

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 Points 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


329

PoEs assessed: Land
Border Points (190),
Blue Border Points
(81), Airports (56)


21

Internal Transit
Points in four (4)
countries


20

Areas of interest


124

Sites with
populations of
interest

Countries' PoEs	Land Border Points	Blue Border Points	Airports	Total
Burundi	32	9	1	42
Djibouti	4	6	1	11
Ethiopia	31	0	5	36
Kenya	13	6	22	41
Rwanda	10	0	1	11
Somalia	21	8	13	42
South Sudan	36	2	7	45
Uganda	9	0	1	10
United Republic of Tanzania	34	50	7	91
Grand Total	190	81	58	329

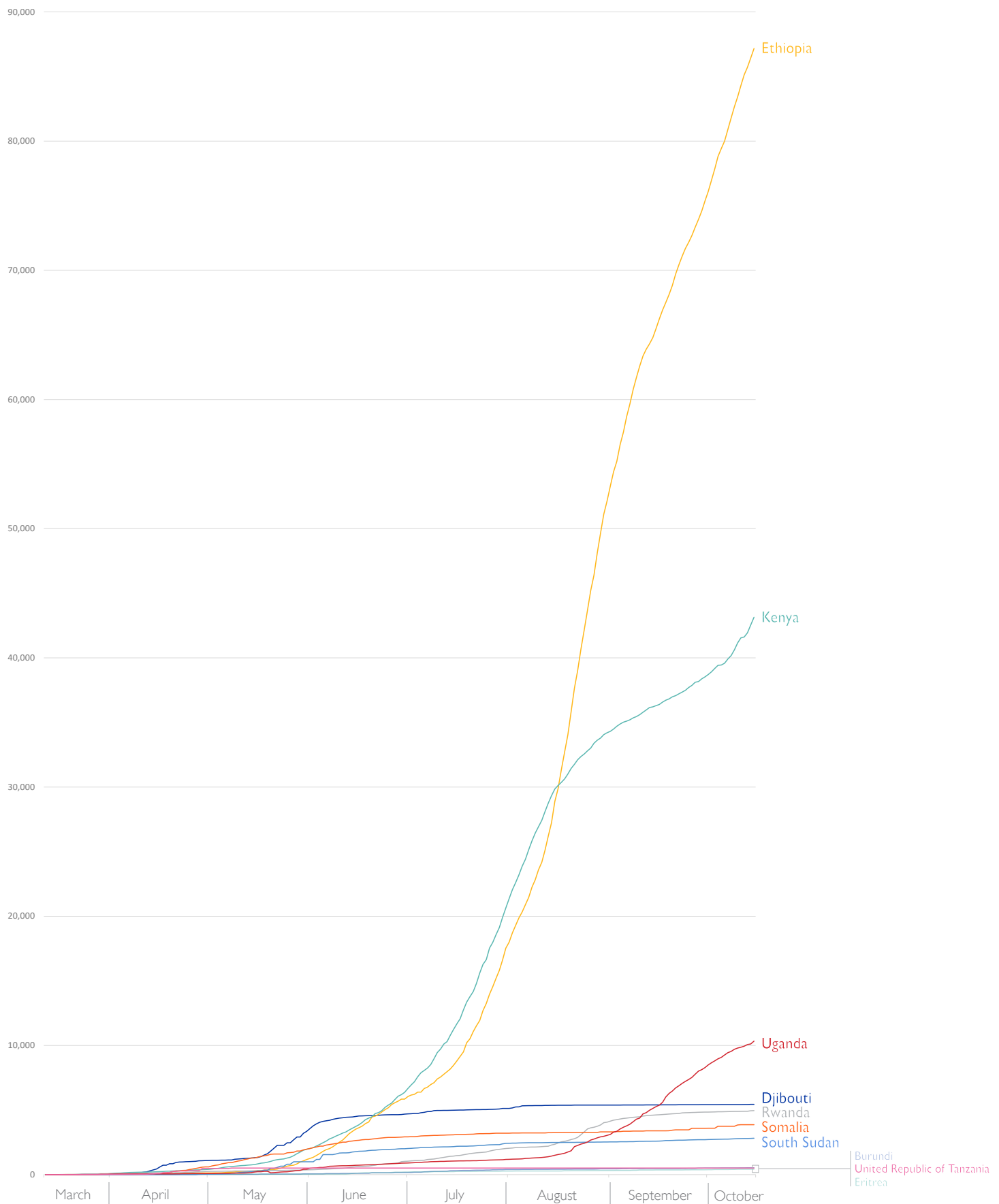
¹ Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, South Sudan, Uganda, and the United Republic of Tanzania.

CONTACT

HIGHLIGHTS

Epidemiological Situation

Incidence trend of confirmed COVID-19 cases in the East and Horn of Africa as of 15 October 2020



Source: Ministry of Health Official Reports

Overview of confirmed COVID-19 cases, deaths and recoveries in the East and Horn of Africa as of 15 October 2020

	Burundi	Djibouti	Eritrea	Ethiopia	Kenya	Rwanda	Somalia	South Sudan	Uganda	United Republic of Tanzania
Confirmed cases	529	5,443	422	87,169	43,143	4,953	3,864	2,817	10,334	509
Deaths	1	61	0	1,325	805	33	99	55	96	21
Recoveries	497	5,368	376	40,988	31,508	4,601	3,089	2,631	6,901	183
Active cases	31	14	46	44,856	10,830	319	676	131	3,337	305

Source: Ministry of Health Official Reports

- The number of confirmed COVID-19 cases in the region has continued to increase, exceeding 159,000 as of 15 October 2020. The EHoA region now represents 9.7% of the total Africa COVID-19 cases. The majority of the cases are through community transmission with most being asymptomatic, except Eritrea which is still detecting new cases among returnee citizens. As of 15 October 2020, the number of COVID-19 related deaths in the region stood at 2,496. The number of recovered cases is also increasing, with a total of 96,142 cumulative recoveries (60.3% of cases in the region), and the fatality rate (1.6%) is still below the Africa (2.3%) and global (2.8%) averages, showing contained number of severity case in the region;

- In Kenya, the number of new cases reported daily, which seemed to be on a decline, has started to rise again with between 300 and 600 cases recorded daily. A high trend of local transmission continues to be seen with 42,098 (98%) of the 43,143 cases being of local transmission. Ethiopia is still experiencing an increase in community transmission with between 600 and 1,000 new cases reported daily, with a total of 87,169 confirmed cases as of 15 October 2020. The number of confirmed COVID-19 cases in Uganda keeps increasing at an alarming rate with between 100 and 200 new cases reported daily. Uganda remains the third country with the highest number of cases in the region and the majority of the cases are of local transmission. The number of confirmed cases in South Sudan has risen to 2,817 with new cases confirmed daily, which is a serious cause of concern due to the high presence of migrants and vulnerable people. In Rwanda, 4,342 (87.7%) of the 4,953 total cases are of local transmission, and new cases continue to be detected from tests carried out in high-risk isolated groups and areas where mass testing is carried out. In Eritrea, cases continue to be reported from tests carried out in quarantine centres among nationals who are returnees from Ethiopia, Sudan, Djibouti and Yemen through irregular routes. Burundi continues to detect new cases from a massive testing campaign that started on 6 July 2020, where 339 new cases were reported positive from samples tested as at 15 October 2020. Djibouti and Somalia continue to experience a steady increase in new detected cases with a cumulative of 5,443 and 3,864 cases, respectively;

