IOM COVID-19 IMPACT ON POINTS OF ENTRY

BI-WEEKLY ANALYSIS

20 JANUARY 2021

IOM UN MIGRATION

PUBLISHER

The opinions expressed in the report are those of the authors and do not necessarily reflect the views of the International Organization for Migration (IOM). The designations employed and the presentation of material throughout the report do not imply the expression of any opinion whatsoever on the part of IOM concerning the legal status of any country, territory, city or area, or of its authorities, or concerning its frontiers or boundaries.

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:
© Nate Webb/ IOM Bangladesh 2020

Jamila is a nurse at one of IOM's Centers in Cox's Bazar. The facility has been converted to an Isolation Center for suspected cases of COVID-19. Together with a team of trained doctors, nurses and midwives, Jamila is part of the frontline responders to COVID-19 in the camp. "The COVID-19 response is a good learning opportunity for health care workers to know more about the spread of viruses and how to prevent it."

TABLE OF CONTENTS

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 persons whose mobility was impacted due to COVID-19 measures).

Since the beginning of September 2020, 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 Monthly Analysis report serve to present 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 2020 and 14 January 2021. Data for 38 per cent of the PoEs have been updated since the beginning of January 2021, 32 per cent of the PoEs were been updated during the month of December, while information for 23 per cent of the PoEs were updated during the month of November. The remaining 7 per cent was last updated before November 2020. 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

---

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.

Points of Entry (PoEs):

- As of 14 January 2021, a total of 4,267 PoEs were assessed in 182 C/T/As: 1,092 (26%) airports, 2,470 (58%) land border crossing points and 705 (16%) blue border crossing points.

- Overall, 19 per cent of the assessed PoEs were fully closed (no change compared to the previous reporting period), 26 per cent partially operational (no change compared to the previous report) and 47 per cent fully operational (no change compared to the previous reporting period), 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 (48%, i.e. a 2 p.p. decrease compared to the previous reporting period), followed by South America (28%, i.e. no change compared to the previous reporting period) and the Middle East and North Africa (27%, i.e. a 7 p.p. decrease compared to the previous reporting period);
  - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (84%, i.e. no change compared to the previous reporting period), followed by East and Horn of Africa (59%, i.e no change compared to the previous reporting period), the Middle East and North Africa (51%; i.e. an 8 p.p. increase on a fortnightly basis), and South-Eastern Europe, Eastern Europe and Central Asia (50%, i.e. no change compared to the previous reporting period);
  - About 23 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this was reported as 14 and 11 per cent, respectively, with a slight decrease for blue border crossing points;
  - The share of fully operational PoEs slightly increased for blue border crossing points (50%, i.e. a 1 p.p. increase compared to the previous reporting period) and land border crossings points (37%, i.e. a 1 p.p. increase compared to the previous reporting period), while remained stable for airports (70%, i.e. no change compared to the previous reporting period).

