



IOM COVID-19

IMPACT ON

KEY LOCATIONS OF

INTERNAL MOBILITY

BI-WEEKLY ANALYSIS

23 SEPTEMBER 2020

## PUBLISHER

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IOM is committed to the principle that humane and orderly migration benefits migrants and society. As an intergovernmental organization, IOM acts with its partners in the international community to assist in meeting the operational challenges of migration, advance understanding of migration issues, encourage social and economic development through migration and uphold the human dignity and well-being of migrants.

Please send any feedback, comments and suggestions related to the Covid-19 Mobility Tracking dashboards and outputs to the DTM Covid-19 Team at [dtmccovid19@iom.int](mailto:dtmccovid19@iom.int)

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# Methodology & Definitions

IOM COVID-19 Impact on Key Locations of Internal Mobility Bi-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 different key locations impacting 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 global mobility database 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 has been collected between 13 March and 18 September 2020. Data for 9 per cent of the assessed locations has been updated since the beginning of September, while data for 17 per cent of the assessed locations has been updated in August, with 8 per cent of the assessed locations that have been updated in July, while 22 per cent was last updated in June. The data for the remaining assessed internal locations was last updated before June (specifically, 16% in May, 20% in April and 10% in March). For more information see Table 3 in the annex.

This report provides an overview and analysis on the data from a global and regional perspective Key Locations of Internal Mobility and complements the bi-weekly report on Points of Entry (PoE), which focuses on the impact on cross-border movements and can be found [here](#). 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](#).

## Data is collected on the following location types:

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.

While not included in this report, to give a comprehensive view of the COVID-19-related impact on mobility, please also refer to the weekly report on Points of Entry (PoEs) mentioned above, which assesses the impact on cross-border movements at locations such as:

- 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)

## The following operational status is captured for each assessed Internal Transit Point <sup>1</sup> :

- 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.
- Unknown

*1. Operational status is captured in the same way for all Points of Entry. For more information please refer to the bi-weekly PoE report.*

# Methodology & Definitions

The report systematically captures the following types of mobility restrictions in place at assessed Internal Transit Points :

- Movement restricted to this location
- Movement restricted from 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 Internal Transit Points:**

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 including both internal transit points as well as PoEs. 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
- ITP: Internal Transit Point
- PoE: Point of Entry
- p.p.: Percentage Point <sup>2</sup>
- SOPs: Standard Operating Procedures

Data is geographically aggregated by IOM Regional Offices. The list of countries under each IOM Regional Office can be found here: <https://www.iom.int/regional-offices>

*2. Not to be confused with per cent, percentage point (p.p.) refers to an increase or decrease of a percentage rather than an increase or decrease in the raw number.*

# 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 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.

Data has been collected between 13 March and 18 September 2020. Data for 9 per cent of the assessed locations has been updated since the beginning of September, while data for 17 per cent of the assessed locations has been updated in August, with 8 per cent of the assessed locations that have been updated in July, while 22 per cent was last updated in June. The data for the remaining assessed internal locations was last updated before June (specifically, 16% in May, 20% in April and 10% in March).

Through this exercise, IOM collected information about 180 C/T/As across all IOM regions. Among these, 44 per cent (80 C/T/As) declared a national emergency due to the COVID-19 pandemic and 76 per cent introduced some sort of mobility restriction. Some restrictive measures that have been adopted are quarantine for all international arrivals (63%) and the suspension of the issuance of new visas (38%). On the other hand, some facilitations for stranded populations have also been adopted, such as the automatic extension of expired visas and working permits (28%) and the removal of fines for visa overstays and expired residency and working permits (33%).

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

- IOM assessed 1,480 key locations across 135 C/T/As, including 383 internal transit points, 472 areas of interest and 625 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.
- 87 per cent of the assessed internal transit points were fully operational, with 7 and 3 per cent which were respectively either fully closed or partially operational. Moreover, 49 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 (20% of the assessed areas), school closure (20%), restricted operating hours for public establishments (17%) and alternative working arrangements (17%). Moreover, non-essential movements outside home were restricted in 6 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 10 per cent of the cases.
- Stranded foreign nationals were reported in 62 per cent of the assessed sites with populations of interest, while in 21 and 15 per cent of cases respectively nationals and foreign nationals on their way to their country of origin were reported to be present in the assessed sites with population of interest.

