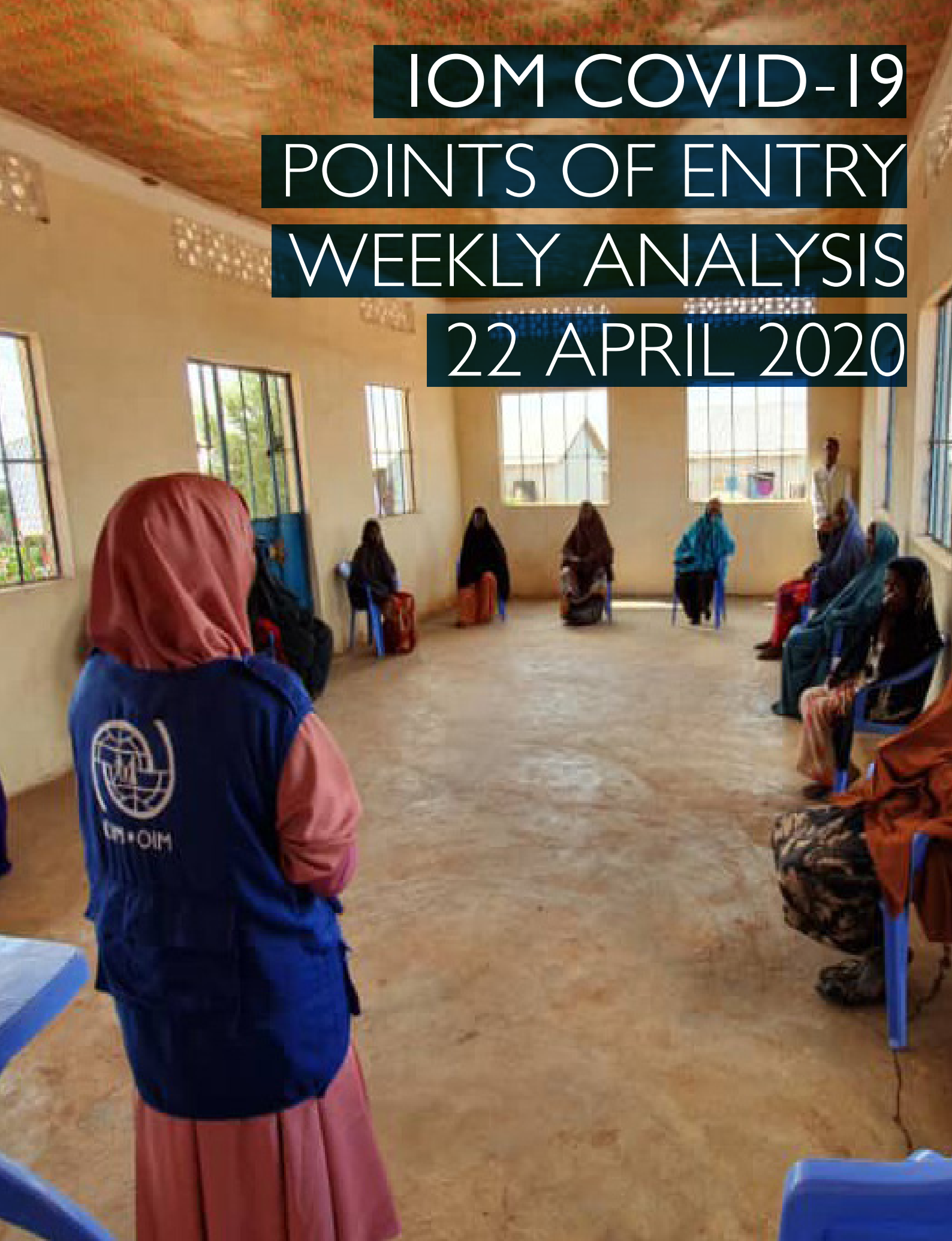


IOM COVID-19 POINTS OF ENTRY WEEKLY ANALYSIS 22 APRIL 2020



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 dtmcovid19@iom.int

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COVER PHOTO:

IOM is training staff on how to deliver humanitarian aid while ensuring physical distancing and isolation in densely populated, overcrowded camps in Somalia.

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Methodology & Definitions

The content presented in this report is based on information provided by IOM field staff and is accurate to the best of IOM's knowledge at the time of compilation. All information is being constantly validated including geo-location and attributes. The timeliness of these updates depends on the time frame within which the information becomes available and is processed by IOM. IOM encourages you to share any relevant or updated information with DTM Covid-19 Coordination Team at: dtmccovid19@iom.int

This Points of Entry Weekly Analysis provides an overview and analysis on the data from a global and regional perspective. For more detailed country-specific information and the dataset used for this analysis please visit: <https://migration.iom.int/>

For further information on the methodology, definitions and explanation please refer to the [Methodology Framework](#).

Regional maps available at: [Link](#)

Dataset available at: [Link](#)

Working definitions:

- Data is collected about the following locations:
- Airports (currently or recently functioning airport with a designated International Air Transport Association (IATA) code)
- Blue Border Crossing Point (international border crossing point on sea, river or lake)
- Land Border Crossing Point (international border crossing point on land, including rail)
- Internal Transit Point (internal transit point inside a given country, territory or area)
- Area of interest (region, town, city or sub-administrative unit in a given country, territory or area)

Stranded Migrants:

Stranded Migrants are individuals unable to return as a result of mobility restrictions related to COVID-19. This could include economic migrants, students, temporary visa or work permit holders. This could also include other populations such as tourists who may be stranded owing to COVID-related travel restrictions. These populations may be seeking repatriation or assistance while remaining abroad.

To systematically capture the status of each location, the following operational status of the border crossing points are captured:

- Closed for entry
- Closed for exit
- Partial closure (indicating a reduced number of individuals who can use the border crossing point to exit and enter the country, territory or area, due to reduction in hours of operation or partial closure to specific nationalities)
- Closed (for both entry and exit)
- Open
- Other
- Unknown

In addition, at all assessed locations, different population categories of persons whose movement is affected by the current operational status of and restrictive measures applied at the assessed locations has been indicated. The population categories are listed as follows: regular travelers, nationals, returnees, migrants and internally displaced persons (IDPs). The various populations are affected in diverse ways across the type of assessed locations, including but not limited to a halt of intended movement, requiring additional documentation, temporary relocation, quarantine or medical screening.

To systematically capture the different mobility restrictions currently issued, the various locations are categorized according to the following:

- Movement is restricted to this location
- Movement is restricted from this location
- Visa requirements have changed for this location
- Certain nationalities are restricted to enter or disembark at this location
- Rules pertaining to identification and/or travel documents needed to enter or disembark at this location have changed
- Medical measures including mandatory quarantine or additional medical checks have been imposed at this location
- Other
- None

List of acronyms used throughout the report

- C/T/As: countries, territories or areas
- DTM: Displacement Tracking Matrix
- IDPs: Internally Displaced Persons
- PoE: Point of Entry

Data is geographically aggregated by IOM Regional Offices and country distribution can be found here:

<https://www.iom.int/regional-offices>

I. Scope and Coverage: Numbers at a glance

3,062

(2,737 PoEs and 325 Internal Transit Points)¹

171

Assessed C/T/As

The current outbreak of COVID-19 has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to map and gather data on the locations, status and different restrictions at PoEs and internal transit points, globally. This report also looks at the impacts on stranded migrants and other populations such as tourists who are affected by the changes in mobility 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 DTM COVID-19 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 **19 April 2020**.

