IOM COVID-19 IMPACT ON POINTS OF ENTRY

BI-WEEKLY ANALYSIS

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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 dtmcovid19@iom.int

COVER PHOTO:

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IOM hand washing points set up throughout the Rohingya settlements of Cox's Bazar**.**

TABLE OF CONTENTS

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 11 February 2021, a total of 4,307 PoEs were assessed in 182 C/T/As: 1,098 (25%) airports, 2,495 (58%) land border crossing points and 714 (17%) blue border crossing points.

- Overall, 19 per cent of the assessed PoEs were fully closed (+ 1 p.p. compared to the previous reporting period), 25 per cent partially operational (- 1 p.p. compared to the previous report) and 48 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:
    o The IOM Region with the highest share of fully closed PoEs was West and Central Africa (44%, i.e. no change compared to the previous reporting period), followed by the Middle East and North Africa (27%, i.e. no change compared to the previous reporting period) and South America (26%, i.e. no change compared to the previous reporting period);
    o The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (81%, i.e. a 2 p.p. decrease compared to the previous reporting period), followed by East and Horn of Africa (68%, i.e a 6 p.p. increase compared to the previous reporting period), the Middle East and North Africa (51%; i.e. no change on a fortnightly basis), and South-Eastern Europe, Eastern Europe and Central Asia (50%, i.e. no change compared to the previous reporting period);
    o 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 increase for land border crossing points recorded during this reporting period;
    o The share of fully operational PoEs slightly increased for airports (71%, i.e. a 1 p.p. increase compared to the previous reporting period), while remained stable for blue border crossing points (51%, i.e. no change compared to the previous reporting period) and land border crossings points (38%, i.e. no change compared to the previous reporting period).

Immigration and Border Management (IBM) assessment:

- A complementary IBM assessment has been carried out in a subset of the assessed PoEs from December 2020 to January 2021. In particular, this assessment has been completed at 306 PoEs including 198 land border crossing points, 66 airports, and 42 blue border crossing points.

- At 52 per cent of the assessed fully and partially operational PoEs immigration, border and/or customs officials are involved in detection and management of suspected COVID-19 cases, while in 26 per cent of the cases this is solely the responsibility of health authorities.

- SOPs on detection and management of suspected COVID-19 cases that can be applied for immigration, border and/or customs officials are in place in 55 per cent of the fully and partially operational PoEs.

- Travellers' health related information is collected in 55 per cent of the fully and partially operational PoEs.

- Among the 33 assessed PoEs that are currently fully closed, 64 per cent do not have a tentative date to reopen the location at the moment. Reportedly, 52 per cent are not prepared in terms of equipment, 55 per cent are not prepared in terms of infrastructure and 46 per cent are not prepared in terms of training.

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 11 February 2021. Data for 25 per cent of the PoEs have been updated since the beginning of February, 58 per cent of the PoEs were been updated during the month of January, while information for 11 per cent of the PoEs were updated during the month of December. The remaining 6 per cent was last updated before December 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
- IBM: Immigration and Border Management
- 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.

1. PoE Scope and Coverage: Numbers at a glance

4,307
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 **11 February 2020**.

IOM has assessed **4,307** total PoEs in **182 countries, territories and areas,** so far. Of these PoEs, 2,495 (58%) were land border crossing points, 1,098 (25%) were airports and 714 (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 **48 per cent** were reported to be **fully operational**. Another **25 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 (44% out of 468), followed by **Middle East and North Africa** (27% out of 253). Conversely, European Economic Area and Central and North America and the Caribbean were the regions with the lowest percentage of fully closed assessed PoEs (3% out of 809, 6% out of 439, respectively). More details can be found in the Annex, in Table 1 and 2.

