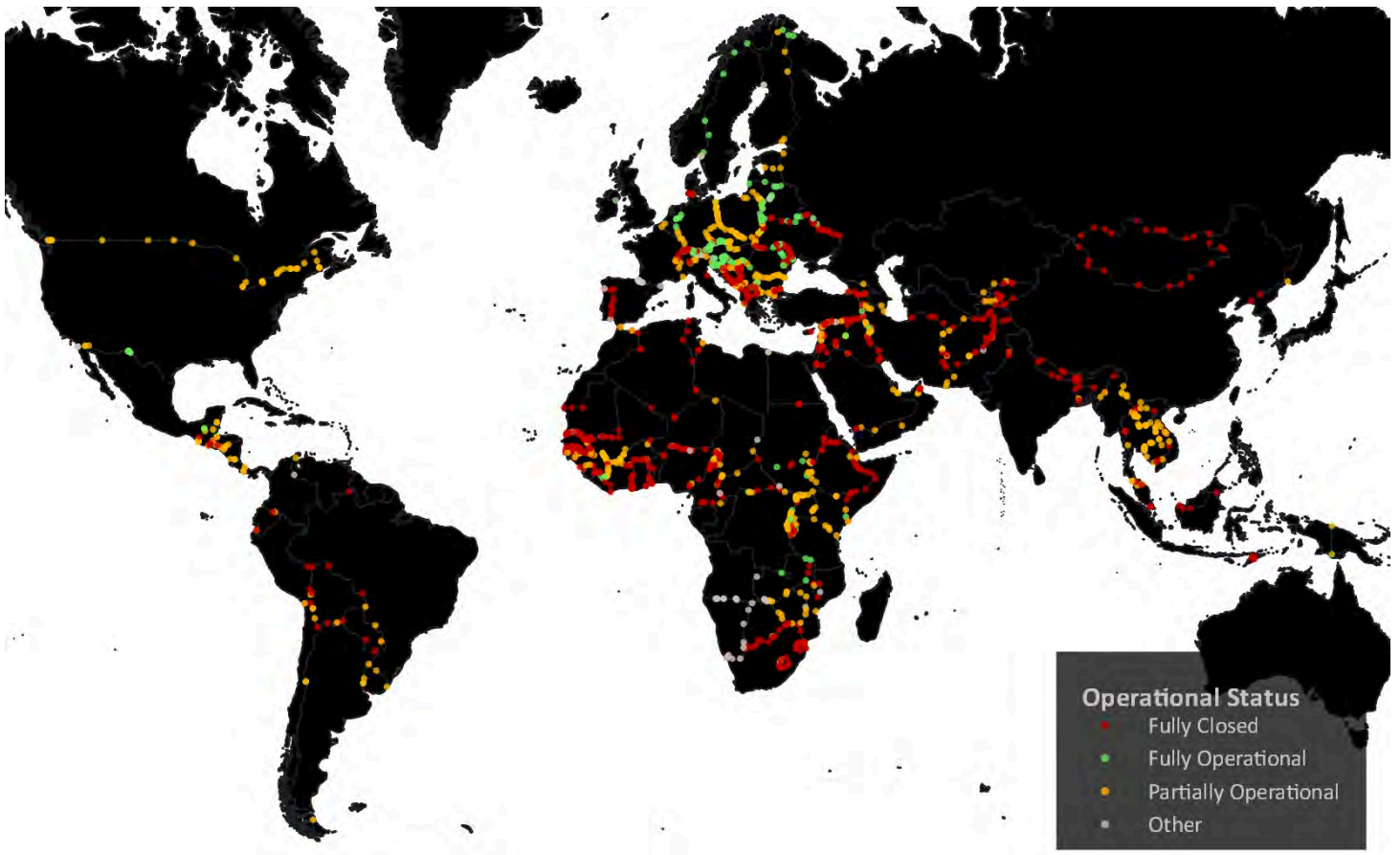
- Fully closed
- Fully operational
- Partially operational
- Other



Affected population category at assessed land border crossing points



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



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).

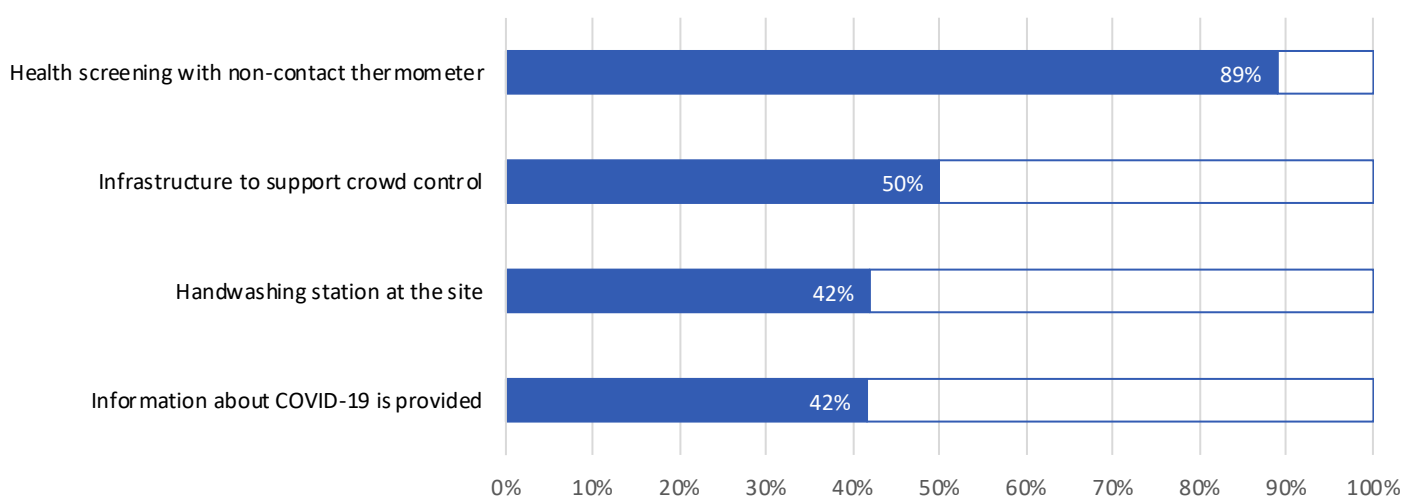
On risk communication and community engagement at the assessed land border crossing points, in 42 per cent of the locations information on COVID-19 was being provided to travelers through leaflets, posters or announcements. Additionally, 42 per cent of the identified land border crossing points (410 out of 976 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 (347 out of 390 specified land border crossing points). Moreover in half of the assessed locations (193 out of 386 identified land border crossing points) there was infrastructure in place to support crowd control and ensure safety of screeners.

