

**IOM COVID-19  
IMPACT ON  
POINTS OF ENTRY  
BI-WEEKLY ANALYSIS  
21 OCTOBER 2020**



# PUBLISHER

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Please send any feedback, comments and suggestions related to the Covid-19 Mobility Tracking dashboards and outputs to the DTM Covid-19 Team at [dtm-covid19@iom.int](mailto:dtm-covid19@iom.int)

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## COVER PHOTO:

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Since 2019, the International Organization for Migration (IOM) in West and Central Africa has been using street art as a key outreach activity based on “human-centered design” to engage with migrants and community members. In 2020, amidst the COVID-19 pandemic, IOM continues the initiative in Senegal, Ghana and Niger with the objective to improve relations between migrants and host communities, while stimulating the debate surrounding how to reduce the spread of misinformation and xenophobia, two particularly sensitive topics during COVID-19 times.

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# Methodology & Definitions

To better understand and capture how COVID-19 affects global mobility, IOM has developed a global database used to map, track and analyse 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 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 16 October 2020. Data for 21 per cent of the PoEs has been updated since the beginning of October, 62 per cent of the PoEs has been updated during the month of September, while information for 3 per cent of the PoEs has been updated in August. The remaining data was last updated before August (1% in July, 1% in June, 6% in May, 3% in April and 2% 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<sup>1</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>

*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 16 October 2020. Data for 21 per cent of the PoEs has been updated since the beginning of October, 62 per cent of the PoEs has been updated during the month of September, while information for 3 per cent of the PoEs has been updated in August. The remaining data was last updated before August (1% in July, 1% in June, 6% in May, 3% in April and 2% in March).

## Points of Entry (PoEs):

- A total of 3,955 PoEs were assessed in 174 C/T/As: 1,033 (26.1%) airports; 2,314 (58.5%) land border crossing points; and 608 (15.4%) blue border crossing points.
- Overall, 23 per cent of the assessed PoE were fully closed (-2 p.p. compared to the previous report), 27 per cent partially operational (no change compared to the [previous report](#)) and 42 per cent fully operational (+4 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 was West and Central Africa (53%, no change compared to the previous report), followed by Southern Africa (48%, no relative change), South America (48%, a 5 p.p. decrease compared to two weeks ago) and the Middle East and North Africa (38%, no change compared to two weeks ago);
  - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (85%, i.e. a 1 p.p. increase compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (61%, i.e. a 14 p.p. decrease on a fortnightly basis);
  - About 29 per cent of the assessed land border crossing points globally were fully closed, while for blue border crossing points and airports, this percentage was 18 and 13 per cent, respectively, indicating a decrease for land border crossing points and a slight increase for blue border crossing points (- 4 p.p. for land border crossing points and +1 p.p. for blue border crossing points on a fortnightly basis);
  - The share of fully operational PoEs increased for all PoE types: airports (58%, i.e. a 2 p.p. increase compared to the previous report), blue border crossing points (43%, i.e. a 1 p.p. increase on a fortnightly basis) and land border crossings points (34%, i.e. a 5 p.p. increase compared to two weeks ago).



