

IOM COVID-19
POINTS OF ENTRY
WEEKLY ANALYSIS
29 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 dtmccovid19@iom.int

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COVER PHOTO:

IOM Mozambique conducts screening of migrant worker and miner communities for tuberculosis, HIV, hypertension and diabetes, in Massinga, Inhambane Province, Mozambique.

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Methodology & Definitions

The situation related to COVID-19 mobility restrictions evolves rapidly and thus data is continuously changing. The analyses are always dated and timestamped in order to reflect the reality at a given time. The presented data categorisations may not accurately reflect the multiple and simultaneous restrictive measures at a specific point. Data accuracy is ensured through regular assessments and triangulation of information when feasible and possible through regular contact with the IOM country missions.

The content presented on 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.

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 dataset used for the 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)
- Site with population of interest (Stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travellers)

To systematically capture the status of each location, the following operational status of the border crossing points is 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 for commercial traffic only
- Open
- Other
- Unknown

Additionally, more information is collected for the areas of interest, specifically concerning whether:

- Public events were cancelled or postponed
- Schools were closed
- Restricted operating hours for public establishments (café, restaurant, etc.) have been adopted
- Alternative working arrangements (working remotely, etc.) have been implemented

To systematically capture the different mobility restrictions currently issued, the following categories are used for the various locations:

- Movement restricted to this location
- Movement 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

Methodology & Definitions

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-19-related travel restrictions. These populations may be seeking repatriation or assistance while remaining abroad.

Affected Populations:

In addition, at all assessed locations the 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. Population categories are listed as follows: regular travellers, 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.

Public Health Measures:

Concerning medical restrictions, additional questions are asked about specific public health measures in place in the assessed locations, including presence of health staff on site, risk communication and community engagement, infection control and prevention, surveillance mechanism for capturing potential COVID-19 cases, facilities/infrastructure/equipment for COVID-19 response, existence of referral system for suspected cases, and the presence of an isolation space for suspected COVID-19 cases.

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
- PPE: Personal Protective Equipment

Data is geographically aggregated by IOM Regional Offices and country distribution can be found here: <https://www.iom.int/regional-offices>

1. Scope and Coverage: Numbers at a glance

3,280

Assessed Locations
(2,950 PoEs and 330 Internal Transit Points)¹

840

Assessed Area Locations

172

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, 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 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 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 **23 April 2020**.

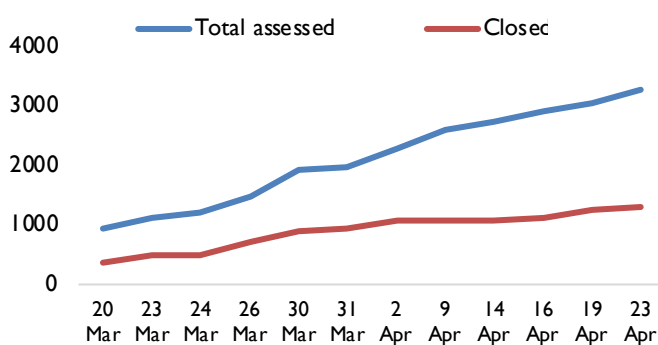
DTM has assessed 4,120 total points and locations in **172 countries, territories and areas** so far. Most of these points (44%) were land border crossing points, 12 per cent blue border crossing points (sea, river and lake ports), 16 per cent airports, 8 per cent of assessed points were important in-country (internal) transit points between cities and regions, and 2 per cent were areas of interest. More details can be found in annex, Table 1.

Of all assessed locations, **40 per cent were reported as completely closed and 13 per cent were reported to be open**. Another 4 per cent of assessed locations were closed either for entry or for exit, 34 per cent were partially closed, 2 per cent were open for commercial traffic only, and for 7 per cent the status was unknown. A similar make-up of operational status was observed by different type of crossing point, i.e., internal transit points where only 28 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 64%) as well as Asia and Pacific with 47 per cent. The lowest number of assessed closed points were found in East Africa with 20 per cent, Central and North America and the Caribbean with 25 per cent. More details can be found in annex, Table 2.

