

BACKGROUND

The current outbreak of COVID-19 has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to map and gather data on the locations, status and different restrictions at Ports of Entry (PoEs), globally (see migration.iom.int). In the East and Horn of Africa (EHOA) region, IOM's Displacement Tracking Matrix (DTM) teams in nine of the ten countries covered by IOM Nairobi Regional Office¹ are actively collecting information on various PoEs, internal transit locations, as well as other areas of interest in an effort to better understand the extent of these restrictions, as well as the impact on different types of population groups. This report is developed as a close collaboration between IOM's divisions and units, in particular: DTM, Migration Health Division (MHD), Immigration and Border Management (IBM), and Migrant Protection and Assistance Division (MPA).

Data is collected about the following locations:

- Airports (currently or recently functioning airport with a designated International Air Transport Association -IATA- code)
- Blue Border Crossing Points (international border crossing point on sea, river or lake)
- Land Border Crossing Points (international border crossing point on land)
- Internal Transit Points (internal transit point inside a given country, territory or area)
- Areas of interest (region, town, city or sub-administrative unit in a given country, territory or area with specific restrictions)
- Sites with a population of interest particularly affected by or at risk of COVID-19 (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travellers)

SCOPE AND COVERAGE AT A GLANCE



9

Countries in the
East and Horn of
Africa



308

PoEs assessed: Land
Border Points (187),
Blue Border Points
(77), Airports (44)



19

Internal Transit
Points in 4
countries



18

Areas of interest



118

Sites with
populations of
interest

Countries' PoEs	Land Border Ports	Blue Border Ports	Airports	Total
Burundi	32	9	1	42
Djibouti	3	2	1	6
Ethiopia	31		5	36
Kenya	13	6	6	25
Rwanda	10		1	11
Somalia	21	8	12	41
South Sudan	34	2	7	43
Uganda	9		1	10
United Republic of Tanzania	34	50	10	94
Grand Total	187	77	44	308

¹ Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, South Sudan, Uganda, and the United Republic of Tanzania.

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East and Horn of Africa

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

as of 11 June 2020

IOM Regional Office for East and Horn of Africa

Publication: 19 June 2020

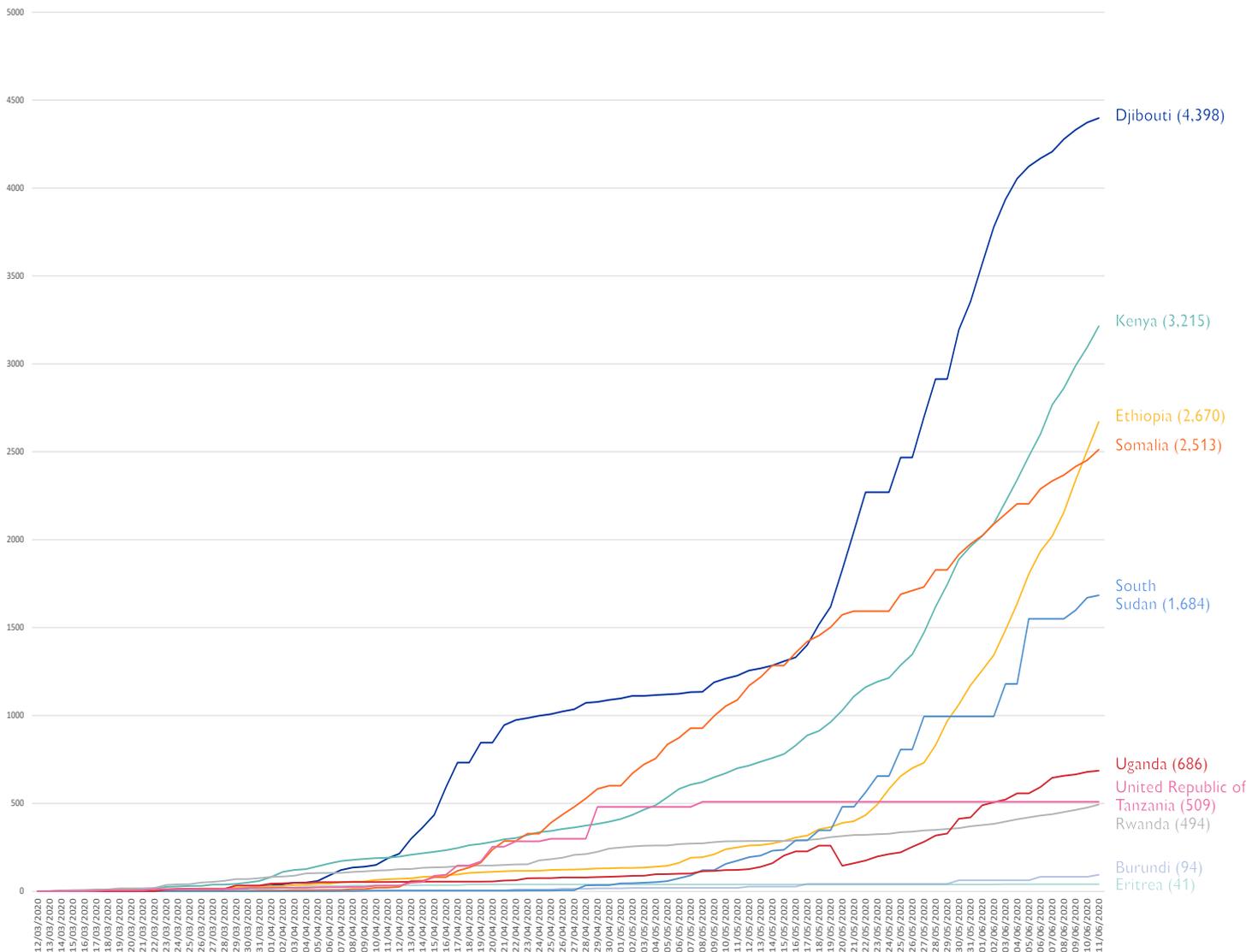
HIGHLIGHTS

Epidemiological Situation

- The number of confirmed COVID-19 cases in the region has continued to increase, exceeding 16,000 as of 11 June 2020. The East and Horn of Africa region represents 7.4% of the total Africa COVID-19 cases. Majority of cases are through community transmission with most been asymptomatic, except Uganda that is still experiencing higher incidence of imported cases versus local transmission. Number of recovered cases is also increasing, and fatality rate (1.9%) is still below the Africa (2.7%) and global (7.0%) averages showing contained number of severity case in the region.
- A growing trend of local transmission can be seen in Kenya with 2,862 (89%) of the 3,215 cases been of local transmission, in Rwanda which recently had a community outbreak in Ruizi and Rusomo districts with 494 total cases, and in Ethiopia which is also experiencing a rise in community transmission with above 100 new cases reported on a daily basis with 2,670 total confirmed cases. Eritrea has conducted an extensive random testing campaign since 16 May 2020, and 2 new cases were reported on 3 June 2020, after over 40 days of no new cases detected. The number of confirmed cases in South Sudan has risen to 1,684 with new cases confirmed daily, which is a serious cause of concern due to the high presence of migrants and vulnerable people. Djibouti and Somalia continue to experience a steady increase in new detected cases with a cumulative of 4,398 and 2,513 cases, respectively.
- The continuous increased cumulative number of cases among cross-border truck and cargo drivers tested at Ports of Entry (PoEs) in the region is of great concern and is creating tension among countries. Many truck drivers and crew found COVID-19 positive at border points are returned to their countries of origin creating a conducive ground for further spread. Kenya, Uganda and South Sudan have recorded increased daily number of positive cases among truck drivers. Between 24 May and 11 June, 261 Ugandan truck drivers and 543 foreign truck drivers tested positive for COVID-19 in Uganda, with most cases detected at the Elegu border point with South Sudan. The foreign truck drivers originated from Burundi, Kenya, the Democratic Republic of the Congo, South Sudan and the United Republic of Tanzania. In Kenya, during this time period, 153 positive cases among truck drivers were reported with majority detected at the Malaba border with Uganda. Currently the number of positive cases among migrants and IDPs is still contained with 2 cases in South Sudan at the Protection of Civilian (PoC) site in Bentiu and Juba, one (1) case in Dadaab refugee camp and one (1) case in Somalia among IDPs.
- Governments in the region are implementing at national level different COVID-19 response strategies aimed at truck drivers and their crew, who are designated as essential workers for shipment of good and supplies. These strategies include massive testing campaigns at PoEs, in addition to relaying the trucking system,² sanitizing the vehicles, and risk communication. Some of these response strategies at border points is causing a crisis at Malaba PoE and Busia PoE where truck drivers are experiencing delays in attaining clearance for COVID-19 requirement for onward movement into Uganda, Rwanda and South Sudan.
- IOM is working to assist member states to strengthen disease surveillance and prevention at these Points of Entry and will specifically address the current backlog of target truck drivers and crew caused by mandatory COVID-19 testing. IOM, in collaboration with the World Health Organization (WHO), UNICEF, the Africa Centre for Disease Control and Prevention (CDC) and the East African Community (EAC), have developed a regional guidance and related Standard Operating Procedures (SOPs) in this respect. This joint strategy for COVID-19 management along transport corridors will be published soon. All the UN agencies with EAC are currently working on the implementation of the strategy. IOM is leading interventions at PoEs, and is working closely with TradeMark East Africa (TMEA), an organisation established as a not-for-profit instrument for Aid for Trade (AfT) delivery in East Africa, for operationalized testing and risk communication at selected PoEs to support Member States.