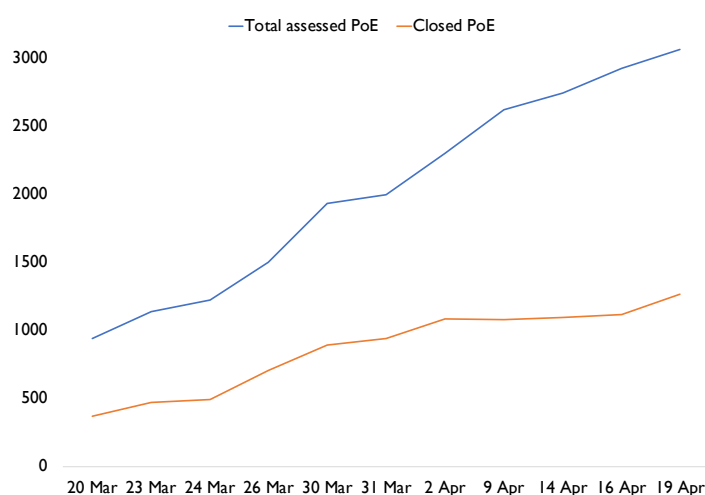
IOM has assessed **3,062** locations (2,737 PoEs and 325 internal transit points) in **171** countries, territories and areas so far. A majority of these locations (55%) were land border crossing points, 13 per cent blue border crossing points (sea, river and lake ports), 21 per cent airports and finally 11 per cent of assessed points were important in-country (internal) transit points between cities and regions. More details can be found in annex, Table 1.

Of all assessed locations, **41 per cent were reported as completely closed** and **11 per cent were reported to be open**. Another 5 per cent of assessed locations were closed either for entry or for exit, 38 per cent were partially closed and for 5 per cent the status was unknown. A similar make-up of operational status was observed by different type of a crossing point, i.e. internal transit points where only 27 per cent are reportedly closed. More details can be found in the annex, Table 3. At the regional level, the highest rate of closed border crossing points assessed were located in the Middle East and North Africa and in South America (both with 61%) as well as Asia and Pacific with 52 per cent. The lowest number of assessed closed points were found in East Africa with 25 per cent, Central and North America, and the Caribbean with 26 per cent. More details can be found in annex, Table 2.

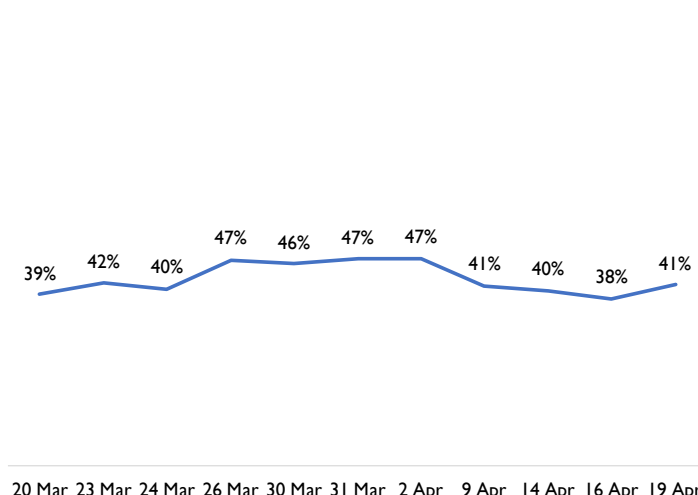
Table 1: Number of assessed locations by type and IOM region

Region	Total	Airport	Internal Transit Point	Land Border Point	Blue Border Point	No. of countries
Total	3,062	635	325	1,694	408	162
Asia and the Pacific	483	142	115	178	48	34
European Economic Area	743	148	2	452	141	28
South America	84	21	6	48	9	10
Middle East and North Africa	177	52	25	82	18	17
Central and West Africa	406	39	89	244	34	18
East Africa	261	41	7	159	54	9
Southern Africa	148	55	0	83	10	14
Central and North America and the Caribbean	178	34	0	112	32	13
South-Eastern Europe, Eastern Europe and Central Asia	582	103	81	336	62	19

Total no. of assessed and closed points/locations



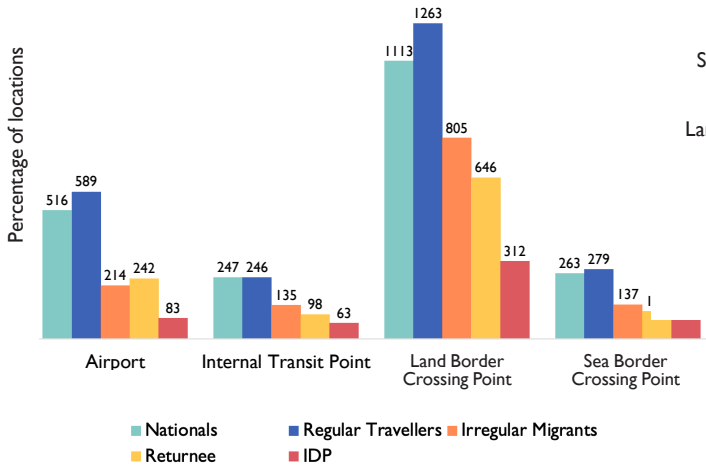
Percentage of assessed points that are closed



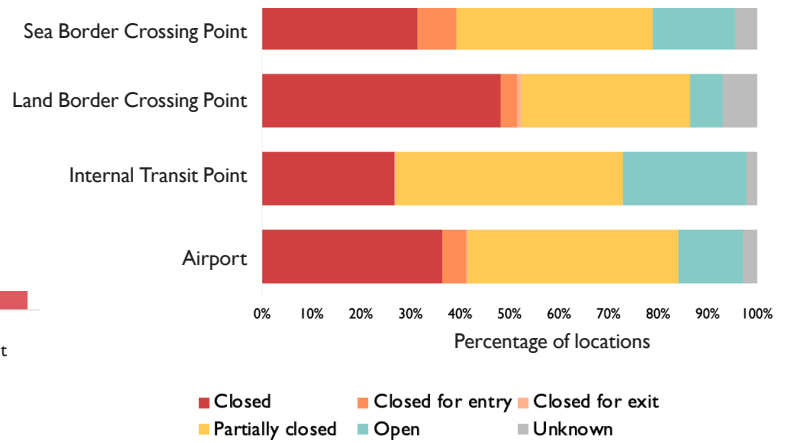
¹ Disclaimer: To clarify, while Points of Entry mostly refers to international border crossing points, the inclusion of internal transit point in this analysis to provide a comprehensive overview of internal restrictive measures on affected populations. This is not to suggest a conflation of that internal transit points with international border crossing points.

2. Situational Overview

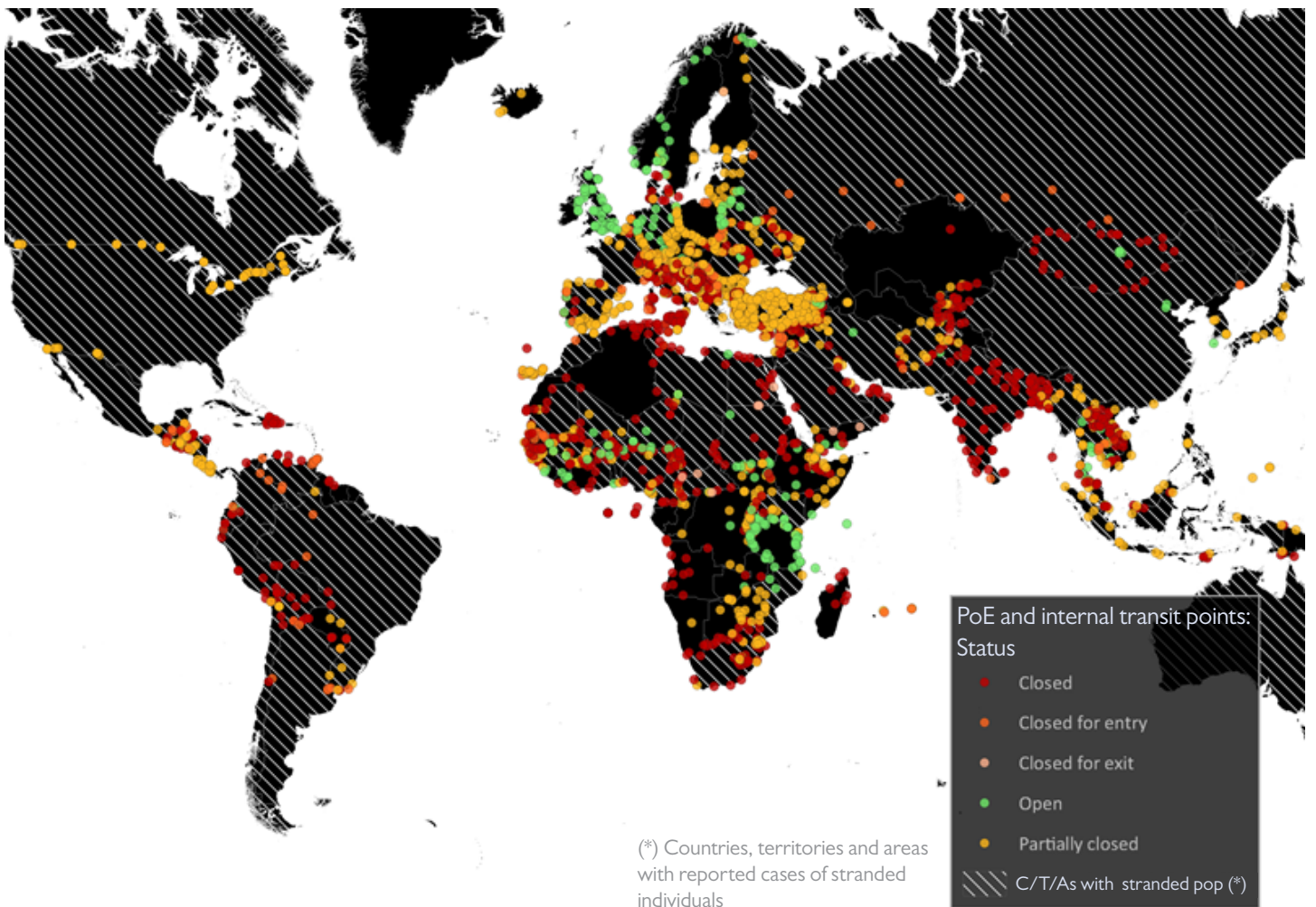
Affected population categories at assessed locations