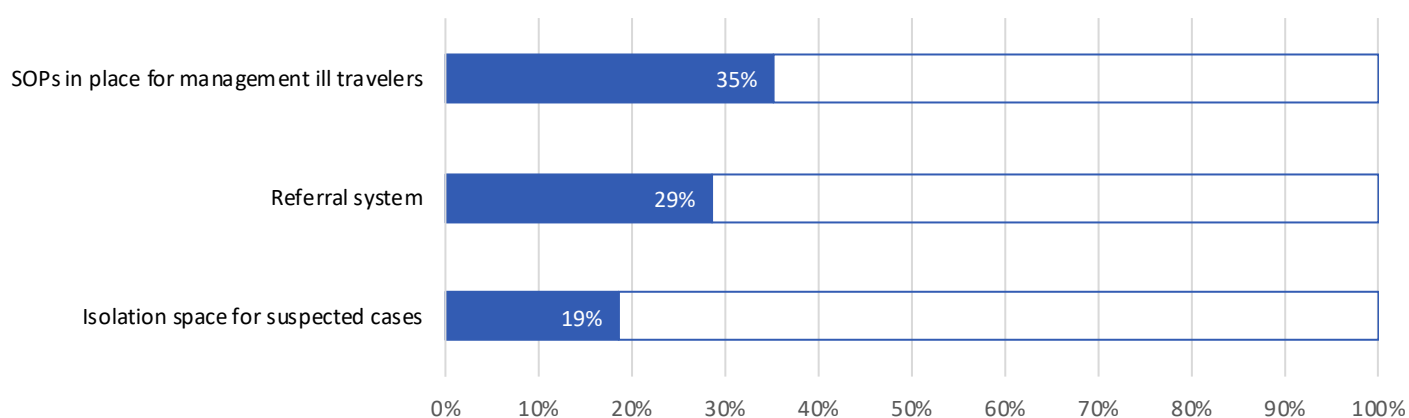
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 35 per cent of identified land border crossing points recording a response to this question (348 out of 989 identified sites), while a referral system was reported to be in place in 276 out of 967 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 180 out of 970 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

49%

Declared national emergency

81%

imposed significant mobility restrictions

28%

automatically extended visas and working permits

176

Assessed C/T/As

64%

imposed mandatory quarantine for international arrivals

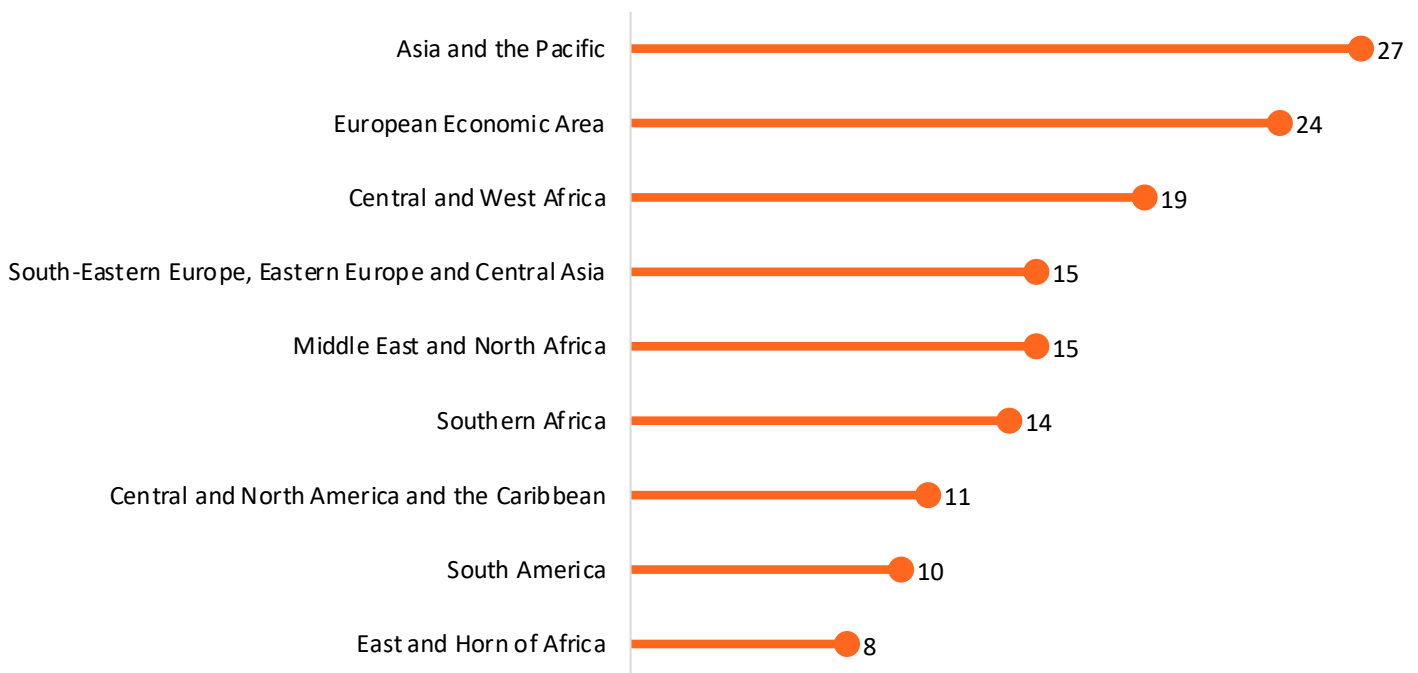
33%

removed fines for visa overstays, expired residency and work permits

40%

suspended the issuance of new visas

Number of C/T/As which have imposed mobility restrictions by IOM region



7. Other Key Locations of Internal Mobility Scope and Coverage

351

Assessed Internal Transit Points

972

Assessed Areas and Sites

131

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 **28 May 2020**.