² Relaying the trucking system is a new COVID-19 measure that requires drivers to hand over trucks at border points to their counterparts based in country of destination.

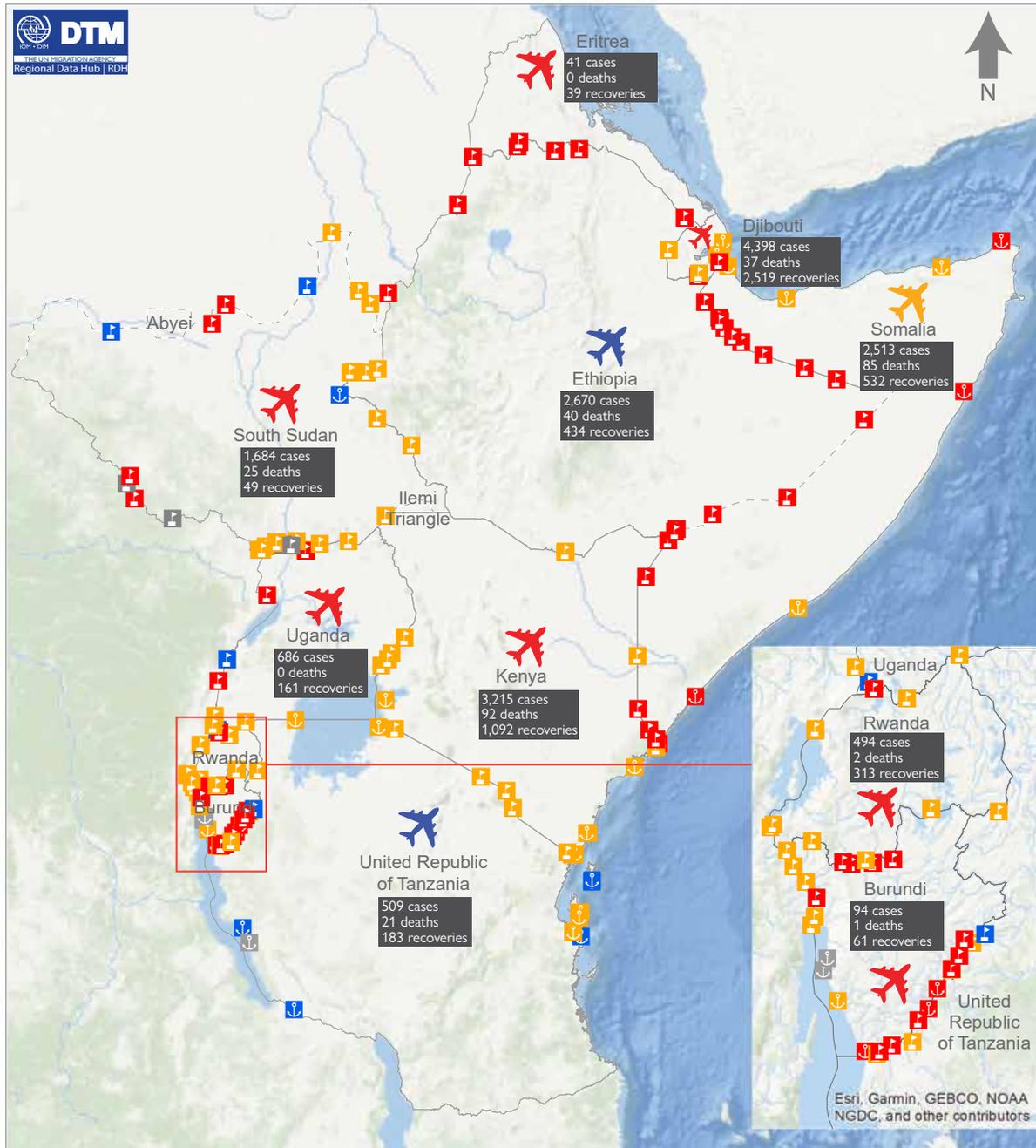
Incidence trend of confirmed COVID-19 cases in the East and Horn of Africa as of 11 June 2020



Source: Johns Hopkins University (JHU), Ministry of Health Official Reports

- As of 11 June 2020, the number of COVID-19 cases in the East and Horn of Africa region stood at 16,304, including 11,453 new cases as compared to 14 May 2020;
- Most new cases were reported in Djibouti (+3,114), followed by Kenya (+2,457), Ethiopia (+2,398), South Sudan (+1,453), Somalia (+1,229), Uganda (+526), Rwanda (+207), Burundi (+67) and Eritrea (+2), as compared to 14 May 2020;
- Djibouti continues to have the highest number of confirmed cases in the region at 4,398 (27% of total cases), followed by Kenya 3,215 (20%) and Ethiopia 2,670 (16%);
- As of 11 June 2020, the number of COVID-19 related deaths in the region stood at 303, with an average case fatality rate (CFR) of 1.9%. Djibouti holds a CFR of 0.8%, while Kenya is at 2.9% and Ethiopia at 1.5%;
- As of 11 June 2020, a total of 5,383 people (33% of cases in the region) have recovered from COVID-19 (3,507 more people since 14 May 2020);
- New cases of truck drivers who tested positive for COVID-19 were reported in Kenya and in Uganda on 11 June 2020. Kenya reported 12 truck drivers who arrived via the Malaba PoE, while Uganda confirmed three (3) cases of truck drivers who arrived via Malaba (2) and Mutukula (1) PoEs.

Travel Restrictions



Status of international flights*

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

Status of other border points

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

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

SOURCE:
International Air Transport Association (IATA)
Displacement Tracking Matrix (DTM)
Johns Hopkins University (JHU)
Ministry of Health Official Reports