2. PoE Scope and Coverage: Numbers at a glance

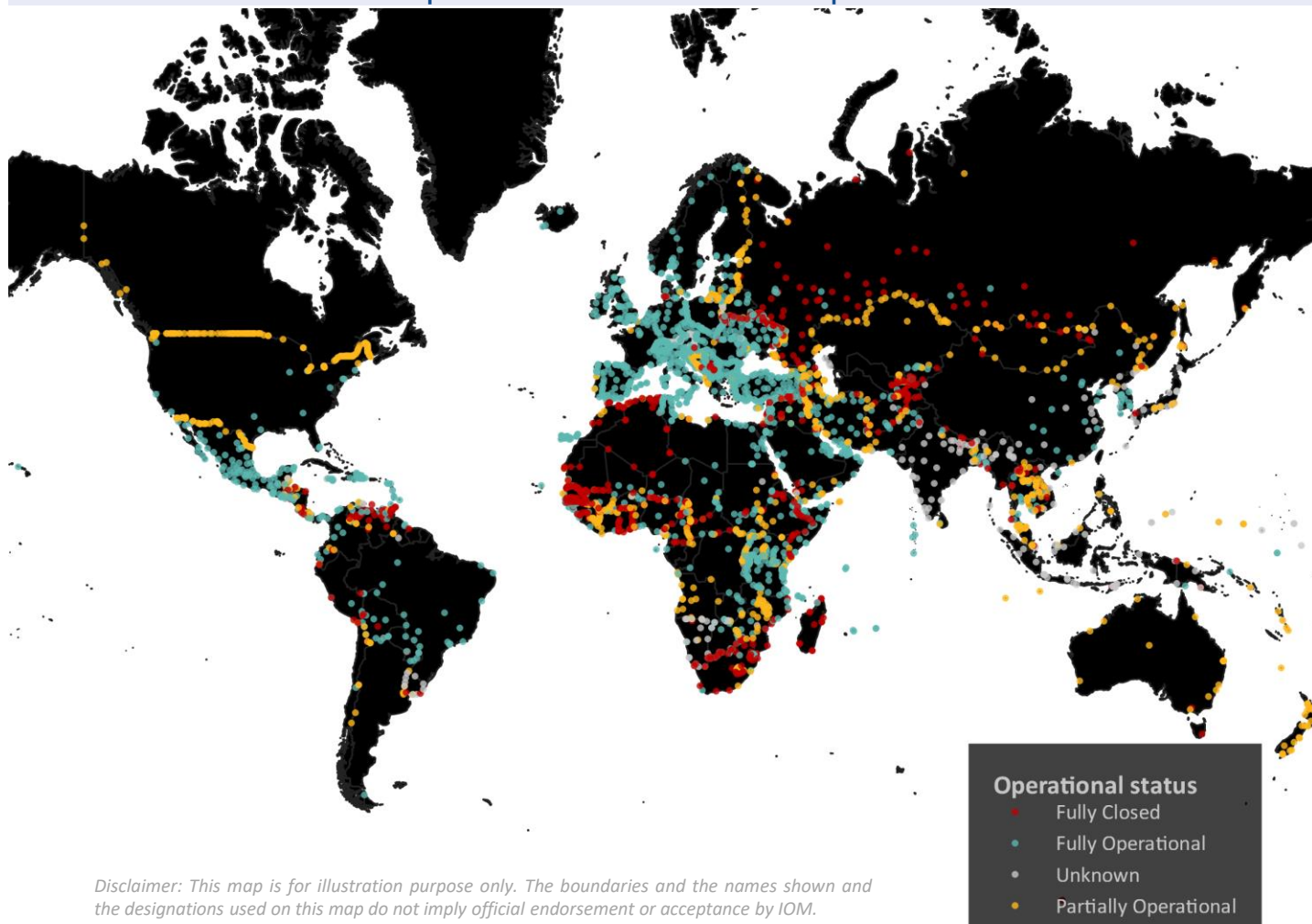## 4,267
Assessed Points of Entry

182
Assessed C/T/As

To better understand how COVID-19 has affected the various travel restrictions and disruptions hampering global mobility, this report looks at IOM's 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 Bi-Weekly Analysis report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **14 January 2020**.

IOM has assessed **4,267** total PoEs in **182 countries, territories and areas,** so far. Of these PoEs, 2,470 (58%) were land border crossing points, 1092 (26%) were airports and 705 (17%) 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, **19 per cent** were reported as **fully closed** and **47 per cent** were reported to be **fully operational**. Another **26 per cent** were **partially operational**. At the regional level, West and Central Africa was the region with the highest percentage of fully closed assessed PoEs (48% out of 461), followed by **South America** (28% out of 145). Conversely, European Economic Area and Central and North America and the Caribbean were the regions with the lowest percentage of fully closed assessed PoEs (1% out of 803, 6% out of 438, respectively). More details can be found in the Annex, in Table 1 and 2.

Global map of assessed PoEs and their operational status

Operational status
- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

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.

I. PoE Timeseries 2020

This time series data aims to give a visual overview of the evolution of impact on operational status by IOM region. Not all data on PoEs have been updated every month so the trends displayed do not necessarily represent the current situation of all PoEs in the dataset. For more information on update rates, see Table 1.2 in the Annex. The visualization below includes PoEs that were assessed in April, May, September, October, November and December 2020, broken down by operational status. It is important to note that these PoEs are not necessarily the same points across all months and the visualization shows the monthly shift in operational status. Any reference to the month is not complete and corresponds to the data collected until 31 December 2020.