# I. National-level mobility restrictions

**44%**

Declared national emergency

**76%**

imposed significant mobility restrictions<sup>4</sup>

**28%**

automatically extended visas and working permits

**180**

Assessed C/T/As

**63%**

imposed mandatory quarantine for international arrivals

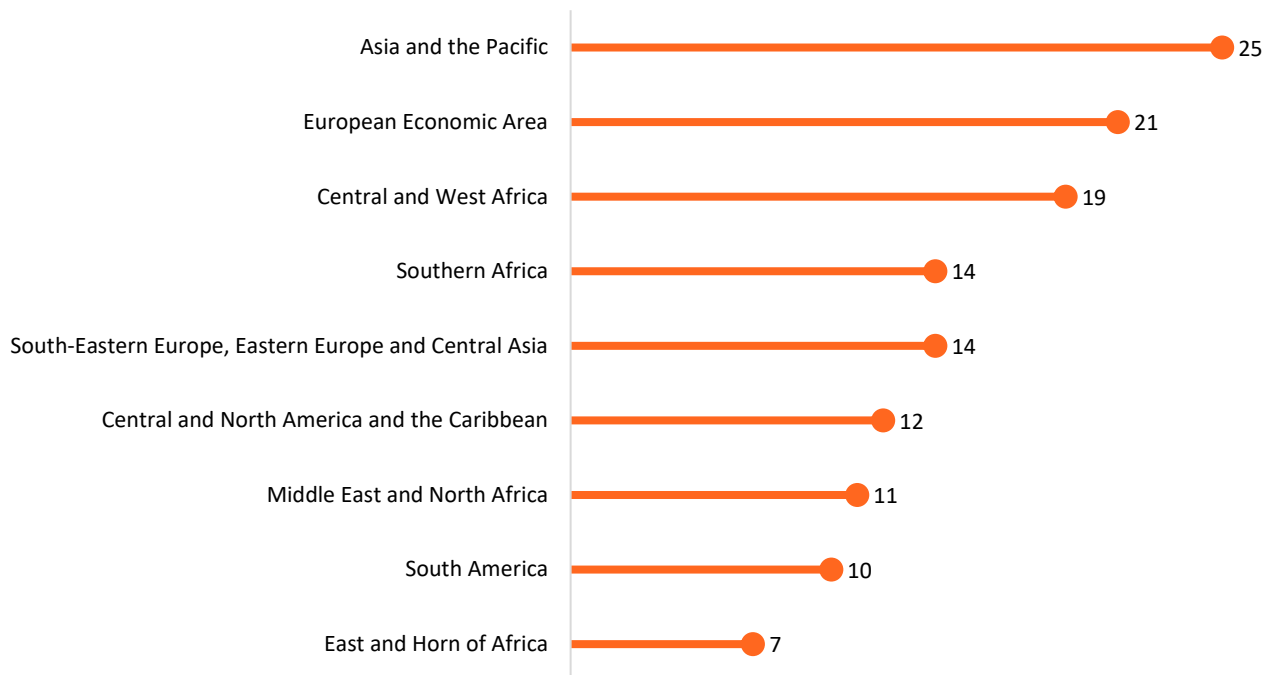
**33%**

removed fines for visa overstays, expired residency and work permits

**38%**

suspended the issuance of new visas

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



4. These mobility restrictions include, among others, curfew, lockdown, checkpoints and patrols.

## 2. Key Locations of Internal Mobility: Scope and Coverage

**383**

Assessed Internal Transit Points

**1,097**

Assessed Areas and Sites

**135**

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 **18 September 2020**.

IOM has assessed a total of 1,480 locations (including internal transit points, areas of interest and sites with population of interest) in **135 countries, territories and areas** so far. The highest share of these assessed locations remained consistent with sites with populations of interest (42%), followed by areas of interest and important internal transit points between cities and regions, with 32 and 26 per cent respectively. More details can be found in Table 1.

**Table 1: Number (#) and percentage (%) of assessed locations by type and IOM region**

Region	Total		Internal transit points		Areas of interest		Sites with population of interest		No. of C/T/As
	#	%	#	%	#	%	#	%	#
Asia and the Pacific	308	100%	115	37%	105	34%	88	29%	24
Central and North America and the Caribbean	154	100%	1	1%	102	66%	51	33%	18
Central and West Africa	181	100%	98	54%	28	15%	55	30%	11
East and Horn of Africa	165	100%	21	13%	20	12%	124	75%	9
European Economic Area	191	100%	2	1%	80	42%	109	57%	23
Middle East and North Africa	147	100%	26	18%	58	39%	63	43%	17
South America	66	100%	6	9%	19	29%	41	62%	9
South-Eastern Europe, Eastern Europe and Central Asia	235	100%	114	49%	48	20%	73	31%	13
Southern Africa	33	100%	0	0%	12	36%	21	64%	11
<b>Total</b>	<b>1480</b>	<b>100%</b>	<b>383</b>	<b>26%</b>	<b>472</b>	<b>32%</b>	<b>625</b>	<b>42%</b>	<b>135</b>



### 3. Overview of Internal Transit Points

**383**

Internal Transit Points  
assessed in 28 C/T/As

**87%**

of the assessed internal transit  
points are fully operational  
(no change compared to the  
previous report)

**49%**

of the assessed locations  
imposed medical restrictions  
(no change compared to the  
previous report)

Of the **383 internal transit points** monitored in 28 countries, territories or areas, an overwhelming majority is **fully operational (87%)**, i.e. no change compared to the previous report). The remaining internal transit points are either **fully closed (7%)**, i.e. no change on a fortnightly basis) or **partially operational (3%)**, i.e. no change compared to two weeks ago), with 3 per cent of the assessed internal transit points whose operational status is unknown. Moreover, approximately half of the assessed locations (186 out of 383, 49% of the total: no change compared to the previous report) have imposed medical restrictions, such as quarantine or medical screening.

IOM-assessed internal transit points were mostly situated in Asia and the Pacific (30%), South-Eastern Europe, Eastern Europe and Central Asia (30%) and West and Central Africa (26%). Specifically, almost two thirds of the assessed internal transit points were from only four countries: Turkey (81 assessed internal transit points, 21% of the total), Mali (74, 19%), Bangladesh (50, 13%) and the Philippines (44, 11%). The operational status of the assessed internal transit points appears very similar across the abovementioned regions with a majority of locations that are fully operational. For more information, please refer to Table 4.

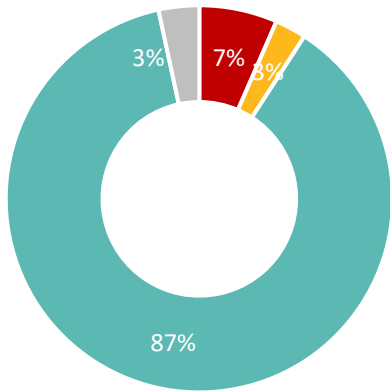
In 222 out of the 383 assessed internal transit points (58% of the total, i.e. no change compared to the previous report), the foreseen duration of the restrictions was unknown (i.e. information was unavailable). In 25 and 14 per cent of the cases the restrictions will be in place for 14 days to one month or less than 14 days, respectively. Only in 14 internal transit points (3% of the total), 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 5), especially on **regular travelers** and **nationals** (affected in respectively in **61%** and **60%** of the assessed locations). **Irregular migrants** (in **25%** of the assessed internal transit points), **returnees (19%)** and **IDPs (17%)** have also been affected by the abovementioned restrictions. Finally, a less significant impact has also been reported on **migrant workers** (in **11%** of the assessed locations) and **refugees (6%)**.

