

Tracking Mobility Impact - Points of Entry Analysis

Quarterly Report on Points of Entry in MENA Region (April 2020 - June 2020)

The current outbreak of COVID-19 has impacted global and regional mobility in the form of various travel disruptions and mobility restrictions adopted since the declaration of global pandemics by WHO on March 11th, 2020.

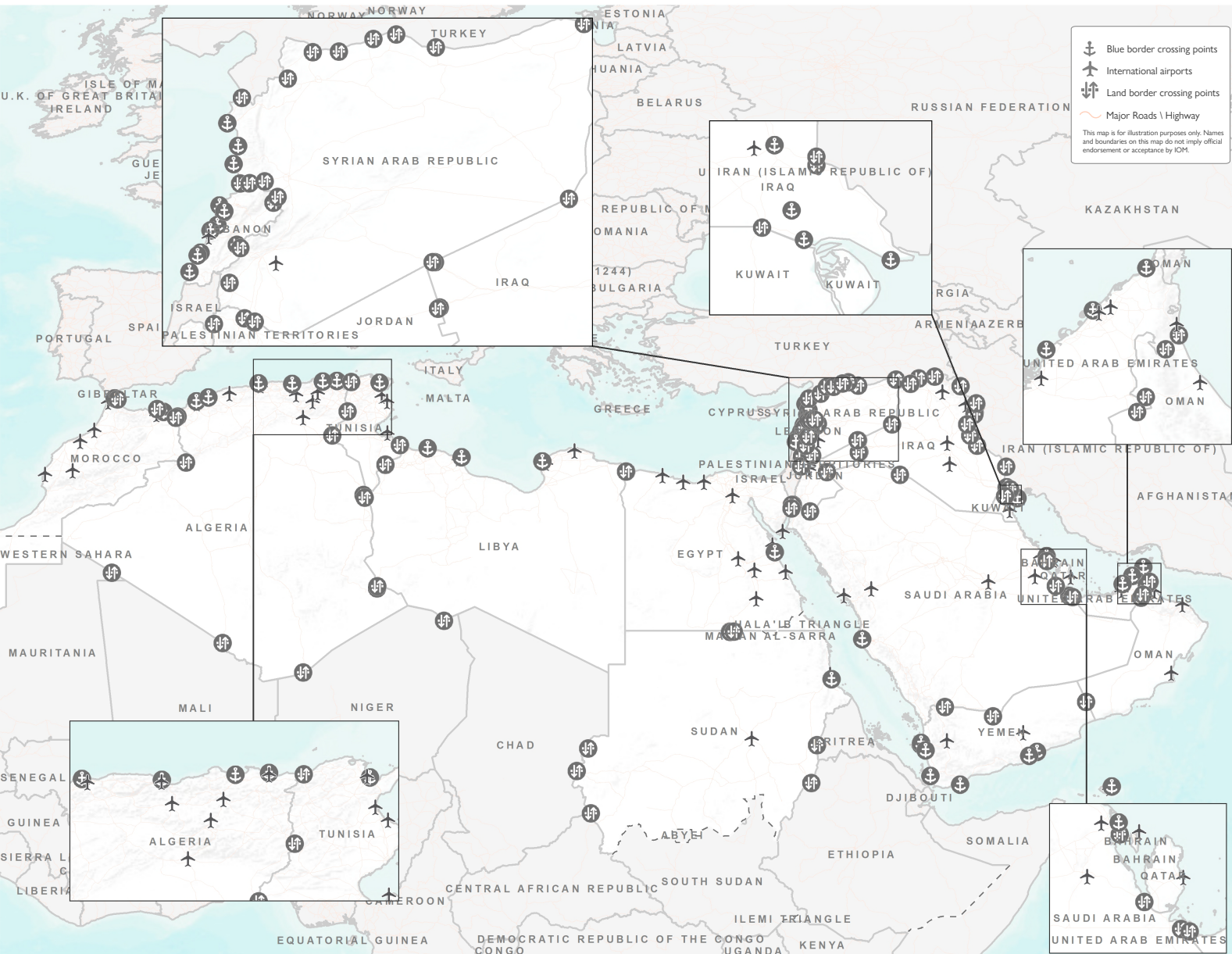
To track and better understand how COVID-19 affects global mobility, the International Organization for Migration (IOM) Displacement Tracking Matrix (DTM) has developed a global mobility database to monitor the status and mobility and visa restrictions at Points of Entry (PoE), together with preparedness and response measures in place to prevent, protect against, control and provide a public health response in line with International Health Regulations (IHR).

Points monitored include airports, land border crossing points (road or rail), sea border crossing (sea, river or lake) ports of entry and exit and other locations that are not analysed in this document as internal transit points and areas of interest. This Report describes the findings from data collected between 23 April and 25 June 2020, on 206 official ports of entry across the region¹, including 98 land border crossings points, 66 airports and 42 blue border crossing points². This work is based on the information collected by IOM Country offices in the Middle East and North Africa- see *Methodology* Section at the end of the report.

