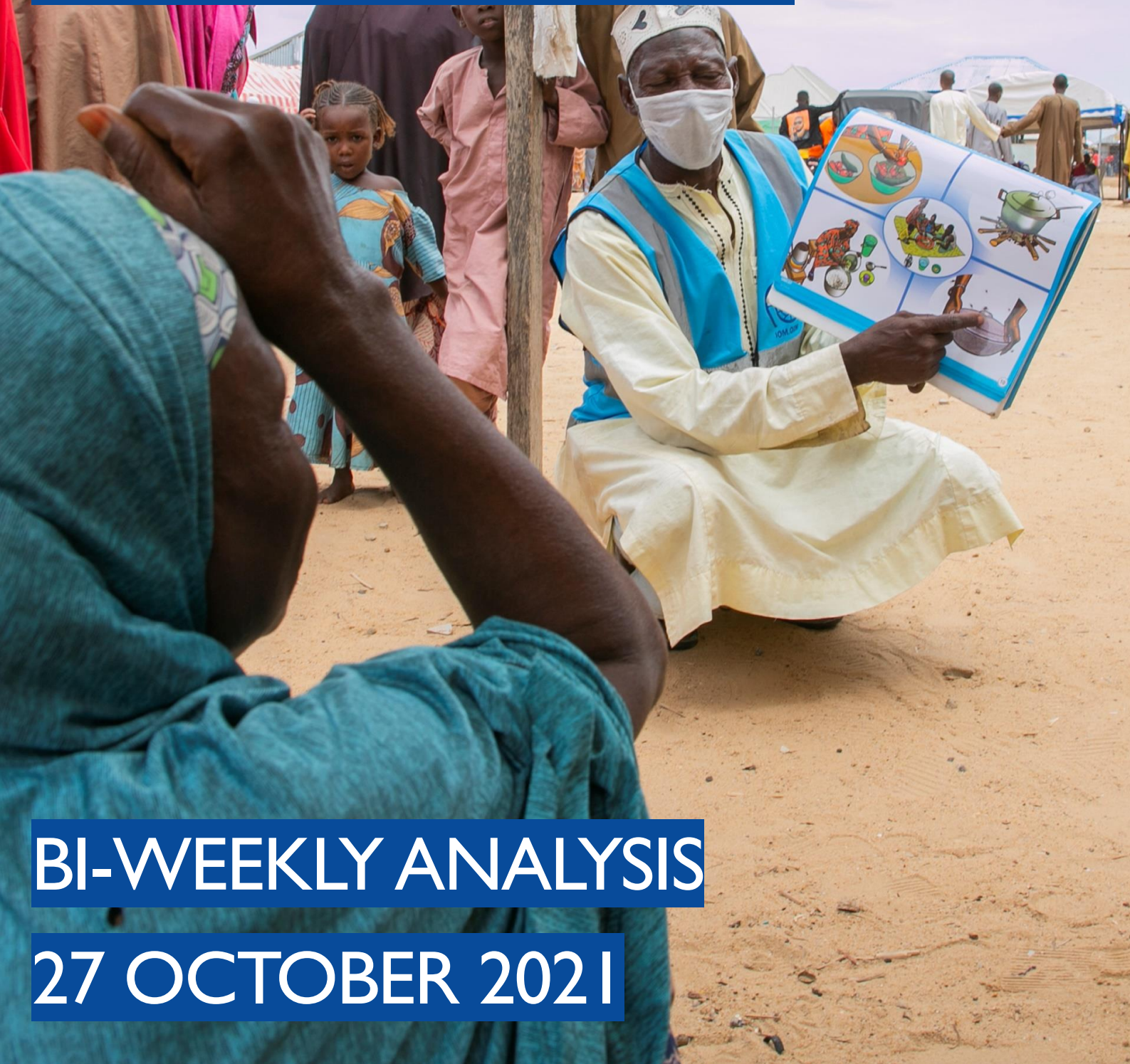


IOM COVID-19 IMPACT ON POINTS OF ENTRY



BI-WEEKLY ANALYSIS

27 OCTOBER 2021

PUBLISHER

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IOM is committed to the principle that humane and orderly migration benefits migrants and society. As an intergovernmental organization, IOM acts with its partners in the international community to assist in meeting the operational challenges of migration, advance understanding of migration issues, encourage social and economic development through migration and uphold the human dignity and well-being of migrants.

