IOM COVID-19 IMPACT ON POINTS OF ENTRY

BI-WEEKLY ANALYSIS

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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 dtmcovid19@iom.int

COVER PHOTO:

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IOM Bangladesh's Mental Health and Psychosocial Support unit is delivering key messages in Rohingya camps using cyclists to reach all refugees during increased restrictions on movement during COVID-19.

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Methodology & Definitions

To better understand and capture how COVID-19 affects global mobility, IOM has developed a global database which maps, tracks and analyses the impact the pandemic is having on Points of Entry (PoEs) and other key points and locations of internal mobility. This system for data collection and analysis, which has been operational since March 2020, is called Mobility and Restrictions Mapping (MRM) and was developed in phases responding to the evolution of the pandemic and the resulting restrictiveness at points of entry and locations of internal mobility. Until the end of August the system was in phase two and was composed of components, called modules, tailored to capture different information. This included modules for mapping PoE operational status and measures, as well as other modules related to observations at key locations of internal mobility. Modules related to internal mobility captured information on general COVID-19 measures within country contexts, internal mobility restrictions, the situation at in-country transit points and areas such as cities and provinces that have specific COVID-19 measures in place which may differ from those imposed at country level, and sites and locations with populations of interest (stranded foreigners/migrants and or internally displaced whose mobility was impacted due to COVID-19 measures).

Since the beginning of September, phase three of the MRM is based on gradual improvements as well as on recommendations provided by users and key stakeholders. It is aimed at establishing a Global PoE Reference Database-master list, used as a baseline for other assessments. This will be a comprehensive list of all official PoEs worldwide and will expand on the original PoE module to capture information on the official and operational status of observed PoEs (airports, blue border crossing points and land border crossing points). It will be implemented in all countries, territories and areas currently captured in the database but will aim to reach every country in the world and all PoEs. All data collected through previous versions of the module collected since March 2020 will continue to be updated regularly.

Through phase three, data collected for key locations of internal mobility (in countries, areas or sites with populations of interest) will continue to be collected and processed through the existing modules and will continue to be functional in the improved version of the MRM system.

The Points of Entry Bi-Weekly Analysis report and the Key Locations of Internal Mobility Bi-Weekly Analysis report serve to present the an overview of these COVID-19 related changes observed at the assessed airports, blue border crossing points, land border crossing points, as well as at internal transit points, and other key locations of internal mobility.

The IOM COVID-19 Impact on Points of Entry 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 PoEs. 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.

This report provides an overview and analysis on the data from a global and regional perspective of PoEs. For more detailed country-specific information and dataset used for the analysis please visit: https://migration.iom.int/

Methodology & Definitions

As the situation of the COVID-19 pandemic continues to evolve, the resulting restrictive measures issued to mitigate the spread, have become increasingly complex and varied. The IOM database monitoring the impact on points of entry has been updated in a way which reflects the varied stages of measures issued at different times by countries, territories or areas. 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 1 October 2020. Data for 74 per cent of the PoEs has been updated during the month of September, while information for 7 per cent of the PoEs has been updated in August, with 2 per cent of the PoEs updated in July, while 3 per cent of the data was last updated during the month of June. The remaining data was last updated before June (7% in May, 3% in April and 3% in March). For more information see Table 1.2 in the Annex.

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:

- 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 PoE:

- Fully operational:
  - Open for entry and exit: all travelers can use the PoE.

- 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 PoE to leave the country, territory or area;
  - Open for returning nationals and residents only: the PoE 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.

- Unknown

List of acronyms used throughout the report
- C/T/As: countries, territories or areas
- DTM: Displacement Tracking Matrix
- IDPs: Internally Displaced Persons
- MRM: Mobility and Restrictions Mapping
- PoE: Point of Entry
- p.p.: Percentage Point[1]
- 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

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

Executive summary

The current COVID-19 pandemic has affected global mobility both in terms of international mobility restrictions and restrictive measures on internal movement. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to gather, map and track data on these restrictive measures impacting movement. 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 1 October 2020. Data for 74 per cent of the PoEs has been updated during the month of September, while information for 7 per cent of the PoEs has been updated in August, with 2 per cent of the PoEs updated in July, while 3 per cent of the data was last updated during the month of June. The remaining data was last updated before June (7% in May, 3% in April and 3% in March).