# I. PoE Scope and Coverage: Numbers at a glance

3,955

Assessed Points of Entry

174

Assessed C/T/As

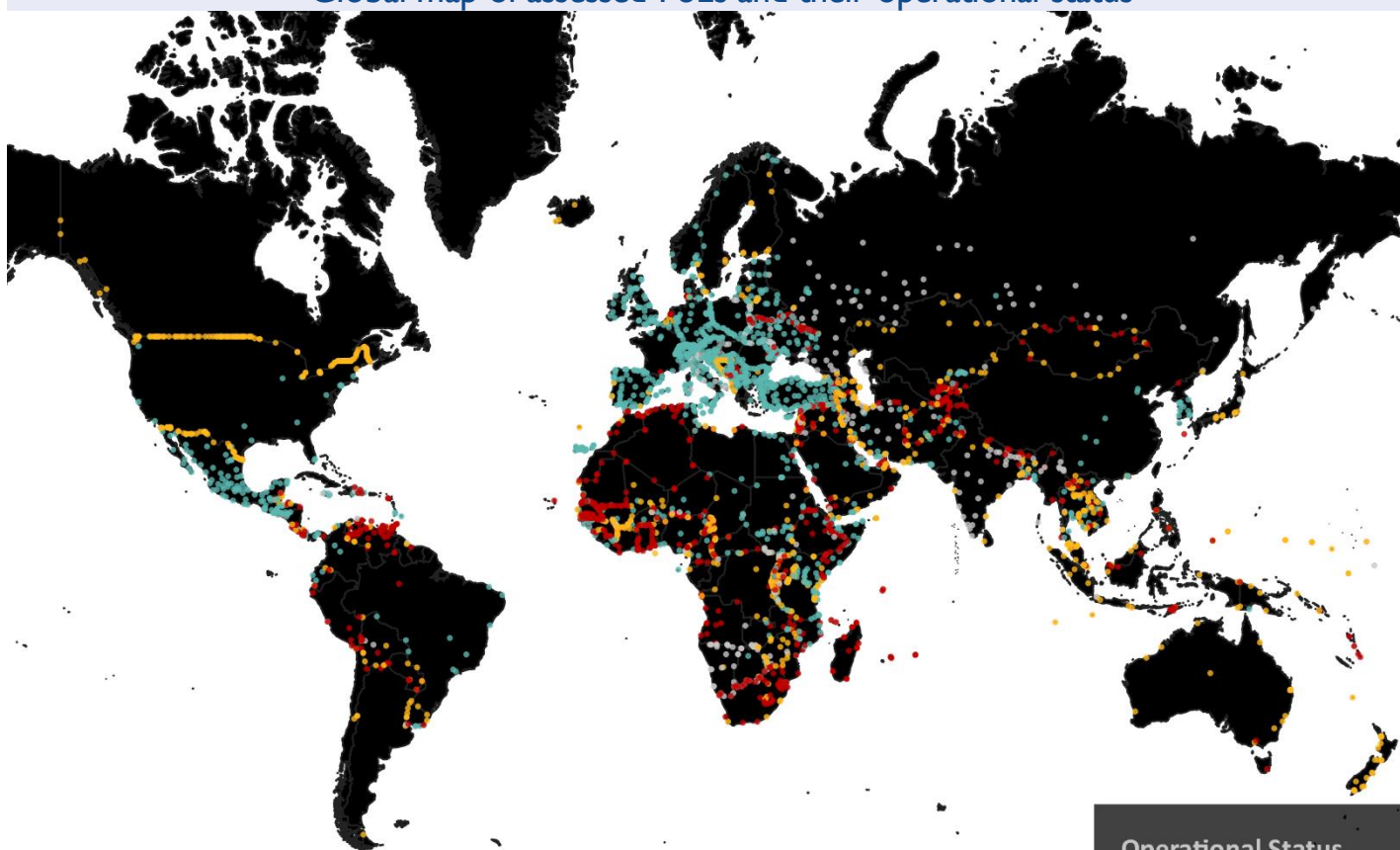
The current COVID-19 pandemic has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to map and gather data on the locations, status and different restrictions at 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 **16 October 2020**.

IOM has assessed **3,955** 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, **23 per cent** were reported as **fully closed** and **42 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 **West and Central Africa** (53%) and **South America** (both 48%). Conversely, the lowest number of fully closed assessed locations were found in Central and North America with 9 per cent and European Economic Area with 2 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.*

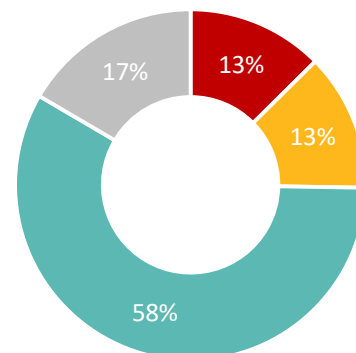
## 2. Overview of Airports

IOM assessed **1033 airports** (8 more than in the previous report) in **174 countries, territories and areas**. Of the assessed airports, **13 per cent** or 130 airports were reported to be **fully closed** (no change compared to the previous report). Airports with **partially operational** status were reported for **13 per cent** or 131 assessed airports. For **58 per cent** (601) 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 17 per cent (171) of assessed airports (for more details, see Table 3 in the Annex).