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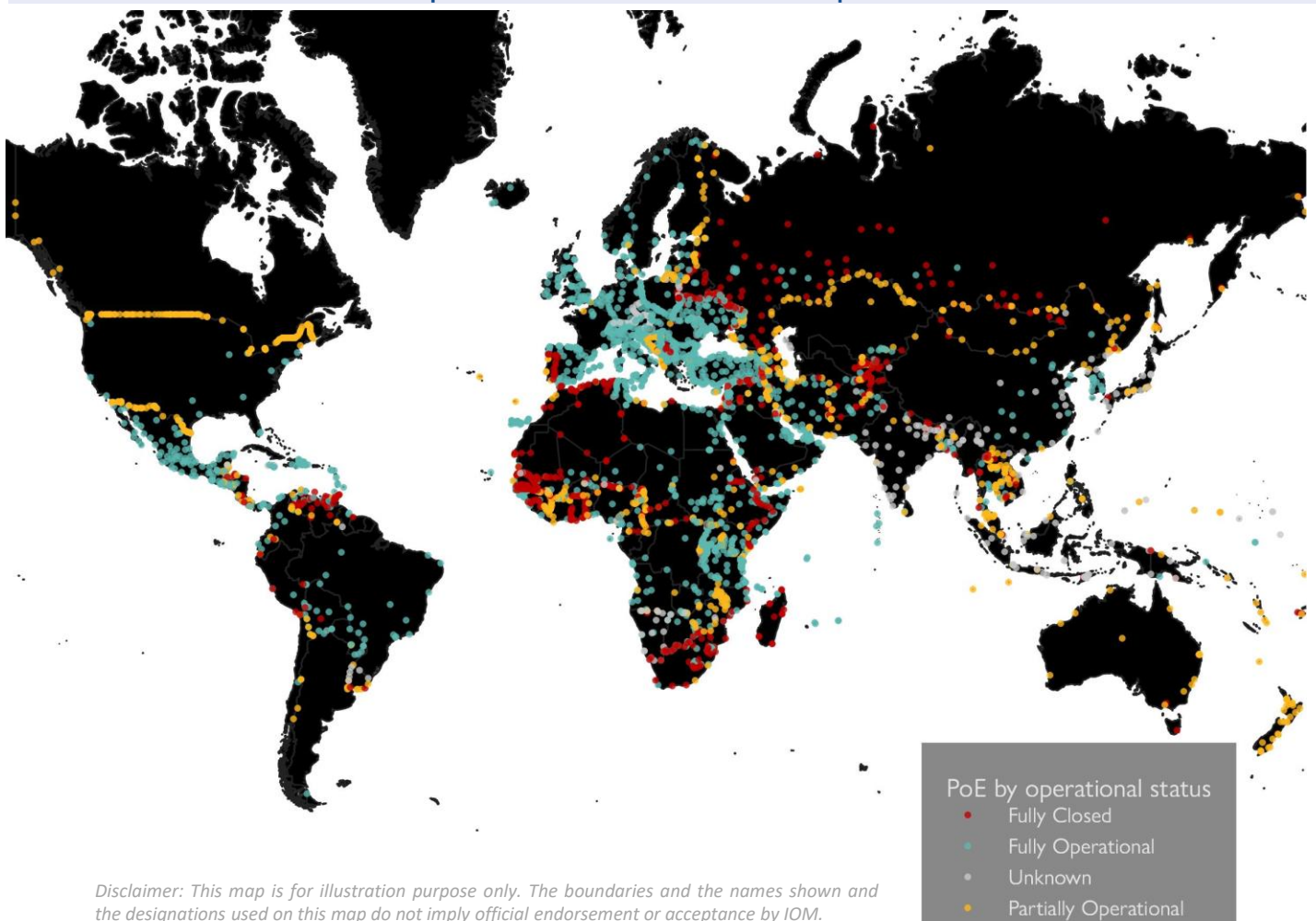
PoE by operational status
- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

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.
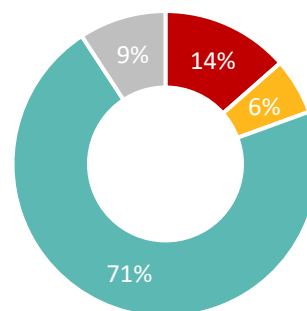
2. Overview of Airports

IOM assessed **1,098 airports** in **179 countries, territories and areas.** Of the assessed airports, **14 per cent** or 149 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 78 airports (a 1 p.p. decrease compared to the previous report). For **71 per cent** (777) 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 (94) of assessed airports (for more details, see Table 3 in the Annex).

Of the total 149 assessed fully closed airports, the IOM region that reported the highest percentage of fully closed airports was South America (27 out of 69, or 39%, of assessed airports are closed: a 1 p.p. increase compared to the previous update). Following South America, the IOM region with the next highest proportion of fully closed airports was South-Eastern Europe, Eastern Europe and Central Asia, with 73 out of 197 closed airports or 37 per cent. Conversely, the European Economic Area and East and Horn of Africa were the regions with the highest proportion of fully operational airports (96% of the total, 182 out of 190 and 72 out of 75, respectively).