Please send any feedback, comments and suggestions related to the Covid-19 Mobility Tracking dashboards and outputs to the DTM Covid-19 Team at dtmccovid19@iom.int

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COVER PHOTO:

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As COVID-19 continues to spread in northeast Nigeria, the International Organization for Migration (IOM) is extending its water, sanitation, and hygiene (WASH) operations to reduce the spread of the virus.

IOM field workers and volunteer hygiene promoters are sensitizing local camp residents on hygiene practices to minimize the virus' transmission.

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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 21 October 2021, a total of 4,505 PoEs were assessed in 184 C/T/As: 1,109 (25%) airports, 2,655 (59%) land border crossing points and 741 (16%) blue border crossing points.
- Overall, 10 per cent of the assessed PoEs were fully closed (no change compared to the previous reporting period), 29 per cent partially operational (no relative change compared to the previous report) and 53 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 (17%, i.e. no change compared to the previous reporting period), followed by South-Eastern Europe, Eastern Europe and Central Asia (13%, i.e. no change compared to the previous reporting period);
 - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (80%, i.e. a 2 p.p. decrease compared to the previous reporting period), followed by East and Horn of Africa (71%, no change compared to the previous reporting period), Middle East and North Africa (59%; i.e. no change compared to the previous report), and South-Eastern Europe, Eastern Europe and Central Asia (56%, a 1 p.p. decrease on a fortnightly basis);
 - About 13 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this was reported as 6 and 5 per cent, respectively, with no change recorded across all PoE types compared to the previous report;
 - Similarly, the share of fully operational locations remained stable for all PoE types: airports (69%, no change compared to the previous reporting period), blue border crossing points (53%, no change compared to the previous reporting period) and land border crossings points (46%, no change compared to the previous reporting period).

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 21 October 2021. Data for 31 per cent of the PoEs have been updated since the beginning of October, while 31 per cent of the PoEs have been updated during the month of September. 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 Point¹
- 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.