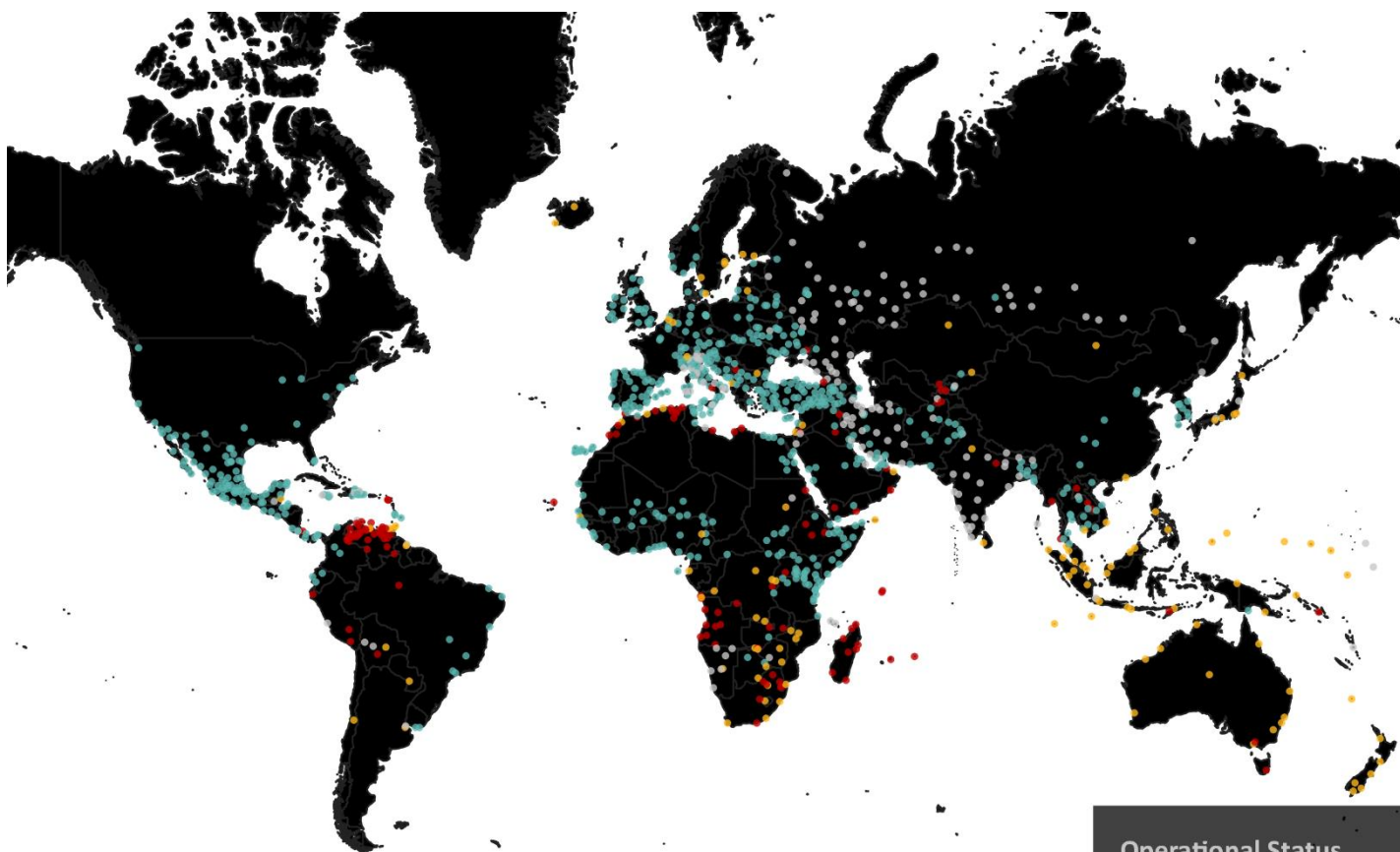
Of the total 130 assessed fully closed airports, the top IOM region that reported the highest percentage of fully closed airports remained the same compared to the last update. South America was the IOM region with the highest share with 39 out of 64 airports reported as fully closed or 61% of the total (a decrease of 7 p.p. compared to the previous update). Another IOM region following South America with a high proportion of fully closed airports was Southern Africa with 34 out of 68 closed airports or 50 per cent (no change on a fortnightly basis). Conversely, West and Central Africa shifted to be the region with the highest share of fully operational airports (40 out of 44, 91% of the total), followed by East and Horn of Africa, with 52 out of 58, 90 per cent of the total.