Operational status at assessed airports

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

Global map of assessed airports and their operational status
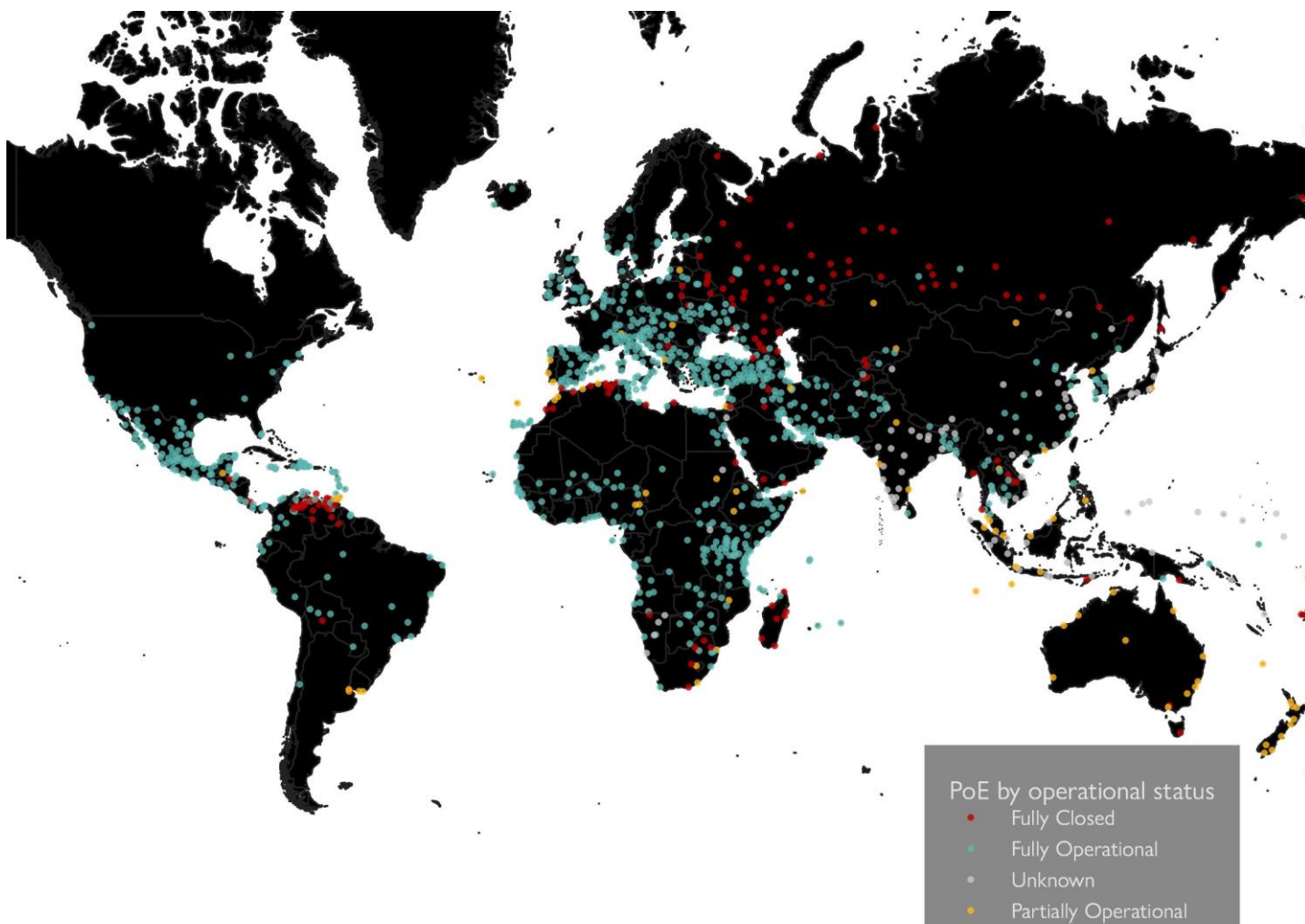
PoE by operational status
- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

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.