Operational status of assessed locations



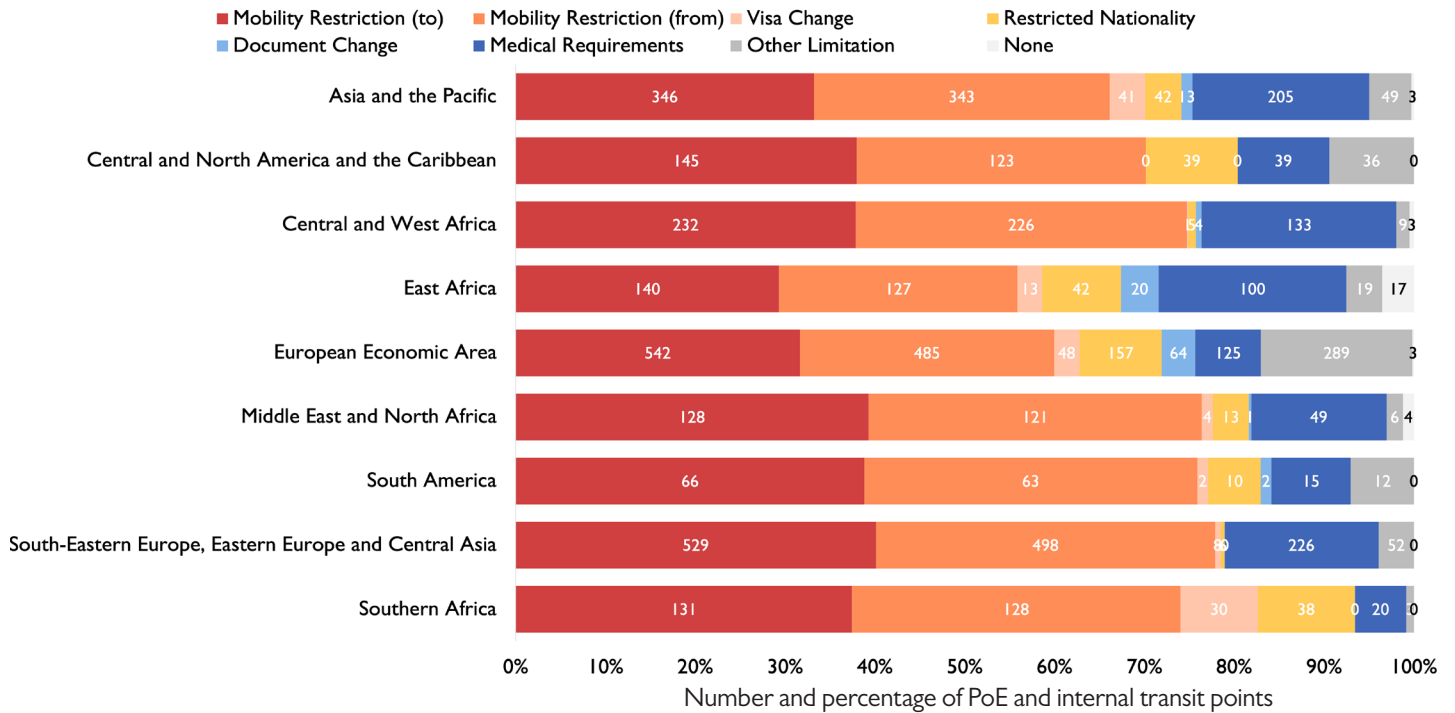
Global map of assessed locations and C/T/As with reported stranded migrants



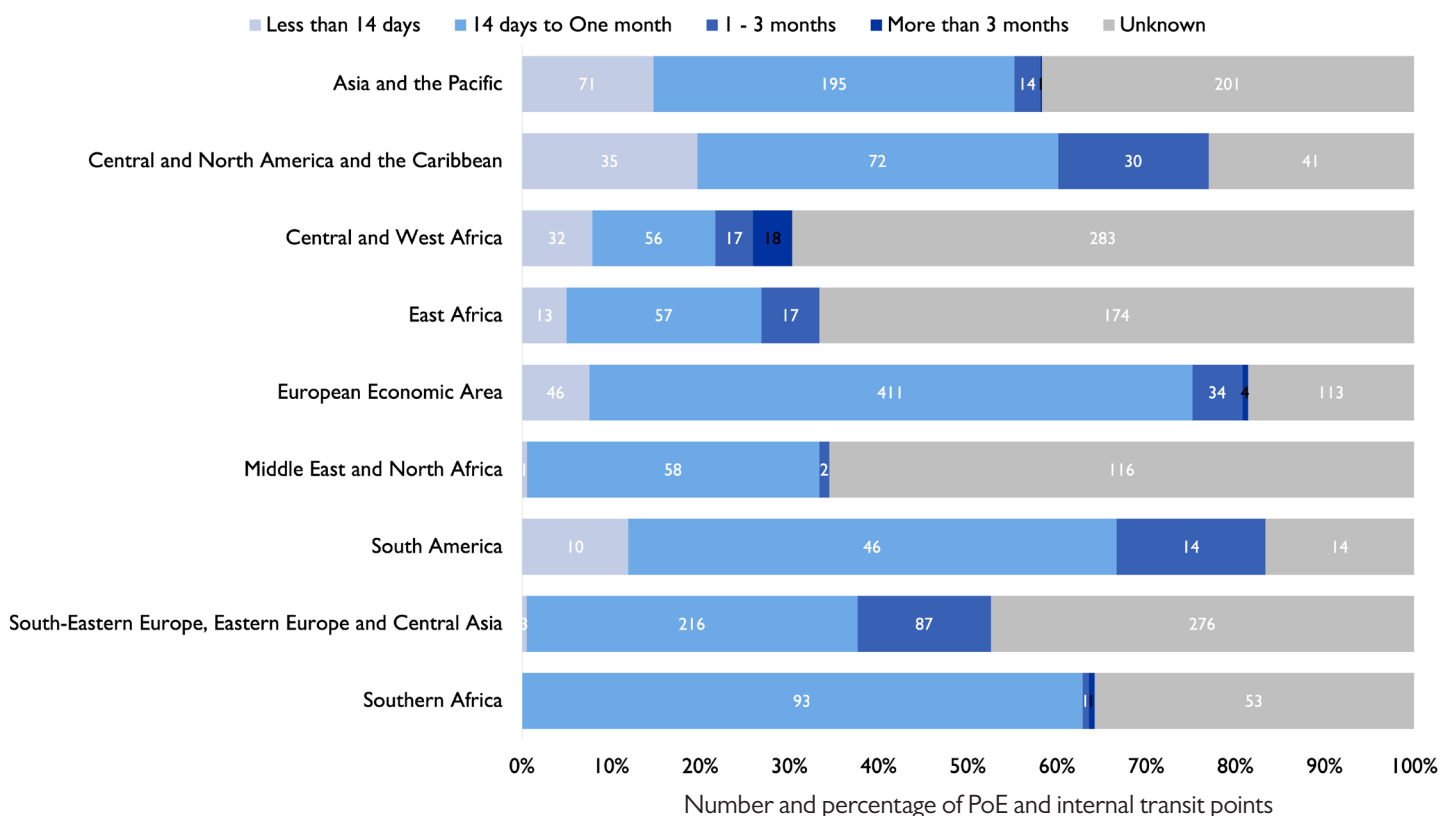
Map disclaimer: This map is for illustration purposes only. The representations and the use of borders and geographic names may include errors and do not imply judgment on legal status of territories nor acknowledgement of borders by IOM.