### Operational status at assessed airports

- Fully closed
- Fully operational
- Partially operational
- Unknown



### Global map of assessed airports and their operational status



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

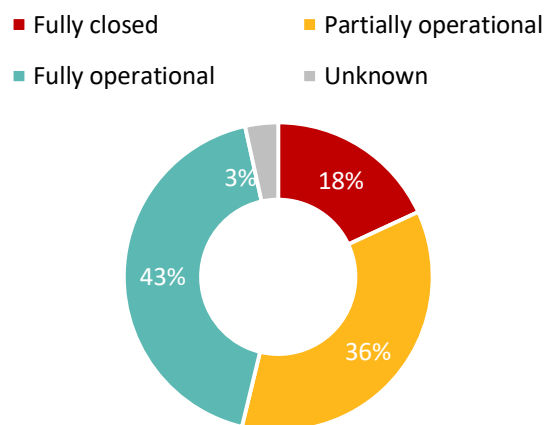


### 3. Overview of Blue Border Crossing Points (sea-, river and lake ports)

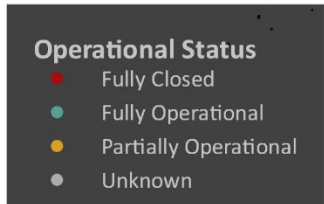
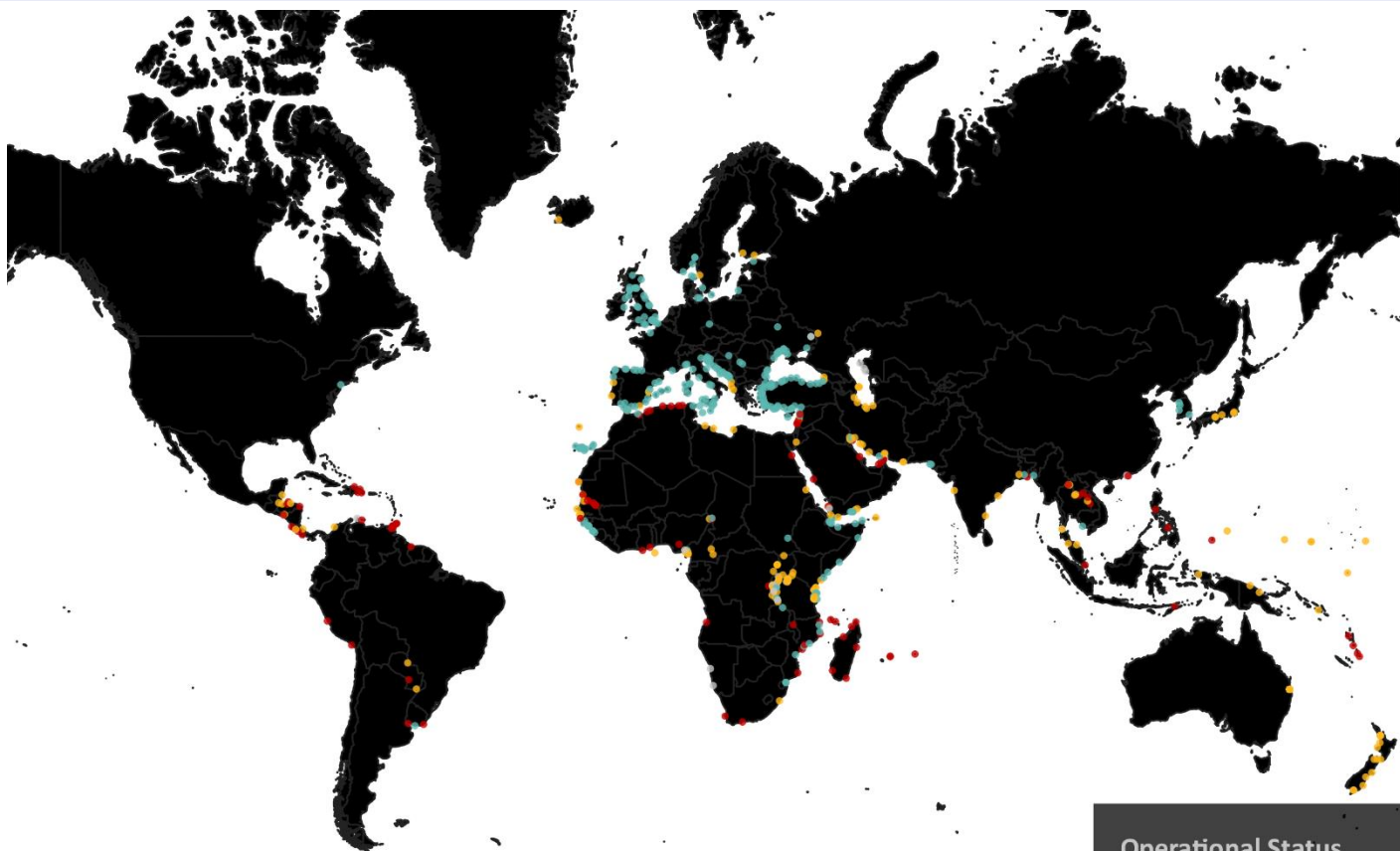
IOM assessed a total of **608 blue border crossing points in 100 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly, with **18 per cent** (or 110 locations) reported to be **fully closed**. The portion of **partially operational blue border crossing points** was reported at 36 per cent (217 ports), no change compared to two weeks ago. Finally, **43 per cent** (260 locations) were reported as **fully operational**, an increase of 3 p.p. on a fortnightly basis. Information was not available for 3 per cent (21 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 (25 out of 34, 74% of the total, an increase of 12 p.p. from the previous update), closely followed by Southern Africa (20 out of 35, 57% of the total, no change on a fortnightly basis) and South America (5 out of 9 assessed blue border crossing points, 56%, an increase of 6 p.p. 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 128 fully operational locations out of the 138 assessed blue border crossing points in the region (93% of the total and a 1 p.p. increase compared to the previous report). Over half (84%, 66 out of 79) of the PoEs in South-Eastern Europe, Eastern Europe and Central Asia were reported as fully operational blue border crossing points.

**Operational status at assessed blue border crossing points**



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



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## 4. Overview of Land Border Crossing Points