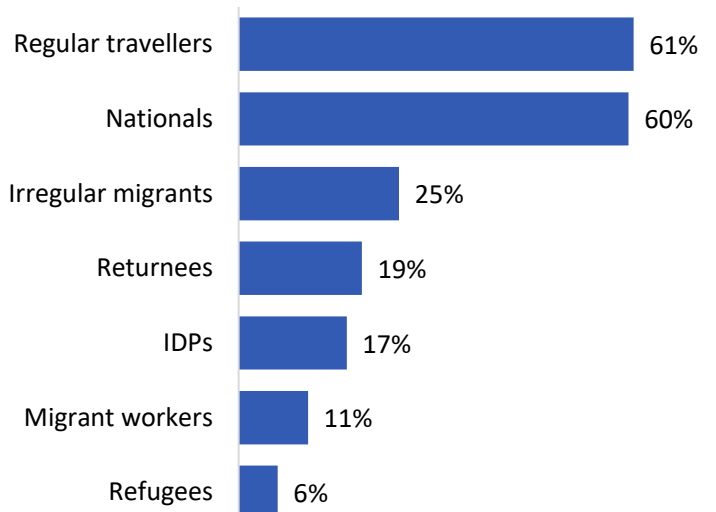
# 3. Overview of Internal Transit Points

## Operational status of the assessed internal transit points

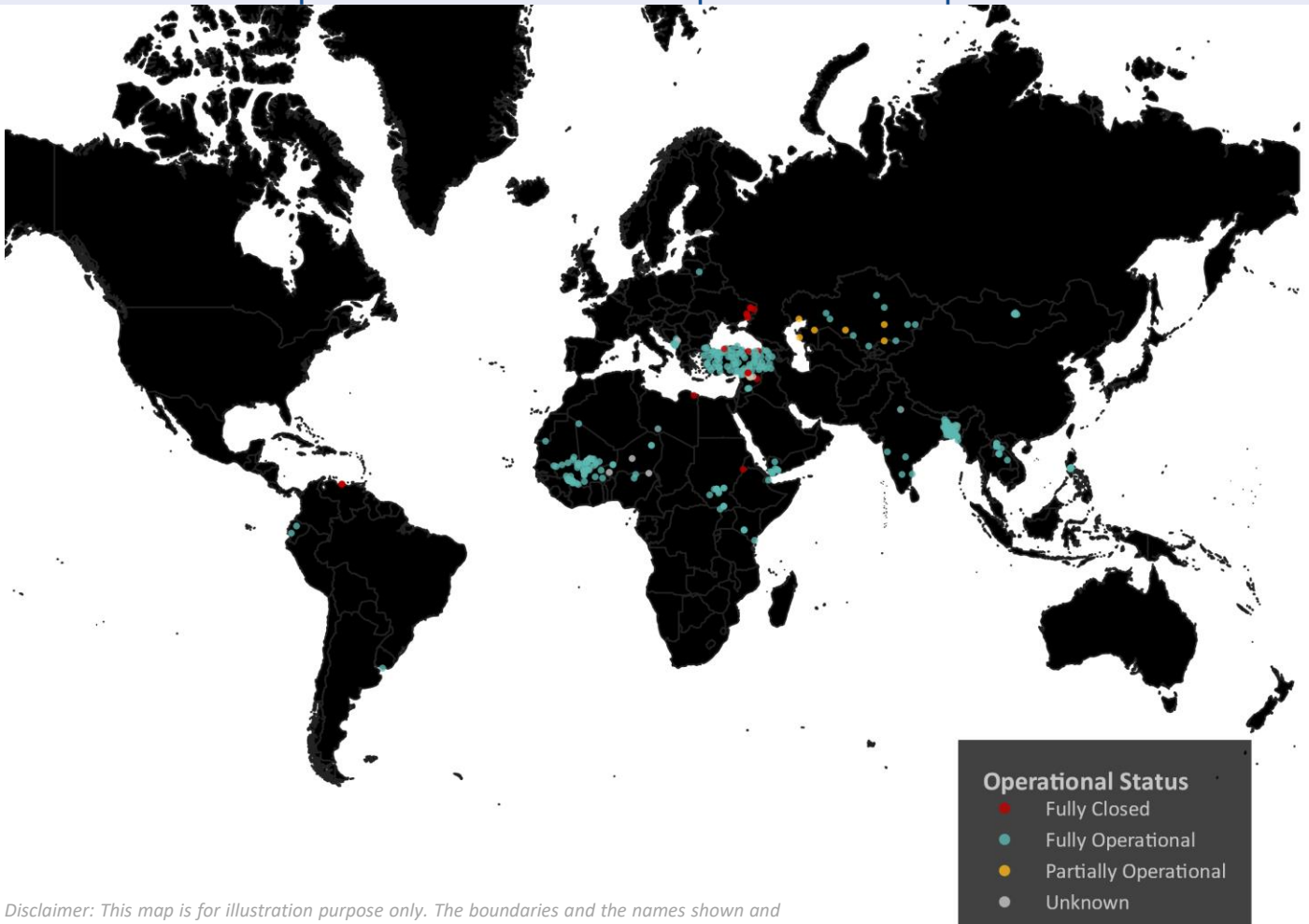
- Fully closed
- Partially operational
- Fully operational
- Unknown



## Percentage of internal transit points with affected population



## Global map of assessed internal transit points and their operational status



*Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.*

# 3. 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 6).

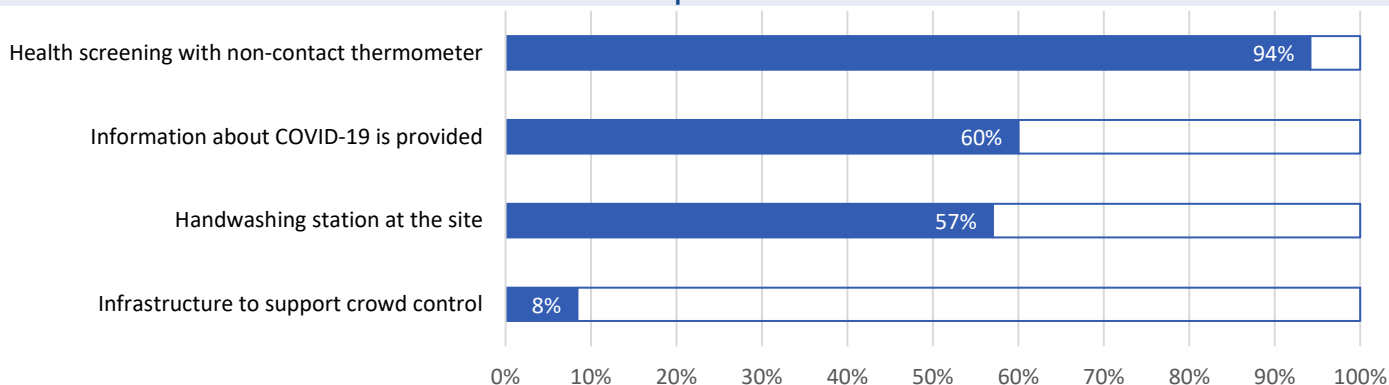
On risk communication and community engagement at the assessed internal transit points, 60 per cent of the assessed locations (140 out of 232 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, in 132 out of 230 identified locations (57% 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 (113 out of 120 locations recording a response, 94% of the total). However, only 10 out of 119 assessed internal transit points (8% of the total) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