This information is meant to serve IOM member states, IOM and its UN partner agencies in responding adequately, and in a targeted manner, to the current and evolving crisis period. This is also in regard to the eventual transition to a regular operational mode, once the acute phase of the COVID-19 crisis is over.

The structure of the report is as follows: Page 2 presents the main data on the COVID-19 cases and other medical dimensions of the pandemics in the region, Page 3 shows the main findings relative to the country level restrictions, Pages 4, 5 and 6 reports the main trends for the three Ports of Entry- international airports, land border crossing points and blue border crossing points- monitored in the region. Page 7 presents an In Focus on Affected Population - Stranded Migrants and page 8 reports briefly the Methodology used to collect the data presented in this Quarterly Report.

Overview of monitored International Airports, Land border crossing points and Blue border crossing points in MENA



Notes: 1- The number of PoEs varies from 160 in Round 1, 196 in Round 3, 204 in Round 5, and 206 in Round 10.
2- This analysis focuses on the official Points of Entry (PoE) in the countries; nevertheless, we acknowledge the presence of at least 27 unofficial Points of Entry in the region, consisting of 22 land border crossing points and 5 blue border crossing points.

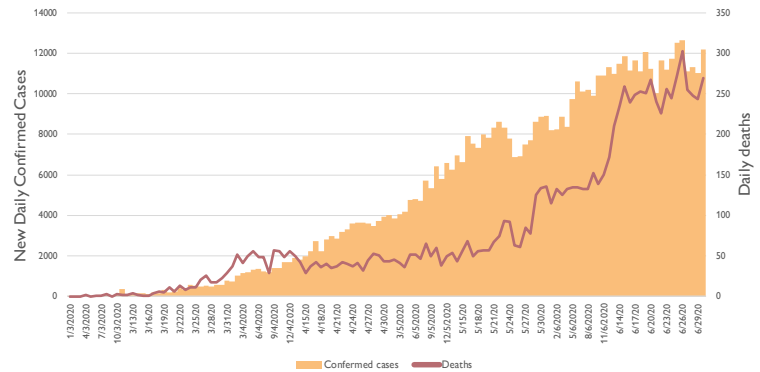
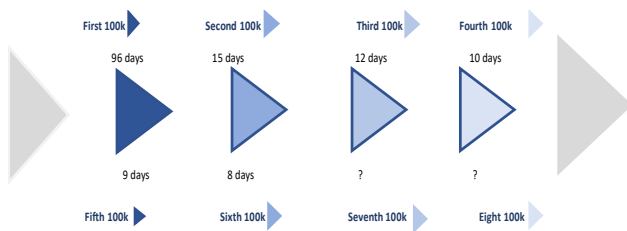
Medical Situation

A total of 608,063 cases have been confirmed with 9,740 deaths reported as of 30th June 2020 since the first case of COVID 19 was reported in the IOM Middle East and North Africa region in United Arab Emirates. A total of 401,631 people has recovered. The case fatality rate is at 1.6%

The progression of the disease in the region was initially very slow and it picked up in May, and the number of cases doubled and tripled within a very short period. It took the region 96 days to reach the 100,000 mark for number of cases. It now takes a shorter period to achieve the same milestone: 15 days to reach the second 100,000 cases, 12 days to reach the third 100,000 cases, 10 days to reach fourth 100,000 cases, 9 days to reach the fifth 100,000 cases and 8 days to reach the sixth 100,000 cases.

In terms of disease transmission, countries are at different stages. Algeria, UAE, Syria, Qatar, Oman, Yemen, and Sudan are all experiencing community transmission, while Saudi Arabia, Egypt, Morocco, Kuwait, Bahrain, Iraq, Lebanon, Jordan, and Libya are all reporting cluster of cases. Tunisia is experiencing sporadic cases.

Disease transmission in the region remains very active with the number of daily cases still increasing. Mini peaks are observed after every 7 days. The number of deaths reported is still high and stability is yet to be achieved.



BOX 1

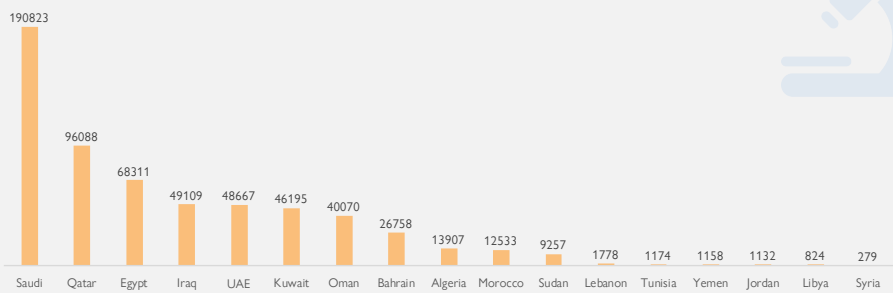
Medical Measures at Points of Entry in the Region

Information on preparedness and response measures adopted at POE to mitigate the spread of the virus are being collected through the global mapping exercise. Medical measures implemented for preparedness and response are classified according to the following six categories and in line with the IOM Global Health Response Plan:

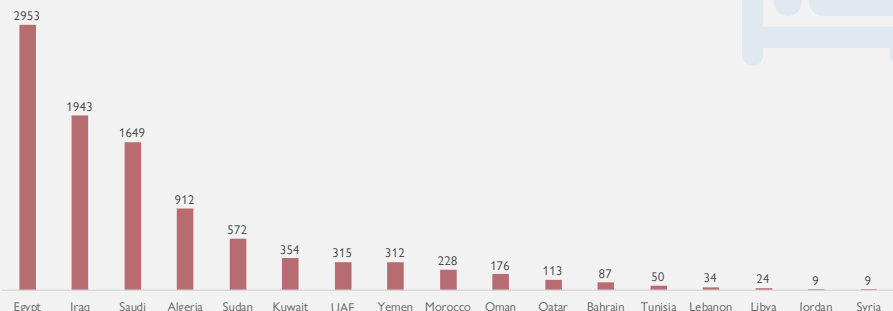
- (1) Health Staffing/Medical Personnel (HSP)
- (2) Standard Operating Procedures (SOP)
- (3) Risk communication and community engagement (RCCE)
- (4) Infection prevention and control (IPC)
- (5) Surveillance
- (6) Referral

DTM has collected information on countries that are implementing the abovementioned recommended measures at POE.

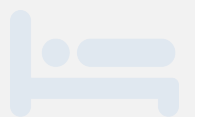
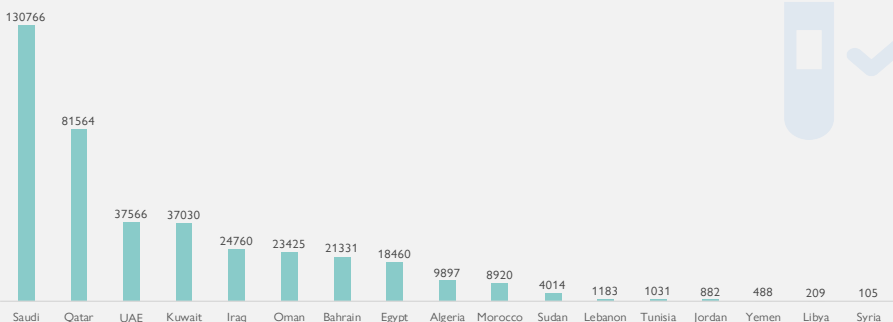
Confirmed Cases as of June 30, 2020



Death Cases as of June 30, 2020



Recovered Cases as of June 30, 2020



International Borders Analysis

From the beginning of the outbreak of the COVID-19 pandemic MENA countries applied complete, partial or no restrictions on their external borders, as well as internally to limit movement between areas and cities. Implementation of complete restrictions mean that no movement is permitted within and to/from the country, while implementation of partial restrictions indicates that some movement is permitted. Figure 2 shows the trends observed in the period under analysis:

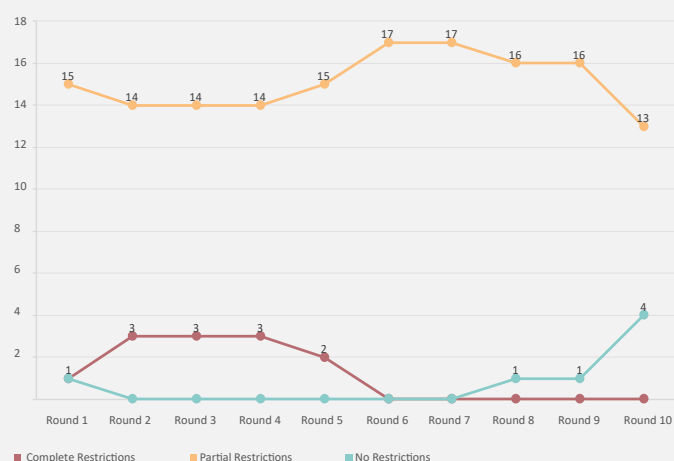
- Complete restriction measures were implemented from the second part of the month of April till mid-May in few countries to deal with rising number of cases or to prevent it;
- Partial restrictions have always been the most common measures applied in the region;
- No restrictions were only implemented in the second half of the month of June thanks to the fact that countries relaxed their restriction measures in all the sub regions.

In addition to partial or total closure of border areas, some countries have also declared a national emergency, or applied additional measures at national level as the adoption of national quarantine for arrivals from other countries to prevent the spread of COVID-19 or applying or loosening visa restriction both to prevent entry of selected nationals and to allow for overstays upon the expiry of visas.

In this reporting period, the most common measures implemented with respect to visa are:

- “leniency towards or removal of fines for visa overstay, expiration of residency or work permit” and “temporary opening of the borders to allow otherwise stranded migrants to go home” applied by around half of the countries;
- “suspension of movements into this location for all residence permit holders” and “suspension of movements into this location for all valid visa holders” on the other hand, that have been implemented in a smaller number of countries.

Restriction Measures at Country level



BOX 2

Unofficial Points of Entry

Points of Entry that lack border officials and related monitoring of travelers and/or goods are considered unofficial.

Through this exercise and by the end of June, we monitored the status of 27 unofficial points of entry in the region. They consist of 22 land border and 5 blue border crossing points.