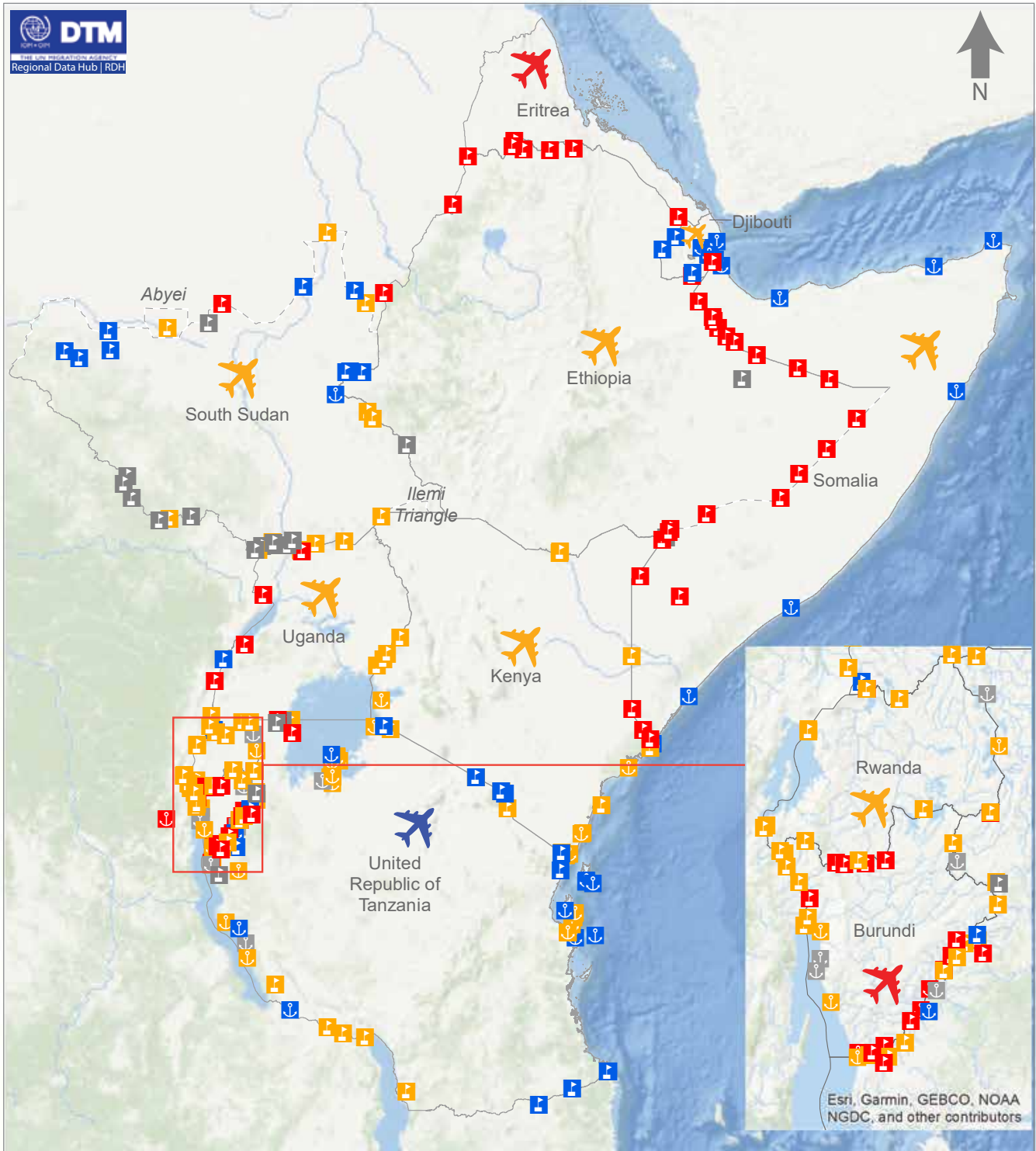
- The number of COVID-19 cases reported among truck drivers in the region has been on a downward trend with just a few new cases detected on a daily basis. As of 15 October 2020, a total of 3,364 truck drivers were confirmed positive for COVID-19 in the region and all the new cases were reported at Ugandan PoEs. A total of 2,786 cases (82.8%) were reported in Uganda, 374 cases (11.1%) reported in Kenya, 190 cases (5.7%) reported in Rwanda, and 14 cases (0.4%) reported in South Sudan. Many truck drivers and crew found positive for COVID-19 at border points are returned to their countries of origin, creating a conducive ground for further spread. Between 17 September and 15 October, 23 Ugandan truck drivers and 27 foreign truck drivers tested positive for COVID-19 in Uganda;

- Currently, the number of positive cases among migrants and IDPs remains at 57, with 3 reported cases in Somalia within the Baidoa camp, 54 cases in South Sudan within the major Protection of Civilian (PoC) sites in Malakal, Juba and Bentiu, which altogether host some 160,000 IDPs. It is likely that the number of COVID-19 cases is largely under-reported. IOM continues to work with partners and governments to implement protective measures to reduce the spread of COVID-19 as well as improve the health and hygiene conditions for all staff and beneficiaries;

- IOM continues to assist member states to strengthen infection prevention and control (IPC) measures and disease surveillance across the region especially at PoEs.

Travel Restrictions - Country Analysis

Status of PoEs in the East and Horn of Africa region as of 15 October 2020



Status of international flights*

- Not Restrictive
- Partially Restrictive
- Totally Restrictive
- 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

Source: International Air Transport Association (IATA)

Displacement Tracking Matrix (DTM)

Date: 15 October 2020

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

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



BURUNDI

On 20 March, Burundi suspended all flights in and out of the country's Melchior Ndadaye International Airport, but borders remained open and the government strongly advised citizens not to travel to countries that already have COVID-19 cases. By 30 March, Burundi blocked 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, borders reopened 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. On 1 August, land borders reopened but only for essential travel.



DJIBOUTI

On 18 March, the Government of Djibouti suspended all international flights and closed 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 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. On 15 June, the Government of Djibouti eases some of the COVID-19 restrictions by reopening restaurants and cafes, on condition that handwashing devices are installed, and physical distance is organized. Since 17 July, all air, land and sea borders have reopened with strict health guidelines in regard to travellers' screening at the various PoEs.



ERITREA

On 25 March, Eritrea suspended 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 issued additional guidelines, suspending all public transport vehicles within cities and between regions/cities. All borders remain closed and all international flights, including humanitarian flights, are suspended until further notice.



ETHIOPIA

On 20 March, the Government of Ethiopia suspended 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 were put in place. On 23 March, the government announced the closure of ground crossing points and flights were suspended to more than 80 countries on 29 March. A five-month long state of emergency was declared on 8 April and approved by Parliament on 10 April. Ethiopia shut its land borders to nearly all human traffic as part of efforts to help curb the spread of the pandemic. On 8 July, Ethiopian Airlines resumed normal service to countries that eased their COVID-19 measures and were set to reopen for tourism, such as Djibouti on 7 August. The state of emergency was lifted and the country reopened all air and land borders for tourism on 23 September. However, Addis Ababa Bole International Airport is operating at much-reduced levels.



KENYA

On 16 March, Kenya closed its borders to all except Kenyan citizens and legal residents, and issued exemptions for the entry of humanitarian workers and repatriation flights on 31 March. On 6 April, Kenya announced the 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. Movement by sea to or from the country along the coastline was also restricted. On 6 May, the government announced the cessation of movement in and out of Eastleigh in Nairobi, and the Old Town in Mombasa, which was lifted on 6 June. On 16 May, Kenya banned all movement in and out of the country through the Tanzanian and Somali borders. Only cargo vehicles were exempted from the directive, and only truck drivers who tested negative for COVID-19 were allowed into Kenya. On 6 June, Kenya extended 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. On 6 July, Kenya lifted restrictions on movement in and out of Nairobi, Mandera and Mombasa, but the curfew was still in place. Local flights resumed on 15 July, while international flights resumed on 1 August.



RWANDA

On 20 March, Rwanda suspended all international flights. On 21 March, Rwanda announced 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 eased 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 remained 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. On 2 June, transport between different provinces and the city of Kigali was permitted, except for movement to and from Rusizi and Rubavu districts. On 15 July, movement within Rusizi district resumed but travel in and out of the district remains prohibited, except for goods and cargo. On 1 August, Rwanda reopened its airports and international flights resumed. Restrictions on public transportation were lifted on 12 October, effectively allowing buses to fill all their seats and at least 50 per cent of the standing passengers.