DATE: 11 June 2020

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

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- **BURUNDI:** On 20 March, Burundi suspends all flights in and out of the country's Melchior Ndadaye International Airport, but borders remain open and the government strongly advises citizens not to travel to countries that already have COVID-19 cases. By 30 March, Burundi blocks all cargo trucks from the East African Community (EAC) transiting through Rwanda. A week earlier, the Burundian Immigration had already been denying entry to different freights. This follows a decision by the Burundi Immigration to close its borders with Rwanda and the Democratic Republic of the Congo. Only the Tanzanian border has remained open. On 13 April, the Government of Burundi has reopened its borders for goods transiting from Rwanda and the Democratic Republic of the Congo, after two weeks of blockage on the country's northern and western borders. Exceptionally, the border with the Democratic Republic of Congo was opened on 19 May to allow 811 Congolese to return home via Gatumba border post;
- **DJIBOUTI:** On 18 March, the Government of Djibouti suspends all international flights and closes the Djibouti-Ambouli International Airport as a preventative measure, with the exception of cargo flights. Trains have also been stopped, and land borders with Ethiopia have been closed except for cargo transportation until further notice. A presidential decree ordered the partial lifting of containment measures effective on 17 May, resulting in the reopening of some shops, public services and public transport, with mandatory use of facial masks in all public or private spaces in which social distancing cannot be observed, and prohibition of gathering of more than 10 people;
- **ERITREA:** On 25 March, Eritrea suspends all commercial passenger flights to and from the country. This ban was initially to remain effective for two weeks until further review. On 27 March, Eritrea issues additional guidelines, suspending all public transport vehicles within cities and between regions/cities;
- **ETHIOPIA:** On 20 March, the Government of Ethiopia suspends all international flights to 30 countries which are affected by COVID-19. In addition, a mandatory 14-day quarantine and testing for all incoming passengers to the country are put in place. On 23 March, the government announces the closure of ground crossing points. On 29 March, flights are suspended to more than 80 countries. On 8 April, Ethiopia declares a five-month long state of emergency. The country has shut its land borders to nearly all human traffic as part of efforts to help curb the spread of the pandemic;
- **KENYA:** On 16 March, Kenya closes its borders to all except Kenyan citizens and legal residents. On 31 March, Kenya issues exemptions for the entry of both, humanitarian workers as well as repatriation flights. On 6 April, Kenya announces cessation of all movement by road, rail and air in and out of (a) Nairobi Metropolitan Area, and (b) the counties of Kilifi, Kwale, Mombasa, and Mandera for an initial period of 21 days – which was extended twice for 21 days on 25 April and 16 May. In addition, the Government of Kenya extends the ban on international flights. Movement by sea to or from the country along the coastline is also restricted. On 8 April, total airport closure is extended until 5 May. On 6 May, the government announces the cessation of movement in and out of Eastleigh in Nairobi, and Old Town in Mombasa, which was lifted on 6 June. On 16 May, Kenya bans all movement in and out of the country through the Tanzanian and Somali borders. Only cargo vehicles are exempted from the directive, and only truck drivers who tested negative for COVID-19 are allowed into Kenya. On 6 June, Kenya extends the current measures in Nairobi, Mombasa and Mandera for 30 days with a new countrywide curfew, in addition to extending the ban on all air travel;
- **RWANDA:** On 20 March, Rwanda suspends all international commercial passenger flights for a period of 30 days. On 21 March, Rwanda announces the closure of all borders, except for cargo, goods and returning citizens, while at the same time, enforcing the implementation of movement restrictions within the country to curb the spread of COVID-19. On 4 May, the government eases the existing measures allowing some internal movements within districts (subject to conditions such as certain hours, masks, health guideline, etc.) while national and international borders remain closed. On 31 May, after reassessment by the authorities, transportation between provinces and the city of Kigali as well as passenger moto services remains closed until further notice;

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- **SOMALIA:** On 15 March, Somalia bans passengers who had been to China, Iran, Italy or South Korea in the past 14 days from entering the country. On 18 March, the Federal Government of Somalia implements flight restrictions for an initial period of 15 days. Movement of people to and from the country along the coastline is also restricted. On 28 March, the ban on international flights into Somalia is extended. Flights transporting food and medical supplies require special permission 24 hours before travel, and no lorries are allowed to enter the country unless carrying medicine and food. On 29 March, Somalia imposes suspension on local flights. On 6 April, the initial international flight suspension is extended for an additional 30 days. On 10 April, following government directives, authorities in Gedo region close border crossings with Kenya and Ethiopia until further notice. Crossings into Kenya near the towns of El Wak and Bula Hawo, as well as the crossing into Ethiopia at Doolow, have been shuttered;
- **SOUTH SUDAN:** On 13 March, South Sudan suspends direct flights from affected countries, and calls for reduction of travel and restriction on social gatherings. On 23 March, Juba International Airport closes for passengers for a period of 30 days. On 24 March, South Sudan closes all airports and seals land borders for passengers, with cargo exceptions only. On 21 April, the government extends all existing restrictions until further notice as a preventive measure, including the ban on international flights and the closure of borders. On 8 May, South Sudan eases the lockdown restrictions and public transportation resumes. The land border remains closed for movement and inter-state travel also remains constrained as the travellers are required to self-quarantine for 14 days before travelling. This measure has been put in place to replace the previous testing for COVID-19 before travelling within South Sudan. On 12 May, the South Sudan Civil Aviation Authority officially announces the reopening of all airports to domestic and international flights;
- **UGANDA:** On 18 March, Uganda bans all incoming and outgoing travel to specified COVID-19 affected countries for a period of 32 days. On 22 March, Uganda suspends all passenger planes in and out of country, with cargo exceptions only. On 23 March, Uganda closes border with South Sudan for passengers, and only traffic of goods from Uganda to South Sudan is allowed. On 25 March, public transport is suspended for 14 days. On 31 March, the country orders a 14-day nationwide lockdown starting at 7PM, except for cargo planes, lorries, pickups and trains – which is extended on 14 April for another 21 days. On 10 April, Uganda introduces new measures which includes banning motorcycle taxis after 2PM. On 5 May, Uganda eases its strict measures for a 14-day period, but international borders remain closed;
- **UNITED REPUBLIC OF TANZANIA:** On 25 March, Air Tanzania suspends flights to countries which have placed a ban on flights originating from COVID-19 affected countries. Public bus services between the country and neighbouring countries have also been suspended. On 11 April, the government suspends all international scheduled and chartered passenger flights to the United Republic of Tanzania. International flights in and out of the country were only suspended over the Easter weekend. On 14 May, the government relaxes some restrictions on international flights to allow repatriation flights, operations related to humanitarian aid, medical and relief flights, technical landings where passengers do not disembark and other safety-related operations; On 18 May, Tanzanian authorities lift all restrictions on international commercial flights and systematic quarantine measures imposed on passengers. Only those who are showing symptoms of COVID-19 will be placed in quarantine, unless they have proof of a negative test. Also, the United Republic of Tanzania announces an indefinite ban on cargo drivers from Kenya in an escalated response to the recent directive by Kenya's government on mandatory COVID-19 screening at border points.

LEVEL OF RESTRICTIONS

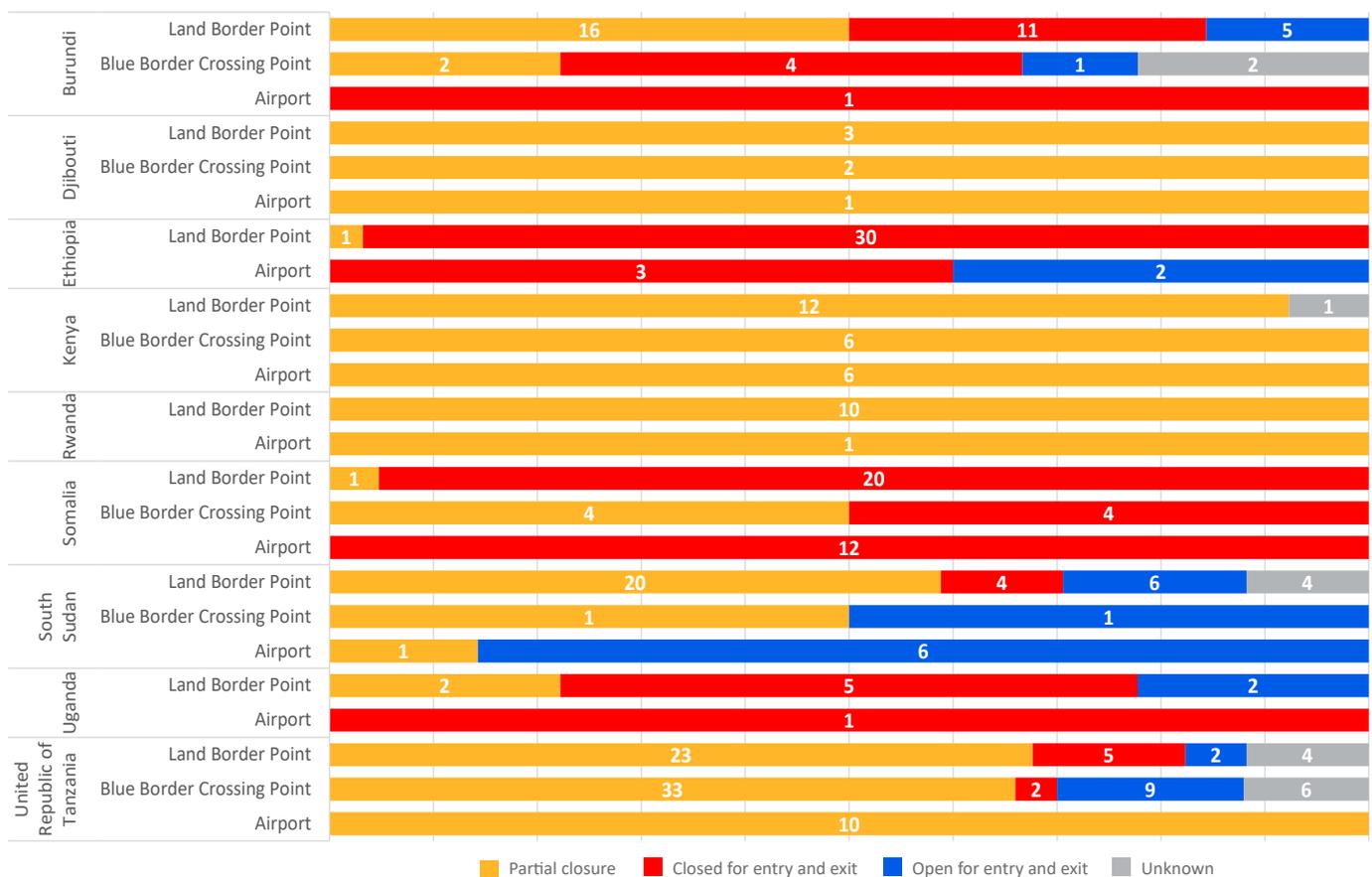
Majority of the Ports of Entry (PoEs) had some level of restrictions imposed on them. A total of 155 PoEs (50%) were partially closed, while 102 (33%) were closed for both entries and exits, and 34 (11%) were open for travel on both directions. Another 17 PoEs (6%) had unknown restrictions.