I. PoE Scope and Coverage: Numbers at a glance

4,505

Assessed Points of Entry

184

Assessed C/T/As

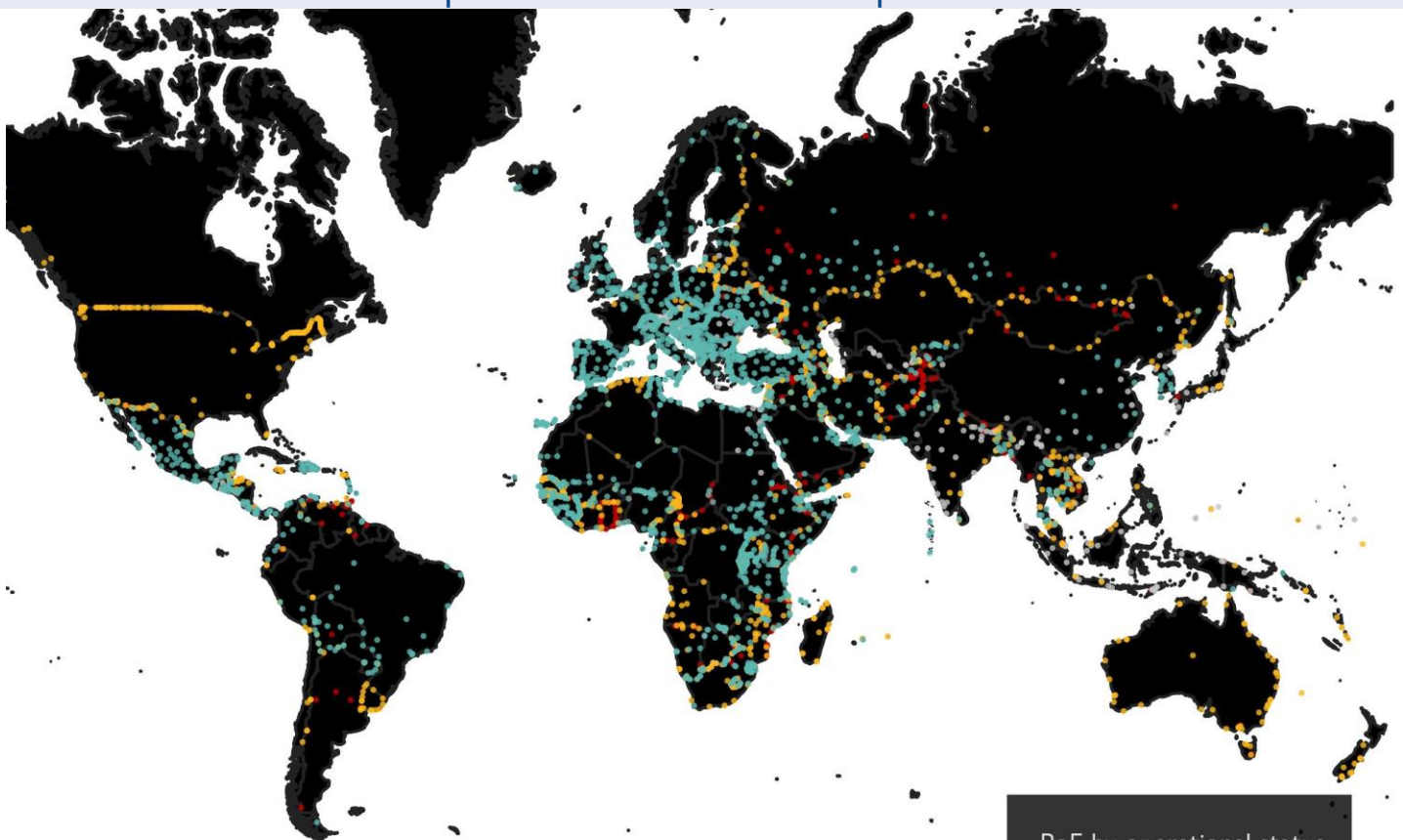
To better understand how COVID-19 has affected the various travel restrictions and disruptions hampering global mobility, this report looks at IOM's global mobility database to map and gather data on the locations, status and different restrictions at PoEs globally, including airports, blue border crossing 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 **21 October 2021**.

IOM has assessed **4,505** total PoEs in **184 countries, territories and areas**, so far. Of these PoEs, 2,655 (59%) were land border crossing points, 1,109 (25%) were airports and 741 (16%) 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, **10 per cent** were reported as **fully closed** and **53 per cent** were reported to be **fully operational**. Another **28 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 (17% out of 488), followed by South-Eastern Europe, Eastern Europe and Central Asia (13% out of 894). Conversely, European Economic Area, Central and North America and the Caribbean and Middle East and North Africa were the regions with the lowest percentage of fully closed assessed PoEs (6% out of 916, 6% out of 432, 6% out of 263, 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.

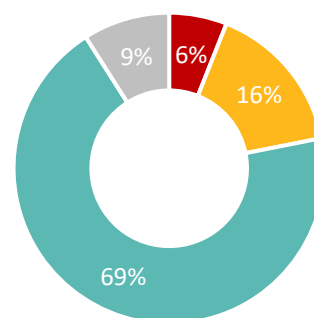
2. Overview of Airports

IOM assessed **1,109 airports** in **181 countries, territories and areas**. Of the assessed airports, **6 per cent** or 66 airports were reported to be **fully closed** (no relative change compared to the previous report). Airports with **partially operational** status were reported for **16 per cent** or 179 airports (no relative change compared to the previous report). For **69 per cent** (763 airports) 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 (no change on a fortnightly basis) of assessed airports (for more details, see Table 3 in the Annex).