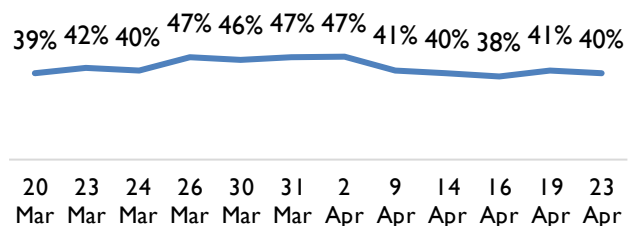
Table 1: Number of assessed locations by type and IOM region

IOM Region	Airport	Internal Transit Point	Land Border Point	Sea Border Point	Area of Interest	Site with Population of Interest	No. of Countries
Asia and the Pacific	142	115	182	92	79	90	37
Central and North America and the Caribbean	34	0	112	32	18	48	18
Central and West Africa	40	91	255	34	27	48	19
East and Horn of Africa	43	12	173	56	6	64	9
European Economic Area	148	2	467	141	77	113	29
Middle East and North Africa	61	23	98	36	43	67	17
South America	21	6	49	9	15	32	10
South-Eastern Europe, Eastern Europe and Central Asia	104	81	405	62	47	58	19
Southern Africa	55	0	89	10	3	5	14
Total	648	330	1830	472	315	525	172

Total number of assessed and closed locations



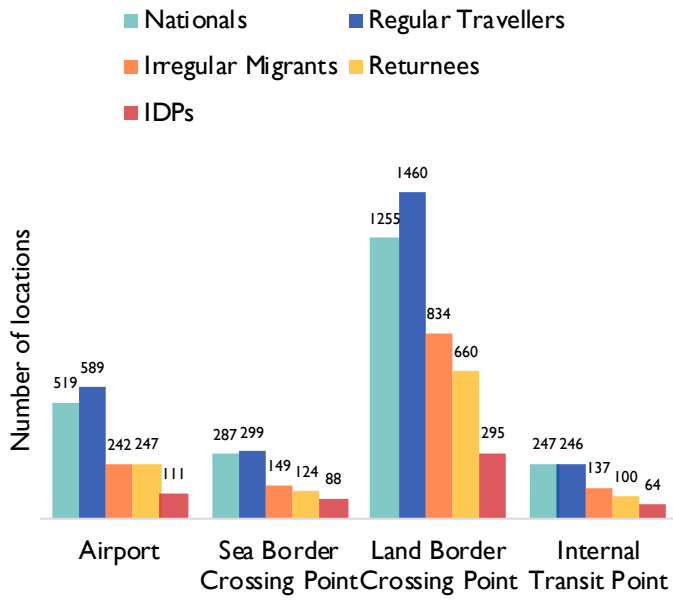
Percentage of assessed locations that are closed



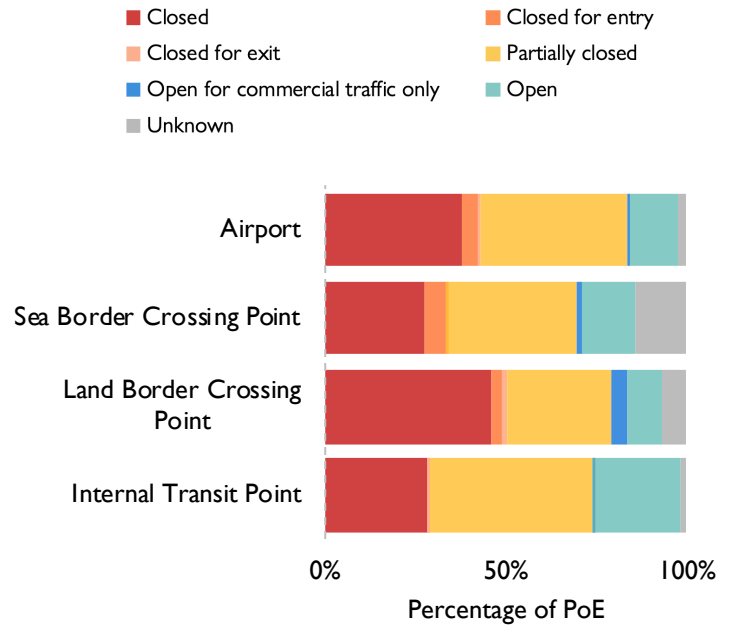
¹ Disclaimer: To clarify, while Points of Entry mostly refers to international border crossing points, the inclusion of internal transit point in this analysis is to provide a comprehensive overview of internal restrictive measures on affected populations. This is not to suggest a conflation of that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