Location Type	Partial Closure	Closed for entry and exit	Open for entry and exit	Unknown	Total
Land Border Point	88	75	15	9	187
Blue Border Point	48	10	11	8	77
Airport	19	17	8		44
Total	155	102	34	17	308

Situation Overview

- Of all PoEs assessed, 50 per cent were partially closed, 33 per cent were closed for both entries and exits, while 11 per cent were open for both, with another 6 per cent with unknown operational status. Most countries had a combination of all, with the exception of Djibouti and Rwanda, which had 100 per cent partial closure for all PoEs assessed. Conversely, Ethiopia and Somalia had the highest proportion of PoEs completely closed for all movement (92% and 88%, respectively). South Sudan and Uganda had the highest proportion of open PoEs (30% and 20%, respectively);
- Of the various PoEs assessed, the airports were more likely to be open for both entry and exits, with 18 per cent of all such ports being open, while only 8 per cent of land ports, and 14 per cent of water ports were completely open;
- Most PoEs were likely to have some level of restrictions, with most open for commercial traffic only (46%), or open to returning nationals and residents of the country (40%), while 5 per cent were closed for exit only, and another 10 per cent had other restrictions. Airports were more likely to have concrete restrictions in place, while 9 land ports and 8 water ports had unknown operational status.

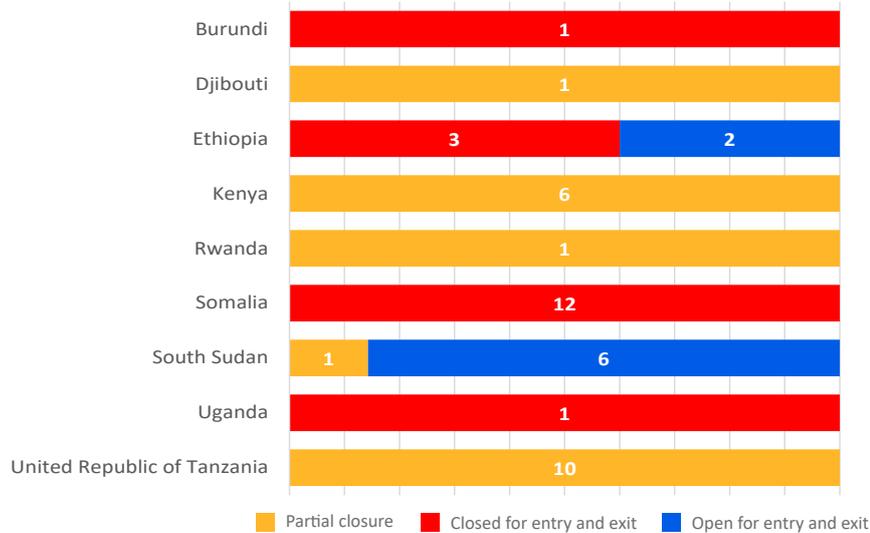
Operational status of assessed PoEs



Overview of Airports

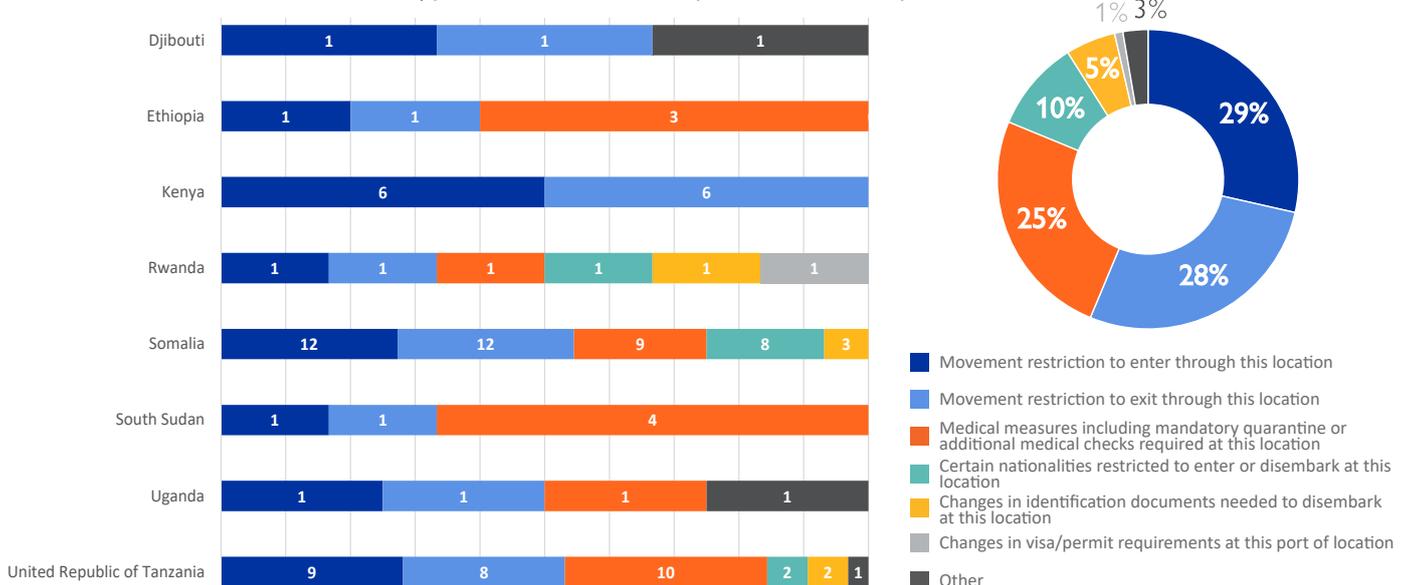
• **Operational status:** Most airports had some level of restrictions imposed on them, and only two (2) in Ethiopia, and six (6) in South Sudan, reported to be open for both entry and exit travel. As the chart below shows, all remaining airports had some level of restrictions imposed on them, with 17 out of 44 being closed for all travel, and 19 being only partially open.