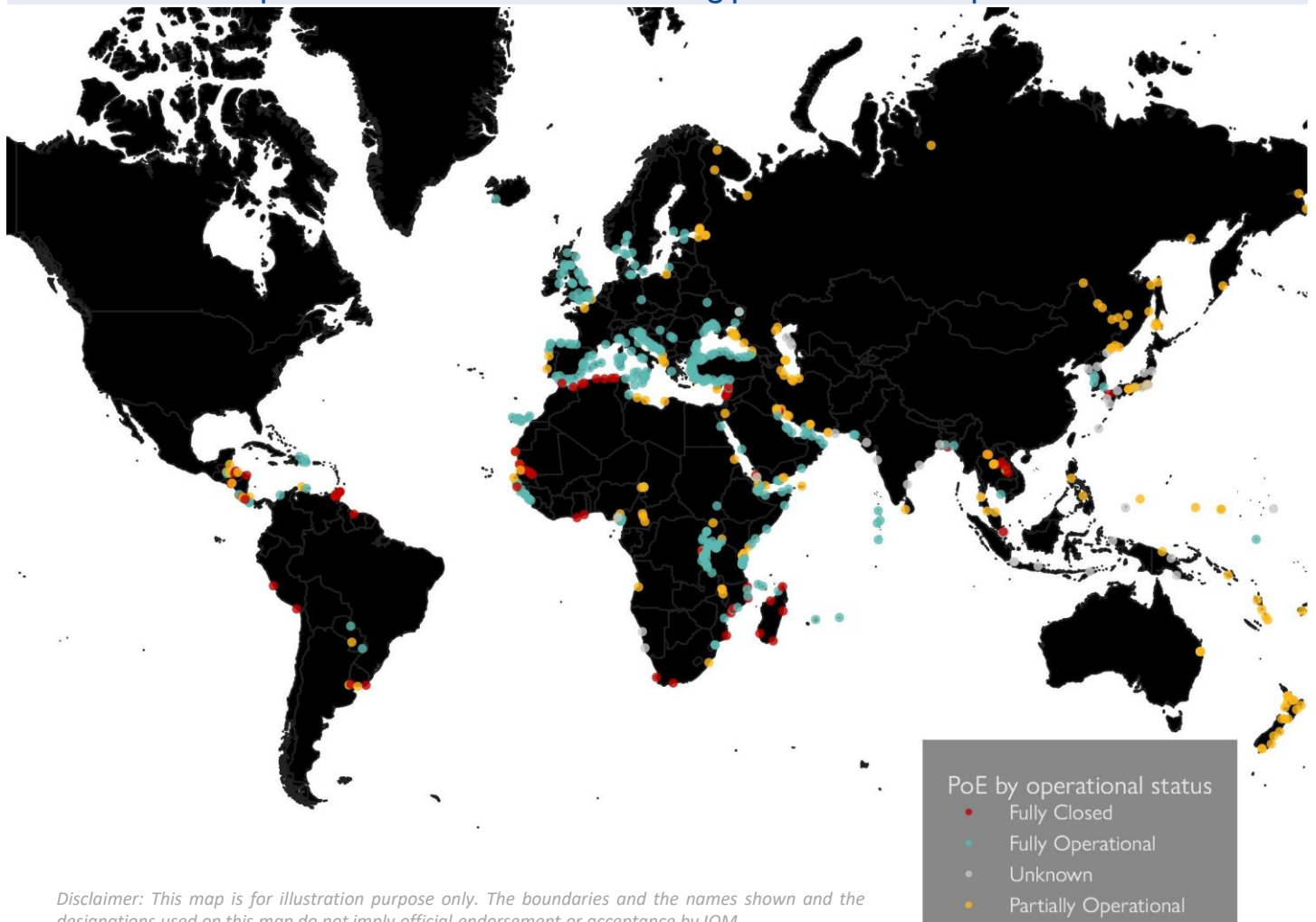# 3. Overview of Blue Border Crossing Points (sea-, river and lake ports)

IOM assessed a total of **714 blue border crossing points in 114 countries**, **territories and areas**. The operational status of the assessed blue border crossing points varied slightly in the past two weeks. **Eleven per cent** (or 79 locations, no change compared to the previous report) were reported to be **fully closed**, while the portion of **partially operational blue border crossing points** was reported **at 31 per cent (219** ports, a 1 p.p. decrease compared to the previous reporting period). Finally, **51 per cent** (365 locations) were reported as **fully operational** (no change from the previous report). Information was not available for 8 per cent (51 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 40 per cent respectively (4 out of 10 ports, no change compared to the previous reporting period). 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 86 per cent or 75 out of 87 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
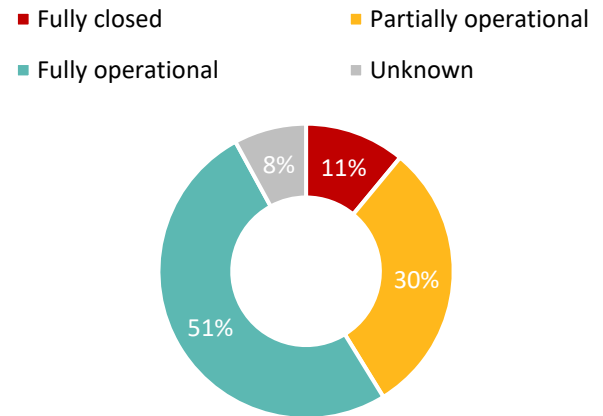
Global map of assessed blue border crossing points and their operational status

PoE by 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.
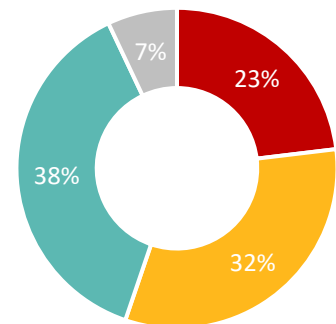
4. Overview of Land Border Crossing Points