The change in operational status presented in the figure below is a monthly comparison indicating the relative increase or decrease in each operational status, as well as the shift from one status to another and considers the data from PoEs updated in each respective month. The majority of the 3,483 PoEs assessed during April-May were fully closed (1,440), corresponding to almost three times the number of fully operational PoEs (460 PoEs). This situation was reversed in November-December, where 1,866 PoEs were fully operational against 754 fully closed. The biggest change was observed during the 3rd quarter of the year, where 474 fully closed and 485 partially operational PoEs were reported to be fully operational in September-October. Throughout the year some PoEs were excluded while new ones were added to adapt to the changing situation and tailor the data collection to capture the most relevant PoEs by country. It is worth noting that the total number of PoEs increased by 15 per cent when comparing the April-May period to November-December.

Percentage of PoEs by status (total of PoEs 4,400 as of 31 December 2020)

Period	Fully closed	Partially operational	Fully operational	Unknown	Removed	Not updated	Assessed in following months
Apr-May	32.7%	28.8%	10.5%	7.2%	0%	0%	20.8%
Sep-Oct	18.3%	23.8%	36.2%	4.2%	1.4%	12.3%	3.7%
Nov-Dec	17.1%	24.2%	42.4%	7.0%	3.1%	6%	--

Change in Operational Status of assessed PoEs from April to December 2020
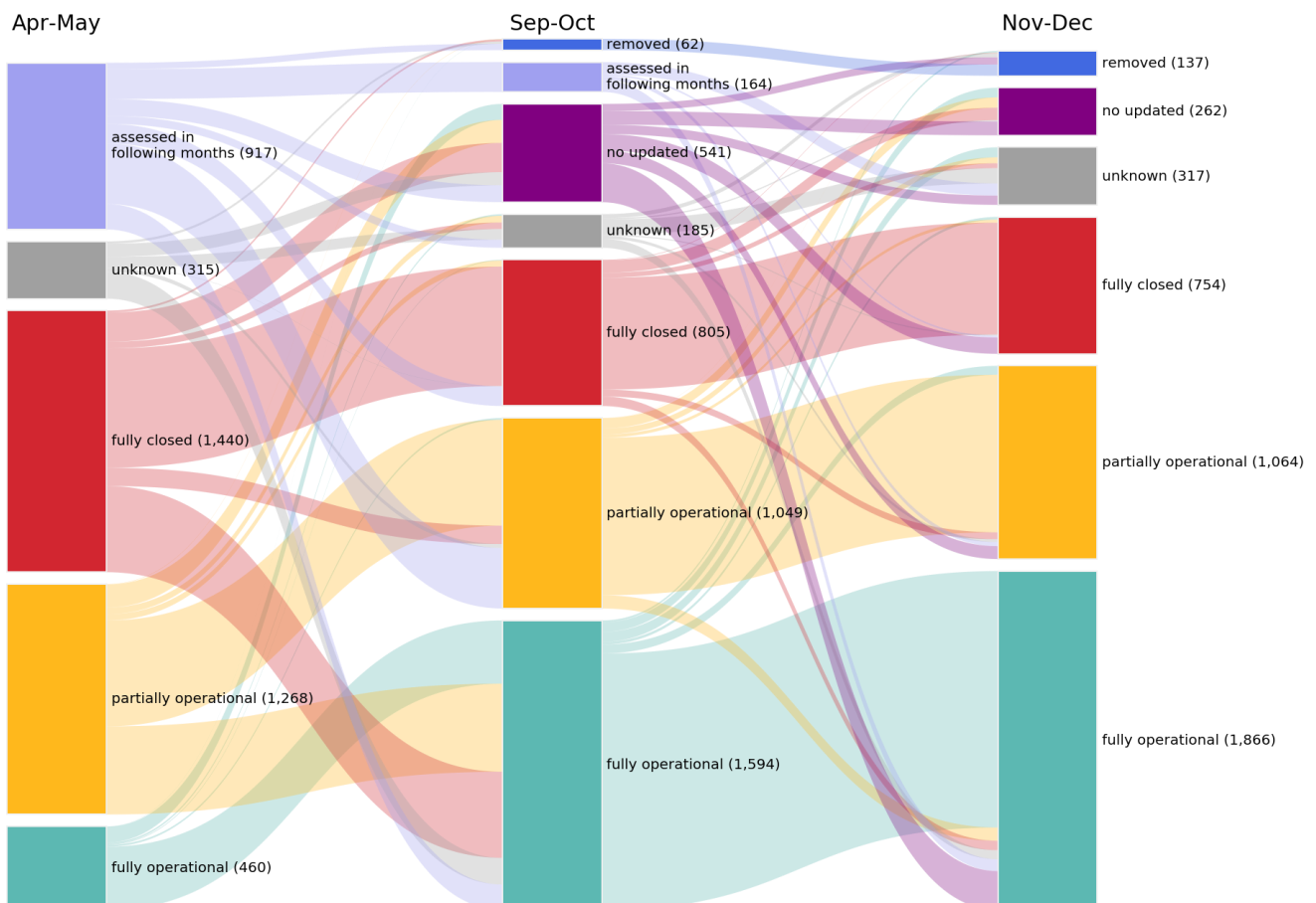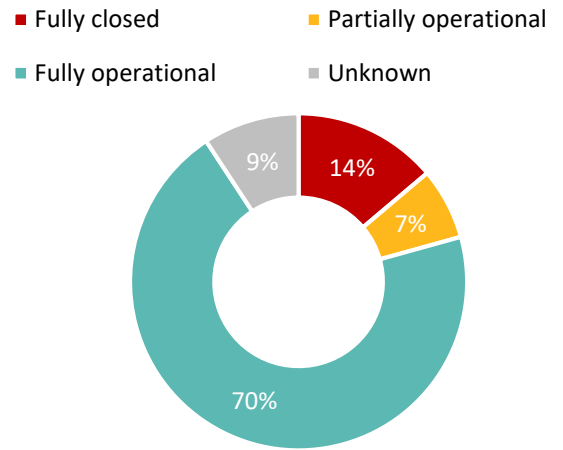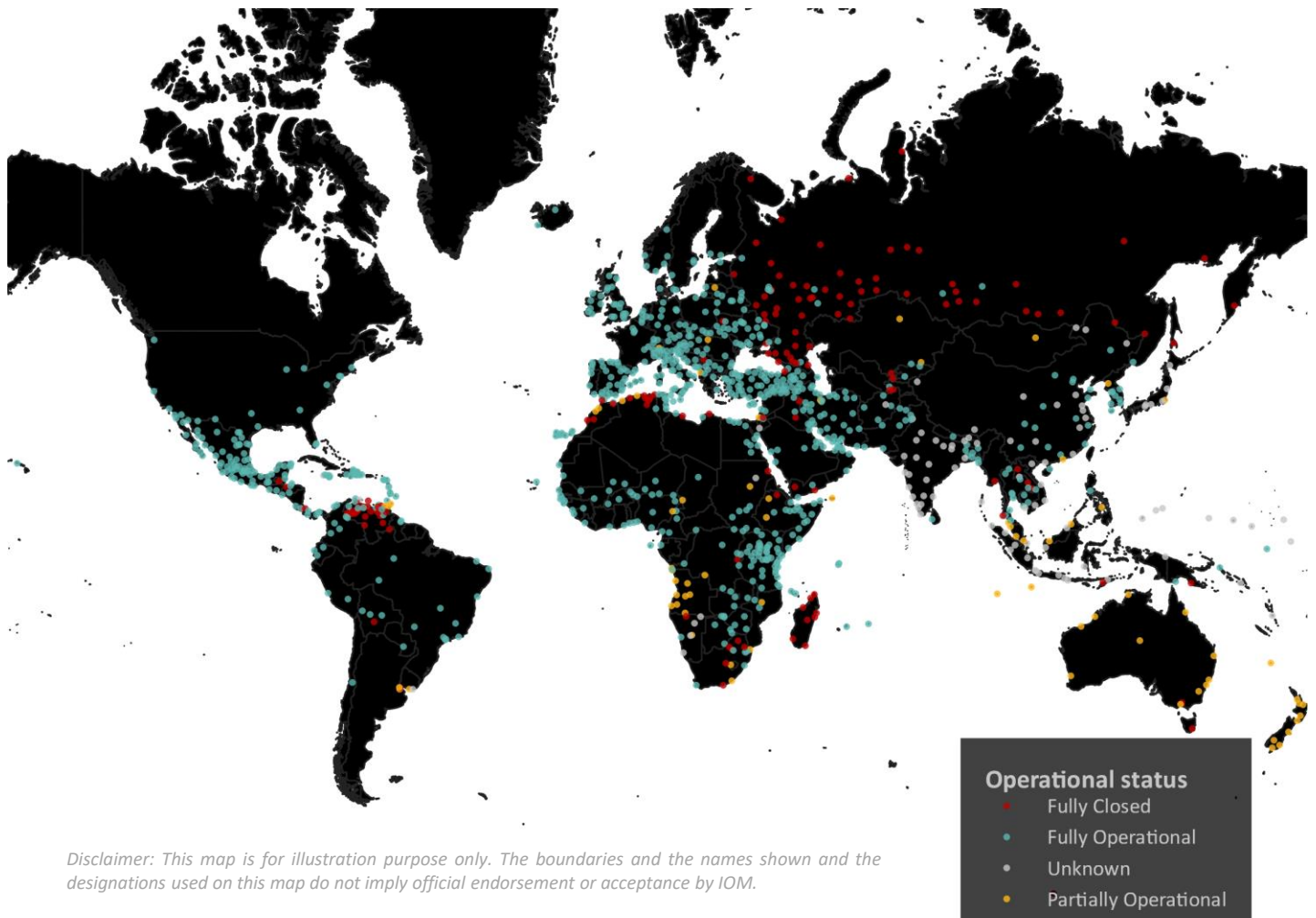
3. Overview of Airports