Operational status - Airports



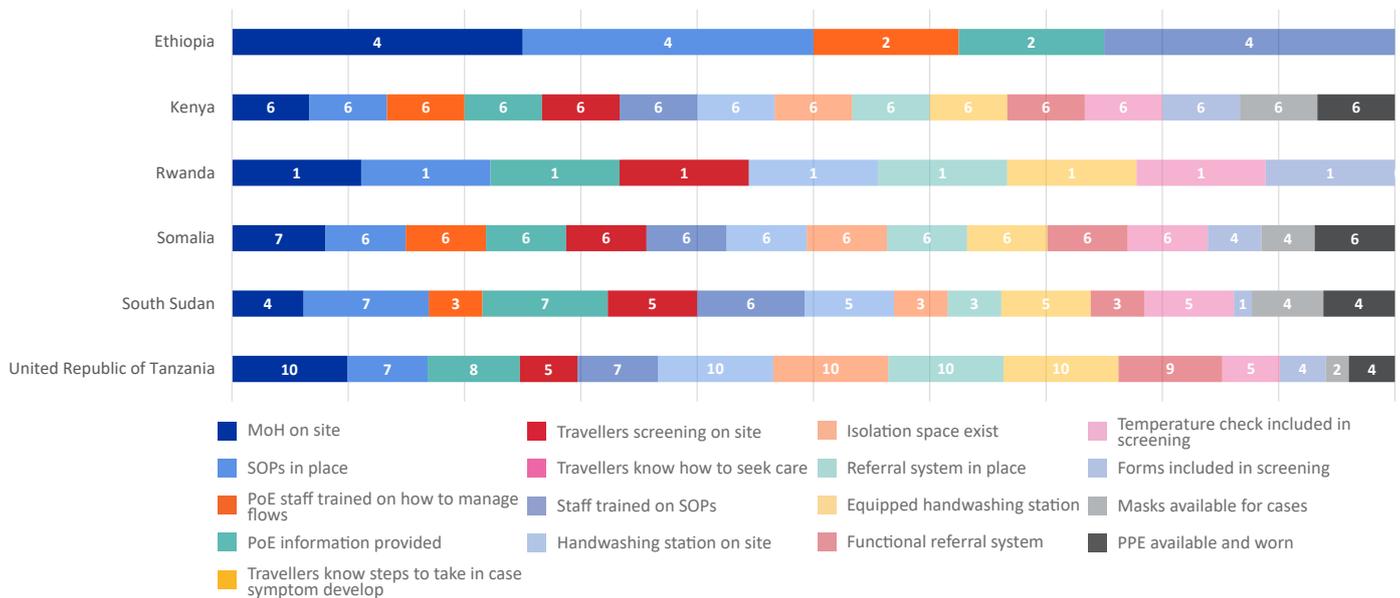
• **Type of restrictions:** Apart from travel restrictions, other measures were also put in place to both restrict movement and try to ensure that movement happens in a safe manner. As the chart below shows, many locations implemented more than one risk mitigation measure. Overall, restriction on entry movements was the most often utilized method, implemented in 32 airports, while restrictions on exit only were imposed at 31 locations. Mandatory medical measures on travelling passengers were imposed in 28 airports. A total of 11 airports had restrictions on which nationalities could travel through, while six (6) implemented changes in identification documents needed to disembark at this location, and one (1) changed visa requirements, while three (3) had other measures in place. No information was available about restrictions imposed at the airport in Burundi.

Type of restrictions implemented - Airports



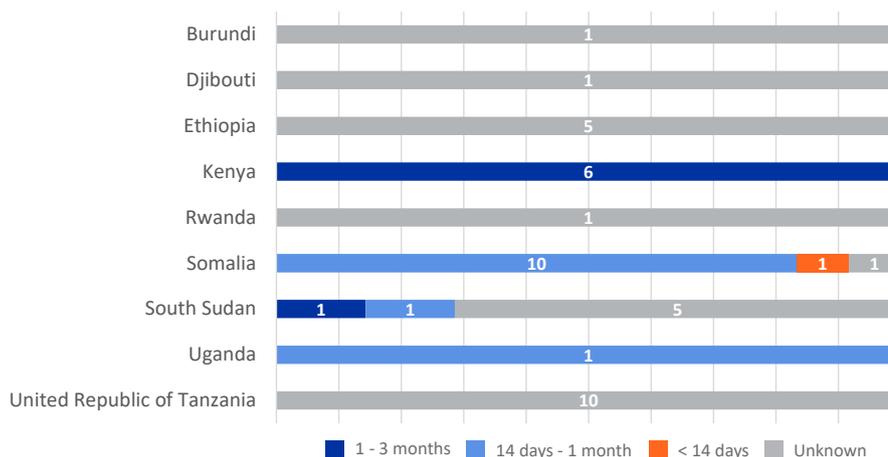
• **Public health measures:** In terms of public health measures, a representative of the Ministry of Health (MoH) was present at 78 per cent of assessed airports. About 76 per cent of airports had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. About 41 per cent of airports also had staff trained to manage flow of passengers in an organized manner during the epidemic. As part of the SOPs and training of staff, the staff would also be required to provide information to passengers on steps to take in case symptoms develop, which was also the case in half of the airports. Similarly, the staff in 63 per cent of airports was also required to provide information on how the traveller could seek health care in case symptoms worsened. About 68 per cent of airports had handwashing stations on site, all of which were equipped, and 61 per cent had isolation rooms to quarantine suspected cases. The chart below shows the breakdown by country for each measure.

Public health measures - Airports



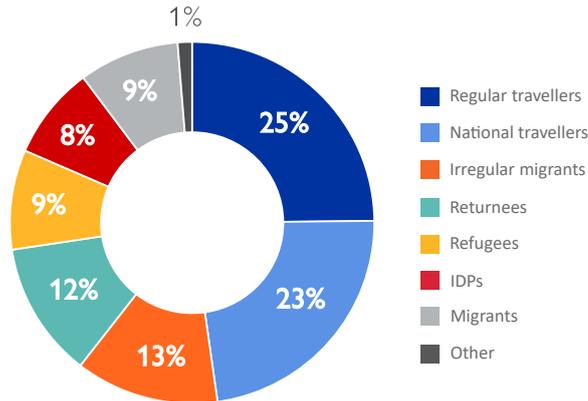
• **Estimated duration of restrictions:** Although these measures are meant to be temporary, information on how long they are to last is difficult to obtain in the current climate where the situation remains so fluid. As the chart below shows, the duration of the restrictions was unknown for more than half of the airports: 24 out of 44. Only one (1) airport in Somalia was estimated to remain at current level of restrictions for less than 14 days. Most airports were closed for 14 days to one month (12), while seven (7) were estimated to remain closed for one to three months.

Estimated duration of restrictions - Airports



• **Population affected:** Most airports saw an even distribution of population groups affected by these measures. As the chart below shows, restrictions imposed at airports affected different population groups.