Points of Entry (PoEs):

- 3,960 PoEs were assessed in 174 C/T/As, including 1,025 Airports, 2,328 Land Border Crossing Points and 607 Blue Border Crossing Points.

- Overall, 25 per cent of the assessed PoE were fully closed (-2 p.p. compared to the previous report), 27 per cent partially operational (-2 p.p. compared to the previous report) and 38 per cent fully operational (+2 p.p.), however the operational status of PoEs varied across IOM Regions and PoE types:
  - The IOM Region with the highest share of fully closed PoEs were South America (53%, an 11 p.p. decrease compared to two weeks ago) and West and Central Africa (53%, a 2 p.p. decrease compared to the previous report), followed by Southern Africa (48%, no relative change) and the Middle East and North Africa (38%, a 4 p.p. decrease compared to two weeks ago);
  - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (84%, i.e. a 1 p.p. decrease compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (47%, i.e. a 1 p.p. decrease on a fortnightly basis);
  - 33 per cent of the assessed land border crossing points globally were fully closed, while this percentage was respectively 17 and 13 for blue border crossing points and airports, with a slight decrease for land border crossing points and moderate decreases for airports and blue border crossing points (- 1 p.p. for land border crossing points and - 3 p.p. for airports and blue border crossing points on a fortnightly basis);
  - The share of fully operational PoEs increased for all PoE types: airports (56%, i.e. a 2 p.p. increase compared to the previous report), blue border crossing points (42%, i.e. a 3 p.p. increase on a fortnightly basis) and land border crossings points (29%, i.e. no relative change compared to two weeks ago).

1. PoE Scope and Coverage: Numbers at a glance

3,960
Assessed Points of Entry

174
Assessed C/T/As

The current COVID-19 pandemic has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to map and gather data on the locations, status and different restrictions at PoEs globally, including airports, blue border crossing points and land border crossing points. This report also looks at the impacts on stranded migrants and other populations such as tourists who are affected by the changes in mobility measures using a compilation of inputs from multiple sources, including from IOM staff in the field, DTM reports on flow monitoring and mobility tracking as well as from trusted media sources.

The IOM COVID-19 Impact on Points of Entry Weekly Analysis report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **1 October 2020**.

IOM has assessed **3,960** total PoEs in **174 countries, territories and areas** so far. Most of these PoEs (59%) were land border crossing points, 26 per cent were airports and 15 per cent were blue border crossing points (sea-, river and lake ports). More details can be found in Table 1 in the Annex.

Of all assessed PoEs, **25 per cent were reported as fully closed and 38 per cent were reported to be fully operational**. Another **27 per cent were partially operational**. At the regional level, the highest rate of fully closed assessed PoEs were located in **Central and West Africa** and **South America** (both 53%). Conversely, the lowest number of fully closed assessed locations were found in Central and North America with 7 per cent and European Economic Area with 3 per cent. More details can be found in the Annex, Table 1 and 2.