The ports are all located on the Yemeni coast while 22 unofficial land border crossing points are identified in Sudan, Syria, Iraq, Libya and Yemen. All the blue border crossing points remained fully operational during the entire period considered.

It is interesting to observe that they were the only ports open in the surrounding Arabic Peninsula countries. On the other hand, for what concerns the considered unofficial land border crossing points, their operational statuses changed during the period: at the beginning, around half of the total land borders were completely closed while at the end of June this share decreased to 30 per cent.

BOX 3

Socio Economic Impact of COVID19

COVID-19 related mobility restrictions and closure of business and productive activities had a major impact on the socio-economic wellbeing of migrants and other population groups.

In Libya for example, the impact of the mobility restrictions appeared to affect migrants disproportionately as they were reported to face stricter restrictions on mobility and for a longer period (DTM Libya, 25 June 2020)³.

Unemployment and lack of access to livelihoods amongst migrants in Libya is a significant vulnerability factor with multi-sectoral implications, such as increased food insecurity, reduced access to services, and an overall reduction in access to coping strategies.

A Rapid Market Assessment was integrated in the ongoing DTM routine data collection to ascertain the impacts of mobility restrictions on migrants' socio-economic conditions and, in particular, on the availability of food, prices, and access to markets as well as availability of services in the target locations. Some of the main findings from this assessment (DTM Libya, 25 June 2020) show that:

- Impact varies significantly, and it depends on the level of measures imposed;
- Unemployment is one of the major risk factors that increases vulnerability of migrants in Libya;
- The COVID19 induced slowdown in economic activities appeared to have negatively affected migrants who rely on daily labor;

3- COVID-19 Mobility Tracking #2: Impact on Vulnerable Populations on the Move in Libya: <https://migration.iom.int/reports/libya-%E2%80%94-covid-19-mobility-tracking-2-25-june-2020>
- One third migrants in Libya were found to be potentially food insecure.

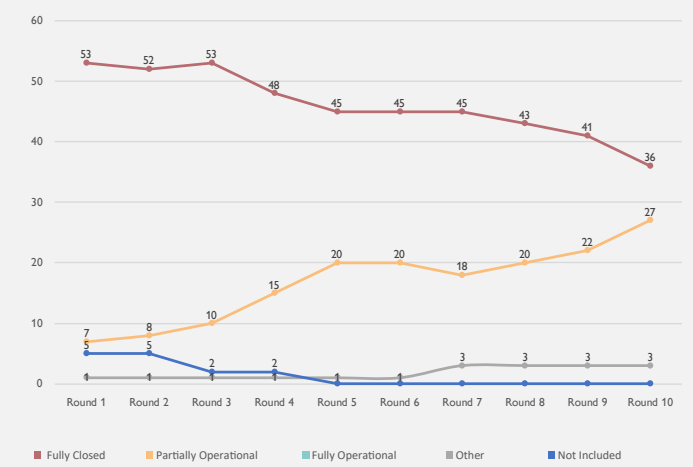
International Airports

In this section we analyze the main trends observed at international Airports at Regional and Sub-regional- North Africa, Middle East and Gulf Cooperation Countries- level:

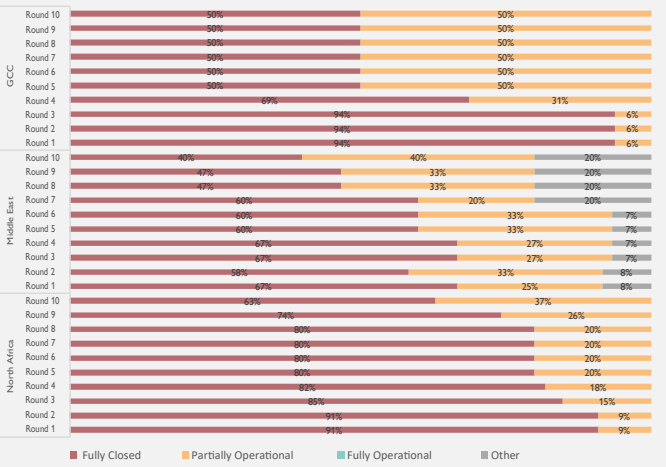
- At least 50 per cent of monitored international airports are recorded as closed and no single international airport is classified as fully operational from April to end of June 2020;
- During the first part of the observed period, more than 80 per cent of the at-time monitored international airports were fully closed except for emergency and humanitarian flights. A general decrease in the share and numbers of closed international airports was observed over time;
- During the first part of the observed period, Northern African and GCC countries recorded the largest shares of airports fully closed to international flights while Middle Eastern airports reported lower shares.

A general and slight process of reopening is recorded in the whole region from the beginning of June.

Restriction Measures



Restriction Measures in North Africa, Middle East and GCC



- Notes:**
- Under the category "Partially Operational" we include "closed for entry", "closed for exit", "open only to returning nationals and residents" and "open only for commercial traffic only". The totals are relative to the monitored Points of Entry.
 - Sub Regions are North Africa: Morocco, Algeria, Tunisia, Libya, Egypt and Sudan, Middle East is: Lebanon, Jordan, Iraq, Syrian Arab Republic and Republic of Yemen and GCC are: Bahrain, Kuwait, Oman, Qatar, Kingdom of Saudi Arabia and United Arab Emirates
 - "Not Included" means number of PoEs that are not considered in the analysis of the relative round. In the table below, the averages have been calculated by considering all the rounds then including the at-time monitored PoEs.