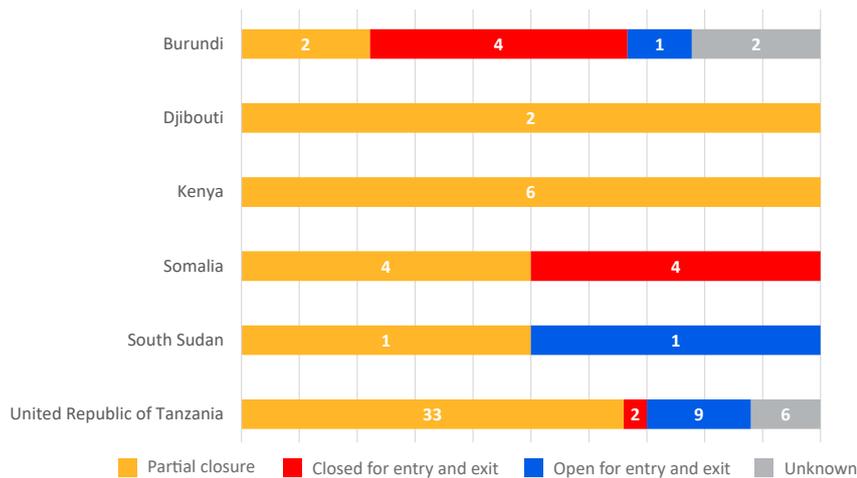
Population affected - Airports



Overview of Blue Border Points

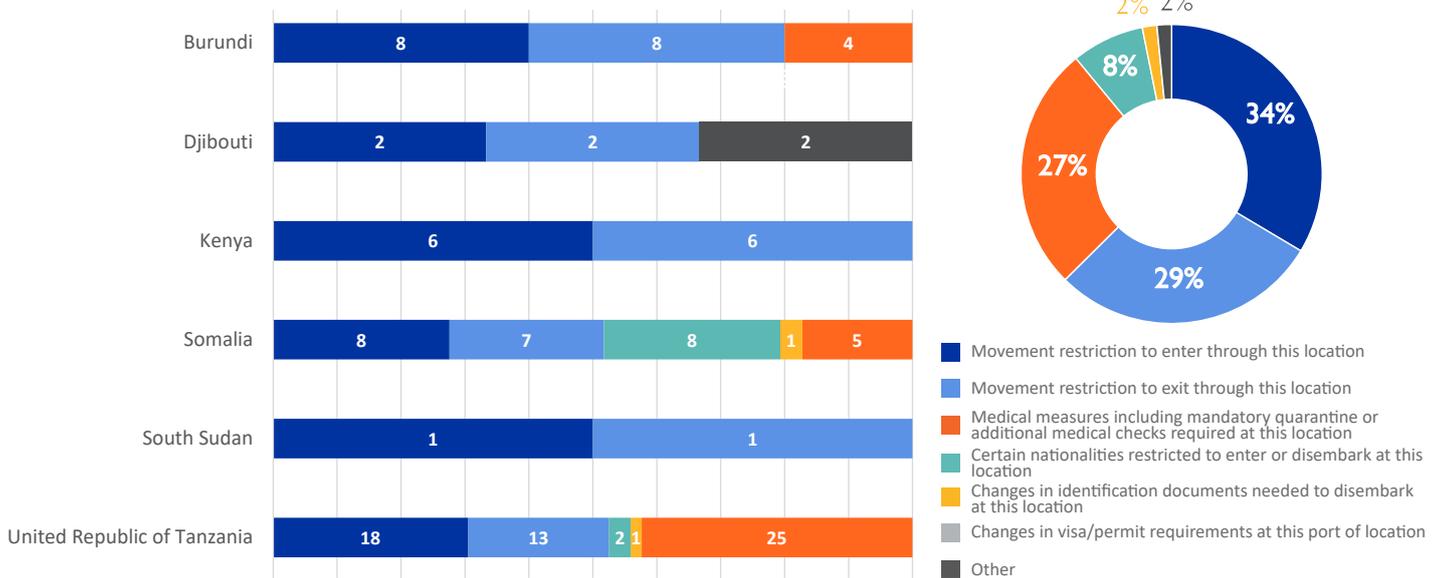
• **Operational status:** Similar to airports, most Blue Border Points (sea, lake and river) had some level of restriction imposed on them, but 11 out of the 77 had none, and were reported to be open for both entry and exit travel. As the chart below shows, 48 out of 77 were partially closed, while 10 were closed for all travel, while another 8 had unknown operational status.

Operational status - Blue Border Points



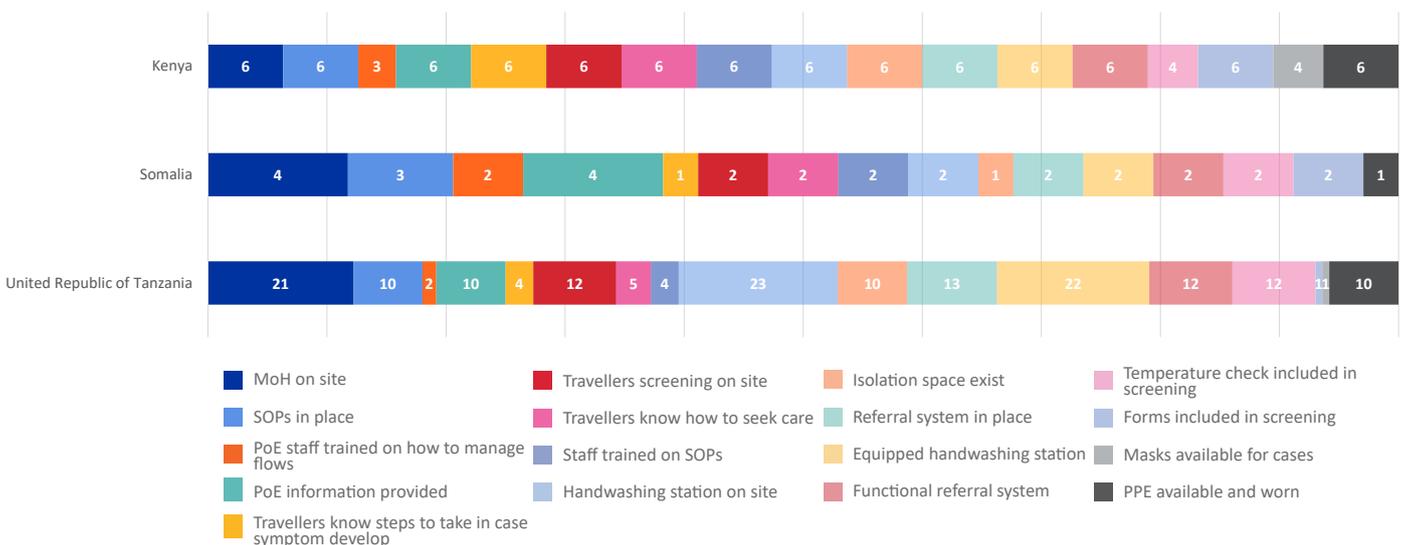
• **Type of restrictions:** Overall, restriction on entry movements was the most often utilized method, implemented in 43 ports, while restrictions on exit were imposed on 37 locations, and 34 ports imposed mandatory medical measures on travelling passengers. Some 10 ports had restrictions allowing certain nationalities to travel through, while two (2) implemented changes in identification documents needed to disembark at this location, and none changed visa requirements. Two (2) locations in the United Republic of Tanzania had unknown measures in place.

Type of restrictions implemented - Blue Border Points



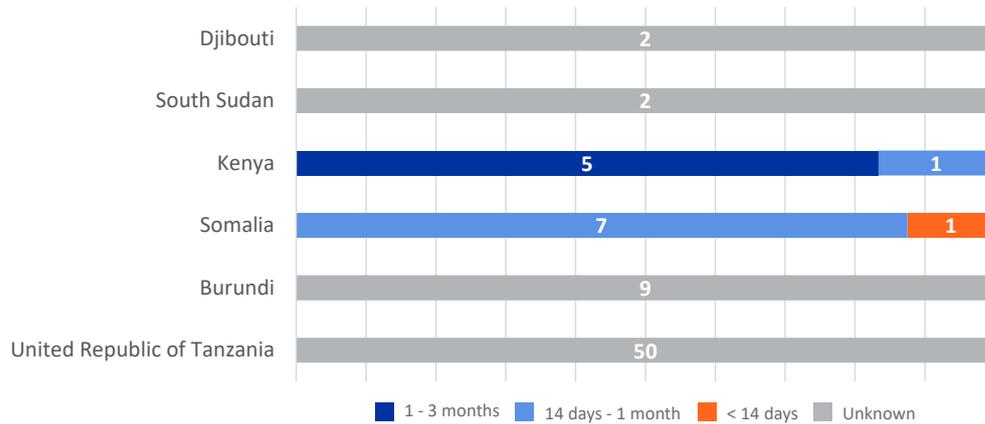
• **Public health measures:** Like in airports, risk mitigation measures for Blue Border Points to ensure safe movements included the presence of a Ministry of Health (MoH) representative (47% ports), equipped handwashing stations (45% ports), traveller screening on site (30% ports), functioning referral systems in places (30% ports), and provided information about COVID-19 to travellers in the form of posters, leaflets, announcements on prevention, handwashing, symptoms, where to go if unwell, etc. About 29 per cent also had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. About 11 per cent of ports had staff trained to manage flow of passengers in an organized manner during the epidemic. In 131 locations, the staff was also able to provide information to passengers on steps to take in case symptoms develop, while 20 per cent of locations had staff that could guide the travellers on next steps in case symptoms worsened. About 27 per cent of ports had health screening, including temperature checks, while 26 per cent had Personal Protective Equipment (PPE) equipment available, and isolation spaces, respectively.

Public health measures - Blue Border Points



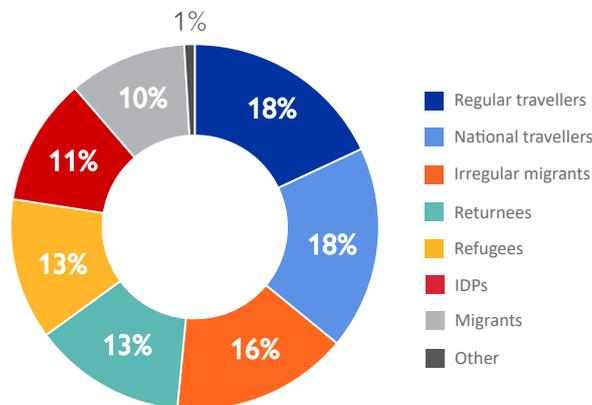
• **Estimated duration of restrictions:** As the chart below shows, majority of the ports had unknown duration for these measures (63 out of 77) while only one port in Somalia was estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (8) or for one to three months (5).