IOM assessed **1092 airports** (an increase of 2 airports from the previous assessment) in **179 countries, territories and areas.** Of the assessed airports, **14 per cent** or 151 airports were reported to be **fully closed** (no change compared to the previous report). Airports with **partially operational** status were reported for **7 per cent** or 75 airports (no change compared to the previous report). For **70 per cent** (765) of the assessed airports, the operational status was reported to be **fully operational** (no change compared to the previous report). Information was not available for the remaining 9 per cent (101) of assessed airports (for more details, see Table 3 in the Annex).

Of the total 161 assessed fully closed airports, the IOM region that reported the highest percentage of fully closed airports was South America (26 out of 69, or 38%, of assessed airports are closed: no change compared to the previous update). Following South America, the next IOM region with the highest proportion of fully closed airports was South-Eastern Europe, Eastern Europe and Central Asia, with 73 out of 196 closed airports or 37 per cent. Conversely, the European Economic Area was the region with the highest proportion of fully operational airports (185 out of 188, 98% of the total) followed by Central and West Africa with 69 out of 73, or 96 per cent of the total.

Operational status at assessed airports

■ Fully closed   ■ Partially operational

■ Fully operational   ■ Unknown

Global map of assessed airports and their operational status

Operational status

- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

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.

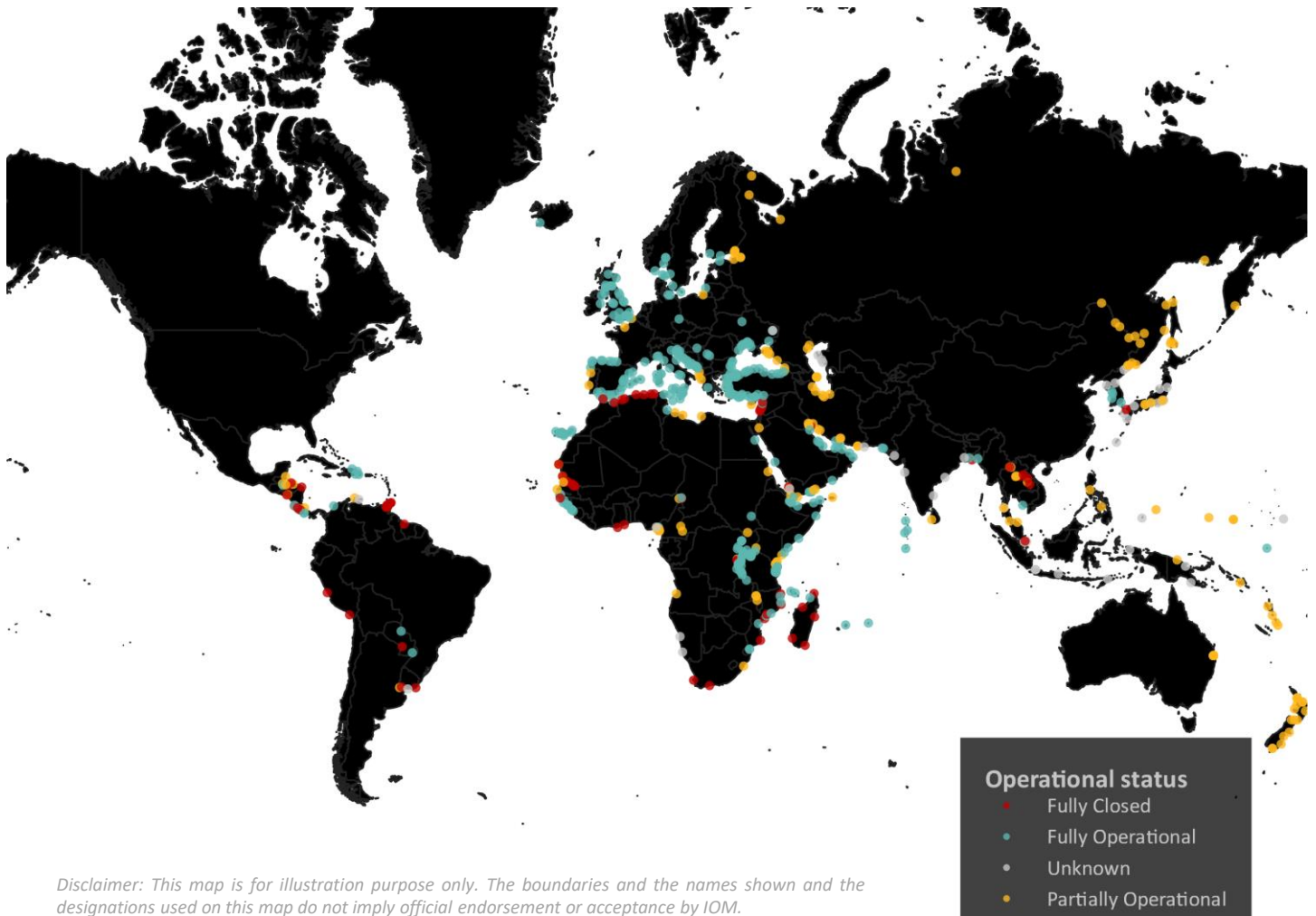# 4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