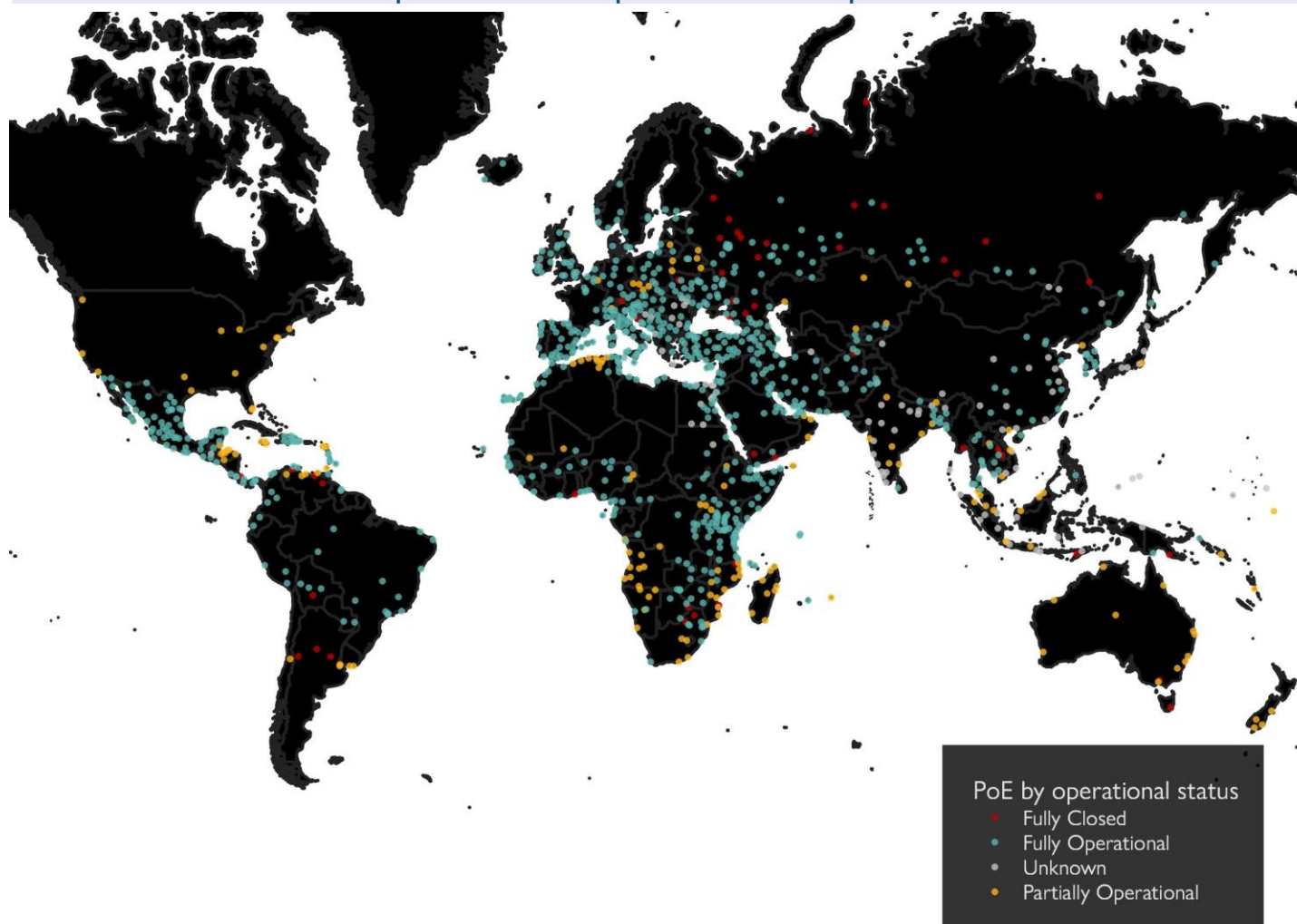
The IOM region that reported the highest percentage of fully closed airports was South America (8 out of 44, 18% of the assessed airports in the region, no change compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia with 30 out of 200 closed airports or 15 per cent (no change over the previous update). Conversely, East and Horn of Africa (91% of fully operational airports, i.e. no change compared to the previous report) and the European Economic Area (90 per cent of the total or 195 out of 216 fully operational, no change compared to the previous report) remained the regions with the highest proportion of fully operational airports. They were followed by Central and West Africa (86% of fully operational locations, i.e. no change compared to the previous report).