Estimated duration of restrictions - Blue Border Points



• **Population affected:** As the chart below shows, restrictions imposed at airports affected different population groups.

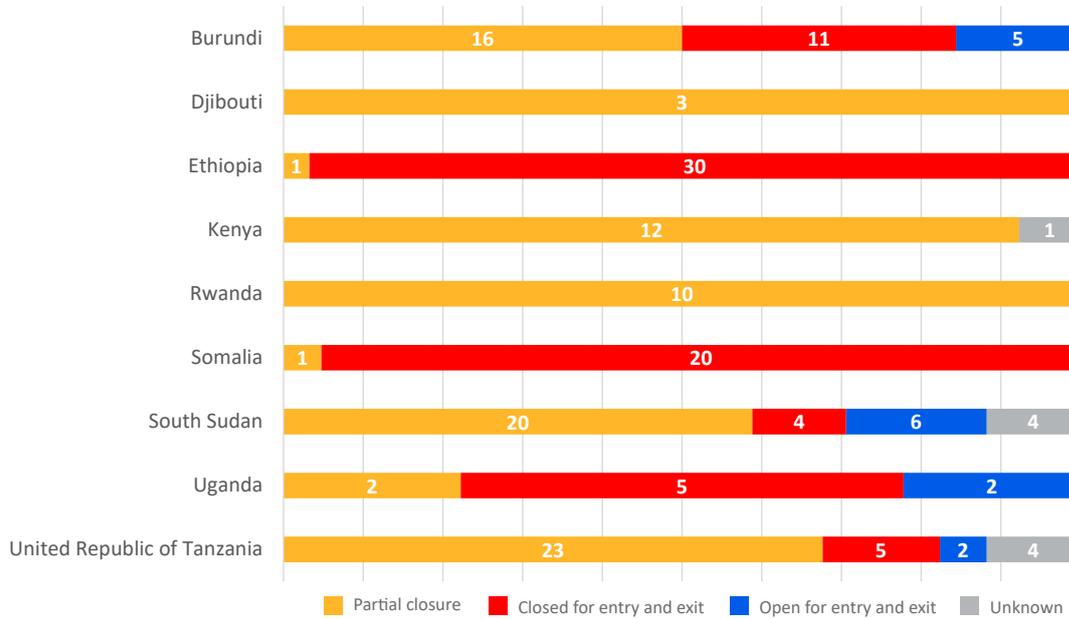
Population affected - Blue Border Points



Overview of Land Border Points

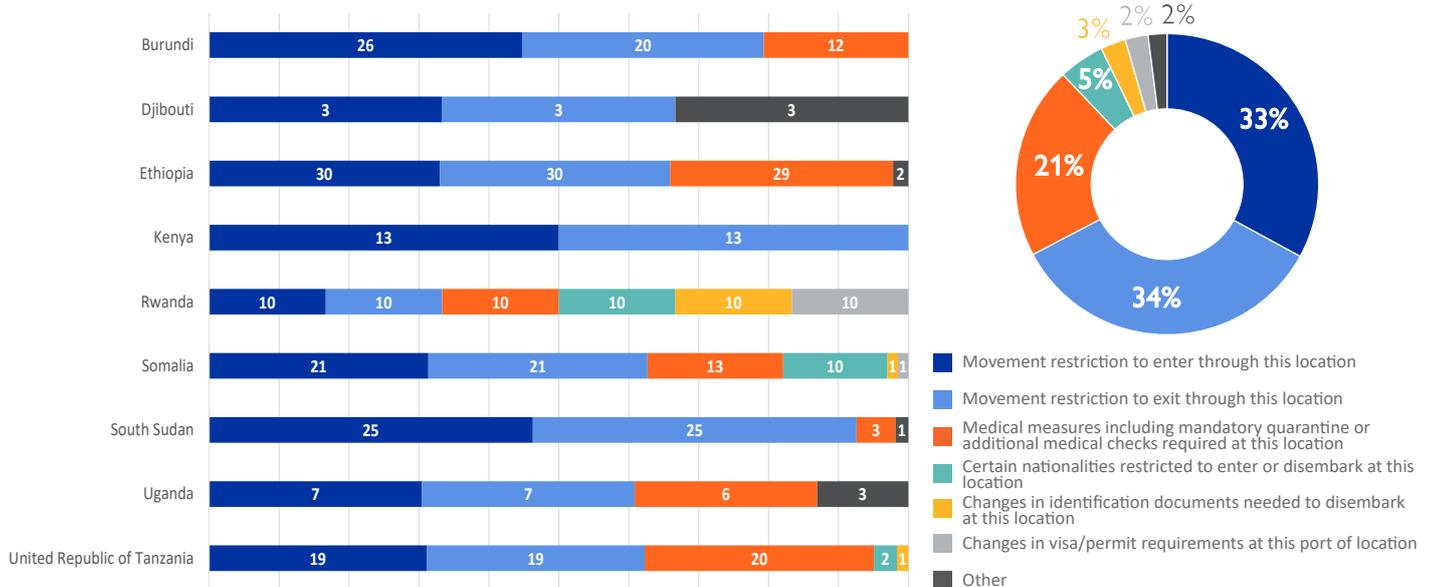
• **Operational status:** As the following chart shows, Land Border Points make up the overwhelming majority of all PoEs assessed, and of the 187 ports, around half were partially closed (88), while more than a third were closed for both entry and exit (75), and only 34 were open for both. Another 17 ports had unknown operational status.

Operational status - Land Border Points



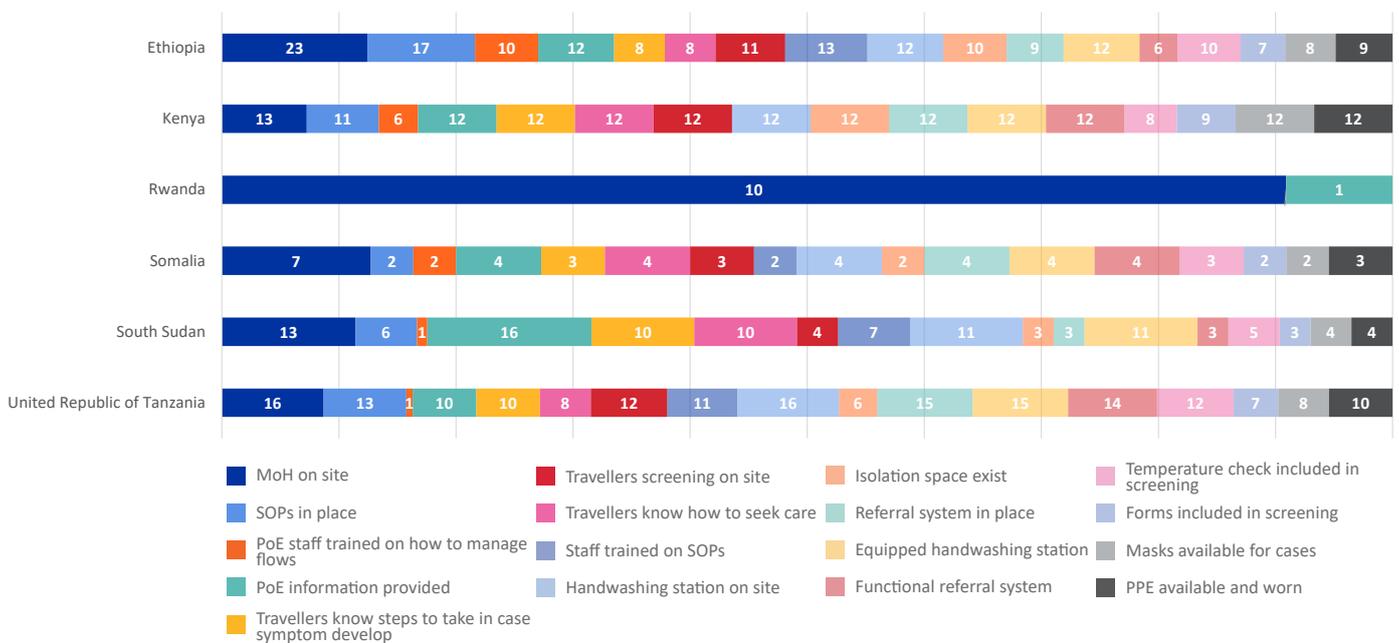
• **Type of restrictions:** Restriction on exit movements was the most enforced measure, implemented in 154 ports, while restrictions on entry were imposed in 148 locations, and 93 ports imposed mandatory medical measures on travelling passengers. Some 22 ports had restrictions on which nationalities could travel through, while 12 implemented changes in identification documents needed to disembark at this location, and 11 changed visa requirements.