2. Situational Overview

Number and type of restrictive measures imposed at assessed PoE and internal transit points per IOM region



Duration of restrictive measures imposed at assessed PoE and internal transit points by IOM region



3. Overview of Airports

635

Airports

36%

Closed

14 days to one month

Most common (55%) duration of restrictions imposed

Among the 635 airports assessed in 157 countries, territories and areas, the operational status of the assessed airports varied but most airports were either **partially closed (43%)** or **completely closed (36%)**. Up to **13 per cent** of the assessed airports remained **open**, 5 per cent were closed for entry, and no information was available for the remaining 3 per cent (for more details, see table 3.1). Many operational airports are being used to transport repatriated nationals as well as necessary cargo and medical resources.

The IOM region of Asia and the Pacific had the highest share of completely closed airports (53 out of 231 assessed airports were closed or 23%), closely followed by the IOM region of Middle East and North Africa (45 out of 231 assessed airports were closed or 19%). The highest number of assessed airports that were partially closed were located in the IOM regions of Asia and the Pacific and South-Eastern Europe, Eastern Europe and Central Asia, each with 67 partially closed airports out of 270 (25%). Finally, with 34 out of 83 assessed airports that were open or 50 per cent, the European Economic Area had the highest share of airports that were still operational.

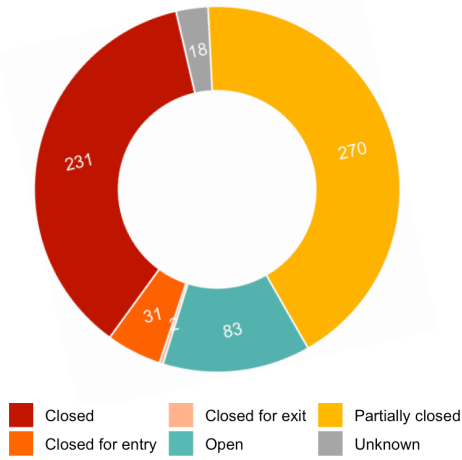
The most common mobility restrictions or restrictive measures imposed at assessed airports were landing on and departing from the airport, with 65 per cent (35% and 30%, respectively), followed by newly introduced medical requirements (15% of assessed airports) such as medical screening, the requirement of a medical certificate for entry or quarantine measures. Four per cent of all assessed airports introduced new visa requirements, while one per cent of airports made changes in identification and travel document requirement. Other types of measures accounted for the remaining 6 per cent.

As of 19 April 2020, the most common duration of imposed restrictions was 14 days to one month (55% of the cases), followed by one to three months and less than 14 days (both around 6% of the cases) and more than three months (<1%). However, it is noticeable that in one third of the cases, the foreseen duration of the imposed restrictive measures is unknown.

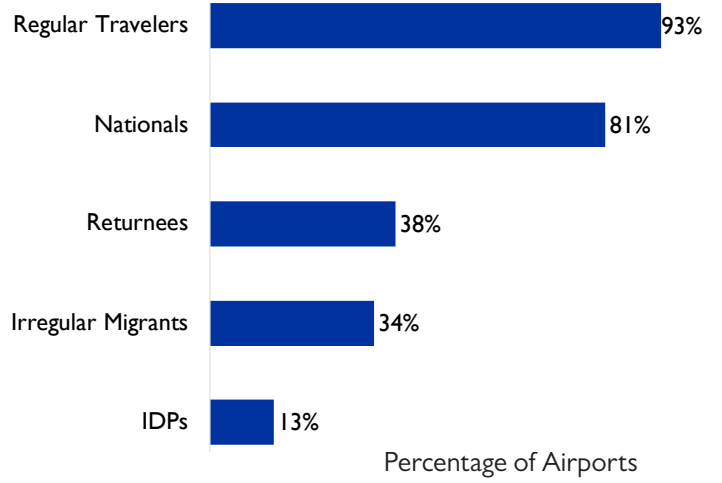
The restrictive measures imposed at airports have had an impact on mobile populations (see table 4), largely affecting **regular travelers (at 93% of assessed airports)**, **nationals (81%)**, **returnees (38%)**, **irregular migrants (34%)** and finally **IDPs (13%)**. Likewise, at 69 per cent of the assessed airports, cases of stranded migrants have been reported. Stranded migrants at assessed airports have faced a multitude of challenges due to the airport closures, reduced number of flights and lack of connectivity, access to correct documentation needed for travel, lack of access to government facilitated repatriation and quarantine requirements before or after travel.