Global map of assessed PoEs and their operational status
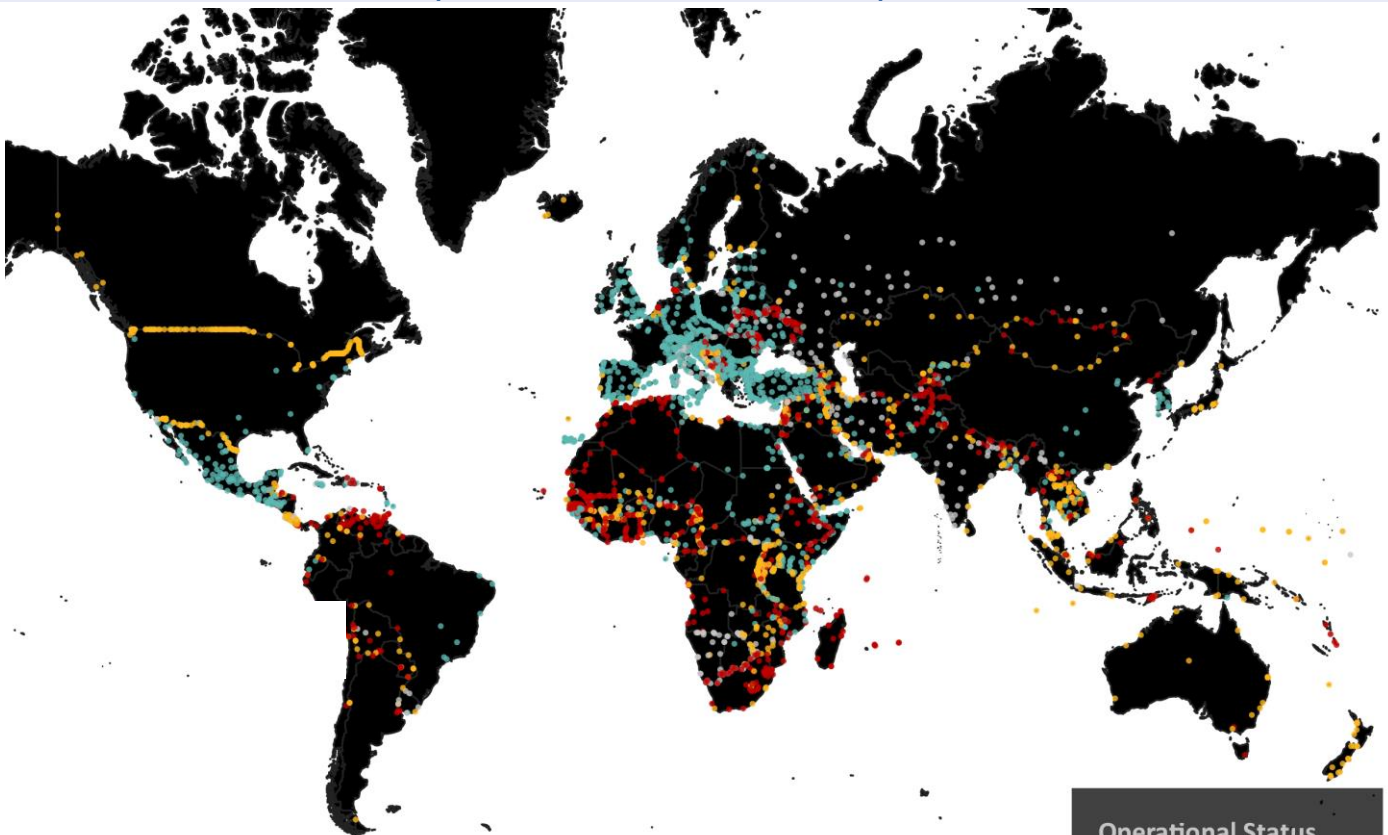
Operational Status
- Fully Closed
- Fully Operational
- Partially Operational
- Unknown

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.

2. Overview of Airports

IOM assessed **1025 airports** (50 more than in the previous report) in **171 countries, territories and areas.** Of the assessed airports, **13 per cent** or 136 airports were reported to be **fully closed** (a decrease of 3 p.p. compared to the previous report). Airports with **partially operational** status were reported for **13 per cent** or 135 airports, which represents a decrease of 4 p.p. compared to the previous report. For **56 per cent** (686) of the assessed airports, the operational status was reported to be **fully operational** (**an increase of 2 p.p.** compared to the previous report). Information was not available for the remaining 18 per cent (180) of assessed airports (for more details, see Table 3 in the Annex).

Of the total 136 assessed fully closed airports, the top IOM regions that reported the highest percentage of fully closed airports remained the same compared to the last update. South America was the IOM region with the highest share of fully closed airports (42 out of 62, 68% of the total, a decline of 17 p.p. compared to the previous update). Another IOM region following South America with high shares of fully closed airports was Southern Africa with 34 out of 68 or 50 per cent (an increase of 5 p.p. on a fortnightly basis). On the opposite side, East and Horn of Africa was now the region with the highest share of fully operational airports (50 out of 56, 89% of the total). Central America, North America and the Caribbean followed, with 114 out of 143, 84 per cent of the total (and increase of 3 p.p. from the previous assessment).