Movement Restrictions at Points of Entry Average During April - June 2020

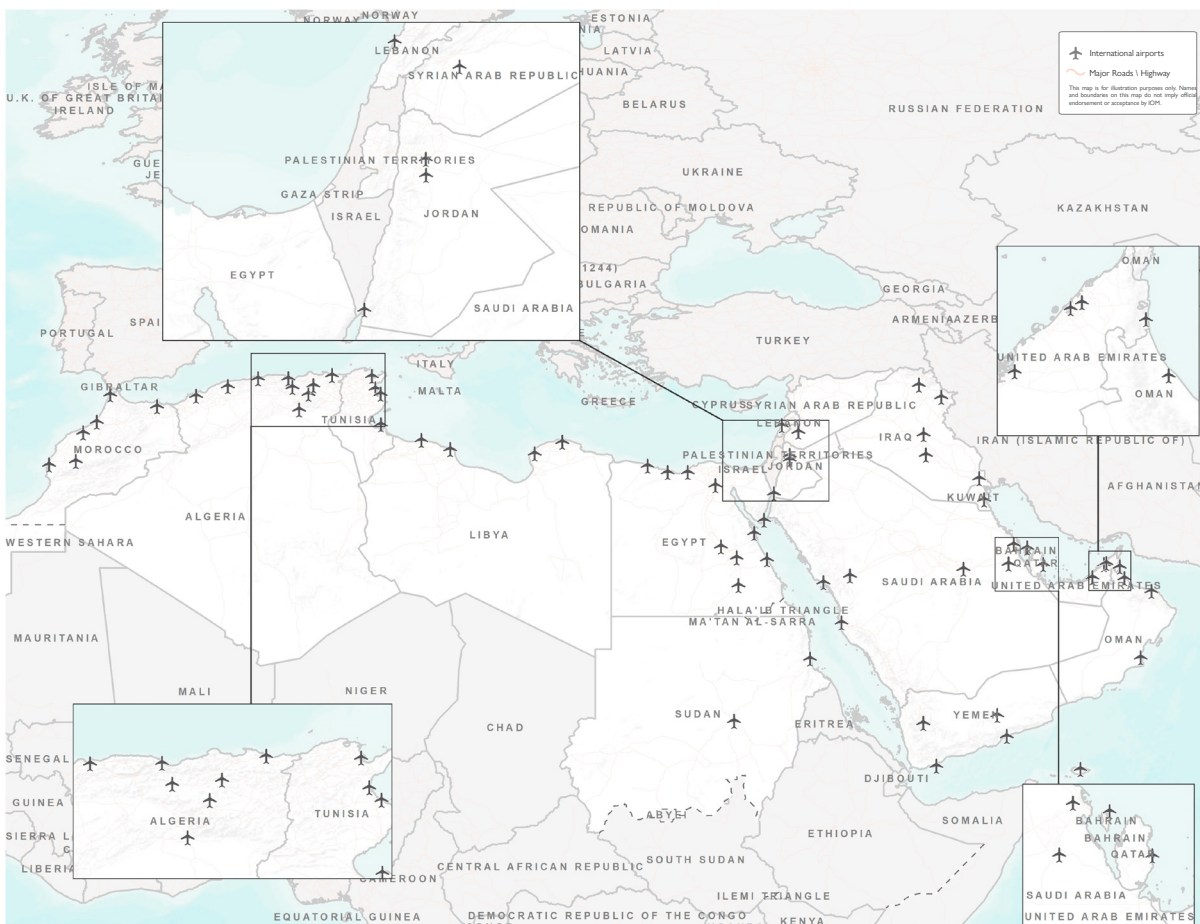
61 → Restrictions to enter through this PoE

60 ← Restrictions to exit through this PoE

19 Medical measures including mandatory quarantine

6 Certain nationalities restricted to disembark at this location

Overview of monitored International Airports in MENA



International Land Borders Crossing Points

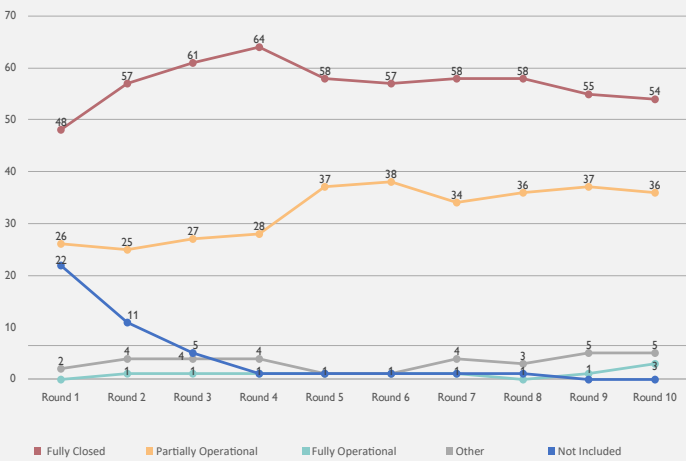
Land Border Crossing Points are point of entry or exit, generally between two countries. The main findings on Land Borders crossing points at regional and sub-regional level are:

- No significant changes in the shares of land border crossing points operational status were observed since the beginning of the period; around 60 per cent of the points are recorded as fully closed to travelers;
- One land border only was classified as fully operational and by the end of June the number increased to three.