IOM has assessed 1,323 total locations (including internal transit points, areas of interest and sites with population of interest) in **131 countries, territories and areas** so far. The highest share of these assessed locations remained consistent with sites with populations of interest (45%), followed by areas of interest and important internal transit points between cities and regions, with 29 and 27 per cent respectively. More details can be found in annex, Table 7.3.

Table 7.2: 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/As
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	79	109	190	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	12	11	23	7
Total	351	379	593	1323	131

8. Overview of Internal Transit Points

351

Internal Transit Points
assessed in 25 C/T/As

32%

of the assessed internal transit
points are fully operational (+2 p.p.
compared to last week)

52%

of the assessed locations imposed
medical restrictions (no change
compared to last week)

Of the **351 internal transit points** (no change from last week) monitored in 25 countries, territories or areas, approximately two thirds were either **partially operational** (**42%**, i.e. no change from last week) or **fully closed** (**24%**, i.e. a 2 p.p. decrease compared to last week's figures). **Fully operational** internal transit points represented **32 per cent** of the assessed locations, implying a 2 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. no change 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 (43% 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, no change from last week). 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 (no change from last week).

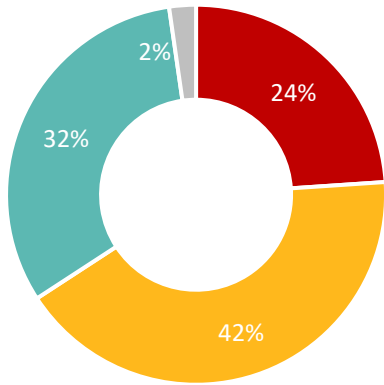
In 203 out of the 351 assessed internal transit points (58% of the total, i.e. a 1 p.p. increase compared to last week), the foreseen duration of the restrictions was unknown (i.e. information was unavailable). In 23 and 17 per cent of the cases the restrictions will be in place for 14 days to one month 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 **40%** of the assessed internal transit points), **returnees** (**33%**) and **IDPs** (**20%**) have also been affected by the abovementioned restrictions. Finally, a less significant impact has also been reported on **migrant workers** (in **12%** of the assessed locations) and **refugees** (**5%**).