Operational status at assessed airports

- ■ Fully closed
- ■ Partially operational
- ■ Fully operational
- ■ Unknown
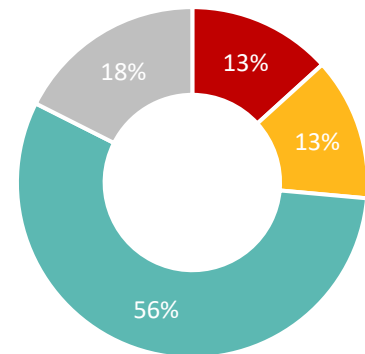
Global map of assessed airports and their operational status
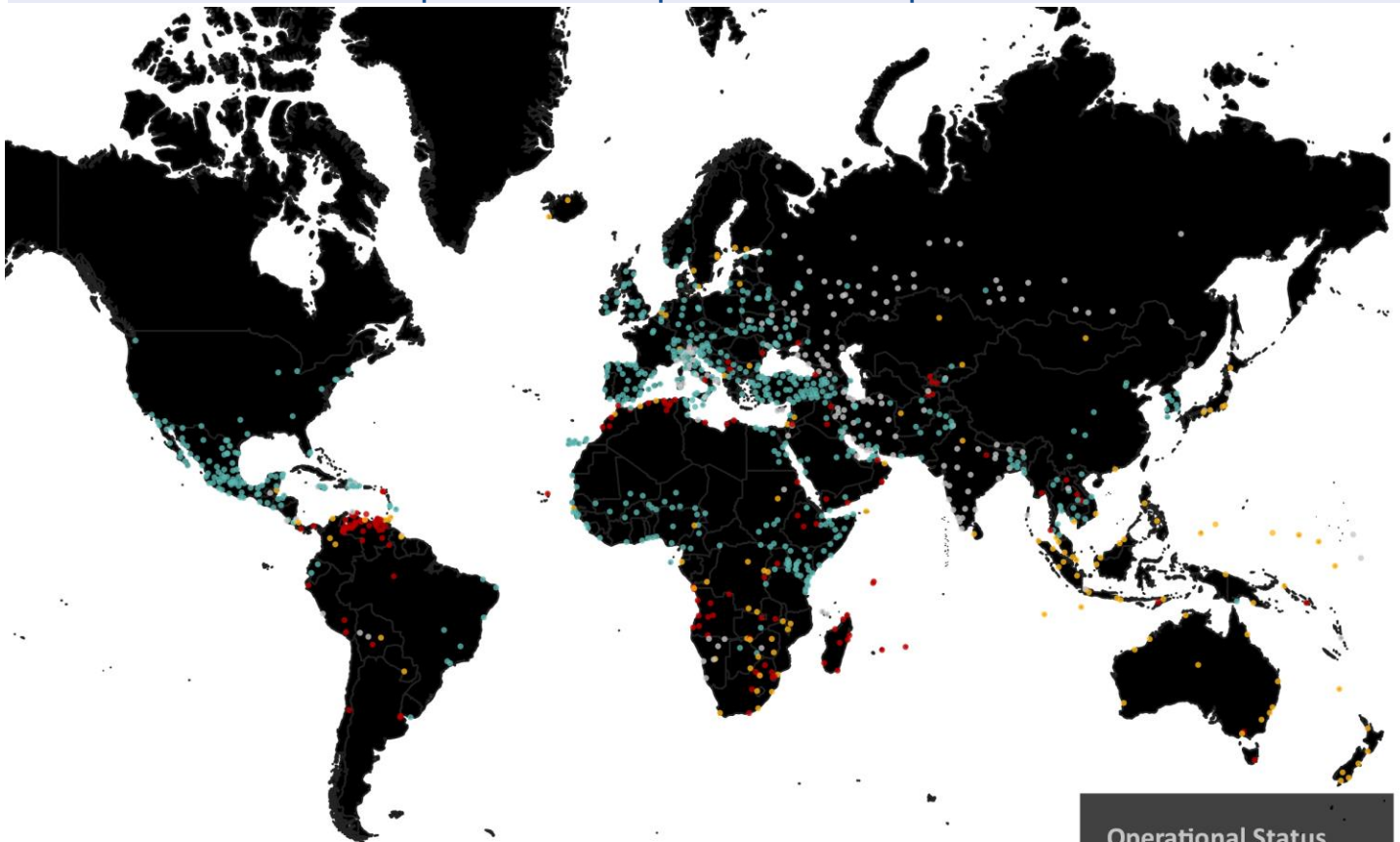
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.
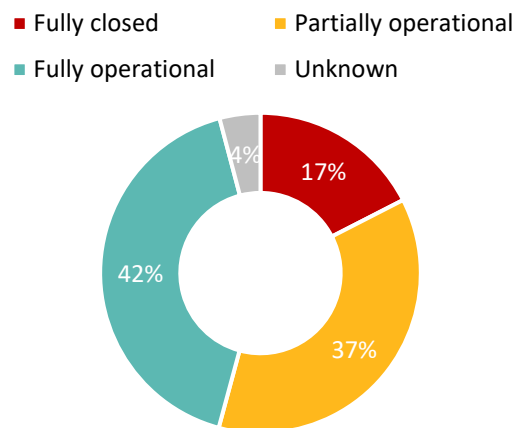
Operational Status
- Fully Closed
- Fully Operational
- Partially Operational
- Unknown