3. Overview of Airports

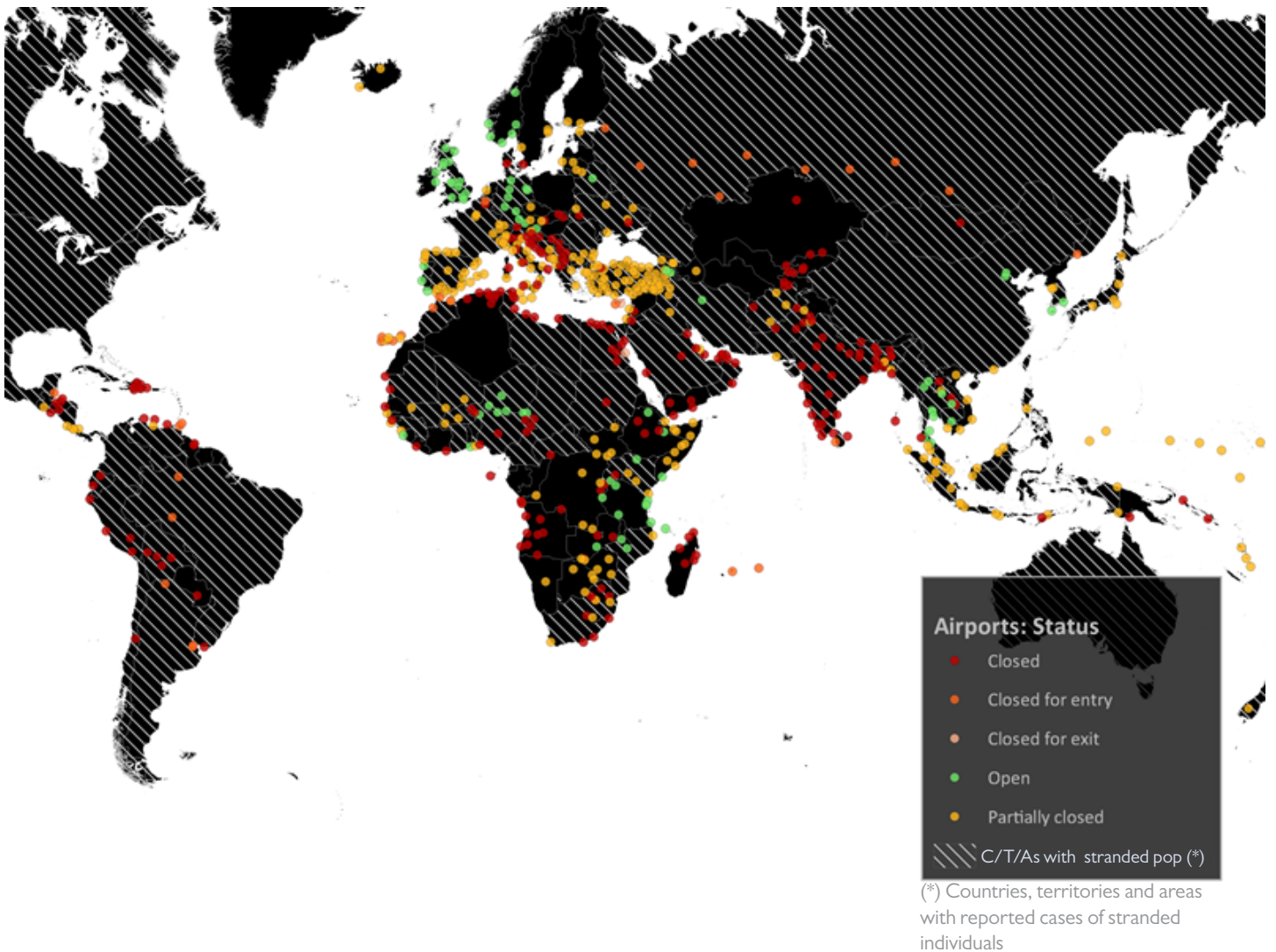
Operational status of the airports



Percentage of airports by affected population category



Global map of assessed airports and C/T/As with reported stranded migrants



Map disclaimer: This map is for illustration purposes only. The representations and the use of borders and geographic names may include errors and do not imply judgment on legal status of territories nor acknowledgement of borders by IOM.

4. Overview of Blue Border Crossing Points (Sea, river and lake ports)

408

Blue Border Crossing Points

31%

Closed

14 days to one month

Most common (38%) duration of restrictions imposed (56% were Unknown)

Among the 408 blue border crossing points assessed in 74 countries, territories and areas, the operational status of the assessed ports varied but they were either **partially closed (40%)** or **completely closed (31%)**. A total of **17 per cent** of ports were still **open**, while eight per cent were closed for entry and another four per cent whose operational status was unknown (for more details, see table 3.1). Many operating ports were being used to ship crucial cargo and medical resources.

The most common mobility restrictions imposed at blue border points were mobility restrictions to and from the assessed location with 71 per cent (38% and 33%, respectively), followed by newly introduced medical requirements (16%) such as medical screening, requirement of medical certificates or quarantine measures. Mobility restrictions based on nationality included 6 per cent of all measures introduced at assessed ports.

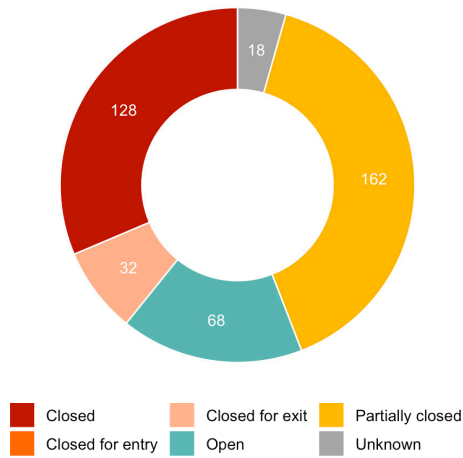
Of those ports that were completely closed, the highest number was in the European Economic Area region with 63 out of 128 assessed ports or 49 per cent closed. Additionally, the highest number of partially closed assessed ports were located in IOM region of South-Eastern Europe, Eastern Europe and Central Asia (58 out of 162 assessed locations or 36%). Conversely the highest number of ports that were open were located in the European Economic Area (34 out of 68 assessed locations or 50%).

In 56 per cent of the assessed ports, the foreseen duration of the restrictive measures was unknown, while in 38 per cent of the cases, the restrictions were to be in place for a period between 14 days and one month. Only in 4 per cent of the assessed locations, the restrictive measures were planned for less than 14 days. Finally, restrictions in place for more than one month represent less than 3 per cent of the assessed cases.

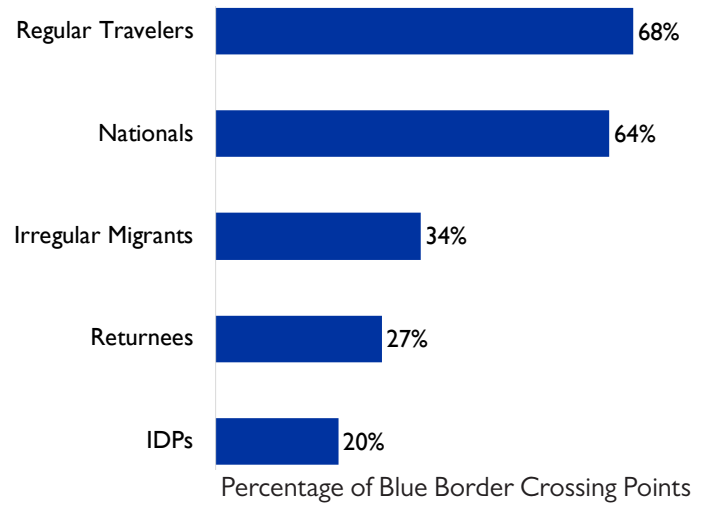
The restrictive measures imposed at ports have had an **impact** on mobile populations (see table 4), largely affecting **regular travelers (in 68% of assessed ports)**, **nationals (64%)**, **returnees (27%)**, **irregular migrants (34%)** and finally **IDPs (20%)**. Likewise, in 73 per cent of the assessed ports, cases of stranded migrants have been reported. Stranded migrants at assessed blue border crossing locations have faced a multitude of challenges including denial of entry into the port, enforced quarantine measures for migrants stranded and rescued at sea and conditional disembarking based on medical screening measures.

4. Overview of Blue Border Crossing Points (Sea, river and lake ports)

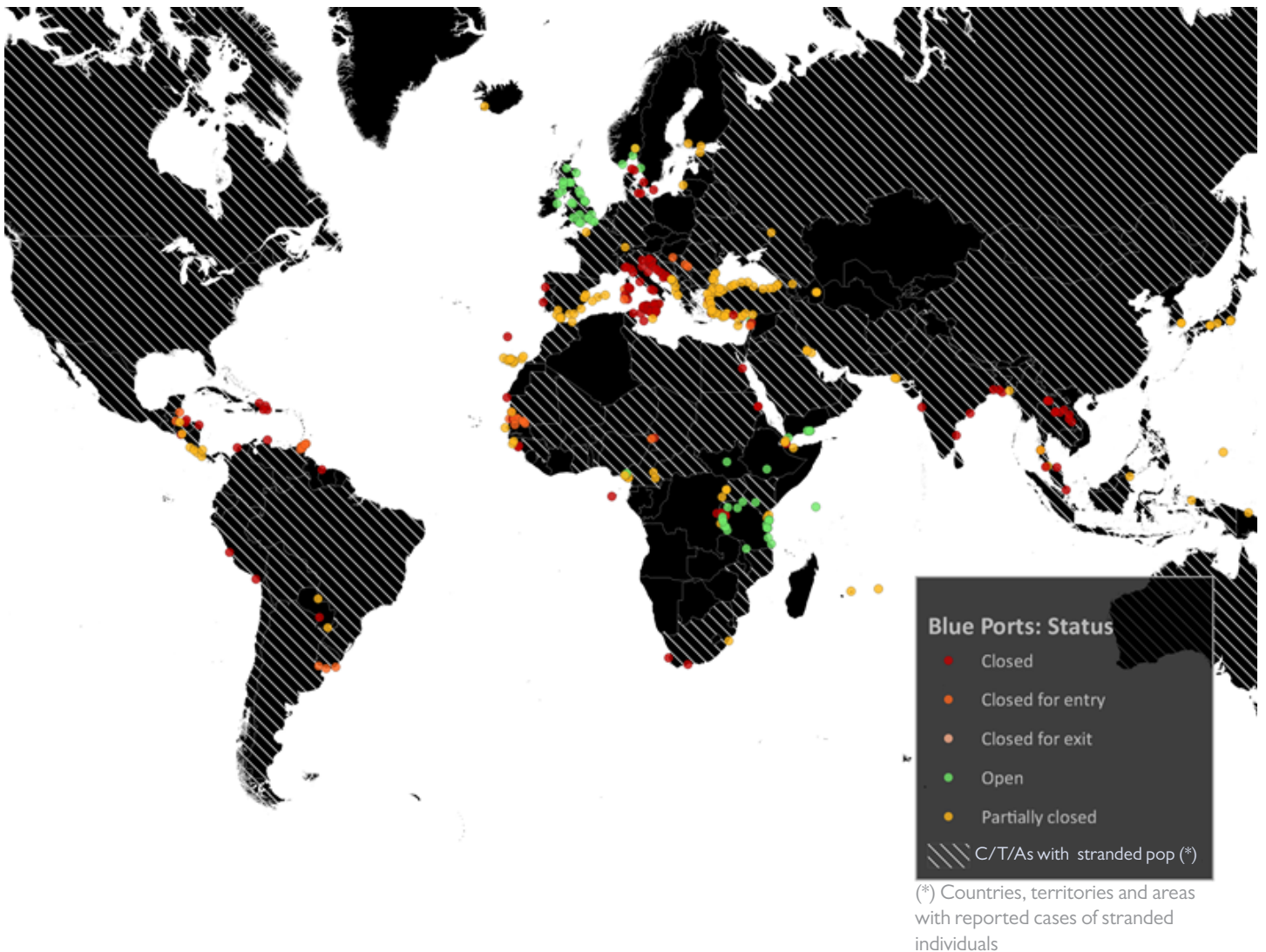
Operational status of the blue border crossing points