SOMALIA

On 15 March, Somalia banned 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 implemented flight restrictions for an initial period of 15 days. Movement of people to and from the country along the coastline was also restricted. On 28 March, the ban on international flights into Somalia was extended. Flights transporting food and medical supplies required special permission 24 hours before travel, and no lorries were allowed to enter the country unless carrying medicine and food. On 29 March, Somalia imposed the suspension on local flights. On 6 April, the initial international flight suspension was extended for an additional 30 days. On 10 April, following government directives, authorities in Gedo region closed 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. On 5 July, domestic aviation services resumed with strict health guidelines, apart from Mogadishu and Hargeisa airports. On 3 August, Somalia reopened its airspace for international flights after four months of disruptions, while domestic flights continued to operate, apart from Abudwak airport which is still closed for maintenance work. All sea ports in Somalia have remained operational, and all land border crossings are now beginning to open.

Note: This was collected through various secondary sources, including other UN situation reports, news articles, etc.



SOUTH SUDAN

On 13 March, South Sudan suspended direct flights from affected countries, and called for the reduction of travel and restriction on social gatherings. On 23 March, Juba International Airport closed for passengers for a period of 30 days. On 24 March, South Sudan closed all airports and sealed land borders for passengers, with cargo exceptions only. On 21 April, the government extended 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 eased the lockdown restrictions and public transportation resumed. 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 announced the reopening of all airports to domestic and international flights. Despite Uganda reopening all its borders, the border with South Sudan remains closed until the capacity for the anticipated increase in crossings to and from Uganda and South Sudan amongst returnees, refugees, and traders - in terms of screening, sampling, testing, contact tracing and quarantine - are scaled up.



UGANDA

On 18 March, Uganda banned all incoming and outgoing travel to specified COVID-19 affected countries for a period of 32 days. On 22 March, Uganda suspended all passenger planes in and out of country, with cargo exceptions only. On 23 March, Uganda closed border with South Sudan for passengers, and only traffic of goods from Uganda to South Sudan was allowed. On 25 March, public transport was suspended for 14 days. On 31 March, the country ordered a 14-day nationwide lockdown starting at 7PM, except for cargo planes, lorries, pickups and trains – which was extended on 14 April for another 21 days. On 10 April, Uganda introduced new measures which include banning motorcycle taxis after 2PM. On 5 May, Uganda eased its strict measures for a 14-day period, but international borders remain closed. On 27 July, the country lifted the ban on motorcycle taxis and allowed them to carry passengers, but with strict health measures. Rwanda announced the reopening of borders for Ugandan nationals stranded in other East African Community (EAC) countries to return home on 10 August. On 21 September, Uganda's international airport and land borders reopened for tourism. Scheduled commercial passenger flights resumed on 1 October.



UNITED REPUBLIC OF TANZANIA

On 25 March, Air Tanzania suspended 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 suspended 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 relaxed 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 lifted all restrictions on air travel and systematic quarantine measures imposed on passengers, and international commercial flights resumed mid-June. 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 announced 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. On 21 September, the Tanzanian Government lifted the ban imposed on Kenyan flights.



Bus transporting migrants from Obock to Loyada. Photo: © IOM / Alexander Bee

Note: This was collected through various secondary sources, including other UN situation reports, news articles, etc.

LEVEL OF RESTRICTIONS

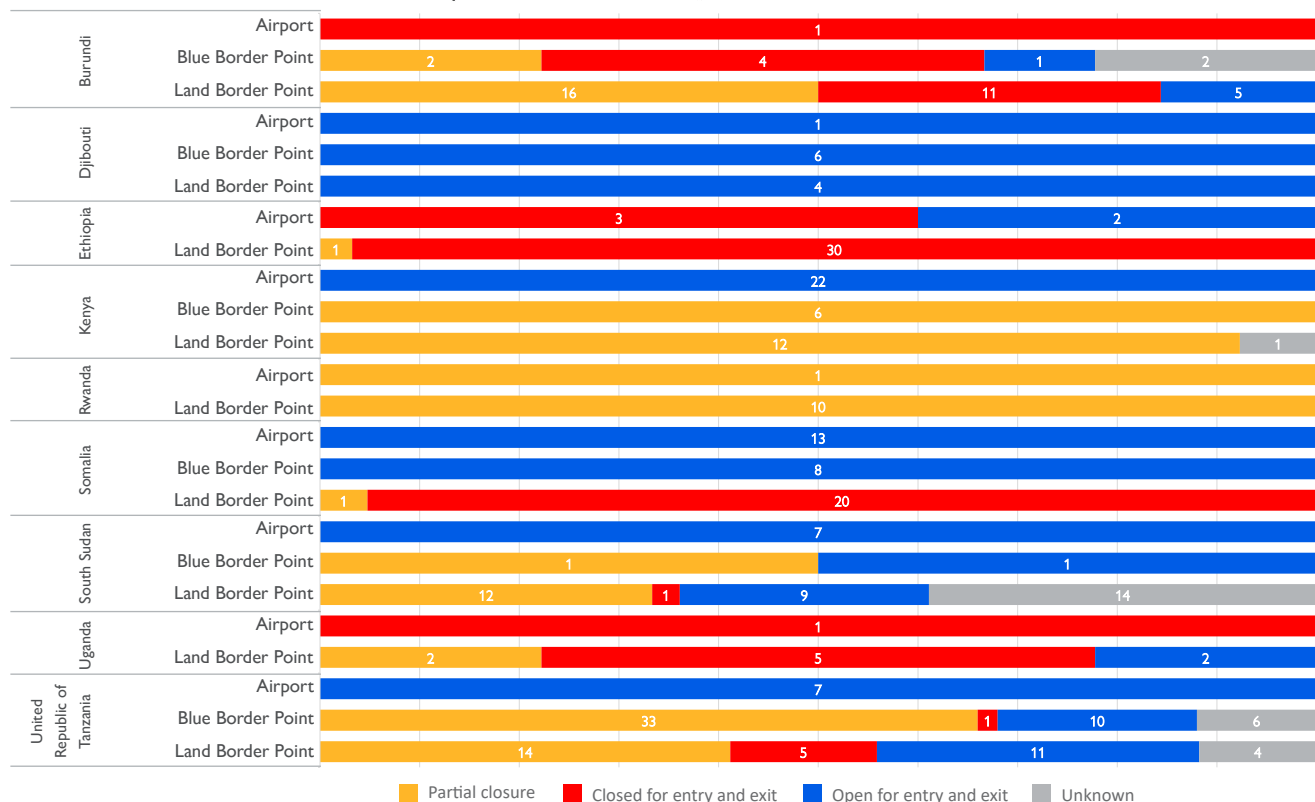
Although a majority of the PoEs had some level of restrictions imposed on them, there is a higher proportion of open PoEs as compared to previous months due to the ease of COVID-19 related restrictions in the region. A total of 111 PoEs (34%) were partially closed, while 109 (33%) were open for travel in both directions, which is an increase from 100 (31%) in the previous month. A further 82 PoEs (25%) were closed for both entries and exits, and another 27 (8%) had unknown operational status.

Location Type	Partial Closure	Closed for entry and exit	Open for entry and exit	Unknown	Total
Land Border Point	68	72	31	19	190
Blue Border Point	42	5	26	8	81
Airport	1	5	52	0	58
Total	111	82	109	27	329

Situation Overview

- Of all the PoEs assessed, 34 per cent were partially closed, 25 per cent were closed for both entries and exits, while 33 per cent were open for both, with another 8 per cent with unknown operational status. Most countries had a combination of all, and quite a few PoEs have been opened up as restrictions on movements eased in the past weeks. Airports, in particular, have largely resumed movements in both directions, with around 90 per cent of all assessed airports now open. A majority of land border points still have some sort of restrictions, with only 16 per cent open for movement in both directions, and blue border ports have the largest proportion of partial closures (52%);
- Rwanda still had the highest proportion of partially closed points (85%), Ethiopia the largest proportion of completely closed points (60%) as it experiences a surge in COVID-19 cases, and Kenya had the largest proportion of open points (56%) as the cases have started decreasing;
- Overall, most PoEs were likely to have some level of restrictions, with most of the 34 per cent of partially closed PoEs open for commercial traffic only (43%), or open to returning nationals and residents of the country (32%), while 6 per cent were closed for exit only and 20 per cent had unknown status. Airports were more likely to have concrete restrictions in place - the one (1) that had partial restriction in place was open for returning nationals only, while eight (8) blue border ports and 19 land border points had unknown operational status.