Operational status at assessed airports

- Fully closed
- Fully operational
- Partially operational
- Unknown



Global map of assessed airports and their operational status



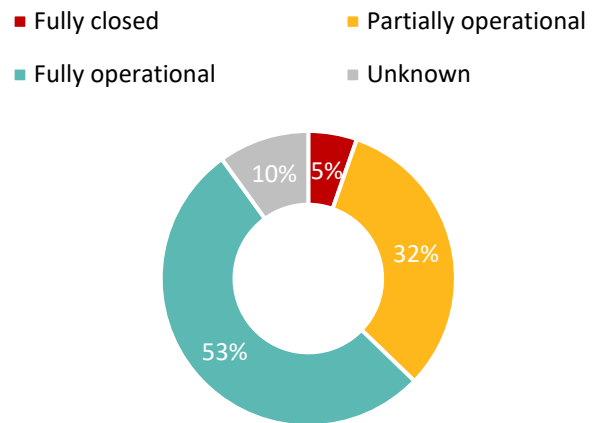
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

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

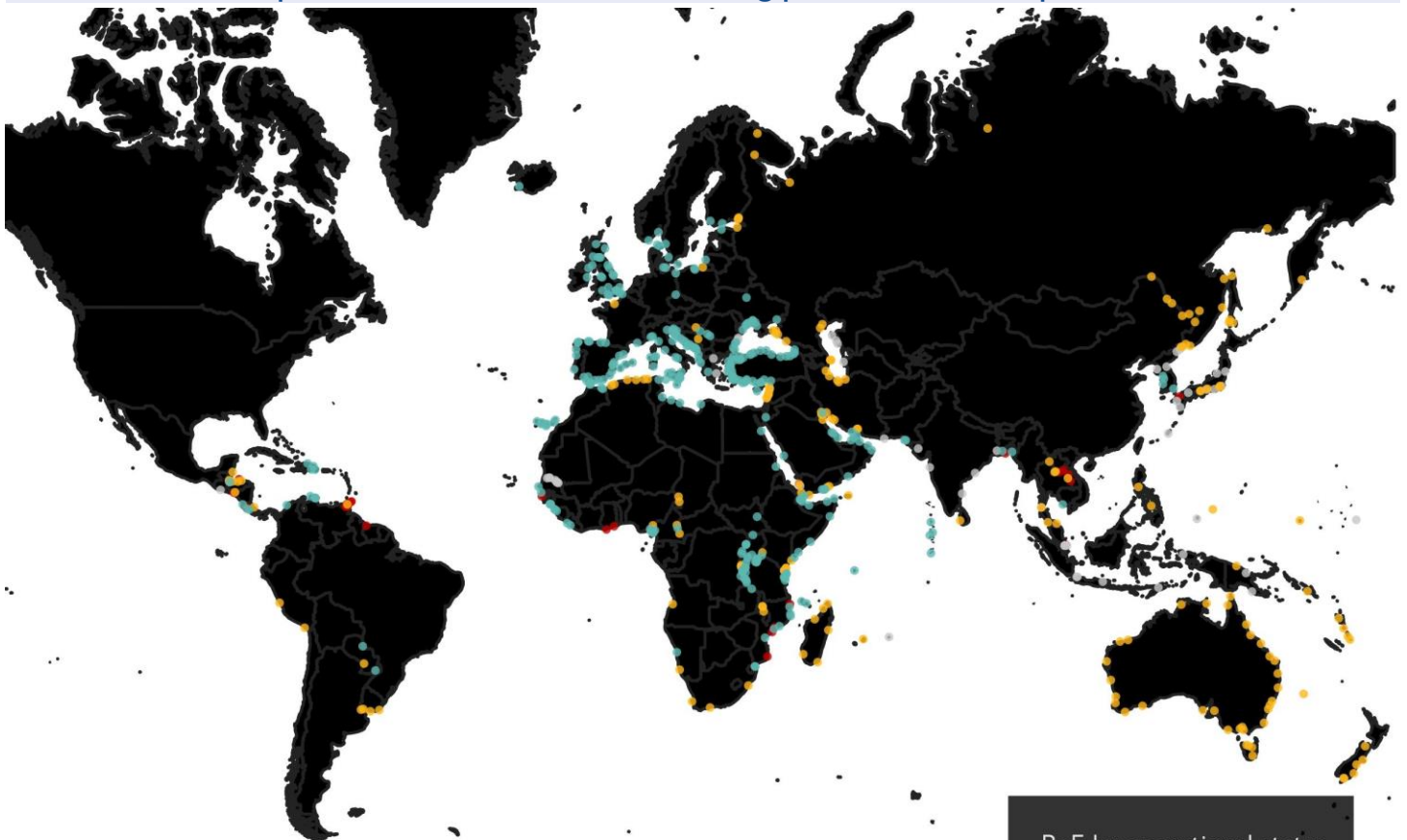
IOM assessed a total of **741 blue border crossing points in 118 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly in the past two weeks. **Five per cent**, or 38 locations, were reported to be **fully closed** (no relative change compared to the previous report), while the portion of **partially operational blue border crossing points** was reported at **32 per cent** (no relative change compared to the previous reporting period). Finally, **53 per cent** of the locations were reported as **fully operational** (no change compared to the previous report). Information was not available for 10 per cent of the 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 (17 out of 44, 39% of the total, no change compared to the previous report), followed by Southern Africa, with 11 per cent (4 out of 38 assessed blue border points in the region, 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 140 fully operational locations out of the 147 assessed blue border crossing points in the region (95% of the total, no change compared to the previous report). The region with the second highest share of fully operational blue