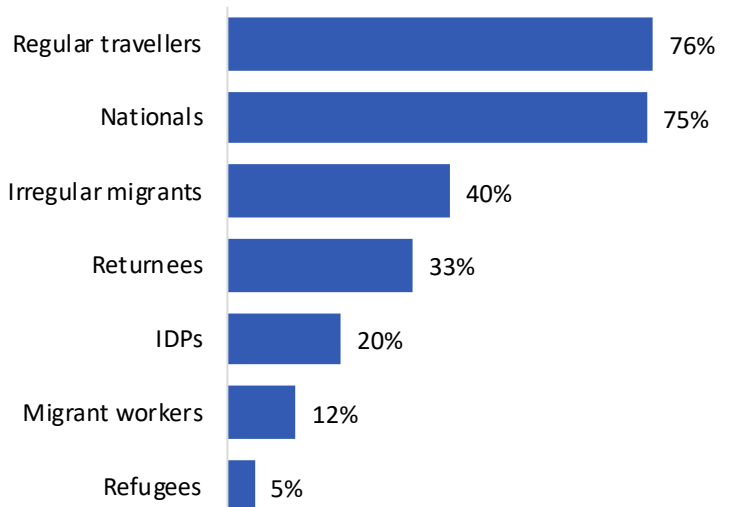
8. Overview of Internal Transit Points

Operational status of the assessed internal transit points

- Fully closed
- Fully operational
- Partially operational
- Other

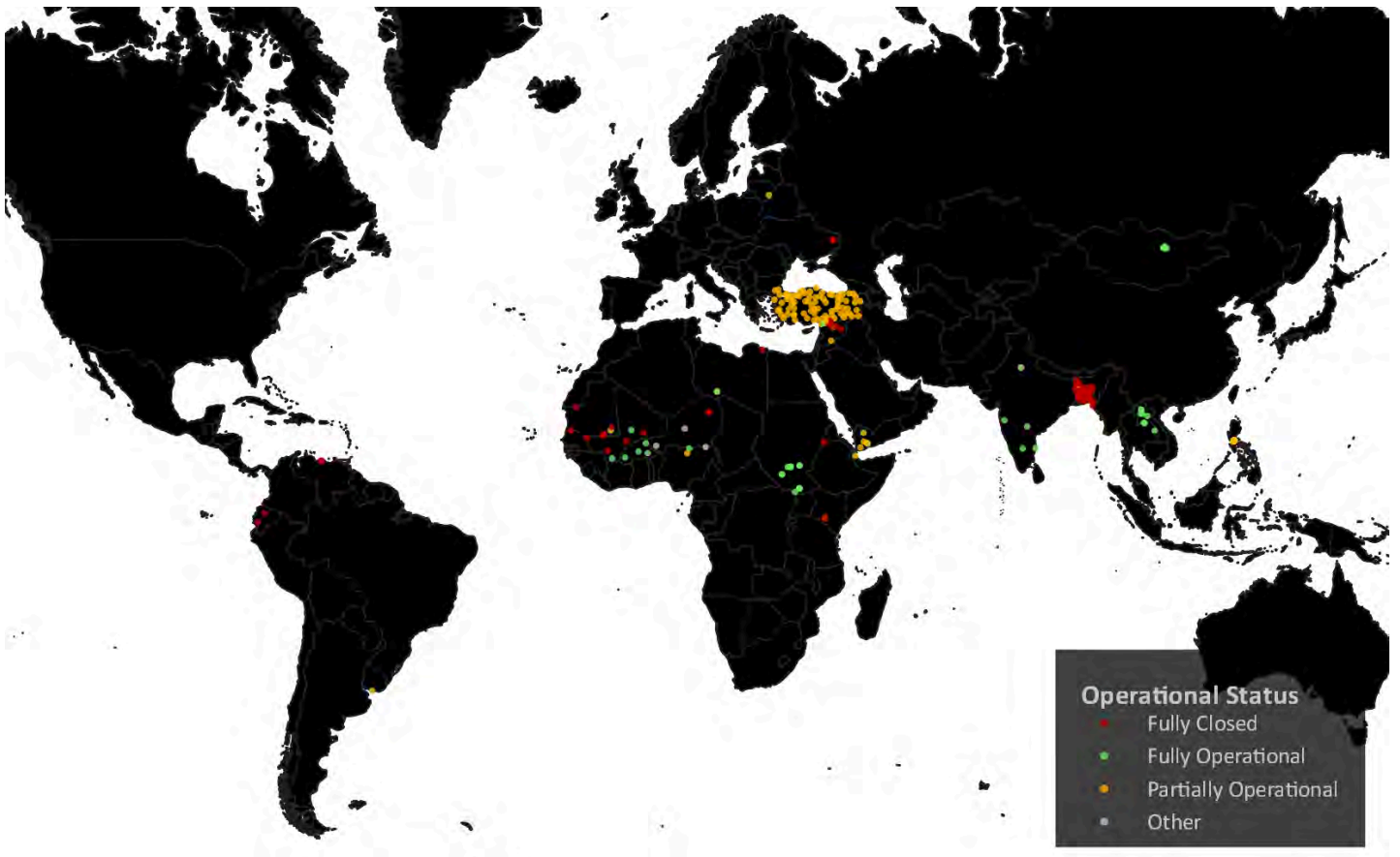


Affected population category at assessed internal transit points



Percentage of Internal Transit Points

Global map of assessed internal transit points and their operational status



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).

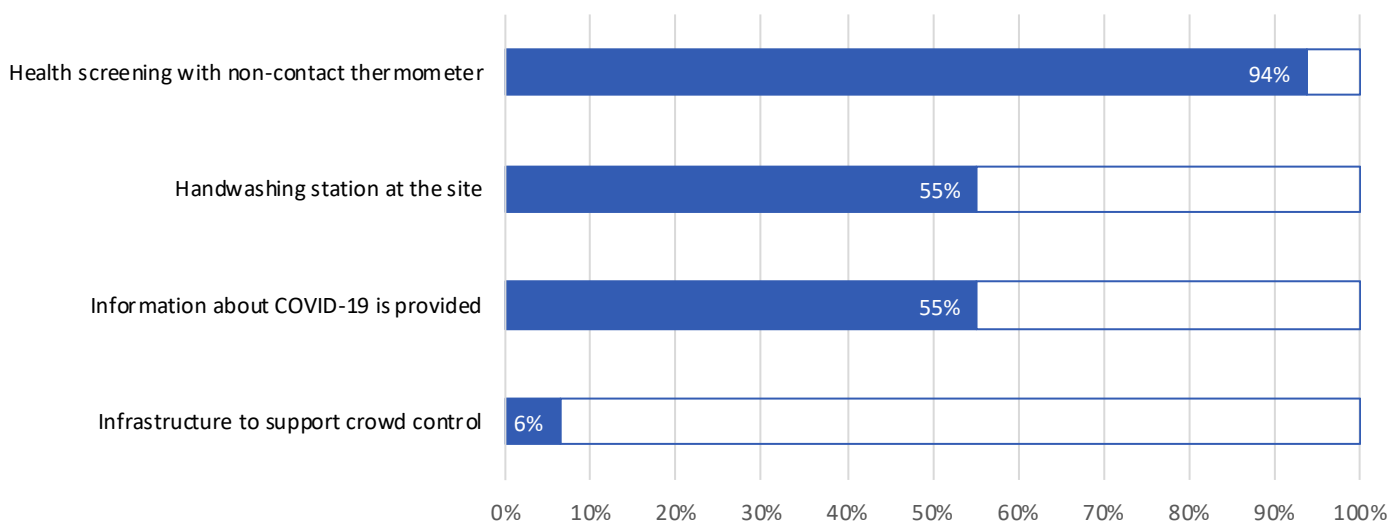
On risk communication and community engagement at the assessed internal transit points, 55 per cent of the specified locations (113 out of 205 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, in 112 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.

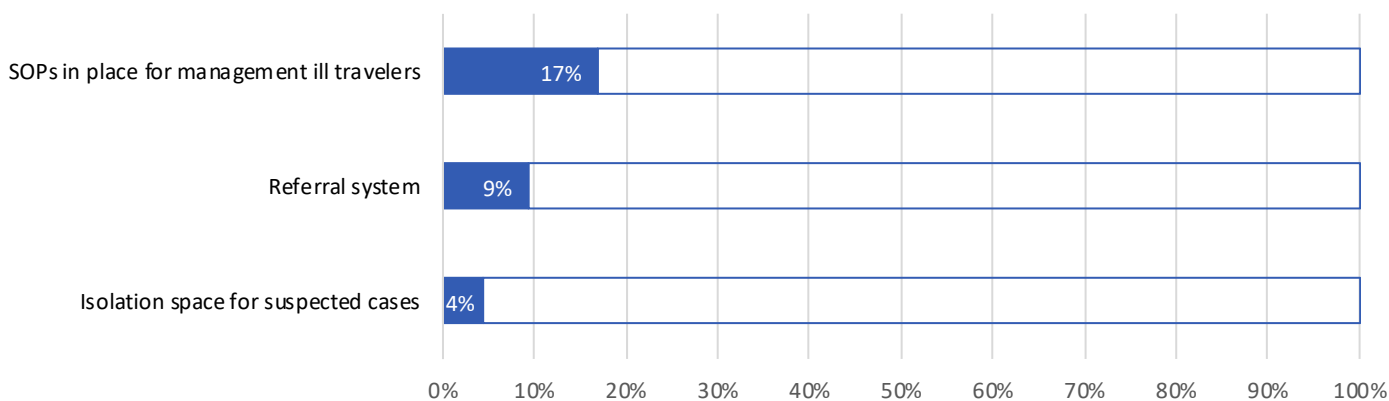
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 17 per cent of identified internal transit points (37 out of 219 locations recording a response), while a referral system was reported to be in place at only 19 out of 204 specified internal transit points (9% of the total). Finally, only nine internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (9 out 206 assessed internal transit points, 4% 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