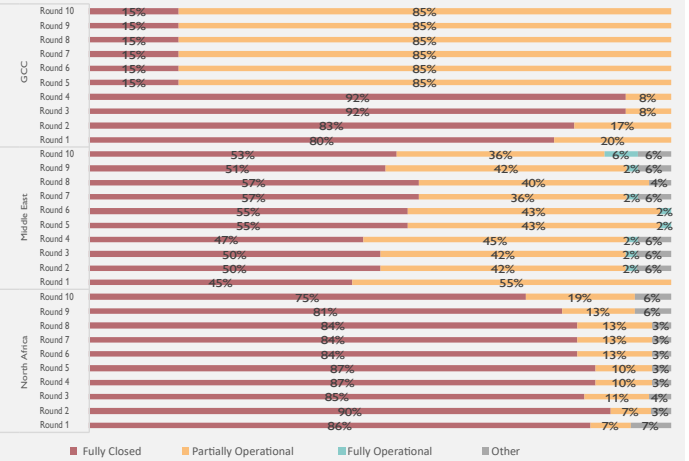
When looking at the same land borders at sub regional level, we observe that:

- In North Africa between 80 and 90 per cent of the total number of monitored land border crossing points are classified as fully closed;
- In Middle Eastern countries more than half of these points of entry are fully closed by the end of June;
- In GCC countries the number of closed border points showed a decreasing trend with only 15 per cent of land PoEs completely closed and the rest partially operational by the end of June.

Restriction Measures



Restriction Measures in North Africa, Middle East and GCC



Notes: • Under the category "Partially Operational" we include "closed for entry", "closed for exit", "open only to returning nationals and residents" and "open only for commercial traffic only". The totals are relative to the monitored Points of Entry.
 • Sub Regions are North Africa: Morocco, Algeria, Tunisia, Libya, Egypt and Sudan, Middle East is: Lebanon, Jordan, Iraq, Syrian Arab Republic and Republic of Yemen and GCC are: Bahrain, Kuwait, Oman, Qatar, Kingdom of Saudi Arabia and United Arab Emirates
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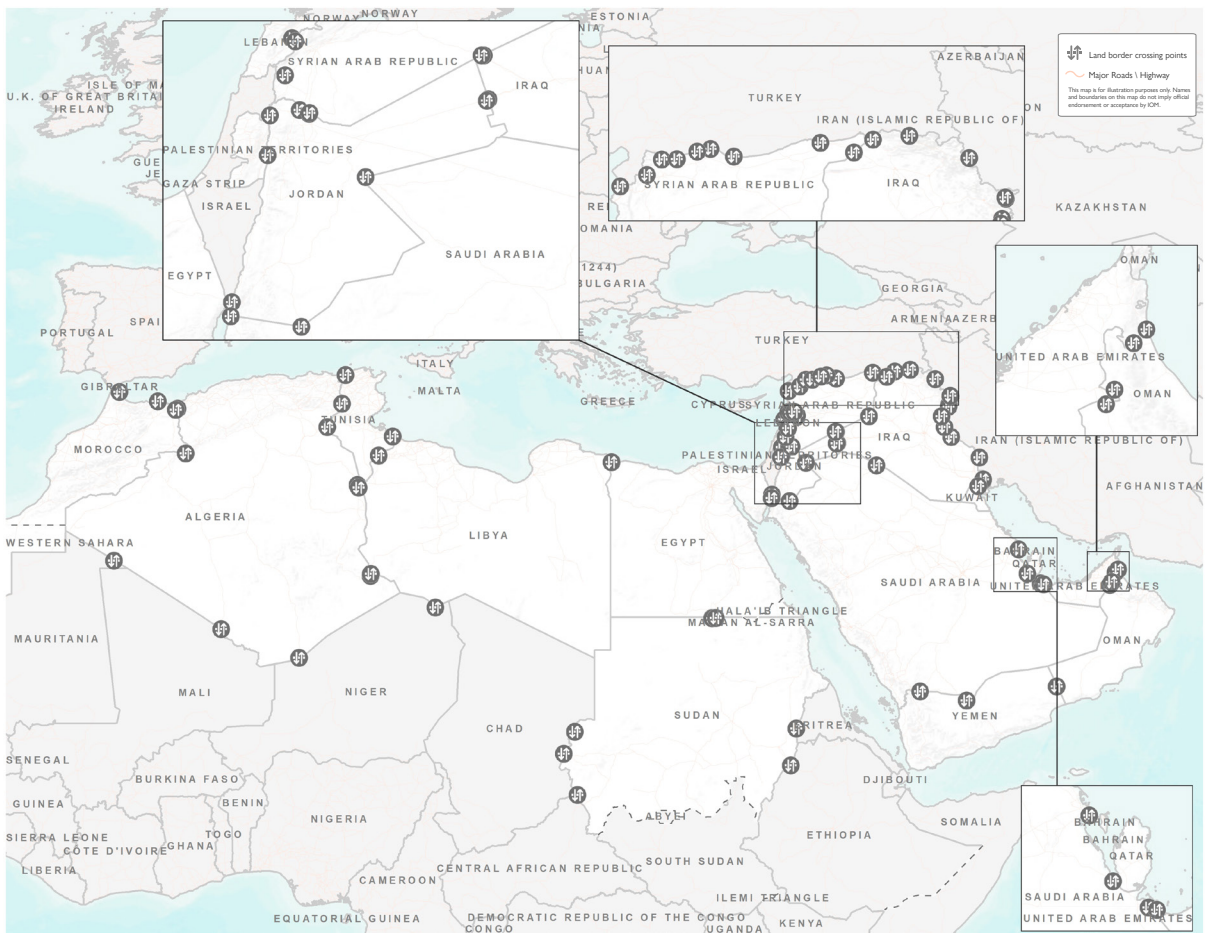
78 → Restrictions to enter through this PoE