border crossing points was East and Horn of Africa, with 88 per cent or 77 out of 88 ports reported as fully operational, followed by South-Eastern Europe, Eastern Europe and Central Asia with 71 out of 123 or 58 per cent of the total.

Operational status at assessed blue border crossing points



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

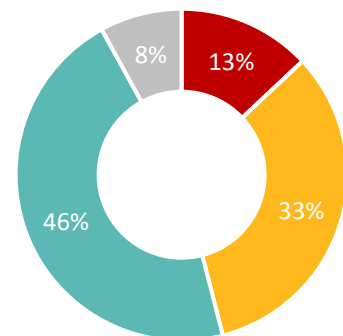
Among the **2,655 assessed land border crossing points** in 134 countries, territories or areas, the **fully closed** and **partially operational** made up **13** and **33 per cent** of the total, respectively, while **46 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining 8 per cent was unknown. Compared to the previous report, no significant change was recorded in the operational status of the assessed land border crossing points (for more details, see Table 3 in the Annex).

Asia and the Pacific (53 out of 246, 22%, i.e. no change compared to the previous reporting period) and West and Central Africa (75 out of 385, 19%, i.e. no change compared to the previous reporting period) remained the IOM regions reporting the highest share of fully closed land border crossing points. Other IOM regions with a significant proportion of fully closed land border crossing points include East and Horn of Africa (35 out of 213, 16%, i.e. no change compared to the previous report) and South-Eastern Europe, Eastern Europe and Central Asia (87 out of 571, 15%, i.e. no change compared to the previous report).