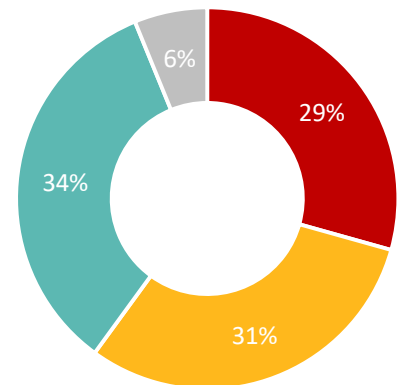
Among the **2,314 assessed land border crossing points** in 128 countries, territories or areas, the majority was reported as either **fully closed** or **partially operational** (29% and 31% of the total, respectively), while **34 per cent** of the assessed locations were **fully operational** without any restriction. Compared to the previous report, it is noticeable a decrease of 4 p.p. in fully closed land border crossing points with an increase of 5 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: 221 out of 354 assessed locations were completely closed, corresponding to 62 per cent of the total number of land border crossing points assessed in this region (no relative change 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), East and Horn of Africa (72 out of 190, 38% of the total, i.e. no change compared to two weeks ago), Middle East and North Africa (44 out of 120, 37% of the total, i.e. no change compared to two weeks ago) and Asia and the Pacific (83 out of 222, 37% of the total, i.e. a 3 p.p. decrease on a fortnightly basis).

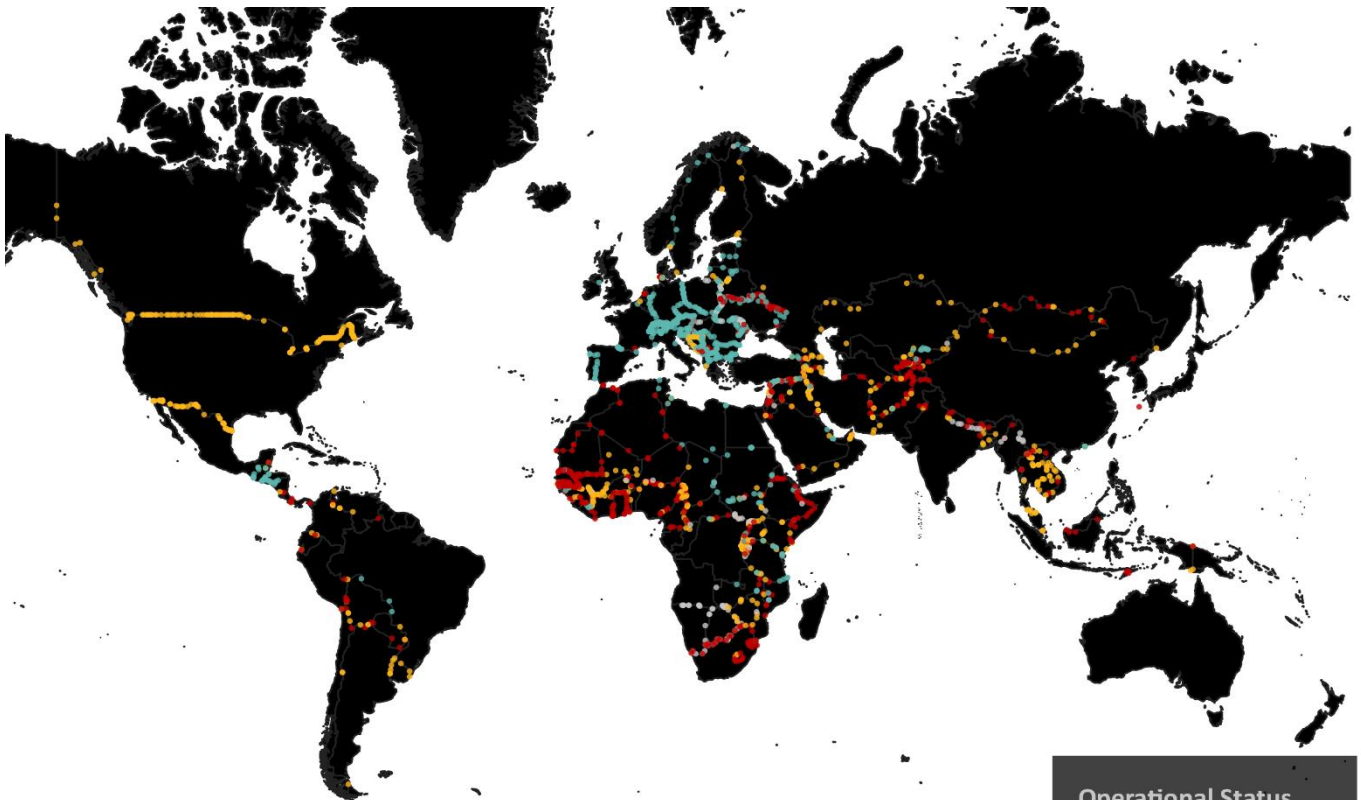
The highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 397 out of the 476 assessed land border crossing points that are currently open (83% of the total, no relative change compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (250 out of 432, 58% of the total, i.e. a 21 p.p. increase compared to the previous report) and Middle East and North Africa (28 out of 120, 23% of the total, i.e. no relative change 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
- Fully operational
- Partially operational
- Unknown