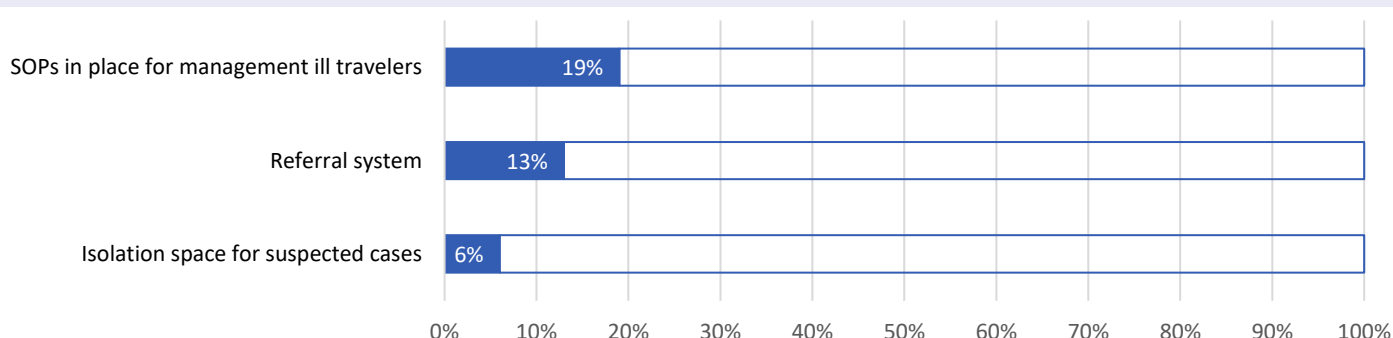
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 19 per cent of identified internal transit points (47 out of 244 locations recording a response), while a referral system was reported to be in place at only 29 out of 231 specified internal transit points (13% of the total). Finally, only 15 internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (15 out 233 assessed internal transit points, 6% 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



**Disclaimer:** The reported findings on Public Health measures should be considered with important caveats. The descriptive summary provided in this report is aimed at providing a rapid capture of assessed ITPs in terms of these public health measures and prompt more detailed rigorous evaluation. Data collection is conducted by country offices with varying resources and capacity, as such assessment coverage, data collection methodologies and modalities vary. Data validation, such as verification from those designated International Health Regulation (IHR) focal points and/or competent authorities at each ITP is not presently possible. These factors impose limitations to the ability to conduct analysis across POE settings within or between countries, territories and areas and comparisons externally at regional and global levels. Furthermore, the limitations of the exercise may impact the consistency of the captured public health measures, and the inter-rater reliability across different enumerators, influencing the quality of the data.

# 4. Overview of Areas and Sites of Interest

## 4.1. Areas of Interest

**472**

areas assessed  
in 77 C/T/As

**22%**

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

**53%**

of the assessed areas have  
restrictions on public events

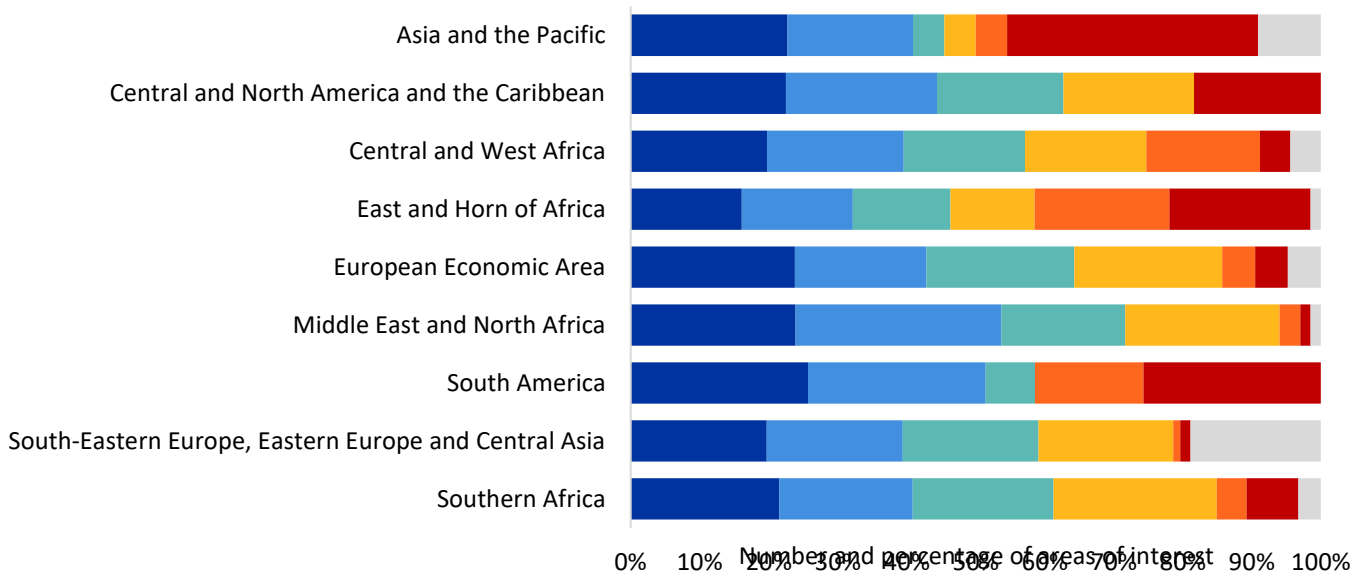
In total, 472 (no change since the previous assessment) areas of interest were assessed in 77 countries, territories and areas. These areas were chosen from sub-national units of interest, such as areas of outbreak of COVID-19 or areas under lockdown/quarantine. Assessed areas consisted of cities, towns 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 (105 out of 472 assessed areas or 22%), closely followed by the IOM region of Central and North America and the Caribbean (102 out of 472 assessed areas or almost 22%). The IOM region of European Economic Area followed with 17 per cent, IOM Region of Middle East and North Africa had 12 per cent and the IOM region of South-Eastern Europe, Eastern Europe and Central Asia had 10 per cent of the assessed areas (80, 58, 48 areas respectively).