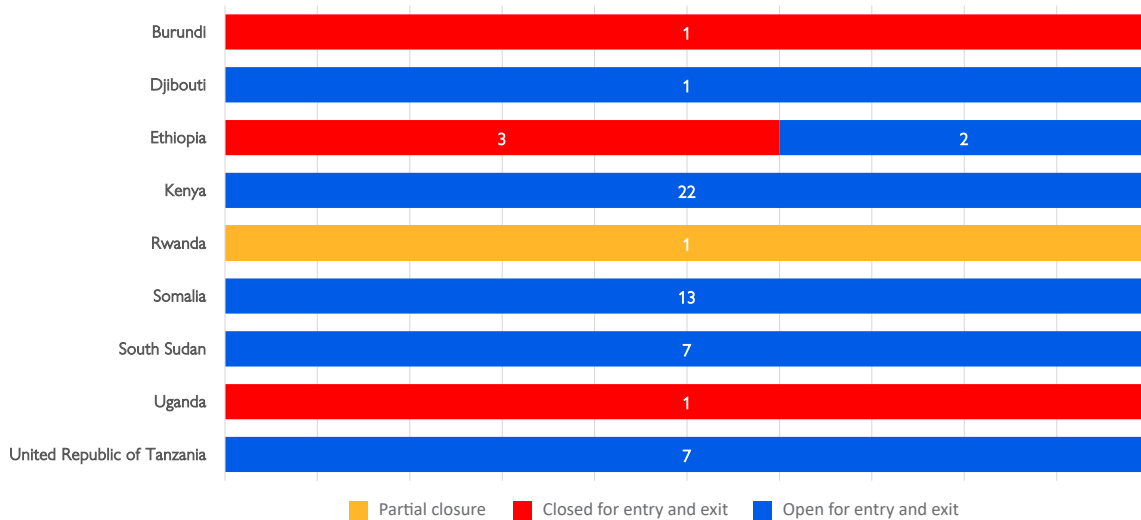
Operational status of assessed PoEs



Overview of Airports

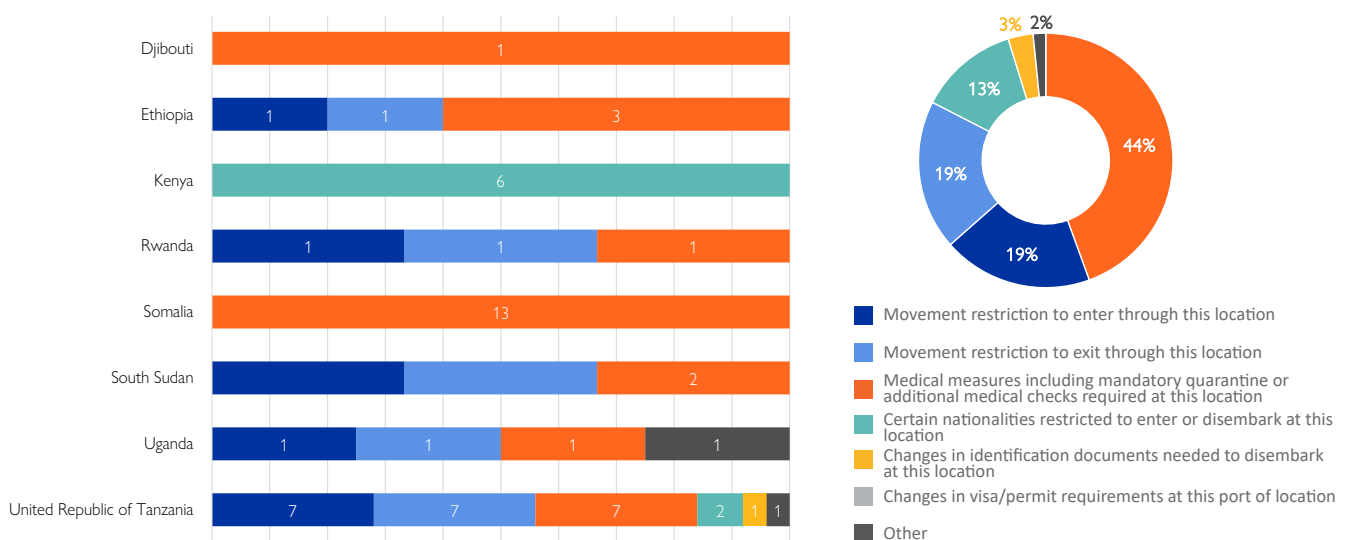
- Operational status:** Restrictions have been eased at most airports, and only one (1) airport in Uganda, one (1) in Burundi, and three (3) in Ethiopia are reported to remain closed for both entry and exit travel, while only one (1) airport in Rwanda remains partially closed, allowing returning nationals only. As the next chart shows, all remaining airports, 52 out of 58, are now open.

Operational status - Airports



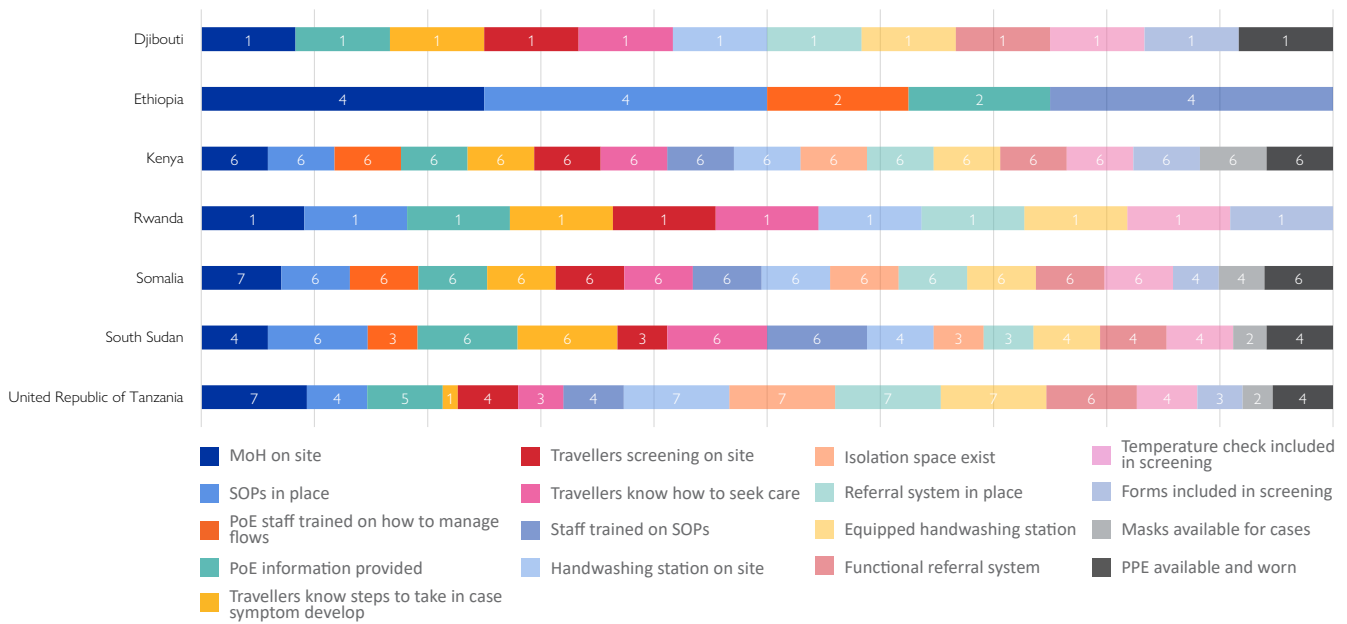
• **Type of restrictions:** As the airports ease restrictions on travel, other measures that were also put in place to ensure that movement happens in a safe manner were expanded, with particular attention paid to the implementation of medical measures. As the chart below shows, 28 airports now require mandatory quarantine and/or additional medical checks (48%), while other measures are also still in place. Overall, restriction on entry and exit movements was the second most often utilized method, implemented in 12 airports (21%) respectively, while restrictions on certain nationalities were imposed at eight (8) locations. Partial restriction on movements were imposed in eight (8) airports, where only certain nationalities were allowed, while another one (1) implemented changes in identification documents needed to disembark at the particular location, and two (2) had other measures in place. No information was available about restrictions imposed at the airport in Burundi.