Percentage of blue border crossing points by affected population category



Global map of assessed blue border points and C/T/As with stranded migrants



Map disclaimer: This map is for illustration purposes only. The representations and the use of borders and geographic names may include errors and do not imply judgment on legal status of territories nor acknowledgement of borders by IOM.

5. Overview of Land Border Crossing Points

1,694

Land border crossing points assessed

48%

Closed

14 days to one month

Most common (37%) duration period of restrictions imposed

Among the 1,694 assessed land border crossing points, assessed in 110 countries territories or areas, including 81 locations where informal crossings occur, the majority were **completely closed** or **partially closed** (48% and 34% of the total, respectively), while only 7 per cent were open without any restriction (for more details, see table 3.1).

The IOM region of Asia and the Pacific reported the highest share of completely closed land border crossing points (111 out of the 178 assessed locations or 62% of the total), followed by South-Eastern Europe, Eastern Europe and Central Asia (193 out of 336 locations or 57%), South America (27 out of 48 locations, 56%) and West and Central Africa (132 out of 244 locations or 54%). The highest percentage of open land border crossing points among IOM regions is in the East Africa and the Horn of Africa with 35 out of the 159 assessed land border crossing points that are open (22% of the total).

Limitations on entry to and exit from a land border crossing point are the most frequent restrictive measures used to curb the spread of COVID-19 between countries, territories and areas: more than 75 per cent of assessed land border crossing points are affected by these restrictions (see table 5). Other restrictions that have been imposed in the assessed locations are newly introduced medical measures, such as quarantine or medical screening (25 % of the cases), restrictions imposed on specific nationalities (11%), changes in visa requirements (5%) and changes in rules concerning identification and travel documents (5%).

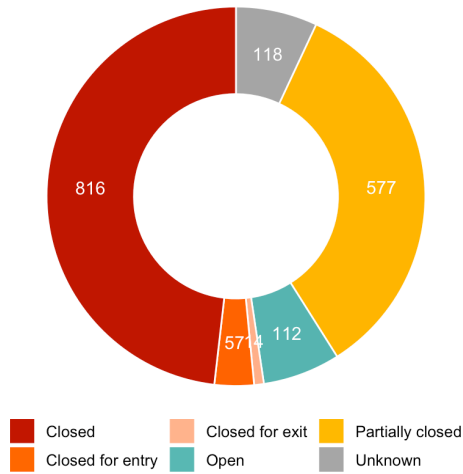
As of 19 April 2020, the most common duration of restrictions is 14 days to one month (37% of the cases), while 10 per cent of them will be in place for a duration between one and three months. Only six and one per cent of the restrictive measures are in place for less than 14 days or more than three months, respectively. However, in almost 40 per cent of the cases, the duration of the restrictive measures is unknown.

The abovementioned measures have had an **impact** on all categories of populations (see table 4), with **regular travelers being the most affected at 75 per cent of the assessed land border crossing points, followed by nationals (66%), irregular migrants (48%), returnees (38%) and IDPs (18%).**

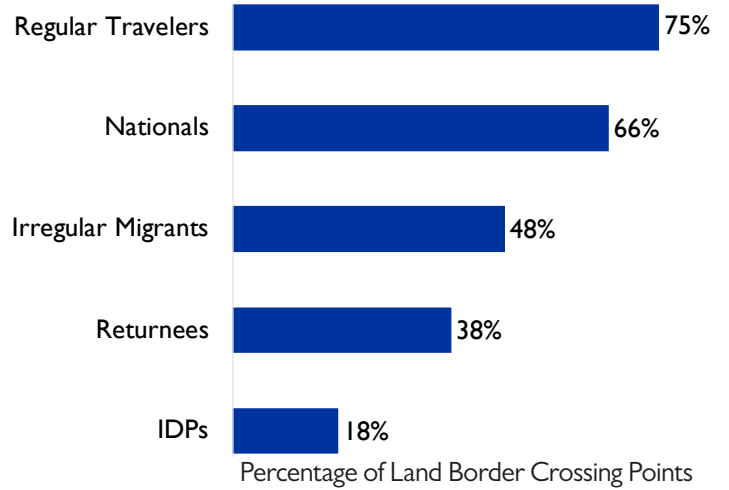
One third of the assessed land border crossing points have reported cases of stranded migrants. Stranded migrants at assessed land border crossing points have faced a multitude of challenges due to partial or complete closure of borders, reinforced border control and diverse entry restrictions. IOM has also reported on: complete closure or limited operating hours of land border points blocking nationals from reaching their respective home country; the inability for stranded migrants to pay for health certificates required to cross borders; the emergence of informal camp settings near land border points housing stranded migrants; and limitations on the number of returning migrants allowed to cross the border.

5. Overview of Land Border Crossing Points

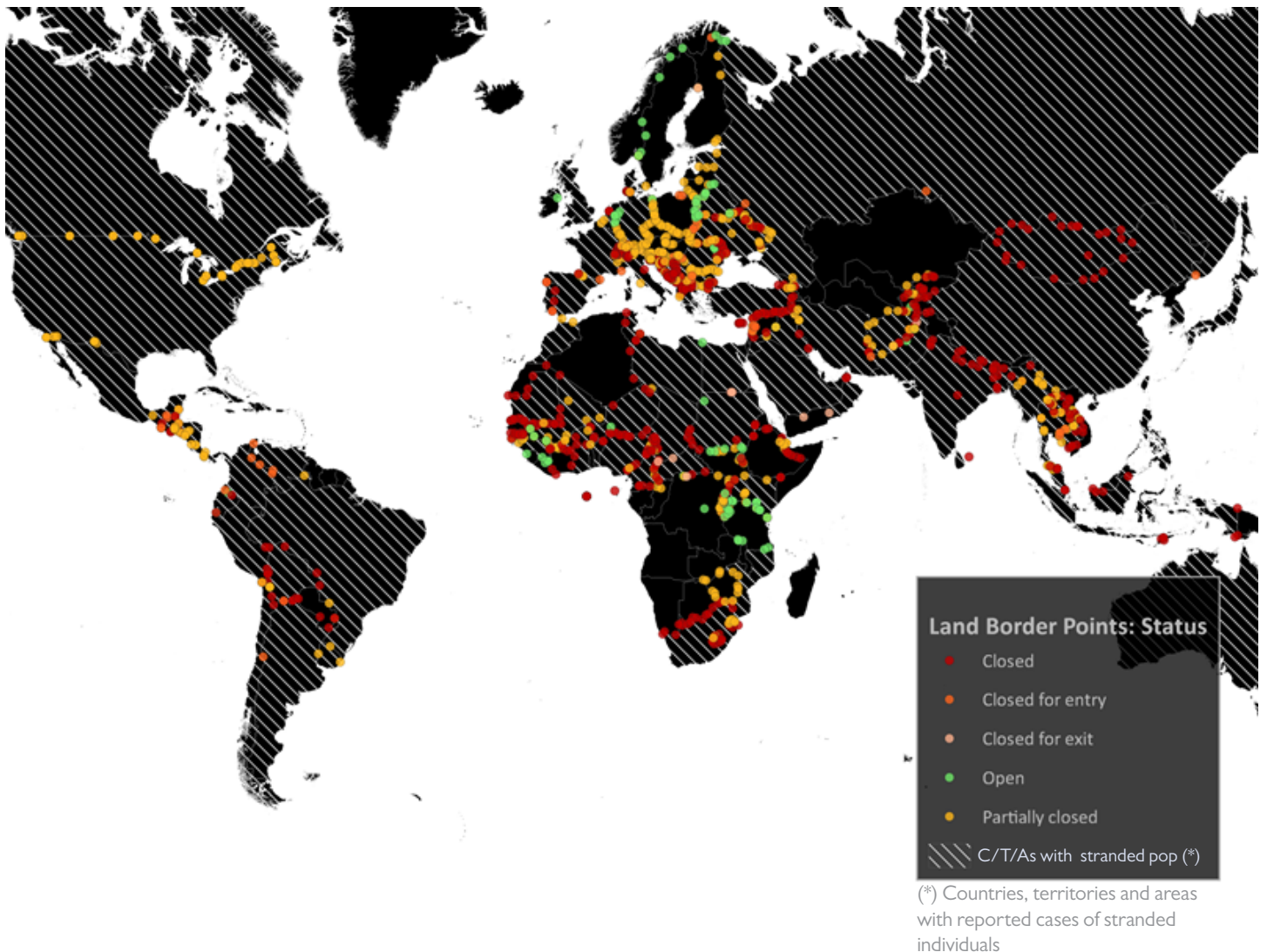
Operational status of land border crossing points