The type of restrictive measures being imposed on the assessed areas varied. In 53 per cent of assessed areas (251 out of 472 assessed areas, 18% increase since the last assessment) public events were cancelled or postponed. Schools were closed also in almost 53 per cent of the assessed areas (249 areas, no change since the previous assessment). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 46 and 45 per cent of the assessed areas respectively (215 and 212 areas respectively, almost no change for both). Movement outside home was restricted in 17 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 25 per cent of them (80 and 120 assessed areas, almost no change for both). In the largest proportion of areas (36%) the expected duration of restrictions was 14 days to one month, followed by less than 14 days (21%) and one to three months (6%). However, in other 36 per cent of assessed areas, the expected duration of restrictions was unknown.

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

- Public events cancelled or postponed
- Schools closed
- Restricted operating hours for public establishments (café, restaurant, etc.)
- Alternative working arrangements (work remotely, etc.)
- Restricted movement
- Lockdown/quarantine enforced by police or military



# 4. Overview of Areas and Sites of Interest

## 4.2. Sites with Populations of Interest

**625**

sites assessed in 114 C/T/As

**20%**

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

**62%**

of the assessed sites have reported cases of stranded foreign nationals

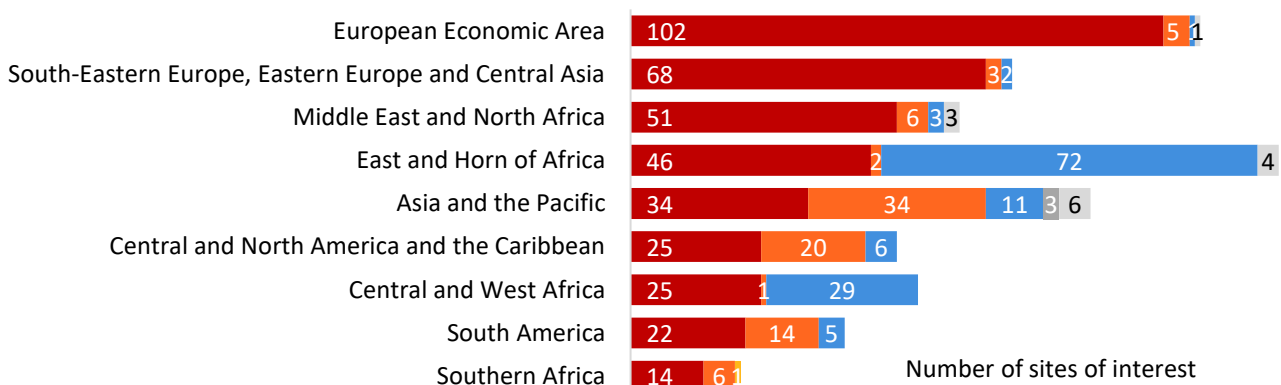
In total, 625 (2% decrease since the last assessment) sites were assessed in 114 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals and IDPs. Hotels, temporary reception centers, camps, transit centers and detention centers 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 62 per cent of the assessed sites with populations of interest, foreign nationals were stranded (387 out of 625 assessed sites) and in 15 per cent of cases there were foreign nationals reported returning to their country of origin (91 sites) while in 21 per cent of cases, nationals were affected by restrictive measures (129 sites). In 2 per cent of the sites, there were other affected population groups including migrants and refugees that were in reception centers before COVID-19 (14 sites). In only one site, IDPs were affected by restrictive measures.

Among the regions, both IOM regions of East and Horn of Africa and European Economic Area had the highest proportion of sites (20% and 17% respectively). IOM region of European Economic Area had the highest proportion of sites with stranded foreign nationals in the country (26%), followed by the IOM region of South-Eastern Europe, Eastern Europe and Central Asia with 18 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 (37%) followed by IOM Region of Central and North America and the Caribbean with 22 per cent while IOM region of East and Horn of Africa has 56 per cent of the sites with reported cases of affected nationals. A within region analysis can be also conducted in order to investigate the distribution of sites with populations of interest in certain regions. In the IOM region of European Economic Area and IOM region of South-Eastern Europe, Eastern Europe and Central Asia separately, almost 93 per cent of assessed sites had reported cases of stranded foreign nationals, 39 per cent of the sites in both IOM region of Asia and Pacific and the region of Central and North America and the Caribbean separately had cases of foreign nationals returning to their country of origin while nationals are the affected group in 58 per cent of the assessed sites in IOM Regions of East and Horn of Africa.