Among the **2,495 assessed land border crossing points** in 130 countries, territories or areas, the **fully closed** and **partially operational** made up **23** and **32 per cent** of the total, respectively, while **38 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 an increase of 1 p.p. in fully closed land border crossing points and a corresponding 1 p.p. decrease in partially 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 191 out of 371 assessed locations completely closed, corresponding to 51 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 (65 out of 210, 31% of the total, i.e. a 4 p.p. decrease compared to the previous reporting period) and Middle East and North Africa (33 out of 128, 26% of the total, i.e. no change on a fortnightly basis).

The highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 342 out of the 480 assessed land border crossing points that are currently fully operational (71% of the total, i.e. a 3 p.p. decrease compared to the previous reporting period), followed by Middle East and North Africa (64 out of 128, 50% of the total, i.e. a 1 p.p. decrease on a fortnightly basis) and East and Horn of Africa (105 out of 210, 50% of the total, i.e. a 9 p.p. increase 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
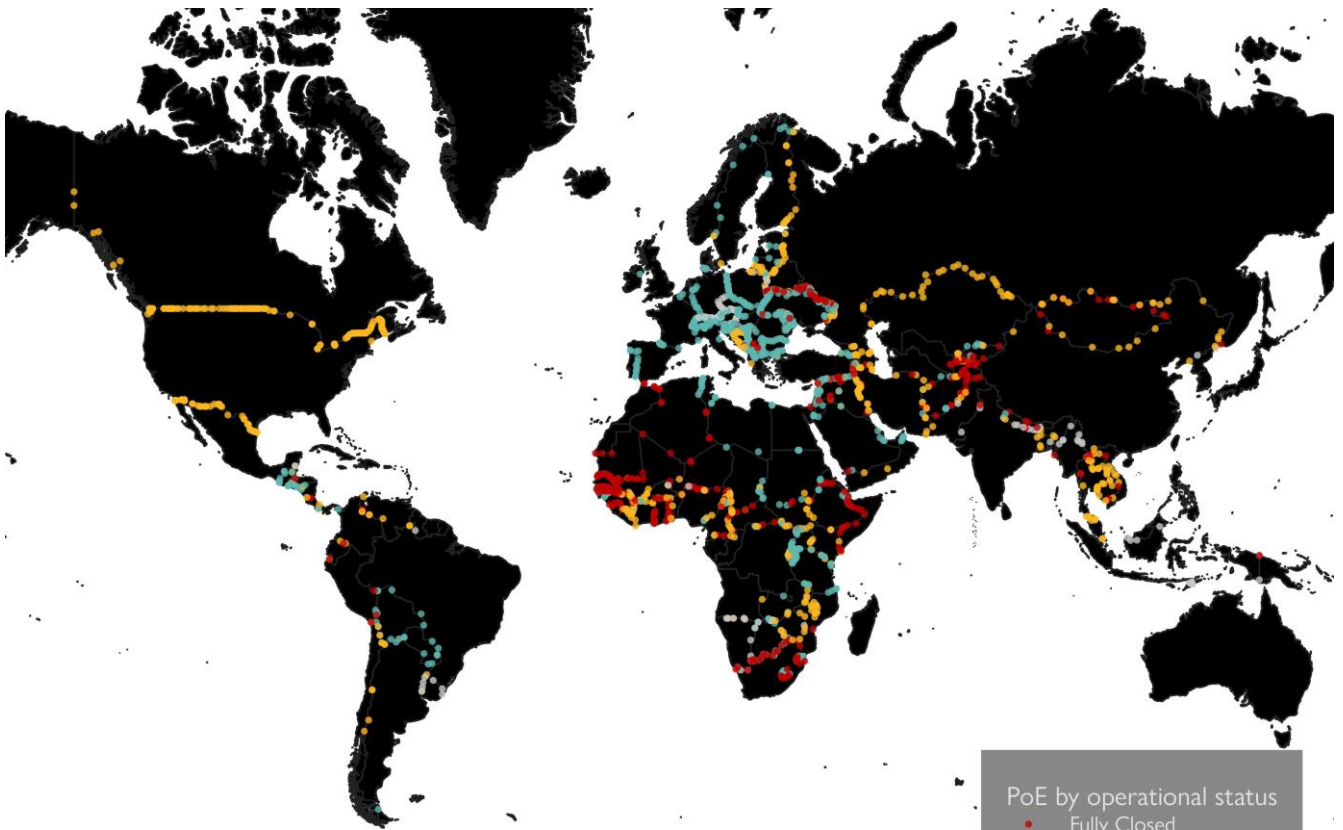
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