IOM assessed a total of **705 blue border crossing points in 113 countries**, **territories and areas**. The operational status of the assessed blue border crossing points varied slightly, with **11 per cent** (or 81 locations, a 1 p.p. decrease compared to the previous report) reported to be **fully closed**. The portion of **partially operational blue border crossing points** was reported **at 31 per cent (219** ports, no change). Finally, **50 per cent** (352 locations) were reported as **fully operational** (a 1 p.p. increase from the previous report). Information was not available for 8 per cent (53 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 (19 out of 38, 50% of the total, no change compared to the previous report), followed by South America, with 45 per cent respectively (5 out of 11 ports, respectively). The European Economic Area region continued to be the IOM region with the highest share of fully operational blue border crossing points with 131 fully operational locations out of the 139 assessed blue border crossing points in the region (94% of the total: no change compared to the previous report). The region with the second highest share of fully operational blue border PoEs was East and Horn of Africa, with 85 per cent or 69 out of 81 ports reported as fully operational, followed by South-Eastern Europe, Eastern Europe and Central Asia with 66 of 119 or 55 per cent.

Operational status at assessed blue border crossing points

- ■ Fully closed
- ■ Partially operational
- ■ Fully operational
- ■ Unknown
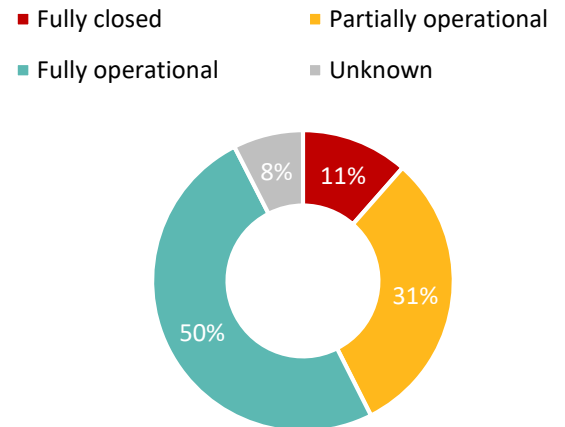
Global map of assessed blue border crossing points and their operational status