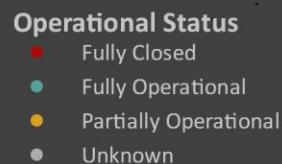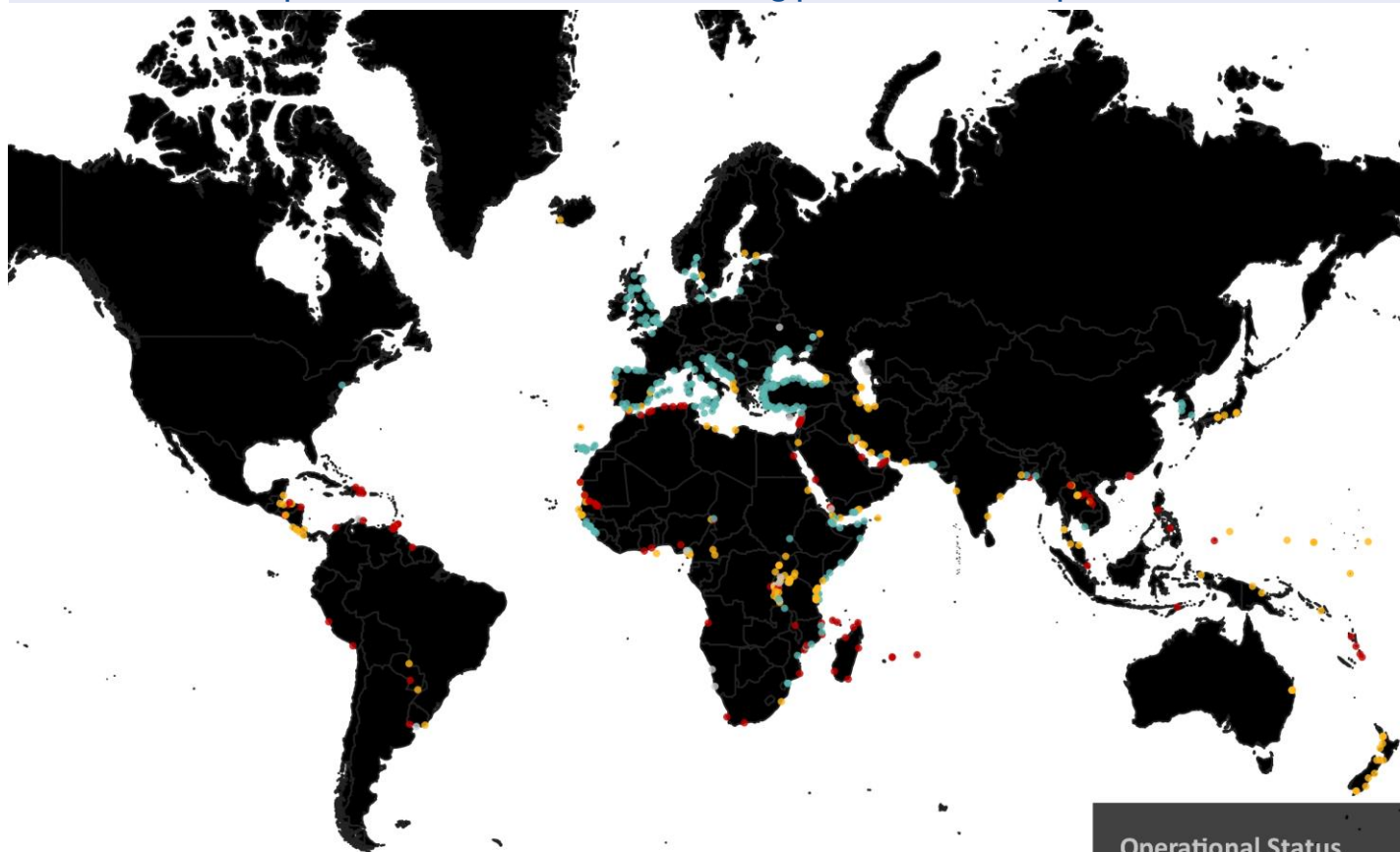# 3. Overview of Blue Border Crossing Points (sea-, river and lake ports)