379

areas assessed
in 72 C/T/As

27%

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

55%

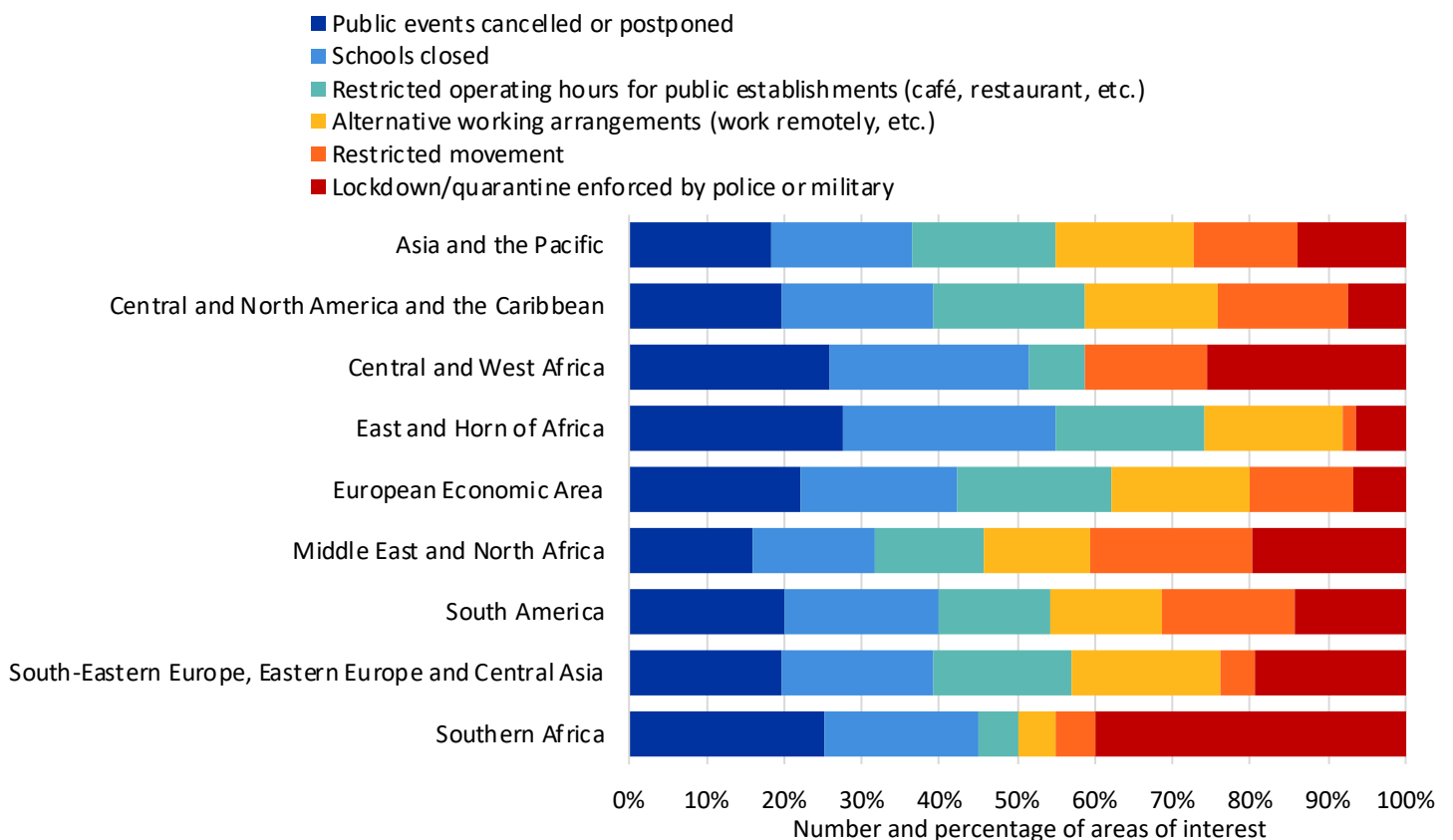
of the assessed areas have
restrictions on public events

In total, 379 (a 0.5% increase from the previous week) areas of interest were assessed in 72 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 379 assessed areas or 27%), closely followed by the IOM region of European Economic Area (79 out of 379 assessed areas or 21%). The IOM region of Middle East and North Africa followed with 15 per cent and the IOM region of South-Eastern Europe, Eastern Europe and Central Asia had 13 per cent of the assessed areas. Regional distribution of the assessed areas of interest has not showed any change compared to previous week.

The type of restrictive measures being imposed on the assessed areas varied. In 55 per cent of assessed areas (209 out of 379 assessed areas) public events were cancelled or postponed. Schools were closed in 54 per cent of the assessed areas (206 areas). 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 (178 and 169 areas respectively). Movement outside home was restricted in 35 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 46 per cent of them (134 and 176 assessed areas respectively). Percentages of assessed areas with certain restrictions have not demonstrated any change since last week. 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.