Percentage of land border crossing points by affected population category



Global map of assessed land border crossing points and C/T/As with reported stranded migrants



Map disclaimer: This map is for illustration purposes only. The representations and the use of borders and geographic names may include errors and do not imply judgment on legal status of territories nor acknowledgement of borders by IOM.

6. Overview of Internal Transit Points

325

Internal transit points assessed

73%

Closed or partially closed

92%

Assessed locations have cases of stranded migrants

Of the 325 internal transit points monitored in 25 countries, territories or areas, **46 per cent were partially closed**, due to a reduction in the hours of operation, while about a quarter were **completely closed (27%)** or **open (25%)**, respectively (see table 3.1). Half of the assessed locations have imposed medical restrictions, such as quarantine or medical screening (see table 5).

IOM assessed internal transit points mostly situated in Asia and the Pacific (35%), West and Central Africa (30%) and South-Eastern Europe, Eastern Europe and Central Asia (25%). The operational status of the assessed internal transit points appears vary different across the abovementioned regions, with a majority of completely or partially closed locations in Asia and the Pacific (56% and 38% respectively) compared to 78 per cent of the assessed internal transit points that are open in West and Central Africa (70 out of 89). In South-Eastern Europe, Eastern Europe and Central Asia, all 81 assessed internal transit points are partially closed.

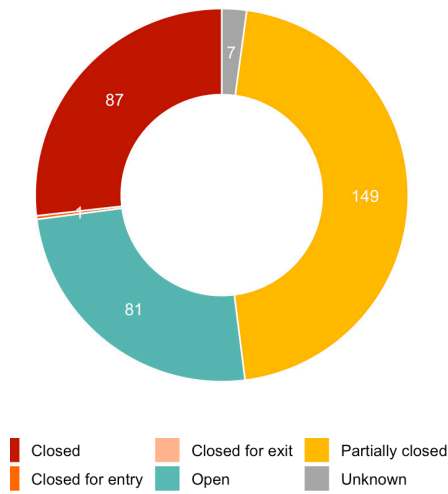
In almost 60 per cent of the assessed internal transit points, the foreseen duration of the restrictions is unknown, while in 23 and 17 per cent of the cases, the restrictions were in place for 14 days to one month or less than 14 days, respectively. Only in 2 per cent of the assessed locations, the restrictive measures will be valid for more than one month.

These restrictions had an **impact** on all categories of mobile populations, including **nationals** and **regular travelers** (both affected in approximately 76% of the assessed locations). **Irregular migrants** (in 42% of the assessed internal transit points), **returnees** (30%) and **IDPs** (19%) have also been affected by the abovementioned restrictions (see table 4.1).

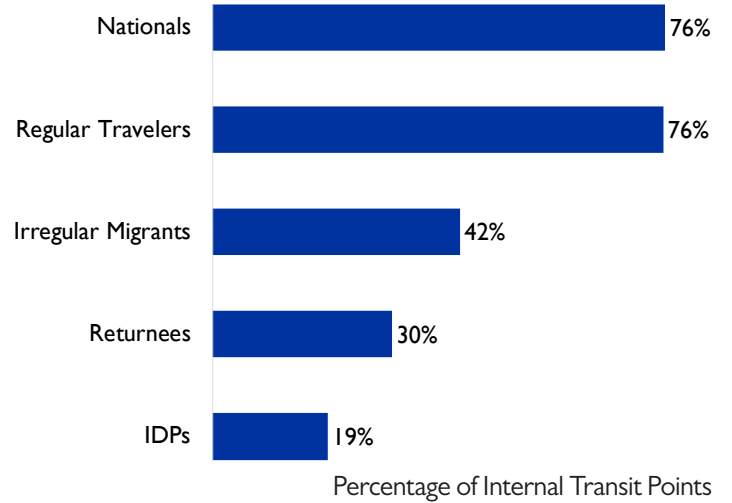
In more than 90 per cent of the assessed locations, cases of stranded migrants have been reported. People on the move within countries have been facing a multitude of challenges at assessed internal transit points due to national lockdowns and enforced emergency measures. IOM has also reported on: closure of key transit points within countries, such as train or bus stations; termination of employment due to national lockdowns, resulting in the lack of economic resources to pay for basic needs, thus inhibiting migrant workers from being able to reach their respective hometowns; stranded migrants unable to complete their migration journey due to border closures and national lockdowns resulting in new informal camp settings in transit countries.

6. Overview of Internal Transit Points

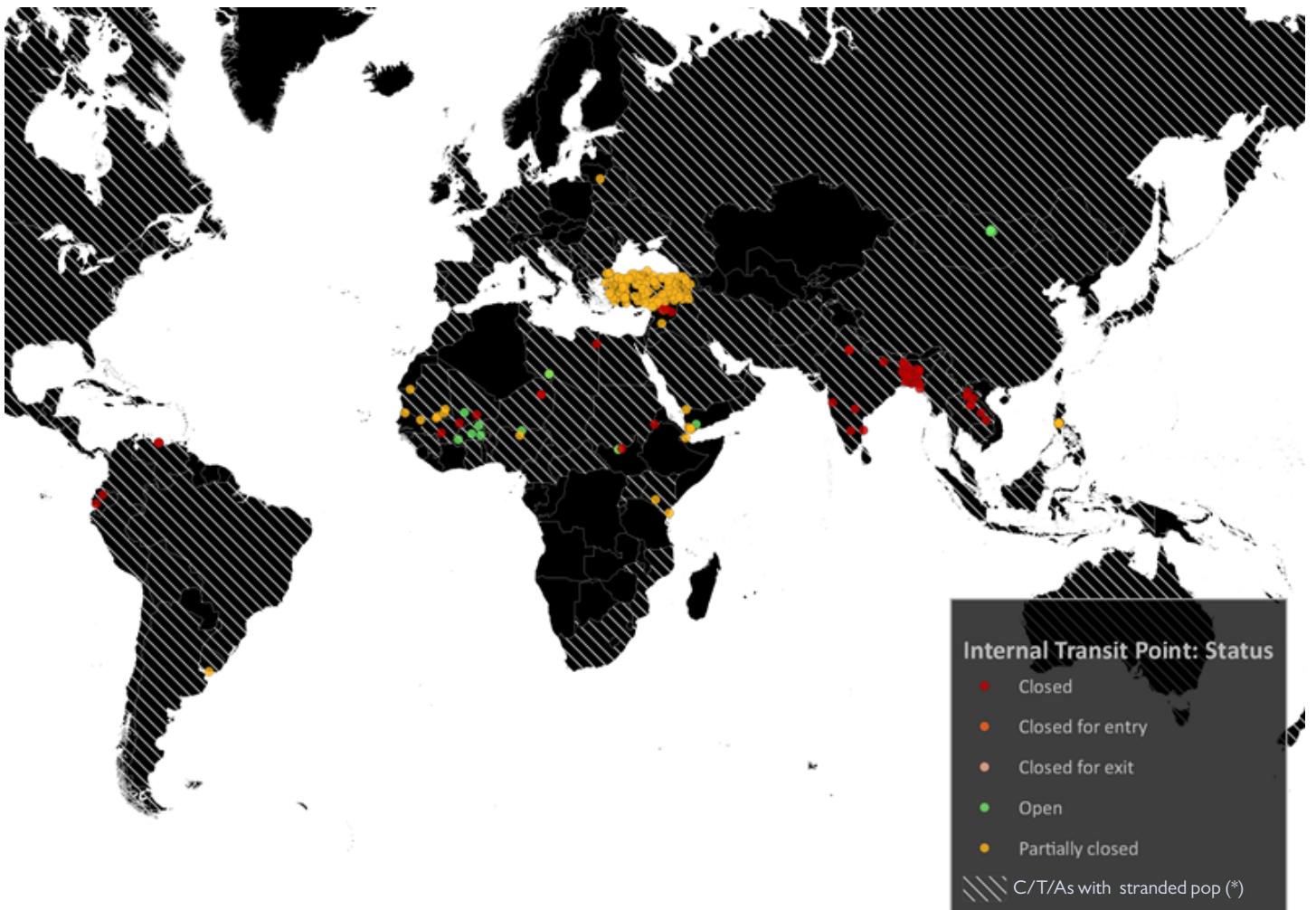
Operational Status of internal transit points