75 ← Restrictions to exit through this PoE

17 Medical measures including mandatory quarantine

4 Certain nationalities restricted to disembark at this location

Overview of monitored Land border crossing points in MENA



International Sea Border Crossing Points

At Seaport level some slight changes have been recorded either at regional or at sub-regional level:

- Around 60 per cent of the monitored Sea Borders are classified as fully closed and the remaining as partially closed (30-35%) - or fully operational (5%) No significant changes have been reported over time.

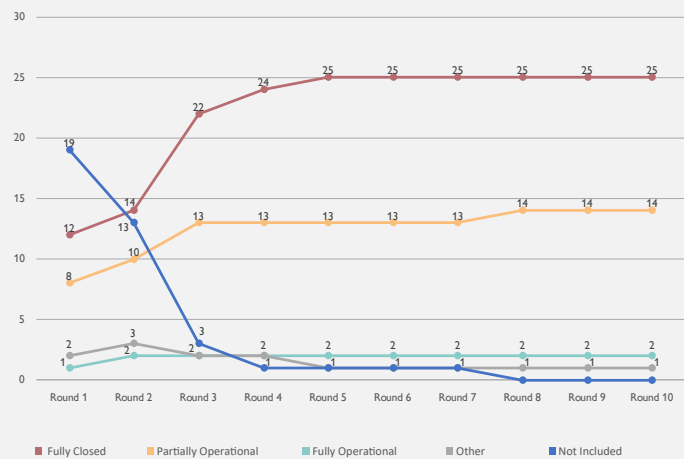
When looking at the same land borders at sub regional level, we observe that:

- In GCC countries all blue border crossing points are completely closed to passengers during the entire period considered.

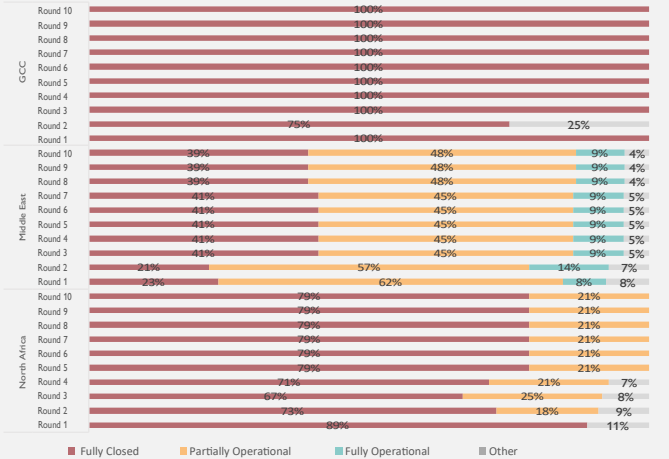
- In North Africa as well most of the monitored seaports- slightly less than 80 per cent- are classified as fully closed and the remaining fifth as partially operational.

- Blue border crossing points in Middle Eastern countries are for more than 45 per cent classified as partially operational and a part of them – around 40 per cent- as completely closed.

Restriction Measures



Restriction Measures in North Africa, Middle East and GCC



- Notes:**
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Movement Restrictions at Points of Entry Average During April - June 2020