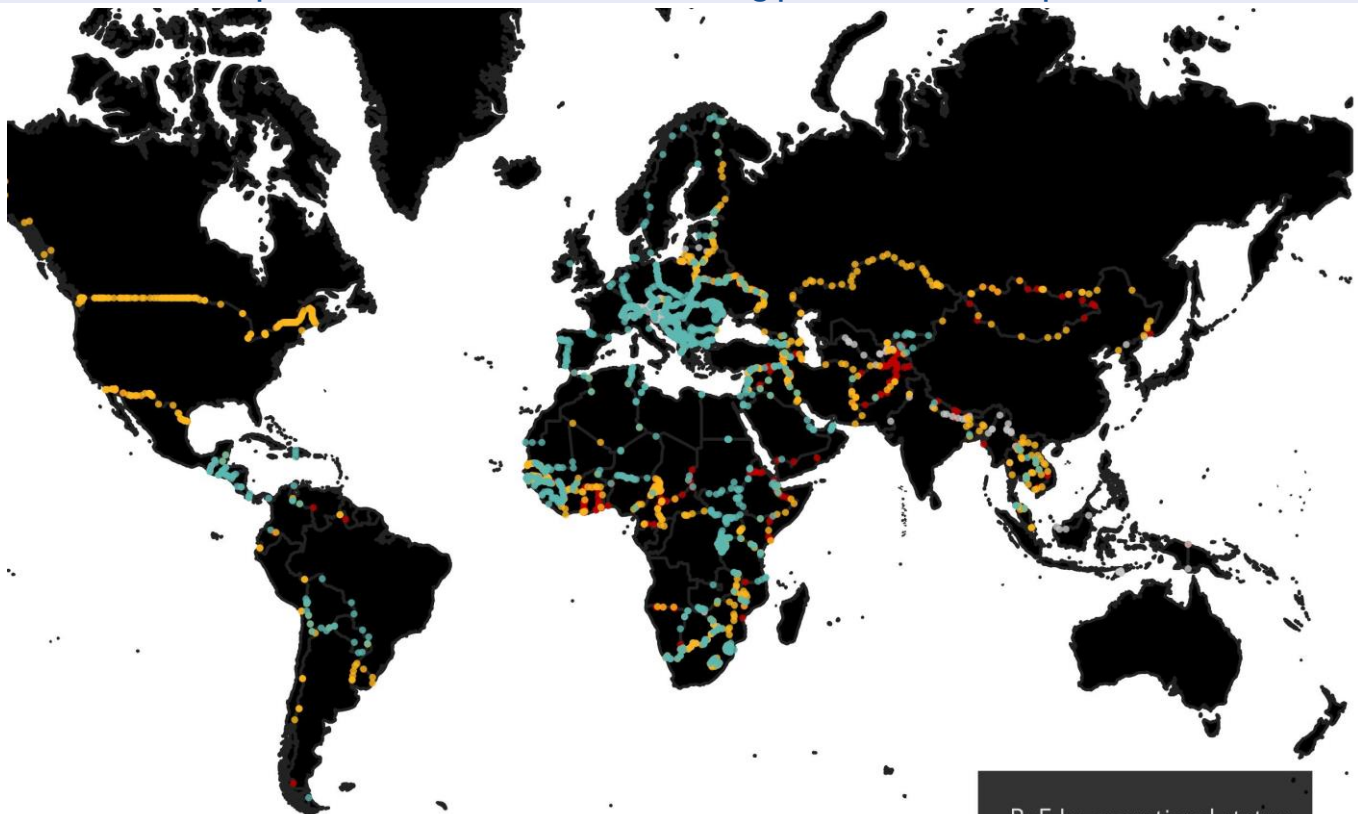
The highest percentage of fully operational land border crossing points among IOM regions remained in the European Economic Area with 397 out of the 553 assessed land border crossing points that are currently fully operational (72%, a 2 p.p. decrease compared to the previous reporting period), followed by Middle East and North Africa (74 out of 128, 58%, i.e. no change compared to the previous report), East and Horn of Africa (122 out of 213 locations, 57% of the total, i.e. no change compared to the previous report), and South-Eastern Europe, Eastern Europe and Central Asia (277 out of 571, 49% of the total, i.e. no change on a fortnightly basis).