IOM assessed a total of **607 blue border crossing points in 100 countries**, **territories and areas**. The operational status of the assessed blue border crossing points varied slightly, with 17 **per cent** (or 106 locations) reported to be **fully closed**. The portion of **partially operational blue border crossing points** was reported at 37 per cent (223 ports), no change compared to two weeks ago. Finally, **42 per cent** (253 locations) were reported as **fully operational,** an increase of 3 p.p. on a fortnightly basis. Information was not available for 4 per cent (25 locations) (for more details, see Table 3 in the Annex).

Central America, North America and the Caribbean was the IOM region with the highest share of fully closed blue border crossing points (21 out of 34, 62% of the total, a decline of 3 p.p. from the previous update), closely followed by Southern Africa (20 out of 35, 57% of the total, a decrease of 9 p.p. on a fortnightly basis) and South America (5 out of 10 assessed blue border crossing points, 50%: no change compared to the previous assessment). The European Economic Area region continued to be the IOM region with the highest share of fully operational blue border crossing points with 126 fully operational locations out of the 137 assessed blue border crossing points in the region (92% of the total a 2 p.p. decrease compared to the previous report). Only South-Eastern Europe, Eastern Europe and Central Asia also had a share of fully operational blue border crossing points above 50 per cent, with 65 out of 79 fully operational or 82 per cent.

Operational status at assessed blue border crossing points

- ■ Fully closed
- ■ Partially operational
- ■ Fully operational
- ■ Unknown

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

Operational Status
- ● Fully Closed
- ● Fully Operational
- ● Partially Operational
- ● Unknown

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.
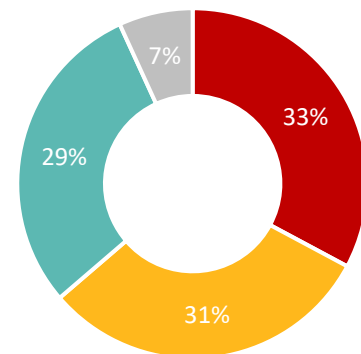
4. Overview of Land Border Crossing Points

Among the **2,328 assessed land border crossing points** in 129 countries, territories or areas, the majority is either **fully closed** or **partially operational** (**33%** and **31%** of the total, respectively), while **29 per cent** of the assessed locations were **fully operational** without any restriction. Compared to the previous report, it is noticeable a decrease of 1 p.p. in both fully closed and partially operational land border crossing points with a corresponding increase of 1 p.p. in fully operational locations (for more details, see Table 3 in the Annex).