Type of restrictions implemented - Airports



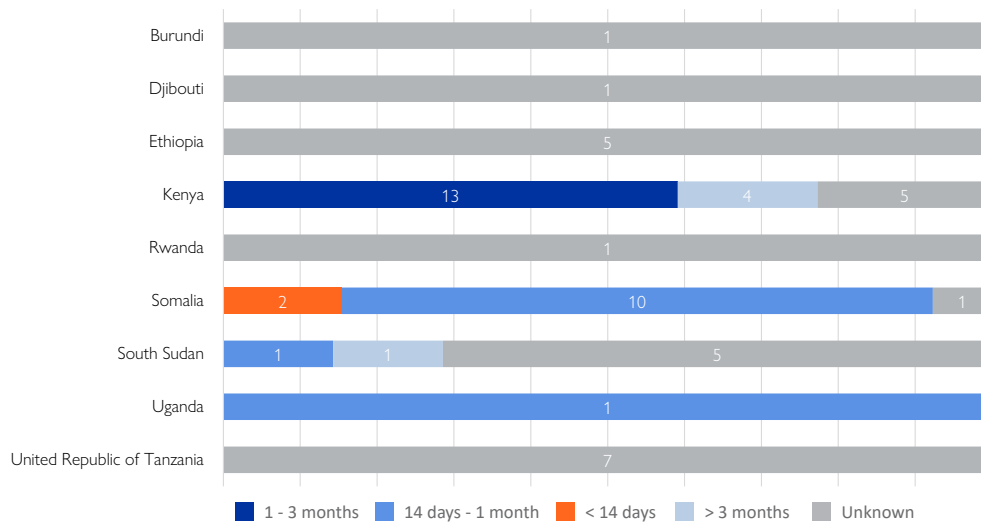
• **Public health measures:** In terms of public health measures, a representative of the Ministry of Health (MoH) was present at 52 per cent of assessed airports. About 47 per cent of airports had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers, with the presence of trained staff in the same proportion of airports. About 38 per cent each had health screening, with temperature checks, and 40 per cent had referral systems in place. In addition, 29 per cent of airports had staff trained to manage the flow of passengers in an organized manner during the epidemic. As part of the staff SOPs and training, 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 36 per cent of the airports. Similarly, the staff in 40 per cent of airports was also required to provide information on how the traveller could seek health care in case symptoms worsened. About 43 per cent of airports had handwashing stations on site, all of which were equipped, and 38 per cent had isolation rooms to quarantine suspected cases. The next chart shows the breakdown by country for each measure.

Public health measures - Airports



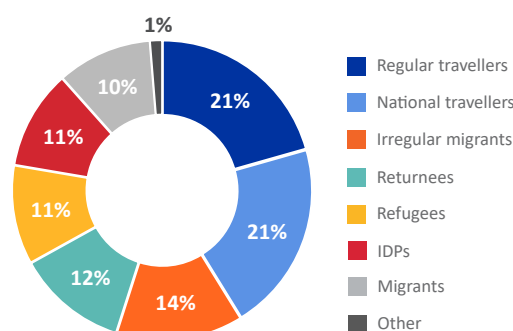
• **Estimated duration of restrictions:** Although changes in many measures have been recorded, and airports are beginning to ease restrictions, information on how long the various measures will be in place is still difficult to obtain in the current climate where the situation remains highly fluid. As the chart below shows, the duration of the restrictions was unknown for almost half of the airports: 26 out of 58. Only 13 airports in Kenya were estimated to remain at current level of restrictions for one to three months. The remaining airports were closed for 14 days to one month (12), for more than three months (5), or for less than 14 days (2).

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.

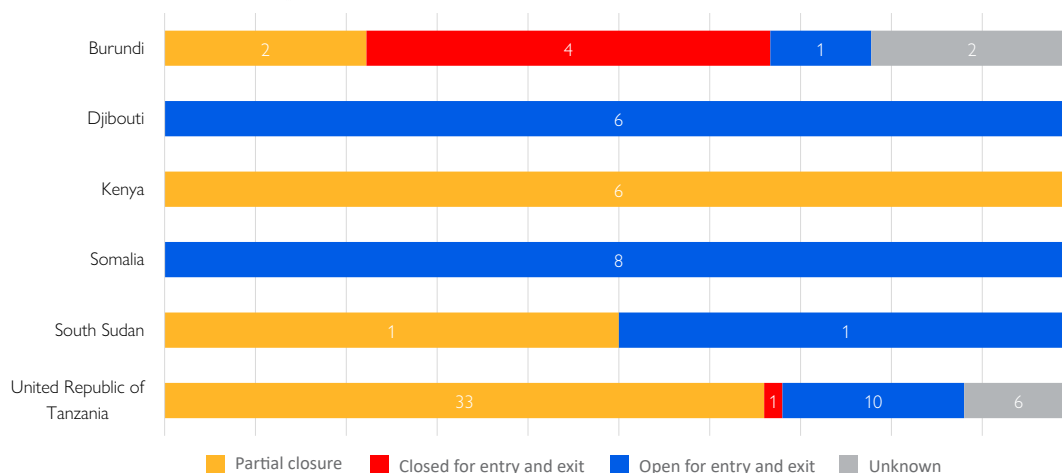
Population affected - Airports



Overview of Blue Border Points

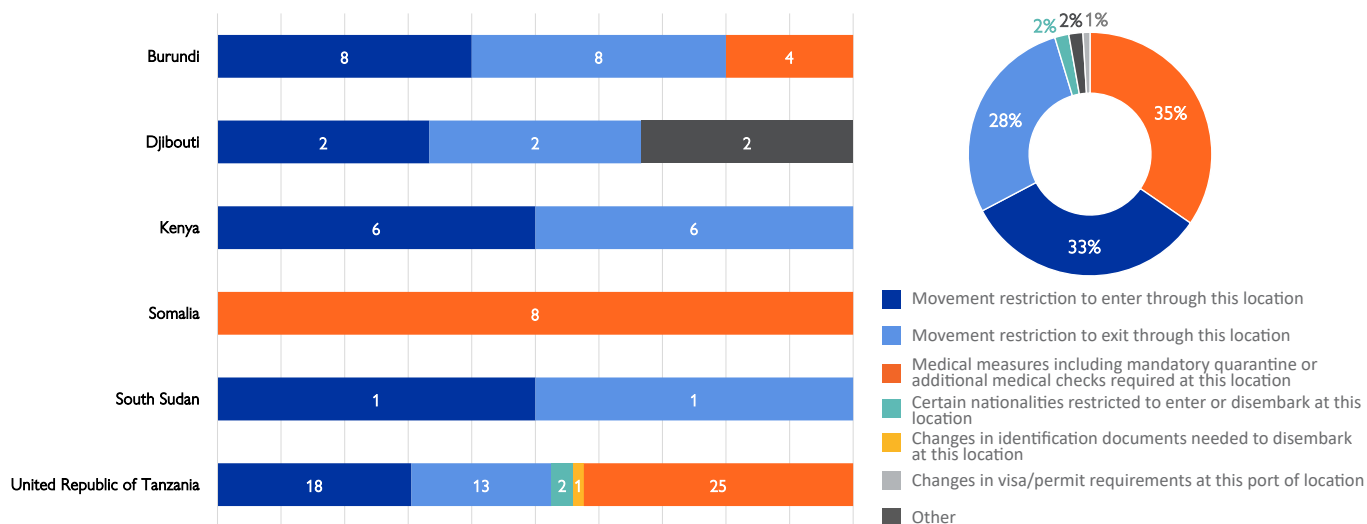
• **Operational status:** Similar to airports, most Blue Border Points (sea, lake and river) had some level of restriction imposed on them, but 26 out of the 81 had none (32%), and were reported to be open for both entry and exit travel. As the chart below shows, 42 out of 81 were partially closed (52%), while five (5) were closed for all travel (6%), and another eight (8) had unknown operational status (10%).