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



9. Overview of Areas and Sites of Interest

9.2. Sites with Populations of Interest

593

sites assessed
in 109 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

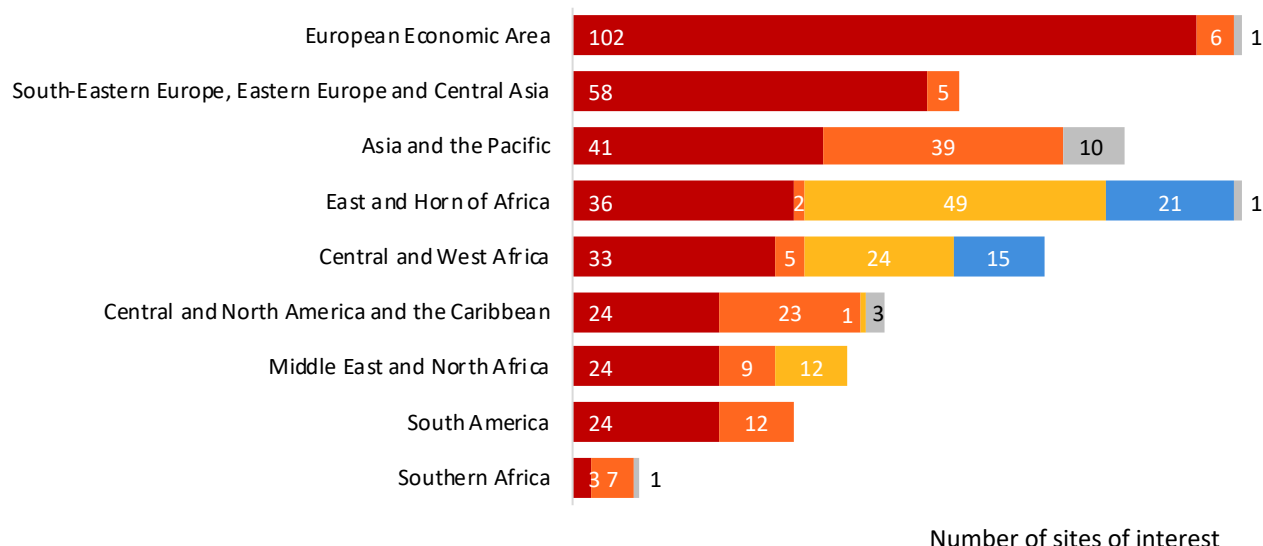
In total, 593 (increase of 1 sites of interest from the previous week) sites were assessed in 109 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals and IDPs. Hotels, temporary reception centers, camps, transit centers and detention centers can be given as examples of assessed sites.

Affected population groups consisted of stranded, repatriated and returning migrants, IDPs, asylum seekers and regular travelers. In 58 per cent of the assessed sites with populations of interest, foreign nationals were stranded (345 out of 593 assessed sites) and in 18 per cent of cases there were foreign nationals reported returning to their country of origin (108 sites) while in 15 per cent of cases, IDPs were affected by restrictive measures (86 sites). 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 (36 and 16 sites respectively). Percentages of sites with certain populations groups have not changed since last week.

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 (30%), 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 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 57 per cent of the sites with reported cases of IDPs. The IOM Region with the highest proportion of affected nationals was East and Horn of Africa with 21 out of 36 assessed sites (58%). We can also conduct a within region analysis in order to investigate the distribution of sites with populations of interest in certain regions. In the IOM region of European Economic Area, 94 per cent of assessed sites had reported cases of stranded foreign nationals, 64 per cent of the sites in IOM region of Southern Africa had cases of foreign nationals returning to their country of origin while IOM region of East and Horn of Africa had reported cases of IDPs in 45 per cent of the assessed sites in the region.

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

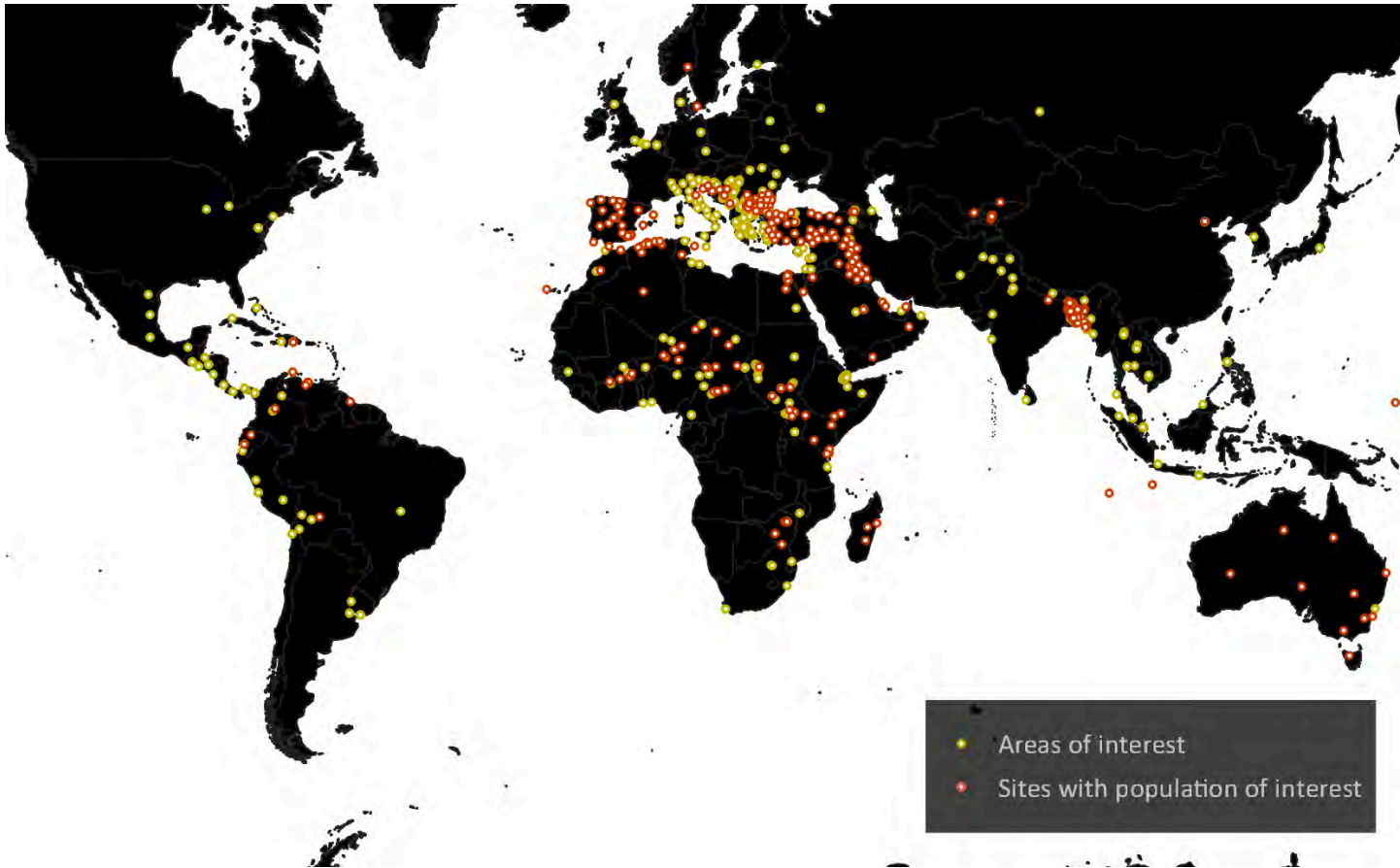
- Stranded foreign nationals in the country
- Foreign nationals returning to their country of origin (repatriation, deportation, etc.)
- IDPs
- Nationals
- Others