West and Central Africa remains the IOM region reporting the highest share of fully closed land border crossing points: 222 out of 359 assessed locations were completely closed, corresponding to 62 per cent of the total number of land border crossing points assessed in this region (a 2 p.p. decrease compared to the previous reporting period). Other IOM regions with a high proportion of fully closed land border crossing points include Southern Africa (94 out of 206, 46% of the total: no relative change on a fortnightly basis), South-Eastern Europe, Eastern Europe and Central Asia (200 out of 433, 46%: no relative change compared to the previous report), and Asia and the Pacific (89 out of 223: 40% of the total, i.e. a 3 p.p. decrease on a fortnightly basis).

The highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 402 out of the 483 assessed land border crossing points that are currently open (83% of the total, no relative change compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (159 out of 433, 37% of the total: i.e. a 1 p.p. decrease compared to the previous report) and Middle East and North Africa (28 out of 120, 23% of the total: i.e. a 7 p.p. increase compared to two weeks ago), while the share of fully operational land border crossing points is below 15 per cent for all the other IOM regions.

Operational status at assessed land border crossing points

- Fully closed
- Partially operational
- Fully operational
- Unknown

Global map of assessed land border crossing points and their operational status
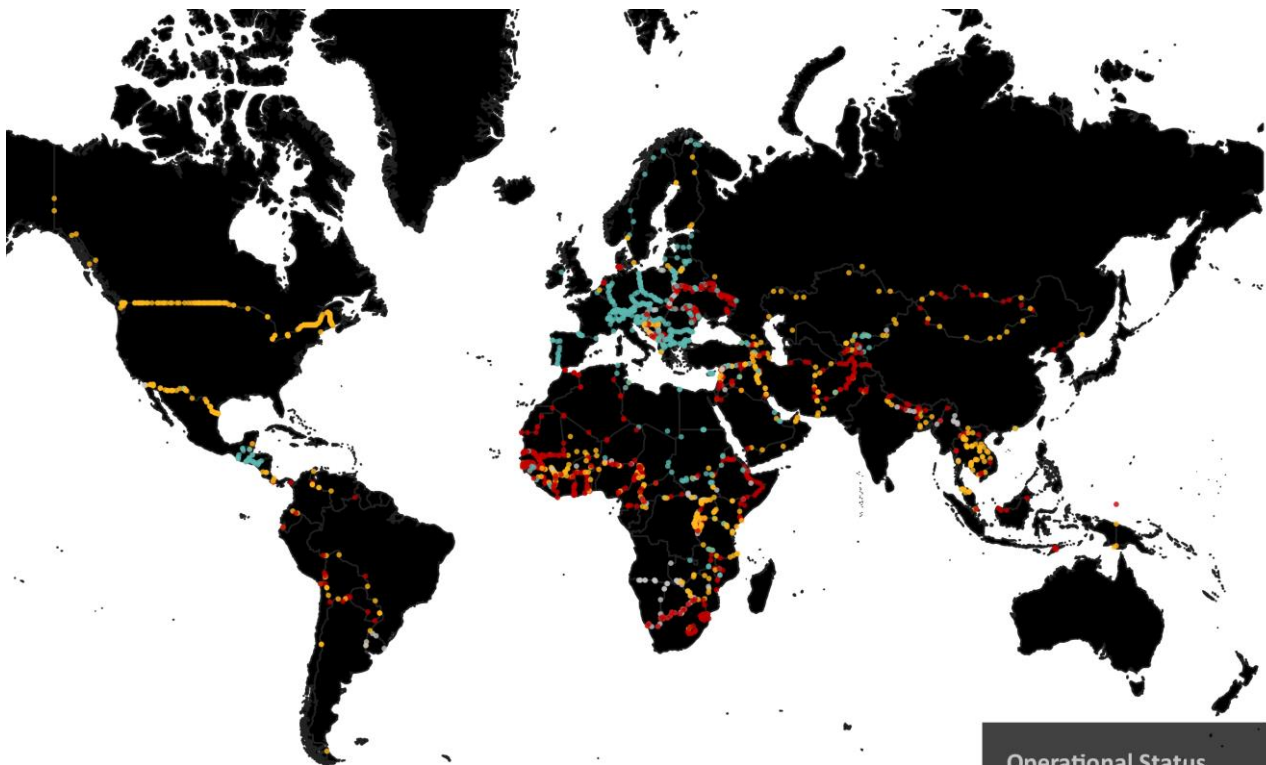
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