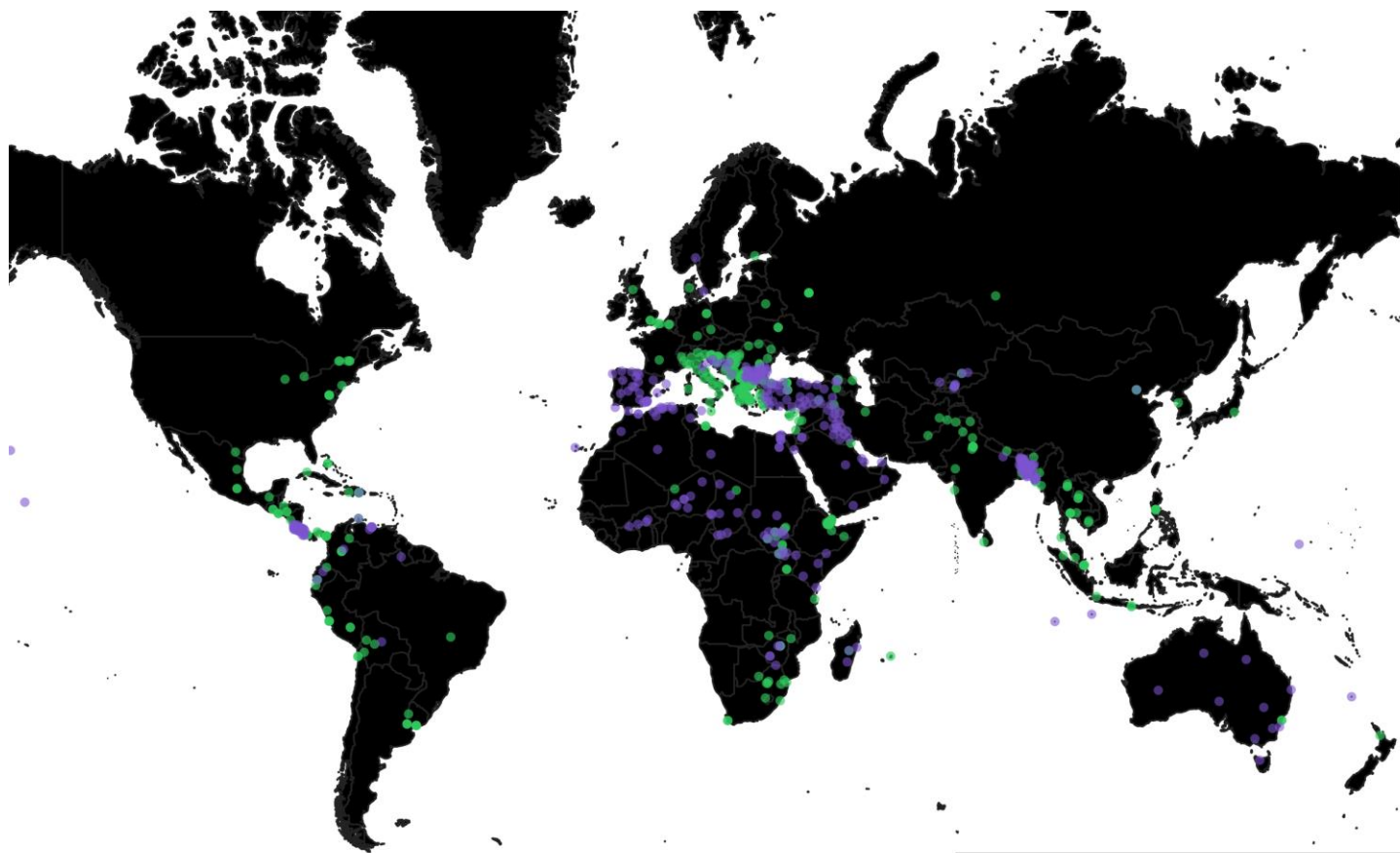
### Number of sites with population of interest disaggregated by population categories and IOM region

- Foreign national stranded in country (Stranded)
- Foreign national returning (on the way) to origin (Returnee/Repatriation/Deportation...)
- IDPs
- Nationals
- Other
- Unknown



# 4. Overview of Areas and Sites of Interest

Global map of assessed Areas and Sites of Interest



*Disclaimer: This map is for illustration purpose only. The boundaries and the names shown, and the designations used on this map do not imply official endorsement or acceptance by IOM.*

**Areas and Sites**

- Areas of Interest
- Sites with population of interest

## 5. Case Study: Philippines

This section provides reported examples of various impacts of COVID-19 mitigation measures on migrants in the Philippines during the pandemic. Information presented in this case study comes from a range of sources including IOM Regional Offices and Country Missions, IOM sitreps, IOM files and media outlets, as well as public media outlets. Please note that the content in this section is dependent on what is reported and available from reports mentioned.<sup>1</sup>

The various mobility restrictions have impacted various communities in diverse ways. Most recently, thousands of people in the capital city of Manila and the four surrounding provinces on the island of Luzon were placed back into lockdown when measures were reintroduced on 4th August 2020 after the country's infection tally topped 100,000, and health experts warned a surge in new COVID-19 cases could push the country's healthcare system to collapse. A coalition of health groups issued a "distress signal", stating that healthcare workers should not bear the burden of deciding who lives and who dies. As part of the lockdown measure, travel is restricted to essential trips for groceries and exercising outdoors, while public transport and flights were suspended. This commuter trains, buses and other public vehicles as well as domestic flights to and from Manila, the country's capital were cancelled, and night curfews reinstated. Restricted by previous measures, the renewed COVID-19 restrictions continue to leave many internal migrants stranded in Manila, without any transportation to return to their hometowns. In one report, hundreds were reported to be stranded in the Manila airport while in another, dozens were stranded at Manila's North Port unable to get a place on a boat that would return them to their home provinces. Passenger ship company, 2Go, stated that trips to the City of Cagayan de Oro on the island of Mindanao are expected to take place but there is no word on whether the internal migrants will be accommodated on the boats.