Number of sites of interest

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 point	Total	No. of C/T/A
Asia and the Pacific	35%	40%	25%	100%	37
Central and North America and the Caribbean	20%	62%	18%	100%	14
Central and West Africa	10%	81%	9%	100%	20
East and Horn of Africa	14%	61%	25%	100%	9
European Economic Area	20%	60%	20%	100%	28
Middle East and North Africa	28%	52%	20%	100%	17
South America	26%	63%	11%	100%	10
South-Eastern Europe, Eastern Europe and Central Asia	20%	67%	12%	100%	19
Southern Africa	26%	63%	11%	100%	15
Total	22%	61%	17%	100%	169

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	161	21%	257	34%	345	45%	763	100%
Blue Border Crossing Points	115	19%	189	31%	299	50%	603	100%
Land Border Crossing Points	539	25%	665	31%	916	43%	2,120	100%
Total	815	23%	1,111	32%	1,560	45%	3,486	100%

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	170	275	61	36	542
Central and North America and the Caribbean	47	112	12	9	180
Central and West Africa	267	128	21	17	433
East and Horn of Africa	98	155	36	20	309
European Economic Area	171	212	243	160	786
Middle East and North Africa	135	80	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	153	92	13	64	322
Total	1434	1274	463	315	3486

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	31%	51%	11%	7%	100%
Central and North America and the Caribbean	26%	62%	7%	5%	100%
Central and West Africa	62%	30%	5%	4%	100%
East and Horn of Africa	32%	50%	12%	6%	100%
European Economic Area	22%	27%	31%	20%	100%
Middle East and North Africa	58%	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	48%	29%	4%	20%	100%
Total	41%	37%	13%	9%	100%

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

Location Type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	243	281	120	119	763
Blue border crossing point	146	303	80	74	603
Land border crossing point	1045	690	263	122	2120
Total	1434	1274	463	315	3486

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

Location type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	32%	37%	16%	16%	100%
Blue border crossing point	24%	50%	13%	12%	100%
Land border crossing point	49%	33%	12%	6%	100%
Total	41%	37%	13%	9%	100%

Table 4: Number of assessed PoEs by affected population categories

Location type	Nationals	Regular travelers	Irregular migrants	Returnees	IDPs	Refugees	Migrants	No. of locations assessed
Airport	572	688	261	292	119	181	254	763
Blue border crossing point	392	437	209	164	114	201	239	603
Land border crossing point	1391	1646	964	796	354	319	452	2120
Total	2355	2771	1434	1252	587	701	945	3486

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	75%	90%	34%	38%	16%	24%	33%	763
Blue border crossing point	65%	72%	35%	27%	19%	33%	40%	603
Land border crossing point	66%	78%	45%	38%	17%	15%	21%	2120
Total	68%	79%	41%	36%	17%	20%	27%	3486

Table 5: Number of restrictive measures imposed on PoEs, 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	No. of locations assessed
Airport	593	506	77	140	21	313	37	85	6	763
Blue border crossing point	419	355	21	50	7	223	10	40	25	603
Land border crossing point	1587	1593	114	224	125	643	98	377	73	21
Total	2599	2454	212	414	153	1179	145	502	104	3421

Table 5.1: Percentage of restrictive 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	78%	66%	10%	18%	3%	41%	5%	11%	1%
Blue border crossing point	69%	59%	3%	8%	1%	37%	2%	7%	4%
Land border crossing point	75%	75%	5%	11%	6%	30%	5%	18%	3%
Total	75%	70%	6%	12%	4%	34%	4%	14%	3%

Annex: Tables

Table 6.1: Public Health Measures for Airports

Question	Yes	No	Don't know	Total
Handwashing station at the site	299	11	76	386
Health screening with temperature check using non-contact thermometer	186	1	8	195
Information about COVID-19 being provided at site	339	9	46	394
Infrastructure at the site to support crowd control and ensure safety of screeners	141	13	40	194
Isolation space exists for evaluation of any suspect case away from crowds	135	57	191	383
Referral system in place at the site	191	33	159	383
SOPs in place at the site for management and referral of ill travelers	238	43	113	394