Operational status
- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

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.
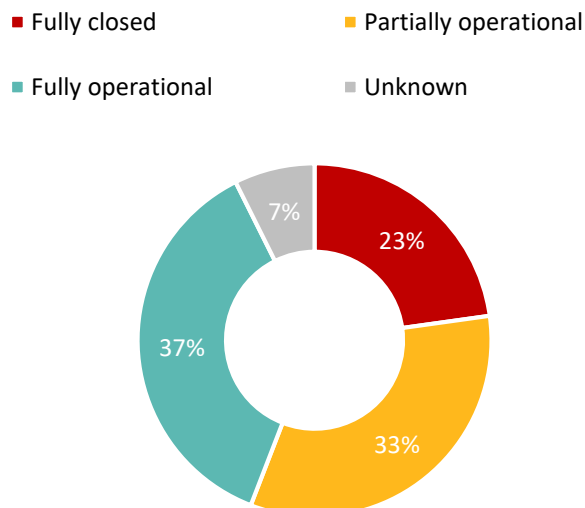
5. Overview of Land Border Crossing Points

Among the **2,470 assessed land border crossing points** in 130 countries, territories or areas, the **fully closed** and **partially operational** made up **23** and **33 per cent** of the total, respectively, while **37 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining 7 per cent was unknown. Compared to the previous report, it is noticeable a decrease of 1 p.p. in partially operational land border crossing points and a corresponding 1 p.p. increase 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 with 208 out of 368 assessed locations completely closed, corresponding to 57 per cent of the total number of land border crossing points assessed in this region (a 1 p.p. decrease compared to the previous reporting period). Other IOM regions with a significant proportion of fully closed land border crossing points include East and Horn of Africa (71 out of 190, 37% of the total, i.e. no change compared to the previous reporting period) and Middle East and North Africa (33 out of 128, 26% of the total, i.e. a 4 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 360 out of the 476 assessed land border crossing points that are currently fully operational (76% of the total, i.e. no change compared to the previous reporting period), followed by Middle East and North Africa (65 out of 128, 51% of the total, i.e. a 8 p.p. increase on a fortnightly basis) and South-Eastern Europe, Eastern Europe and Central Asia (237 out of 535, 44% of the total, i.e. no change compared to the previous report).

Operational status at assessed land bord crossing point

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

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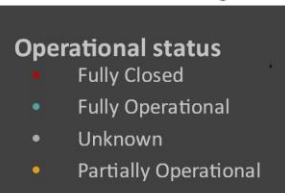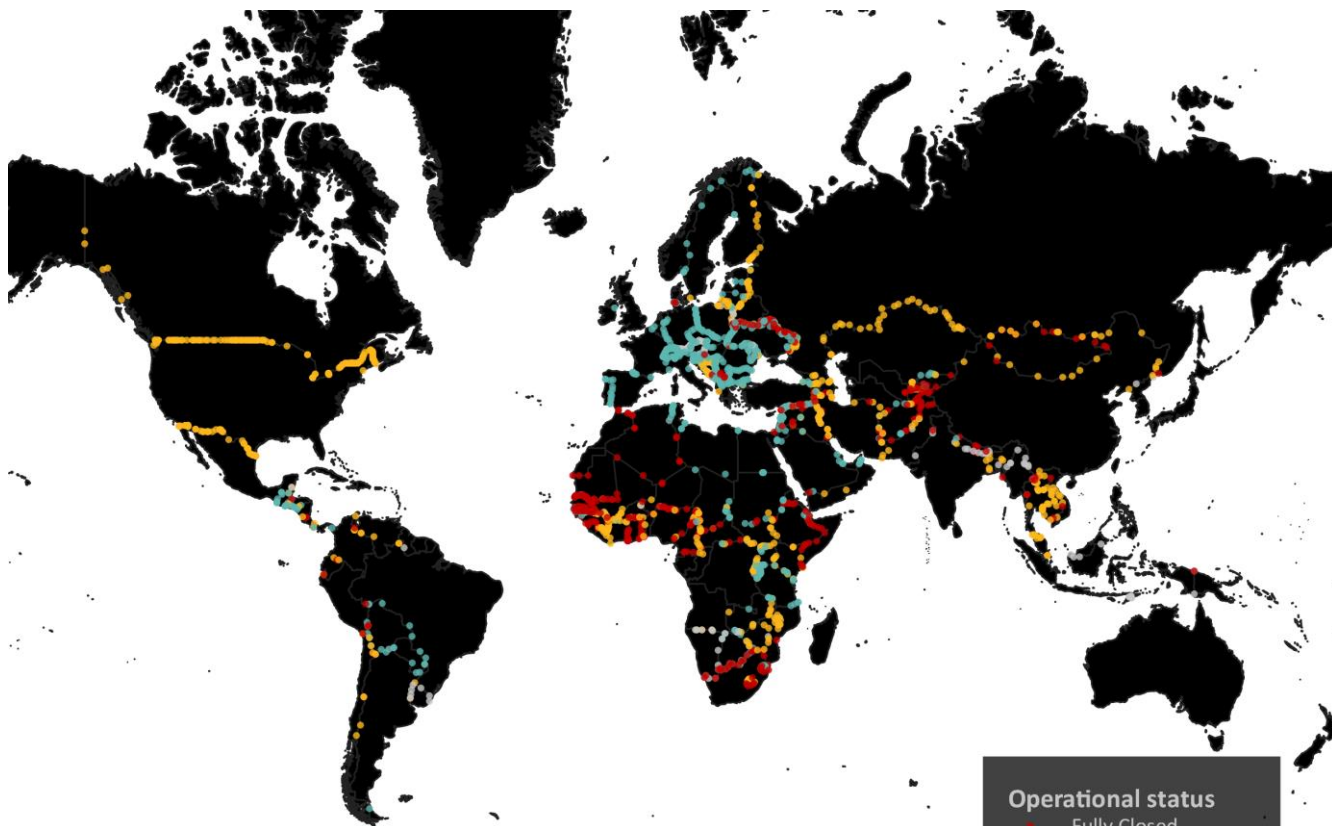
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