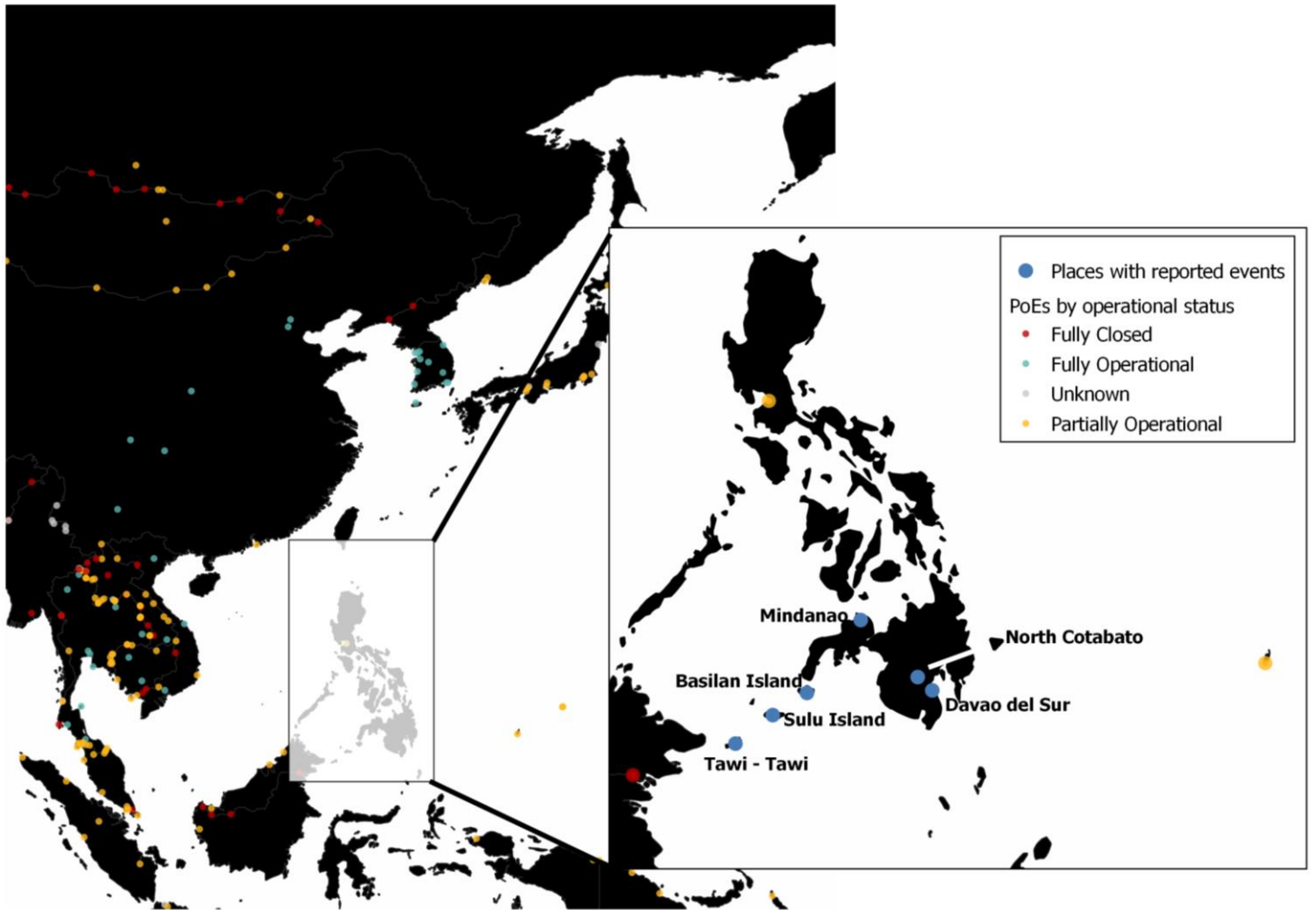
Moreover, amid the pandemic, migrants in the Philippines face other sets of challenges, including unemployment and financial hardship. According to the Philippine's Department of Foreign Affairs, over 48,000 Filipino migrant workers have returned home, many of whom have lost their job aboard and largely remain unemployed due to the economic decline in the country.

With regards to the situation of IDPs and internal displacement, IOM has maintained remote support in a few areas, such as in North Cotabato and Davao del Sur regions due to an earthquake, and in the islands of Basilan, Sulu and Tawi - Tawi, where a COVID-19 response programme has been put in place. IOM Philippines also continued to provide remote technical assistance and mentoring of camp managers in 17 sites in North Cotabato, particularly with regards to COVID-19 messaging and community engagement. The country office also finalized a Communication Plan for IOM's COVID-19 response programme, which will target the islands of Basilan, Sulu and Tawi-Tawi, as well as the earthquake-affected areas of North Cotabato and Davao del Sur. In the Philippines, IOM identified and assessed nine barangays (communities) with a high number of internally displaced persons (IDPs) to prepare for installation of handwashing stations. IOM is leading a BAWASA (barangay WASH teams) training on WASH and operations and maintenance of handwashing stations for community members in North Cotabato. IOM will provide toolkits and a demonstration on operations and maintenance of handwashing stations in 20 barangays of North Cotabato. IOM Philippines finalized a CCCM training module focused on Operational Guidelines for COVID-19 and accompanying tools and has set a training schedule for all 45 sites of North Cotabato and Dav Sur. IOM has also conducted site assessments for a cash-for-work scheme across earthquake-affected areas and defined the activities, including repair of existing WASH facilities, rearranging of tents, establishment of registration and screening at entries into sites and improvement of distribution areas.

In the Philippines, IDP movement and their access to essential services continue to be hampered. Services that are more reliant on face-to-face interaction, such as MHPSS, have seen a general decrease in line with health protocols on social gatherings. Local government units have begun construction of relocation sites for IDPs displaced by the earthquakes in Mindanao, although there is no clear timeline as to when IDPs will transfer. A reported increase in the frequency of handwashing by IDPs in Cotabato and Davao del Sur may be attributed to the construction of various handwashing facilities in sites – 96 per cent of interviewed IDPs report that they wash their hands significantly or somewhat more than they did before the COVID-19 pandemic. Water scarcity however has been reported by the Protection Cluster. Access to food and livelihood is also impacted, with business chains affected by limited transportation options. Access to accurate and timely information is also lacking in displacement sites, especially in terms of quarantine protocols, return and rehabilitation.

<sup>1</sup> Please visit the Methodology tab of [migration.iom.int](https://migration.iom.int) for more information on stranded migrant mapping methodology.