PoE by operational status
- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

5. Immigration and Border Management (IBM) Assessment

306
PoEs assessed

74%
are located in Asia and the Pacific and West and Central Africa

11%
are currently fully closed

The following section summarizes the main results of a complementary Immigration and Border Management (IBM) assessment, which has been carried out in a subset of the assessed PoEs from December 2020 to January 2021. In particular, this assessment has been completed at 306 PoEs including 198 land border crossing points, 66 airports, and 42 blue border crossing points. Three quarters of the PoEs where the IBM assessment has been completed are situated in West and Central Africa (41% of the total) and Asia and the Pacific (33%). The operational status of the assessed PoEs is as follows: fully operational (36% of the total), partially operational (40%), fully closed (11%) and unknown (13%).
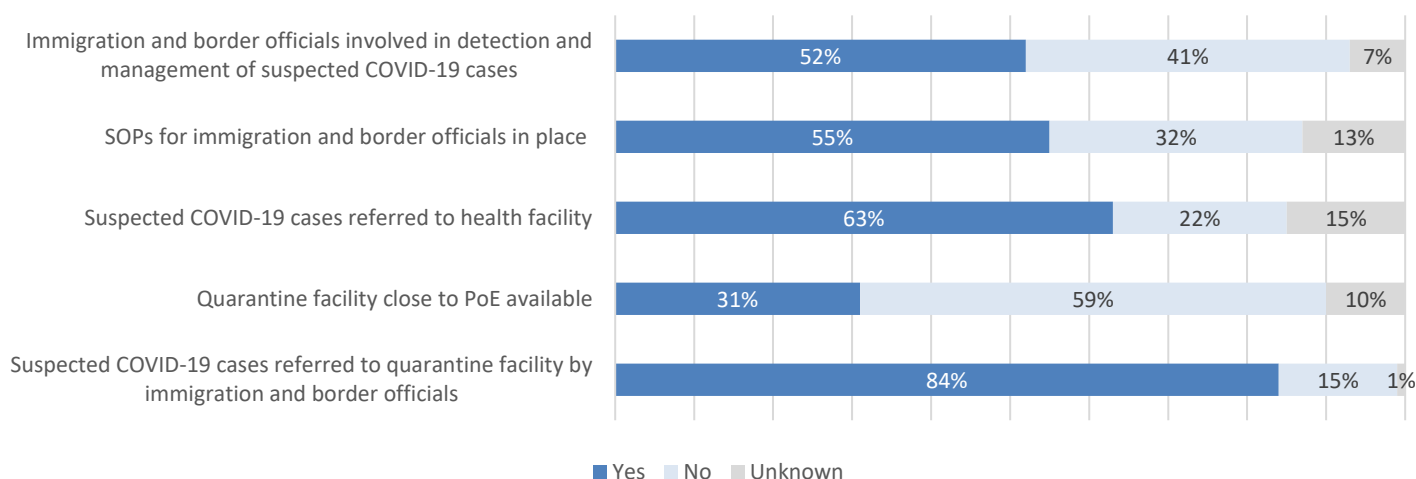
Immigration and border authorities in the COVID-19 preparedness and response at PoEs

At 52 per cent of the assessed fully and partially operational PoEs, immigration, border and/or customs officials are involved in detection and management of suspected COVID-19 cases, while in 26 per cent of the cases this is solely the responsibility of health authorities. SOPs on detection and management of suspected COVID-19 cases that can be applied for immigration, border and/or customs officials are in place in 55 per cent of the PoEs, however in 22 per cent of these PoEs no specific training was conducted.

Once a suspected case has been identified, in 63 per cent of the assessed fully and partially operational PoEs, the person is referred to a health facility (43% by health authorities, 16% by immigration and border authorities, 4% by other authorities), while 22 per cent of the PoEs reported that no referral to health facilities is currently in place (15% unknown). Moreover, in 31 per cent of the assessed fully and partially operational PoEs, a quarantine facility close to the PoE is available (59% not available in vicinity, 10% unknown). Out of these, immigration and border authorities are involved in referral to the quarantine facility in 84 per cent (15% not involved, 1% unknown).