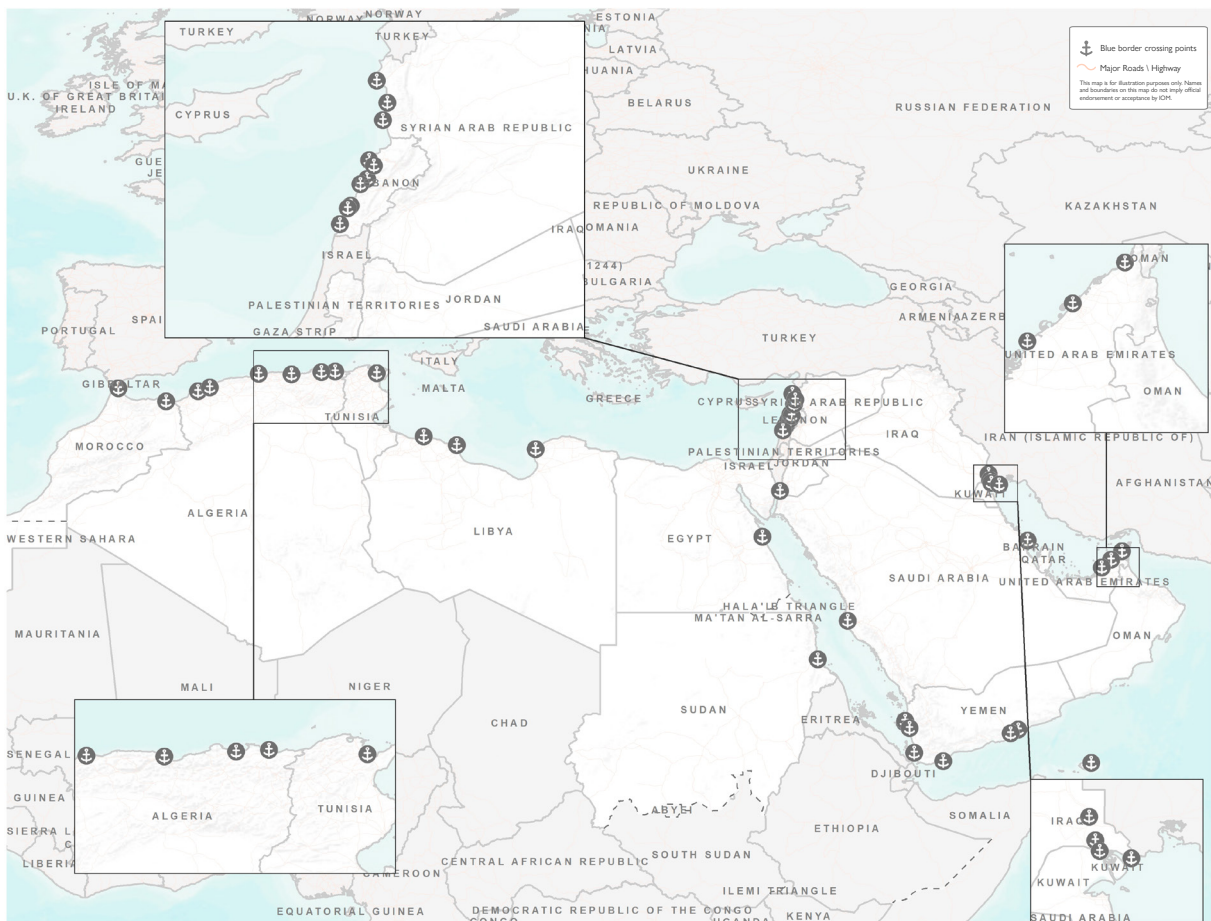
30 → Restrictions to enter through this PoE

30 ← Restrictions to exit through this PoE

12 Medical measures including mandatory quarantine

3 Medical certificate confirming a negative test result

Overview of monitored Blue border crossing points in MENA



Methodology

To better understand how COVID-19 affects global mobility, Displacement Tracking Matrix (DTM) has developed a global mobility database mapping the locations, status and different restrictions of Points of Entry (PoE) by country or territory, globally. These points include airports, land border crossing points, water border crossing points (including sea, river and lake ports), internal transit points and areas of interest (including regions, cities, towns or sub-administrative units). Data is collected by utilizing DTM's local expertise from IOM offices globally who adhere to a systematic and structured approach to data collection.

Information collected include: (1) Movement restrictions on entry and/or exit (1) closed for entry and exit, (2) closed for entry (3) closed for exit (4) open for commercial traffic only (5) open only to returning nationals and residents (6) open for entry and exit (7) other and (8) unknown), (2) Changes in visa requirements, (3) Restrictions applied to certain nationalities to disembark at this location, (4) Changes in identification documents needed to disembark, (5) Medical measures applied such as Health Staffing/Medical Personnel, Standard Operating Procedures (SOPs), Risk communication and community engagement (RCCE), Infection prevention and control (IPC) and Surveillance and Referral.

Data collected by DTM includes information on types of restrictions, measures applied, and the population category affected by such measures. This information is collected for each type of observation point, which includes points of entry, transit points, and areas.

DTM developed the global mobility impact assessment database and dashboard, based on the methodological framework are contained, which includes details on sources, observation units, planned analysis and limitations- see Appendix.

For more information on the categorization of the major types of restrictions, please see the methodology and other documents on the COVID-19 portal (see: <https://migration.iom.int/>).

Limitations of this analysis and data collection mechanism are related to the extremely time sensitive nature of the data being collected. Restrictions, and who they affect, are continually changing, and it is often difficult to collect accurate information in real time. Considering this, all DTM data made available has is timestamped, in order to reflect the reality of the situation at the specified time. In this report we cover the entire region regardless if the country is or not part of DTM. This report does not include the analysis of internal transit locations.