Type of restrictions implemented - Land Border Points



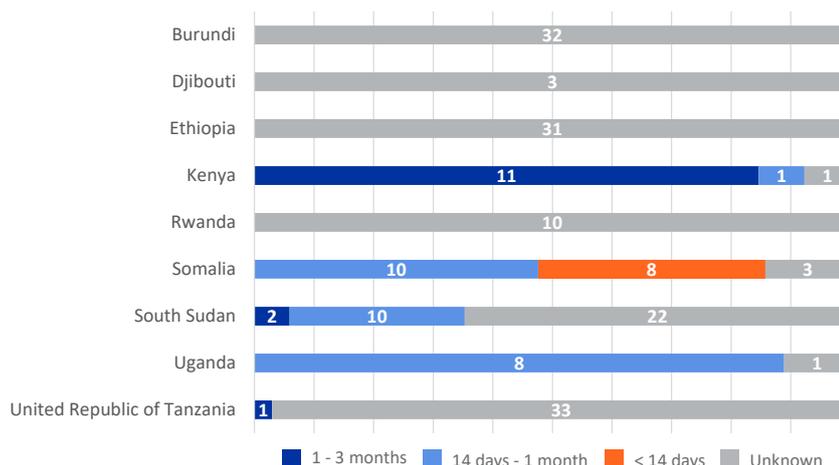
• **Public health measures:** Similar to airports, the most utilized measures at Land Border Points to ensure safe movements was the presence of a Ministry of Health (MoH) representative (57% ports), while 34 per cent had Standard Operating Procedures (SOPs) in place to managing flows, though only 23 per cent of these had staff trained in occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. Only 14 per cent of ports had staff trained to manage flow of passengers in an organized manner during the epidemic. In 30 per cent of ports, the staff was also able to provide information to passengers on steps to take in case symptoms develop, while 29 per cent of ports were able to provide information on how the traveller could seek health care in case symptoms worsened. Similarly, 29 per cent had screening for travellers, and 27 per cent had referral systems in place. About 38 per cent of ports had functioning handwashing stations, and 27 per cent had Protective Personal Equipment (PPE) equipment available.

Public health measures - Land Border Points



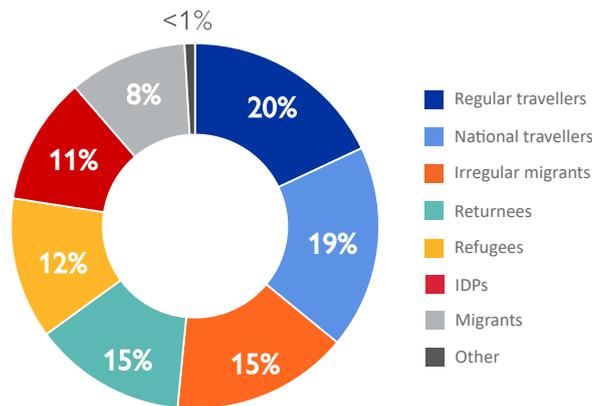
• **Estimated duration of restrictions:** As the chart below shows, almost all of the ports had unknown duration for these measures (136 out of 187) while only eight (8) ports in Somalia were estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (29) or for one to three months (14).

Estimated duration of restrictions - Land Border Points



- **Population affected:** As the chart below shows, restrictions imposed at airports affected different population groups.

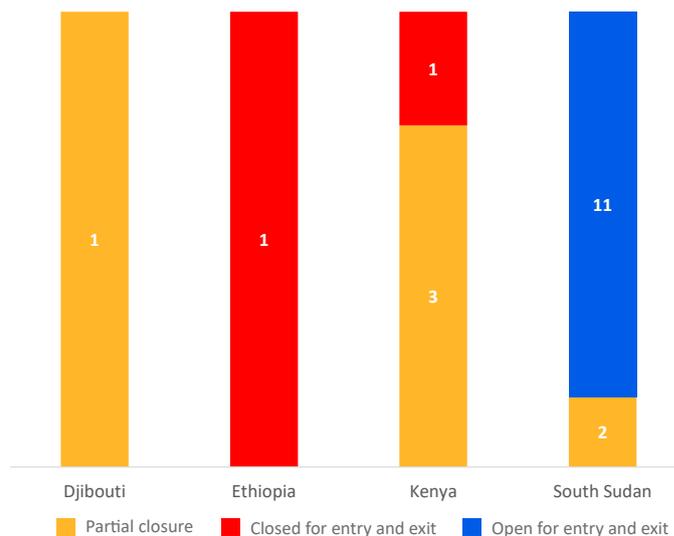
Population affected - Land Border Points



Overview of Internal Transit Points

- **Operational status:** Apart from international borders, DTM teams also assessed 19 internal transit points, including major bus stations close to international borders, in four (4) countries. As the chart below shows, most locations were open for both entry and exit (11), while 6 were partially closed, and only two (2) were closed in both directions (one each in Ethiopia and Kenya).

Operational status - Internal Transit Points

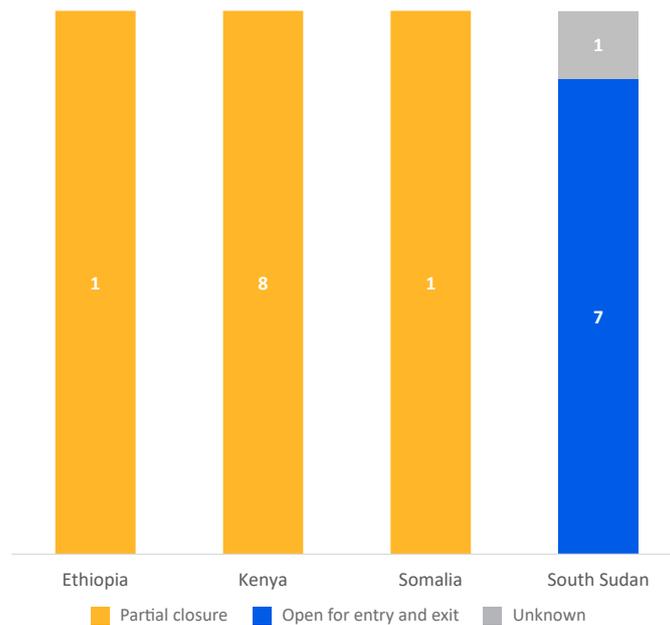


- **Type of restrictions:** In terms of movement restrictions, most sites had restrictions on entry (5) while four had restrictions on exit, and three had other measures in place. Nationals of the country were impacted by these restrictions in 13 sites, similar to regular movements, and IDPs were impacted in 12 sites, while migrants and returnees were impacted in 11 sites each. There were also certain public health measures in place at these transit locations, and information about COVID-19 was provided at 17 sites, while the Standard Operating Procedures (SOPs) were implemented in nine locations, though staff was only trained in two locations. Referral systems were in place, and functional, in eight locations, while handwashing stations existed, as well as isolation spaces in seven sites, although only five locations had handwashing stations properly equipped, and three had Personal Protective Equipment (PPE) available.

Overview of Areas and Sites of Interest

• **Operational status:** Areas and sites of interest may include regions, towns, cities, or sub-administrative units in a given country, territory or area to which special restrictions apply. DTM assessed 18 such locations in four (4) countries, and most were partially closed (10) while only seven (7) were open for entry and exit, and one (1) had unknown operational status.

Operational status - Areas of Interest



• **Stranded migrants:** Similarly, 118 sites with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travelers) were also assessed in eight (8) countries, with most locations being in Burundi (37), followed by Djibouti (31), South Sudan (20) and Ethiopia (19). These sites had the presence of IDPs, as well as migrants from different countries stranded due to border closures. The chart below shows the various 2,605 persons of various nationalities stranded in the seven (7) countries.

Stranded migrants - Sites with Populations of Interest