In 53 per cent of the assessed fully and partially operational PoEs, a Border Management Information System (BMIS) to electronically collect travellers' entry/exit information is not available. In 9 per cent of the PoEs, a BMIS is in place and health authorities have access to the information, while in 23 per cent it is in place but health authorities do not have access to the information (15% unknown). Travellers' health related information is collected in 55 per cent of the fully and partially operational PoEs; in particular, travel health forms are collected manually by health authorities (26% of the total), collected manually by immigration and border authorities (22%), information collected electronically and inserted directly into a database by immigration and border authorities (4%), or collected electronically and inserted directly into a database by health authorities (3%). Moreover, travellers are requested to download/access an application to report their travel history and the eventual presence of COVID 19 symptoms in 23 per cent of the PoEs (56% not in place, 21% unknown). In 42 per cent of the PoEs, immigration, border or customs authorities own the data collected, while in 21 per cent health authorities own the data, and in 11 per cent other actors (26% unknown).

Key figures on the COVID-19 preparedness and response at PoEs

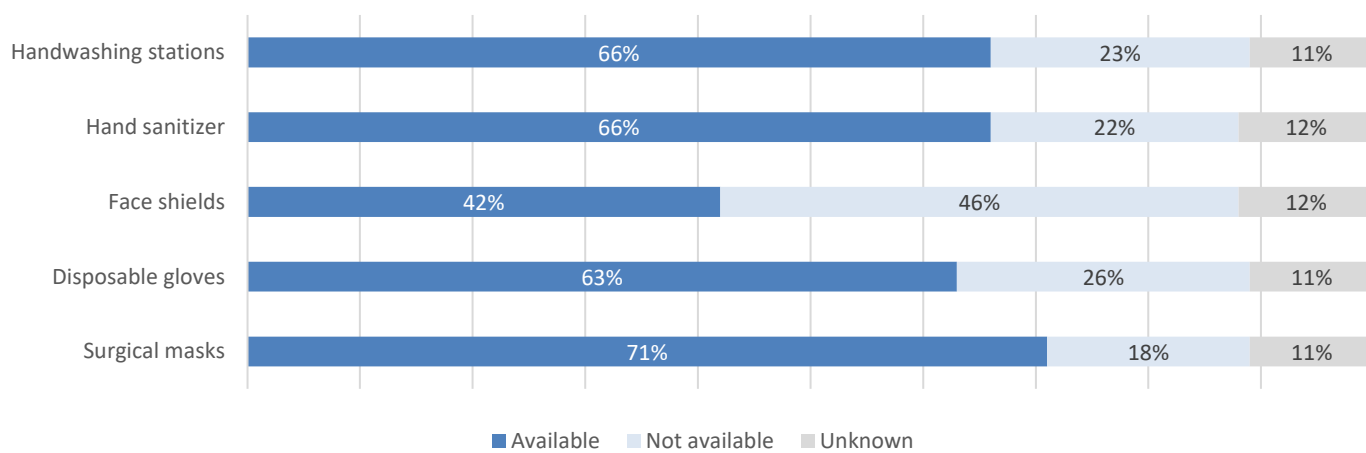|	Yes	No	Unknown
Immigration and border officials involved in detection and management of suspected COVID-19 cases	52%	41%	7%
SOPs for immigration and border officials in place	55%	32%	13%
Suspected COVID-19 cases referred to health facility	63%	22%	15%
Quarantine facility close to PoE available	31%	59%	10%
Suspected COVID-19 cases referred to quarantine facility by immigration and border officials	84%	15%	1%

■ Yes ■ No ■ Unknown

# 5. Immigration and Border Management (IBM) Assessment

Equipment

In terms of personal protective equipment to prevent the spread of COVID-19, surgical masks are available at 71 per cent of the assessed fully and partially operational PoEs (sufficient supply in 43%), disposable gloves are available in 63 per cent (sufficient supply in 44%), and face shields in 42 per cent (sufficient supply in 34%). Hand sanitizer is available in 66 per cent of the PoEs and the supply is considered sufficient by immigration and border authorities in 44%. Finally, handwashing stations exist in 64 per cent of the assessed fully and partially operational PoEs.

Available equipment

	Available	Not available	Unknown
Handwashing stations	66%	23%	11%
Hand sanitizer	66%	22%	12%
Face shields	42%	46%	12%
Disposable gloves	63%	26%	11%
Surgical masks	71%	18%	11%

■ Available   ■ Not available   ■ Unknown

Preparedness of currently closed PoEs

Among the 33 assessed PoEs that are currently fully closed, 64 per cent do not have a tentative date to reopen the location at the moment. In 52 per cent of these, the plan to reopen the PoE is coordinated with other actors, including health authorities. In terms of preparedness to reopen, reportedly 52 per cent are not prepared in terms of equipment, 55 per cent are not prepared in terms of infrastructure and 46 per cent are not prepared in terms of training.