Operational status - Blue Border Points



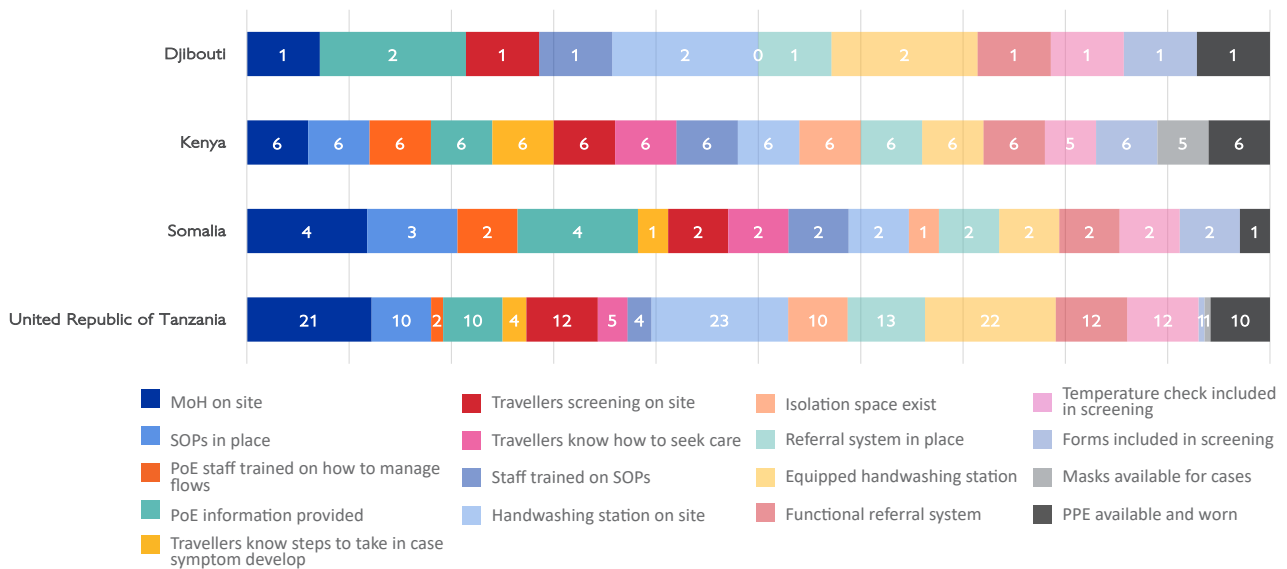
• **Type of restrictions:** Overall, the imposition of mandatory medical measures on travelling passengers was the most often utilized method, implemented in 37 ports, while the restriction on entry movements was the second most often utilized method, implemented in 35 ports, and restrictions on exit were imposed in 30 locations. Only two (2) ports had restrictions allowing certain nationalities to travel through, while one (1) implemented changes in identification documents needed to disembark at this location, and none changed visa requirements. Two (2) locations in Djibouti had other measures in place.

Type of restrictions implemented - Blue Border Points



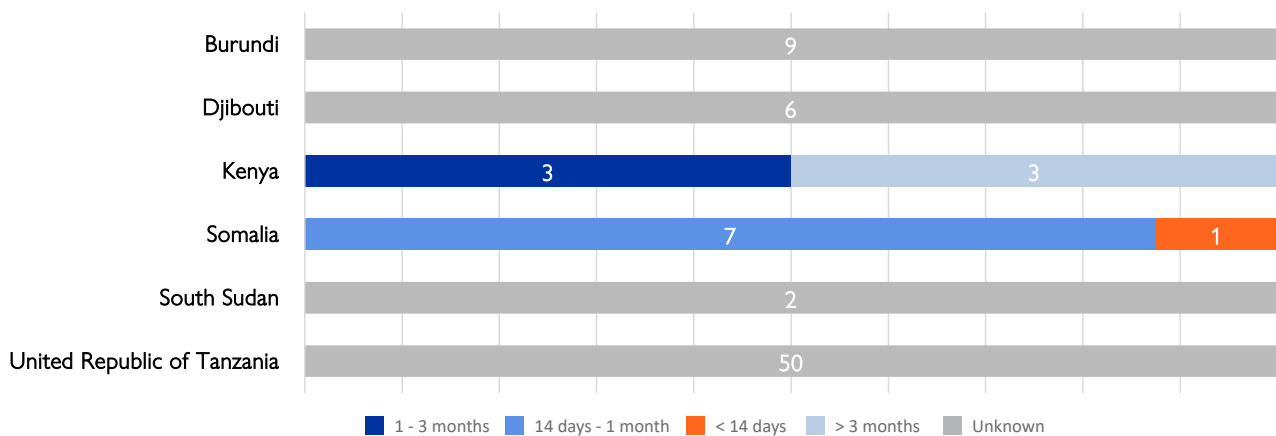
• **Public health measures:** Like in airports, risk mitigation measures for Blue Border Points to ensure safe movements included the presence of a Ministry of Health (MoH) representative (40% ports), equipped handwashing stations (41% ports), traveller screening on site (26% ports), functioning referral systems in places (26% 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 (27%). About 23 per cent 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 12 per cent of ports had staff trained to manage the flow of passengers in an organized manner during the epidemic. In 11 locations, the staff was also able to provide information to passengers on steps to take in case symptoms develop, while 16 per cent of locations had staff that could guide the travellers on next steps in case symptoms worsened. About 26 per cent of ports had health screening, including temperature checks, while 22 per cent had Personal Protective Equipment (PPE) equipment available, and isolation spaces, respectively. The next chart shows the breakdown by country for each measure.

Public health measures - Blue Border Points



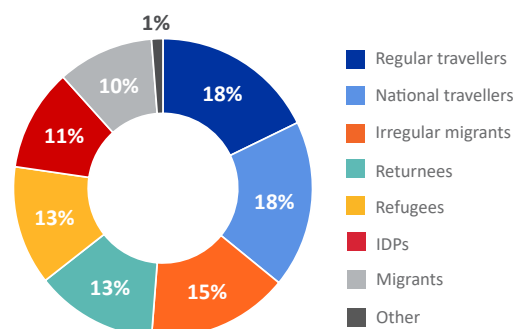
• **Estimated duration of restrictions:** As the chart below shows, majority of the ports had unknown duration for these measures (67 out of 81), while only one (1) port in Somalia was estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (7), for one to three months (3), or for more than three months (3).