Table 6.2: Public Health Measures for Blue Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	190	26	84	300
Health screening with temperature check using non-contact thermometer	93	4	39	136
Information about COVID-19 being provided at site	217	43	45	305
Infrastructure at the site to support crowd control and ensure safety of screeners	74	12	49	135
Isolation space exists for evaluation of any suspect case away from crowds	44	57	200	301
Referral system in place at the site	161	42	96	299
SOPs in place at the site for management and referral of ill travelers	170	46	89	305

Table 6.3: Public Health Measures for Land Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	410	212	354	976
Health screening with temperature check using non-contact thermometer	347	29	14	390
Information about COVID-19 being provided at site	406	216	353	975
Infrastructure at the site to support crowd control and ensure safety of screeners	193	82	111	386
Isolation space exists for evaluation of any suspect case away from crowds	180	329	461	970
Referral system in place at the site	276	261	430	967
SOPs in place at the site for management and referral of ill travelers	348	261	380	989

Annex: Tables

Table 7: Number of C/T/As which imposed significant mobility restrictions by IOM region

Region	Yes	No	Unknown	Total
Asia and the Pacific	27	8	4	39
Central and North America and the Caribbean	11	1	6	18
Central and West Africa	19	0	1	20
East and Horn of Africa	8	0	1	9
European Economic Area	24	4	1	29
Middle East and North Africa	15	2	0	17
South America	10	0	0	10
South-Eastern Europe, Eastern Europe and Central Asia	15	3	1	19
Southern Africa	14	1	0	15
Total	143	19	14	176

Table 7.1: Measures taken by C/T/As in response to COVID-19

Measure taken in response to COVID-19	Yes	No	Unknown	n/a	Total
Automatic extension of visas and work permits	50	37	32	57	176
National emergency declared	86	75	0	15	176
Quarantine for international arrivals	113	47	0	16	176
Removal of fines for visa overstays or expired residency or work permit	58	24	37	57	176
Significant mobility restrictions	143	19	0	14	176
Suspension of issuance of new visas	71	48	0	57	176

Table 7.2: 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	79	109	190	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	12	11	23	7
Total	351	377	593	1323	131

Table 7.3: 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%	42%	57%	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%	7
Total	27%	29%	45%	131

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Table 7.4: Number of location updates by month

Location Type	Last update by month						Total locations	Total locations %
	March	March %	April	April %	May	May%		
Internal transit point	108	31%	129	37%	114	32%	351	100%
Areas of interest	145	38%	150	40%	84	22%	379	100%
Sites with population of interest	0	0%	272	46%	321	54%	593	100%
Total	253	19%	551	42%	519	39%	1323	100%

Table 8: Operational status at internal transit points

Region	Fully Closed	Fully Operational	Partially Operational	Other	Total
Asia and the Pacific	50	20	45	0	115
Central and West Africa	11	73	3	6	93
East and Horn of Africa	2	12	4	1	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
Total	84	112	147	8	351

Table 8.I: Operational status at internal transit points

Region	Fully Closed	Fully Operational	Partially Operational	Other	Total
Asia and the Pacific	43%	17%	39%	0%	100%
Central and West Africa	12%	78%	3%	6%	100%
East and Horn of Africa	11%	63%	21%	5%	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%
Total	24%	32%	42%	2%	100%

Table 9: Affected population categories at internal transit points

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrant workers	No. of locations assessed
Internal Transit Point	262	266	139	116	71	17	43	351
Internal Transit Point	75%	76%	40%	33%	20%	5%	12%	351

Annex: Tables

Table 10: Public health measures at internal transit points

Question	Yes	No	Don't know	Total
Handwashing station at the site	112	65	26	203
Health screening with temperature check using non-contact thermometer	104	0	7	111
Information about COVID-19 being provided at site	113	62	30	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	9	83	114	206
Referral system in place at the site	19	73	112	204
SOPs in place at the site for management and referral of ill travelers	37	80	102	219

Table 11: Number of areas of interest in each IOM Region

Region	Areas of interest	Percentage of Total	No. of C/T/As
Asia and the Pacific	104	27%	10
Central and North America and the Caribbean	18	5%	7
Central and West Africa	27	7%	3
East and Horn of Africa	17	4%	4
European Economic Area	79	21%	14
Middle East and North Africa	55	15%	14
South America	19	5%	7
South-Eastern Europe, Eastern Europe and Central Asia	48	13%	8
Southern Africa	12	3%	5
Total	379	100%	72

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	17	17	12	11	1	4	17
European Economic Area	10	9	9	8	6	3	79
Middle East and North Africa	31	31	28	27	41	39	55
South America	7	7	5	5	6	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	12
Total	209	206	178	169	134	176	379

Annex: Tables

Table 11.2: Duration of restrictive measures in areas of interest

Duration	No. of Areas of interest	Percentage
1 - 3 months	23	6%
14 days to One month	199	53%
Less than 14 days	21	6%
More than 3 months	6	2%
Unknown	127	34%
Total	376	100%

Table 12: Affected population categories in the sites of interest

Affected population categories	No. of Sites of interest	Percentage
Foreign national returning (on the way) to origin (Returnee/Repatriation/Deportation...)	108	18%
Foreign national stranded in country (Stranded)	345	58%
IDPs	86	15%
Nationals	36	6%
Other	16	3%
Unknown	2	0%
Total	593	100%

Table 12.1 Number of sites disaggregated by population categories and by IOM region

Region	Stranded foreign nationals in the country	Foreign nationals returning to their country of origin (repatriation, deportation, etc.)	IDPs	Nationals	Others	Unknown	Total
Southern Africa	3	7	0	0	1	0	11
South America	24	12	0	0	0	0	36
Middle East and North Africa	24	9	12	0	0	0	45
Central and North America and the Caribbean	24	23	1	0	3	0	51
Central and West Africa	33	5	24	15	0	1	78
East and Horn of Africa	36	2	49	21	1	1	110
Asia and the Pacific	41	39	0	0	10	0	90
South-Eastern Europe, Eastern Europe and Central Asia	58	5	0	0	0	0	63
European Economic Area	102	6	0	0	1	0	109
Total	345	108	86	36	16	2	593