52% not prepared

55% not prepared
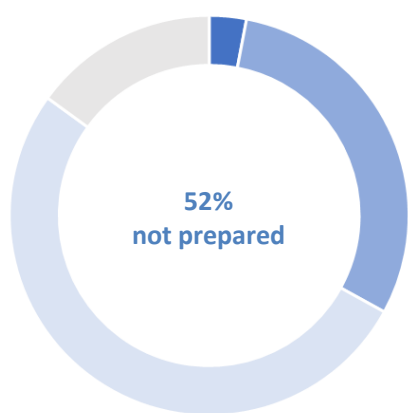
46% not prepared

EQUIPMENT
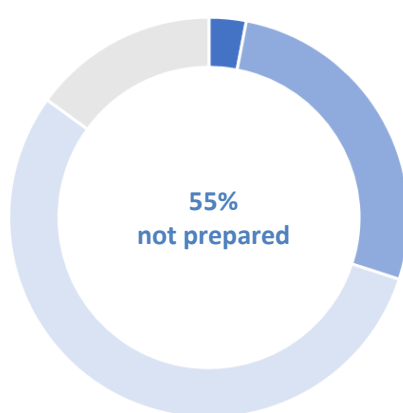
INFRASTRUCTURE
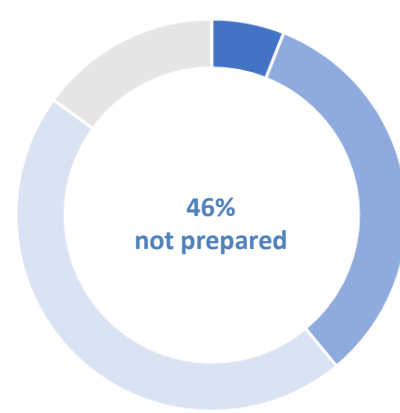
TRAINING

■ Fully prepared   ■ Partially prepared   ■ Not prepared   ■ 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	663	100%	241	36%	245	37%	177	27%	39
Central and North America and the Caribbean	439	100%	142	32%	259	59%	38	9%	22
West and Central Africa	468	100%	46	10%	371	79%	51	11%	21
East and Horn of Africa	372	100%	75	20%	210	56%	87	23%	9
European Economic Area	809	100%	190	23%	480	59%	139	17%	30
Middle East and North Africa	253	100%	70	28%	128	51%	55	22%	17
South America	144	100%	69	48%	65	45%	10	7%	10
South-Eastern Europe, Eastern Europe and Central Asia	851	100%	197	23%	535	63%	119	14%	19
Southern Africa	308	100%	68	22%	202	66%	38	12%	15
Total	**4307**	**100%**	**1098**	**25%**	**2495**	**58%**	**714**	**17%**	**182**

Table 1.2: Percentage of update of PoE data by month

Location Type	March	March (%)	April	April (%)	May	May (%)
Airport	0	0%	0	0%	0	0%
Blue border crossing point	1	0%	0	0%	0	0%
Land border crossing point	0	0%	0	0%	0	0%
Total	1	0%	0	0%	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	0	0%	0	0%	32	3%
Blue border crossing point	39	5%	0	0%	27	4%
Land border crossing point	22	1%	0	0%	62	2%
Total	61	1%	0	0%	121	3%

Location Type	December	December (%)	January 2021	January 2021 (%)	February 2021	February 2021 (%)	Total	Total (%)
Airport	80	7%	572	52%	339	31%	1098	100%
Blue border crossing point	113	16%	357	50%	177	25%	714	100%
Land border crossing point	267	11%	1573	63%	540	22%	2495	100%
Total	460	11%	2502	58%	1056	25%	4307	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	83	13%	263	40%	130	20%	187	28%	663
Central and North America and the Caribbean	27	6%	231	53%	173	39%	8	2%	439
West and Central Africa	204	44%	148	32%	105	22%	11	2%	468
East and Horn of Africa	69	19%	49	13%	252	68%	2	1%	372
European Economic Area	21	3%	57	7%	655	81%	76	9%	809
Middle East and North Africa	69	27%	45	18%	129	51%	10	4%	253
South America	38	26%	34	24%	66	46%	6	4%	144
South-Eastern Europe, Eastern Europe and Central Asia	212	25%	202	24%	428	50%	9	1%	851
Southern Africa	78	25%	56	18%	148	48%	26	8%	308
Total	**801**	**19%**	**1085**	**25%**	**2086**	**48%**	**335**	**8%**	**4307**

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	149	14%	78	7%	777	71%	94	9%	1098
Blue border crossing point	79	11%	219	31%	365	51%	51	7%	714
Land border crossing point	573	23%	788	32%	944	38%	190	8%	2495
Total	**801**	**19%**	**1085**	**25%**	**2086**	**48%**	**335**	**8%**	**4307**