# 5. Case Study: Philippines



*Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.*



# Annex: Tables

Table 2: Number of C/T/As which imposed significant mobility restrictions by IOM region

Region	Yes	No	Unknown	n/a	Total
East and Horn of Africa	7	1	0	1	9
South America	10	0	0	0	10
Middle East and North Africa	11	6	0	0	17
Central and North America and the Caribbean	12	0	0	10	22
South-Eastern Europe, Eastern Europe and Central Asia	14	4	0	1	19
Southern Africa	14	1	0	0	15
Central and West Africa	19	0	0	1	20
European Economic Area	21	7	0	1	29
Asia and the Pacific	25	10	0	4	39
<b>Total</b>	<b>133</b>	<b>29</b>	<b>0</b>	<b>18</b>	<b>180</b>

Table 2.I: 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	51	44	33	52	180
National emergency declared	80	82	0	18	180
Quarantine for international arrivals	113	48	0	19	180
Removal of fines for visa overstays or expired residency or work permit	60	29	38	53	180
Significant mobility restrictions	17	145	0	18	180
Suspension of issuance of new visas	69	60	0	51	180

Table 3: Number of location updates by month

Month	Location type			
	Area	Area2	Internal Transit Point	Total
March	91	2	54	147
March (%)	19%	0%	14%	10%
April	55	216	19	290
April (%)	12%	35%	5%	20%
May	45	98	94	237
May (%)	10%	16%	25%	16%
June	82	114	127	323
June (%)	17%	18%	33%	22%
July	71	33	7	111
July (%)	15%	5%	2%	8%
August	107	73	66	246
August (%)	23%	12%	17%	17%
September	21	89	16	126
September (%)	4%	14%	4%	9%
<b>Total</b>	<b>472</b>	<b>625</b>	<b>383</b>	<b>1480</b>
<b>Total (%)</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

# Annex: Tables

Table 4: Number (#) and percentage (%) of operational status at internal transit points

Region	Fully Closed		Partially Operational		Fully Operational		Other		Total	
	#	%	#	%	#	%	#	%	#	%
Asia and the Pacific	4	3%	0	0%	111	97%	0	0%	115	100%
Central and North America and the Caribbean	0	0%	0	0%	1	100%	0	0%	1	100%
Central and West Africa	0	0%	0	0%	90	92%	8	8%	98	100%
East and Horn of Africa	1	5%	0	0%	20	95%	0	0%	21	100%
European Economic Area	0	0%	0	0%	1	50%	1	50%	2	100%
Middle East and North Africa	6	23%	1	4%	16	62%	3	12%	26	100%
South America	3	50%	0	0%	3	50%	0	0%	6	100%
South-Eastern Europe, Eastern Europe and Central Asia	11	10%	9	8%	93	82%	1	1%	114	100%
<b>Total</b>	<b>25</b>	<b>7%</b>	<b>10</b>	<b>3%</b>	<b>335</b>	<b>87%</b>	<b>13</b>	<b>3%</b>	<b>383</b>	<b>100%</b>

Table 5: Affected population categories at internal transit points

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrant workers	No. of locations assessed
Number	231	234	95	73	64	23	41	383
Percentage	60%	61%	25%	19%	17%	6%	11%	100%

Table 6: Public health measures at internal transit points

Question	Yes	No	Don't know	Total
Handwashing station at the site	123	4	9	136
Health screening with temperature check using non-contact thermometer	113	0	7	120
Information about COVID-19 being provided at site	140	58	34	232
Infrastructure at the site to support crowd control and ensure safety of screeners	10	5	104	119
Isolation space exists for evaluation of any suspect case away from crowds	15	86	132	233
Referral system in place at the site	29	71	131	231
SOPs in place at the site for management and referral of ill travellers	47	79	118	244

# Annex: Tables

Table 7: 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	105	22%	10
Central and North America and the Caribbean	102	22%	8
Central and West Africa	28	6%	4
East and Horn of Africa	20	4%	5
European Economic Area	80	17%	15
Middle East and North Africa	58	12%	15
South America	19	4%	7
South-Eastern Europe, Eastern Europe and Central Asia	48	10%	8
Southern Africa	12	3%	5
<b>Total</b>	<b>472</b>	<b>100%</b>	<b>77</b>

Table 7.I: 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	Other	Total
Asia and the Pacific	20	18	19	22	4	7	3	105
Central and North America and the Caribbean	93	93	93	92	5	7	89	102
Central and West Africa	18	18	5	0	11	18	0	28
East and Horn of Africa	16	20	12	15	2	1	1	20
European Economic Area	10	8	9	9	2	2	2	80
Middle East and North Africa	33	33	29	25	40	42	3	58
South America	18	18	16	16	15	4	4	19
South-Eastern Europe, Eastern Europe and Central Asia	38	37	31	32	0	31	0	48
Southern Africa	5	4	1	1	1	8	2	12
<b>Total</b>	<b>251</b>	<b>249</b>	<b>215</b>	<b>212</b>	<b>80</b>	<b>120</b>	<b>104</b>	<b>472</b>

# Annex: Tables

Table 7.2: Duration of restrictive measures in areas of interest

Duration	No. of Areas of interest	Percentage
Less than 14 days	98	21%
14 days to One month	170	36%
1 - 3 months	27	6%
More than 3 months	6	1%
Specific Date	1	0%
Unknown	170	36%
<b>Total</b>	<b>472</b>	<b>100%</b>

Table 8.1: 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		Other		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	Region's %
Southern Africa	14	67%	6	29%	1	5%		0%	0	0%	0	0%	21	100%
South America	22	54%	14	34%	0	0%	5	12%	0	0%	0	0%	41	100%
Central and West Africa	25	45%	1	2%	0	0%	29	53%	0	0%	0	0%	55	100%
Central and North America and the Caribbean	25	49%	20	39%	0	0%	6	12%	0	0%	0	0%	51	100%
Asia and the Pacific	34	39%	34	39%	0	0%	11	13%	3	3%	6	7%	88	100%
East and Horn of Africa	46	37%	2	2%	0	0%	72	58%	0	0%	4	3%	124	100%
Middle East and North Africa	51	81%	6	10%	0	0%	3	5%	0	0%	3	5%	63	100%
South-Eastern Europe, Eastern Europe and Central Asia	68	93%	3	4%	0	0%	2	3%	0	0%	0	0%	73	100%
European Economic Area	102	94%	5	5%	0	0%	1	1%	0	0%	1	1%	109	100%
<b>Total</b>	<b>387</b>	<b>62%</b>	<b>91</b>	<b>15%</b>	<b>1</b>	<b>0%</b>	<b>129</b>	<b>21%</b>	<b>3</b>	<b>0%</b>	<b>14</b>	<b>2%</b>	<b>625</b>	<b>100%</b>