### Global map of assessed land 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.*

# Annex: Tables

Table I: 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	569	100%	207	36%	222	39%	140	25%	37
Central and North America and the Caribbean	428	100%	135	32%	259	61%	34	8%	18
West and Central Africa	443	100%	44	10%	354	80%	45	10%	21
East and Horn of Africa	329	100%	58	18%	190	58%	81	25%	9
European Economic Area	811	100%	197	24%	476	59%	138	17%	28
Middle East and North Africa	234	100%	67	29%	120	51%	47	20%	17
South America	128	100%	64	50%	55	43%	9	7%	10
South-Eastern Europe, Eastern Europe and Central Asia	704	100%	193	27%	432	61%	79	11%	19
Southern Africa	309	100%	68	22%	206	67%	35	11%	15
<b>Total</b>	<b>3955</b>	<b>100%</b>	<b>1033</b>	<b>26%</b>	<b>2314</b>	<b>59%</b>	<b>608</b>	<b>15%</b>	<b>174</b>

Table I.2: Percentage of update of PoE data by month

Month	Airport	Blue Border Crossing Point	Land Border Crossing Point	Total
March	24	15	43	82
March (%)	2%	2%	2%	2%
April	36	12	78	126
April (%)	3%	2%	3%	3%
May	31	69	145	245
May (%)	3%	11%	6%	6%
June	18	7	29	54
June (%)	2%	1%	1%	1%
July	11	13	17	41
July (%)	1%	2%	1%	1%
August	92	5	24	121
August(%)	9%	1%	1%	3%
September	605	411	1423	2439
September(%)	59%	68%	61%	62%
October	216	76	555	847
October(%)	21%	13%	24%	21%
<b>Total</b>	<b>1033</b>	<b>608</b>	<b>2314</b>	<b>3955</b>
<b>Total (%)</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

# 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	115	20%	296	52%	80	14%	78	14%	569	100%
Central and North America and the Caribbean	37	9%	222	52%	158	37%	11	3%	428	100%
West and Central Africa	236	53%	125	28%	67	15%	15	3%	443	100%
East and Horn of Africa	82	25%	111	34%	109	33%	27	8%	329	100%
European Economic Area	20	2%	70	9%	687	85%	34	4%	811	100%
Middle East and North Africa	90	38%	62	26%	68	29%	14	6%	234	100%
South America	62	48%	43	34%	19	15%	4	3%	128	100%
South-Eastern Europe, Eastern Europe and Central Asia	129	18%	58	8%	429	61%	88	13%	704	100%
Southern Africa	148	48%	71	23%	26	8%	64	21%	309	100%
<b>Total</b>	<b>919</b>	<b>23%</b>	<b>1058</b>	<b>27%</b>	<b>1643</b>	<b>42%</b>	<b>335</b>	<b>8%</b>	<b>3955</b>	<b>100%</b>

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%
Airport	130	13%	131	13%	601	58%	171	17%	1033	100%
Blue border crossing point	110	18%	217	36%	260	43%	21	3%	608	100%
Land border crossing point	679	29%	710	31%	782	34%	143	6%	2314	100%
<b>Total</b>	<b>919</b>	<b>23%</b>	<b>1058</b>	<b>27%</b>	<b>1643</b>	<b>42%</b>	<b>335</b>	<b>8%</b>	<b>3955</b>	<b>100%</b>