Estimated duration of restrictions - Blue Border Points



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

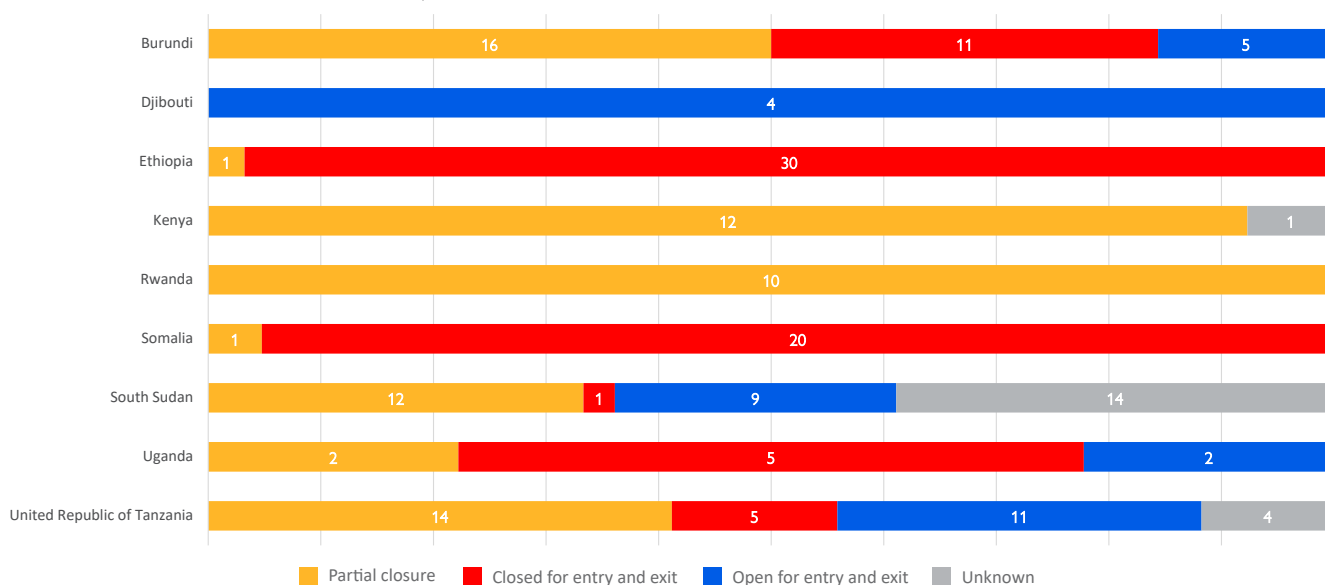
Population affected - Blue Border Points



Overview of Land Border Points

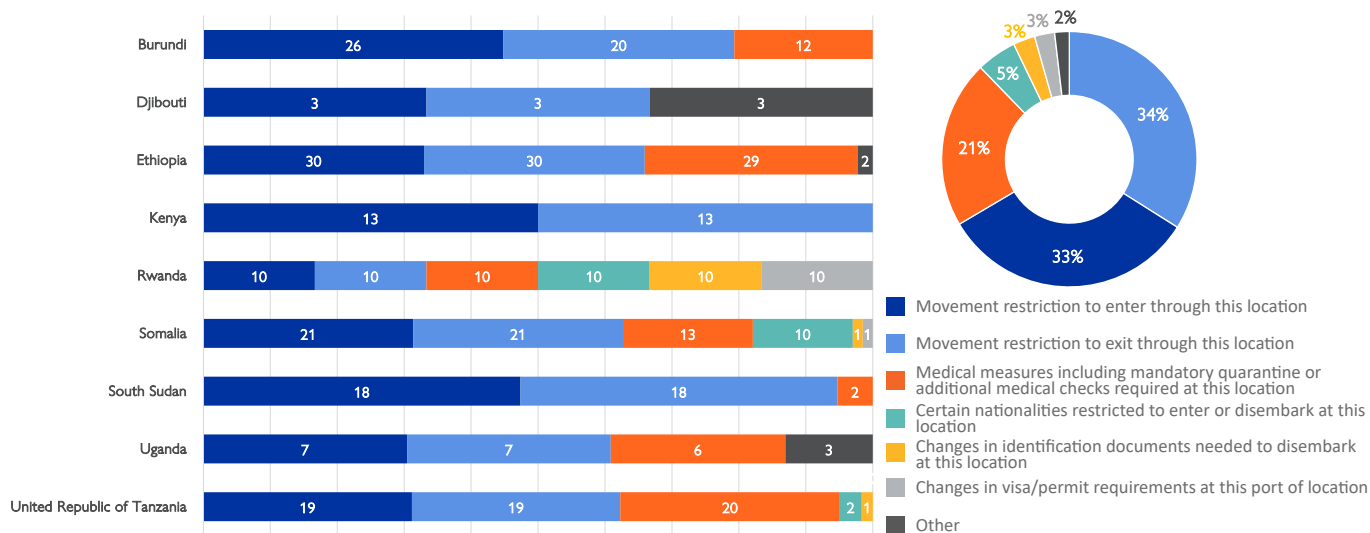
• **Operational status:** As the following chart shows, Land Border Points make up the overwhelming majority of all PoEs assessed, and of the 190 ports, a little less than half were partially closed (68), while more than a third were closed for both entry and exit (72), and only 31 were open for both (up from 27 ports last month). Another 19 ports had unknown operational status.

Operational status - Land Border Points



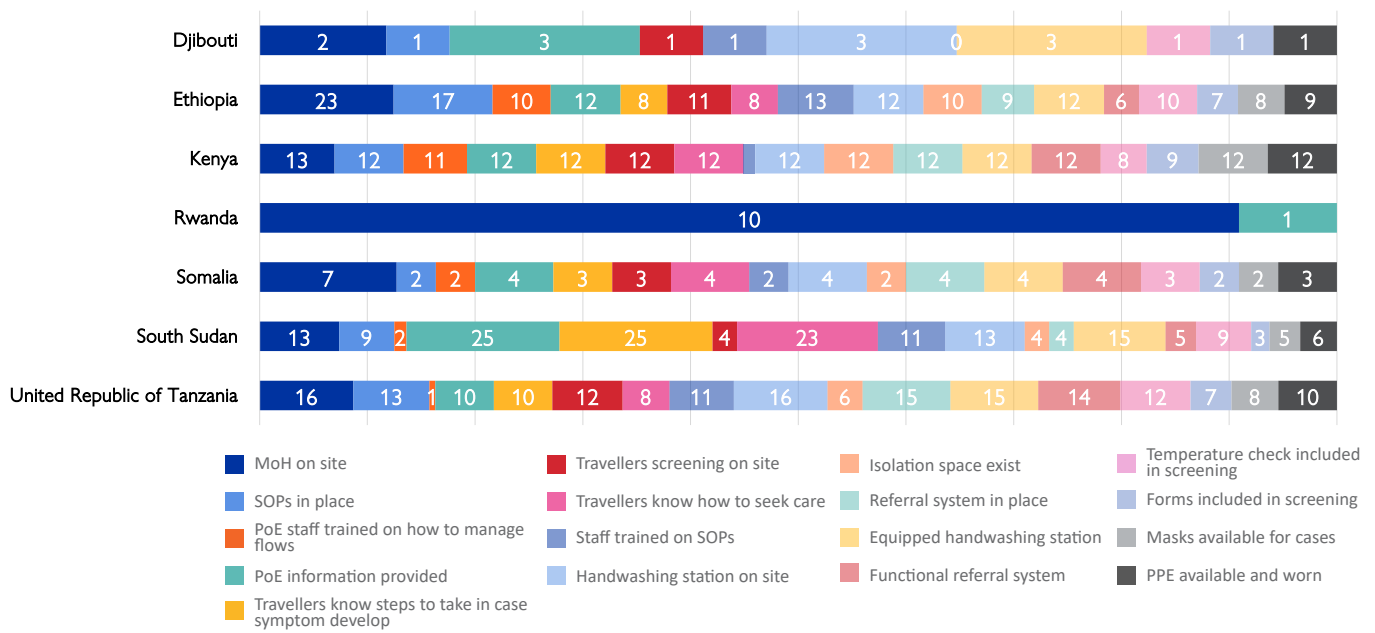
• **Type of restrictions:** Restriction on exit movements was the most enforced measure, implemented in 147 ports (77%), while restrictions on entry were imposed in 141 locations (74%), and 92 ports imposed mandatory medical measures on travelling passengers (48%). About 22 ports had restrictions on 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