Operational Status
- Fully Closed
- Fully Operational
- Partially Operational
- Unknown

Annex: Tables

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

Region	Total		Airports		Land border crossing points		Blue border crossing points		No. of C/T/A
	#	%	#	%	#	%	#	%	#
Asia and the Pacific	570	100%	207	36%	223	39%	140	25%	37
Central and North America and the Caribbean	428	100%	135	32%	259	61%	34	8%	18
Central and West Africa	447	100%	44	10%	359	80%	44	10%	21
East and Horn of Africa	327	100%	56	17%	190	58%	81	25%	9
European Economic Area	813	100%	193	24%	483	59%	137	17%	28
Middle East and North Africa	234	100%	67	29%	120	51%	47	20%	17
South America	127	100%	62	49%	55	43%	10	8%	10
South-Eastern Europe, Eastern Europe and Central Asia	705	100%	193	27%	433	61%	79	11%	19
Southern Africa	309	100%	68	22%	206	67%	35	11%	15
Total	**3960**	**100%**	**1025**	**26%**	**2328**	**59%**	**607**	**15%**	**174**

Table 1.2: Last update of PoE data by month

Location Type	Airport	Blue Border Crossing Point	Land Border Crossing Point	Total
March	27	14	92	133
March (%)	3%	2%	4%	3%
April	38	13	83	134
April (%)	4%	2%	4%	3%
May	34	69	176	279
May (%)	3%	11%	8%	7%
June	19	12	70	101
June (%)	2%	2%	3%	3%
July	18	23	35	76
July (%)	2%	4%	2%	2%
August	127	11	123	261
August(%)	12%	2%	5%	7%
September	757	461	1726	2944
September (%)	74%	76%	74%	74%
Total	**1025**	**607**	**2328**	**3960**
Total (%)	**100%**	**100%**	**100%**	**100%**

Annex: Tables

Table 2: Number (#) and percentage (%) of assessed PoEs by operational status and IOM region

Region	Fully closed		Partially operational		Fully operational		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%
Asia and the Pacific	121	21%	296	52%	77	14%	76	13%	570	100%
Central and North America and the Caribbean	30	7%	231	54%	153	36%	14	3%	428	100%
Central and West Africa	236	53%	125	28%	68	15%	18	4%	447	100%
East and Horn of Africa	83	25%	120	37%	97	30%	27	8%	327	100%
European Economic Area	21	3%	71	9%	684	84%	37	5%	813	100%
Middle East and North Africa	90	38%	62	26%	68	29%	14	6%	234	100%
South America	67	53%	38	30%	10	8%	12	9%	127	100%
South-Eastern Europe, Eastern Europe and Central Asia	210	30%	63	9%	330	47%	102	14%	705	100%
Southern Africa	148	48%	71	23%	26	8%	64	21%	309	100%
Total	**1006**	**25%**	**1077**	**27%**	**1513**	**38%**	**364**	**9%**	**3960**	**100%**

Table 3: Number (#) and percentage (%) of assessed PoEs by operational status and type

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%
Airport	136	13%	135	13%	574	56%	180	18%	1025	100%
Blue border crossing point	106	17%	223	37%	253	42%	25	4%	607	100%
Land border crossing point	764	33%	719	31%	686	29%	159	7%	2328	100%
Total	**1006**	**25%**	**1077**	**27%**	**1513**	**38%**	**364**	**9%**	**3960**	**100%**