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	664	100%	241	36%	246	37%	177	27%	39
Central and North America and the Caribbean	438	100%	141	32%	259	59%	38	9%	22
West and Central Africa	461	100%	46	10%	368	80%	47	10%	21
East and Horn of Africa	344	100%	73	21%	190	55%	81	24%	9
European Economic Area	803	100%	188	23%	476	59%	139	17%	30
Middle East and North Africa	253	100%	70	28%	128	51%	55	22%	17
South America	145	100%	69	48%	65	45%	11	8%	10
South-Eastern Europe, Eastern Europe and Central Asia	850	100%	196	23%	535	63%	119	14%	19
Southern Africa	309	100%	68	22%	203	66%	38	12%	15
Total	**4267**	**100%**	**1092**	**26%**	**2470**	**58%**	**705**	**17%**	**182**

Table 1.2: Percentage of update of PoE data by month

Location Type	March	March (%)	April	April (%)	May	May (%)
Airport	0	0%	1	0%	0	0%
Blue border crossing point	1	0%	9	1%	0	0%
Land border crossing point	0	0%	32	1%	0	0%
Total	1	0%	42	1%	0	0%

Location Type	June	June (%)	July	July (%)	August	August(%)
Airport	0	0%	0	0	75	7%
Blue border crossing point	0	0%	0	0	0	0%
Land border crossing point	10	0%	0	0	21	1%
Total	10	0%	0	0	96	2%

Location Type	September	September(%)	October	October(%)	November	November(%)
Airport	1	0%	3	0%	207	19%
Blue border crossing point	35	5%	2	0%	84	12%
Land border crossing point	23	1%	99	4%	680	28%
Total	59	1%	104	2%	971	23%

Location Type	December	December(%)	January 2021	January 2021 (%)	Total	Total (%)
Airport	413	38%	392	36%	1092	100%
Blue border crossing point	312	44%	262	37%	705	100%
Land border crossing point	655	27%	950	38%	2470	100%
Total	1380	32%	1604	38%	4267	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	84	13%	254	38%	133	20%	193	29%	664
Central and North America and the Caribbean	28	6%	230	53%	170	39%	10	2%	438
West and Central Africa	222	48%	134	29%	94	20%	11	2%	461
East and Horn of Africa	77	22%	64	19%	202	59%	1	0%	344
European Economic Area	8	1%	51	6%	676	84%	68	8%	803
Middle East and North Africa	69	27%	45	18%	130	51%	9	4%	253
South America	41	28%	29	20%	66	46%	9	6%	145
South-Eastern Europe, Eastern Europe and Central Asia	187	22%	232	27%	422	50%	9	1%	850
Southern Africa	79	26%	72	23%	132	43%	26	8%	309
Total	**795**	**19%**	**1111**	**26%**	**2025**	**47%**	**336**	**8%**	**4267**

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	151	14%	75	7%	765	70%	101	9%	1092
Blue border crossing point	81	11%	219	31%	352	50%	53	8%	705
Land border crossing point	563	23%	817	33%	908	37%	182	7%	2470
Total	**795**	**19%**	**1111**	**26%**	**2025**	**47%**	**336**	**8%**	**4267**