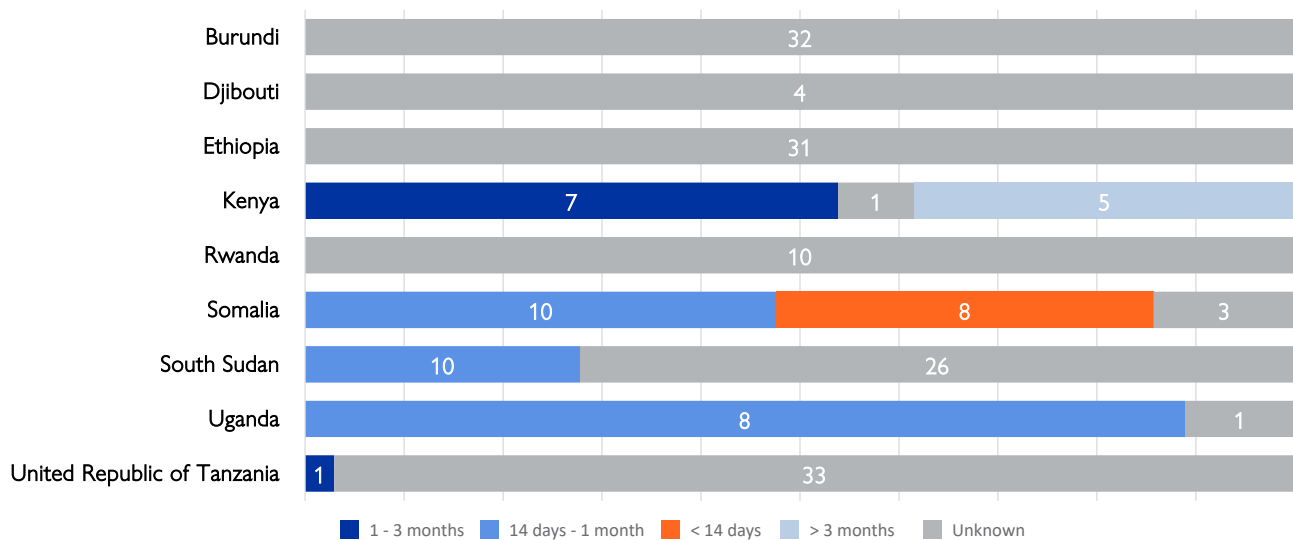
• **Public health measures:** Similar to airports, the most utilized measures at Land Border Points to ensure safe movements was the presence of a Ministry of Health (MoH) representative (44% of ports), while 28 per cent had Standard Operating Procedures (SOPs) in place to managing flows, though only 21 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 the flow of passengers in an organized manner during the epidemic. The staff was also able to provide information to passengers on steps to take in case symptoms develop (31% of ports), and on how the traveller could seek health care in case symptoms worsened (29% of ports). Similarly, 23 per cent each had screening for travellers on site, and had functional referral systems in place. About 32 per cent of ports had functioning handwashing stations, and 22 per cent had Protective Personal Equipment (PPE) equipment available. The next chart shows the breakdown by country for each measure.

Public health measures - Land Border Points



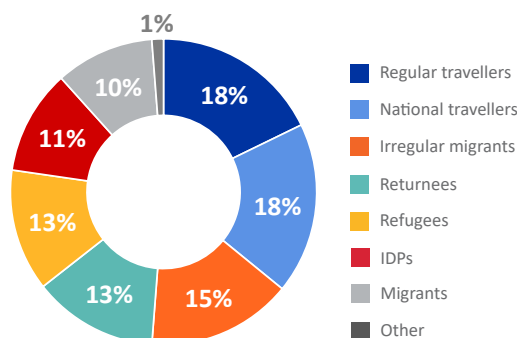
• **Estimated duration of restrictions:** As the chart below shows, almost all of the ports had unknown duration for these measures (141 out of 190) while only eight (8) ports in Somalia were estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (28), for one to three months (8), or for more than three months (5).

Estimated duration of restrictions - Land Border Points



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

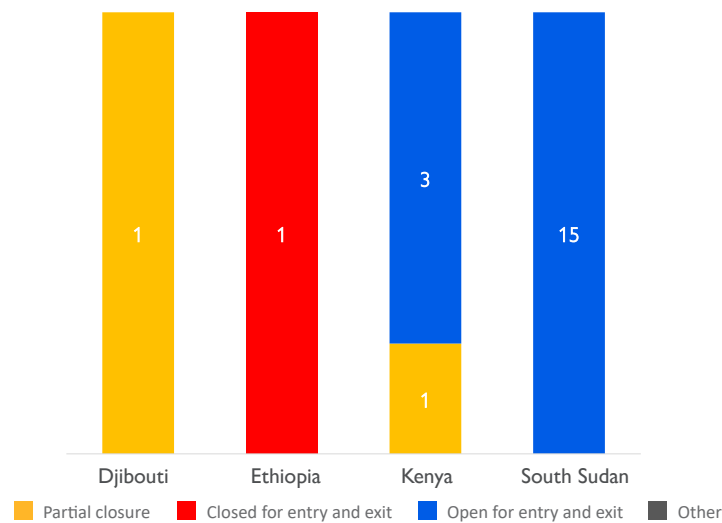
Population affected - Land Border Points



Overview of Internal Transit Points

• **Operational status:** Apart from international borders, DTM teams also assessed 21 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 (18), while two (2) were partially closed, and only one (1) was closed in both directions (in Ethiopia).

Operational status - Internal Transit Points



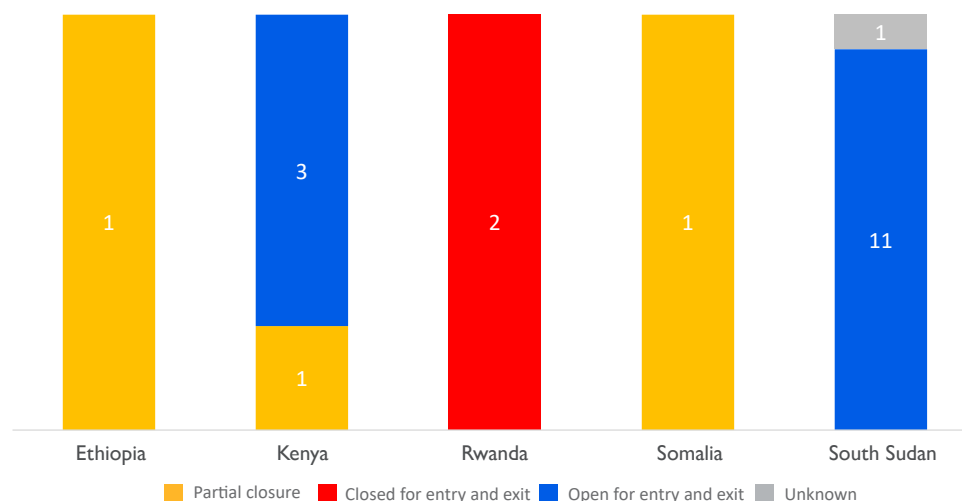
• **Type of restrictions:** In terms of movement restrictions, the partially closed sites were open only for returning nationals, while the rest were either completely closed (1) or completely open (18). Regular movement was impacted in five (5) locations, while nationals of the country were also impacted by these restrictions in five (5) sites. IDPs were impacted in four (4) sites, while migrants were impacted in three (3) sites. Returnees were impacted in four (4) sites, while refugees and irregular movements were impacted in three (3) sites each.

• **Public health measures:** There were also certain public health measures in place at these transit locations, and information about COVID-19 was provided at 19 sites, while equipped handwashing stations in 11 sites. Standard Operating Procedures (SOPs) were implemented in 4 locations, and staff was trained in all locations, while referral systems were in place and functional in eight (8) locations. Isolation spaces existed in seven (7) locations, and three (3) 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 20 such locations in five (5) countries, and most were open for entry and exit (14) while only three (3) were partially closed, two (2) were closed for both entry and exit, and one (1) had unknown operational status.

Operational status - Areas of Interest



• **Stranded migrants:** Similarly, 124 sites with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travellers) were also assessed in eight (8) countries, with most locations being in Djibouti (39), followed by Burundi (37), Ethiopia (19), and South Sudan (18). 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 2,204 persons of various nationalities stranded in the eight (8) countries.

Stranded migrants - Sites with Populations of Interest