Operational status at assessed land border crossing point

- Fully closed
- Fully operational
- Partially operational
- Unknown



Global map of assessed land 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.

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	660	100%	232	35%	246	37%	182	28%	39
Central and North America and the Caribbean	432	100%	125	29%	263	61%	44	10%	22
West and Central Africa	488	100%	49	10%	385	79%	54	11%	22
East and Horn of Africa	381	100%	80	21%	213	56%	88	23%	9
European Economic Area	916	100%	216	24%	553	60%	147	16%	30
Middle East and North Africa	263	100%	80	30%	128	49%	55	21%	17
South America	123	100%	44	36%	69	56%	10	8%	10
South-Eastern Europe, Eastern Europe and Central Asia	897	100%	200	22%	574	64%	123	14%	20
Southern Africa	345	100%	83	24%	224	65%	38	11%	15
Total	4505	100%	1109	25%	2655	59%	741	16%	184

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

Location Type	December 2020	December 2020 (%)	January 2021	January 2021 (%)	February 2021	February 2021 (%)
Airport	0	0%	1	<1%	0	0%
Blue border crossing point	2	<1%	0	0%	0	0%
Land border crossing point	31	1%	2	<1%	0	0%
Total	33	1%	3	<1%	0	0%

Location Type	March 2021	March 2021 (%)	April 2021	April 2021 (%)	May 2021	May 2021 (%)
Airport	0	0%	1	<1%	0	0%
Blue border crossing point	8	1%	7	1%	12	2%
Land border crossing point	13	0%	95	4%	26	1%
Total	21	0%	103	2%	38	1%

Location Type	June 2021	June 2021 (%)	July 2021	July 2021 (%)	August 2021	August 2021 (%)
Airport	0	0%	73	7%	360	32%
Blue border crossing point	0	0%	79	11%	241	33%
Land border crossing point	3	<1%	229	9%	1063	40%
Total	3	<1%	381	8%	1664	37%

Location Type	September 2021	September 2021 (%)	October 2021	October 2021 (%)	Total	Total (%)
Airport	350	32%	324	29%	1109	100%
Blue border crossing point	225	30%	167	23%	741	100%
Land border crossing point	677	25%	506	19%	2655	100%
Total	1252	28%	997	22%	4505	100%

*For illustration and readability purposes, the columns for the period June – November 2020 were not included as all of them did not had a PoE update, except 10 Land border crossing points (<1%) for the month of June

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	75	11%	281	43%	128	19%	176	27%	660
Central and North America and the Caribbean	24	6%	247	57%	152	35%	9	2%	432
West and Central Africa	81	17%	182	37%	207	42%	18	4%	488
East and Horn of Africa	35	9%	72	19%	272	71%	2	1%	381
European Economic Area	54	6%	16	2%	732	80%	114	12%	916
Middle East and North Africa	17	6%	73	28%	154	59%	19	7%	263
South America	11	9%	52	42%	60	49%	0	0%	123
South-Eastern Europe, Eastern Europe and Central Asia	118	13%	223	25%	504	56%	52	6%	897
Southern Africa	37	11%	137	40%	158	46%	13	4%	345
Total	452	10%	1283	28%	2367	53%	403	9%	4505

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	66	6%	179	16%	763	69%	101	9%	1109
Blue border crossing point	38	5%	235	32%	394	53%	74	10%	741
Land border crossing point	348	13%	869	33%	1210	46%	228	9%	2655
Total	452	10%	1283	28%	2367	53%	403	9%	4505