Percentage of internal transit points by reported affected population category



Global map of internal transit points and C/T/As with reported stranded migrants



(*) Countries, territories and areas with reported cases of stranded individuals

Map disclaimer: This map is for illustration purposes only. The representations and the use of borders and geographic names may include errors and do not imply judgment on legal status of territories nor acknowledgement of borders by IOM.

Annex Tables

Table 1.1: Percentage of assessed locations by type and IOM region

Region	Total	Airport	Internal Transit Point	Land Border Crossing Point	Blue Border Crossing Point
Total	100%	21%	11%	55%	13%
Asia and the Pacific	16%	5%	4%	6%	2%
European Economic Area	24%	5%	0%	15%	5%
South America	3%	1%	0%	2%	0%
Middle East and North Africa	6%	2%	1%	3%	1%
Central and West Africa	13%	1%	3%	8%	1%
East Africa	9%	1%	0%	5%	2%
Southern Africa	5%	2%	0%	3%	0%
Central and North America and the Caribbean	6%	1%	0%	4%	1%
South-Eastern Europe, Eastern Europe and Central Asia	19%	3%	3%	11%	2%

Table 2. Number of assessed locations by operational status and IOM region

Region	Total	Closed for entry	Closed for entry and exit	Closed for exit	Open for entry and exit	Partial closure	Unknown
All points	3,062	120	1,262	17	344	1,158	161
Asia and the Pacific	483	6	252	4	30	187	4
European Economic Area	743	24	299	4	96	311	9
South America	84	17	51	0	2	13	1
Middle East and North Africa	177	7	108	6	14	38	4
Central and West Africa	406	13	160	3	92	74	64
East Africa	261		65	0	73	58	65
Southern Africa	148	2	65	0	4	77	
Central and North America and the Caribbean	178	20	46	0	0	99	13
South-Eastern Europe, Eastern Europe and Central Asia	582	31	216	0	33	301	1

Table 2.1. Percentage of assessed locations disaggregated by operational status and IOM region

Region	Total	Closed for entry	Closed for entry and exit	Closed for exit	Open for entry and exit	Partial closure	Unknown
All points	100%	4%	41%	1%	11%	38%	5%
Asia and the Pacific	100%	1%	52%	1%	6%	39%	1%
European Economic Area	100%	3%	40%	1%	13%	42%	1%
South America	100%	20%	61%	0%	2%	15%	1%
Middle East and North Africa	100%	4%	61%	3%	8%	21%	2%
Central and West Africa	100%	3%	39%	1%	23%	18%	16%
East Africa	100%	0%	25%	0%	28%	22%	25%
Southern Africa	100%	1%	44%	0%	3%	52%	0%
Central and North America and the Caribbean	100%	11%	26%	0%	0%	56%	7%
South-Eastern Europe, Eastern Europe and Central Asia	100%	5%	37%	0%	6%	52%	0%

Annex Tables

Table 3: Number of assessed location by operational status and type

Location Type	Total	Closed for entry	Closed for entry and exit	Closed for exit	Open for entry and exit	Partial closure	Unknown
Total	3062	120	1262	17	344	1158	161
Airport	635	31	231	2	83	270	18
Internal Transit Point	325		87	1	81	149	7
Land Border Point Crossing Point	1694	57	816	14	112	577	118
Sea Border Crossing Point	408	32	128	0	68	162	18

Table 3.1: Percentage of assessed locations by operational status and type

Location Type	Total	Closed for entry	Closed for entry and exit	Closed for exit	Open for entry and exit	Partial closure	Unknown
Total	100%	4%	41%	1%	11%	38%	5%
Airport	100%	5%	36%	0%	13%	43%	3%
Internal Transit Point	100%	0%	27%	0%	25%	46%	2%
Land Border Point Crossing Point	100%	3%	48%	1%	7%	34%	7%
Sea Border Point Crossing Point	100%	8%	31%	0%	17%	40%	4%

Table 4: Number of assessed locations by affected population categories

Location Type	Nationals	Regular Travellers	Irregular Migrants	Returnee	IDP	Total
Grand Total	2139	2377	1291	1097	540	3062
Airport	516	589	214	242	83	635
Internal Transit Point	247	246	135	98	63	408
Land Border Crossing Point	1113	1263	805	646	312	1694
Sea Border Crossing Point	263	279	137	111	82	325

Annex Tables

Table 4.1: Percentage of assessed points or location by affected population categories

Location Type	Nationals	Regular Travellers	Irregular Migrants	Returnee	IDP	Total
Grand Total	69.9%	77.6%	42.2%	35.8%	17.6%	100.0%
Airport	81.3%	92.8%	33.7%	38.1%	13.1%	100.0%
Internal Transit Point	60.5%	60.3%	33.1%	24.0%	15.4%	100.0%
Land Border Crossing Point	65.7%	74.6%	47.5%	38.1%	18.4%	100.0%
Sea Border Crossing Point	80.9%	85.8%	42.2%	34.2%	25.2%	100.0%

Table 5: Overview of measures imposed on locations, disaggregated by type of location

Location Type	Mobility Restriction (to)	Mobility Restriction (from)	Visa Change	Restricted Nationality	Document Change	Medical Requirements	Other Limitation	None	Total
Grand Total	2259	2114	147	352	104	912	475	30	3062
Airport	508	431	59	120	16	215	88	3	635
Internal Transit Point	183	182	3	2	1	162	5	2	408
Land Border Crossing Point	1300	1262	81	188	79	424	352	13	1694
Sea Border Crossing Point	268	239	4	42	8	111	30	12	325

Table 5.1: Percentage of different measures, disaggregated by type of location

Location Type	Mobility Restriction (to)	Mobility Restriction (from)	Visa Change	Restricted Nationality	Document Change	Medical Requirements	Other Limitation	None	Total
Grand Total	73.8%	69.0%	4.8%	11.5%	3.4%	29.8%	15.5%	1.0%	100.0%
Airport	80.0%	67.9%	9.3%	18.9%	2.5%	33.9%	13.9%	0.5%	100.0%
Internal Transit Point	44.9%	44.6%	0.7%	0.5%	0.2%	39.7%	1.2%	0.5%	100.0%
Land Border Crossing Point	76.7%	74.5%	4.8%	11.1%	4.7%	25.0%	20.8%	0.8%	100.0%
Sea Border Crossing Point	82.5%	73.5%	1.2%	12.9%	2.5%	34.2%	9.2%	3.7%	100.0%