2.Situational Overview

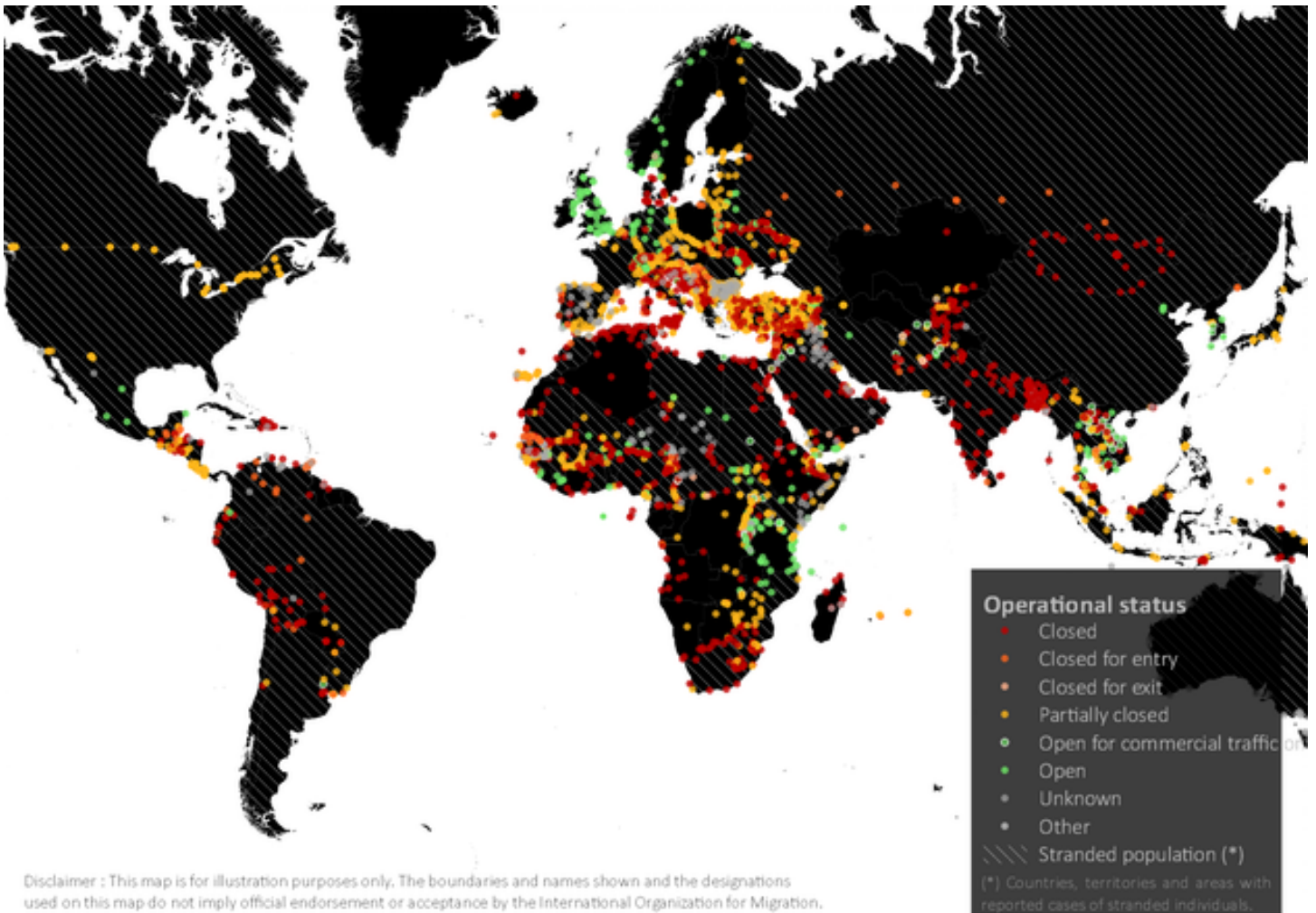
Affected population categories at assessed locations



Operational status of assessed locations



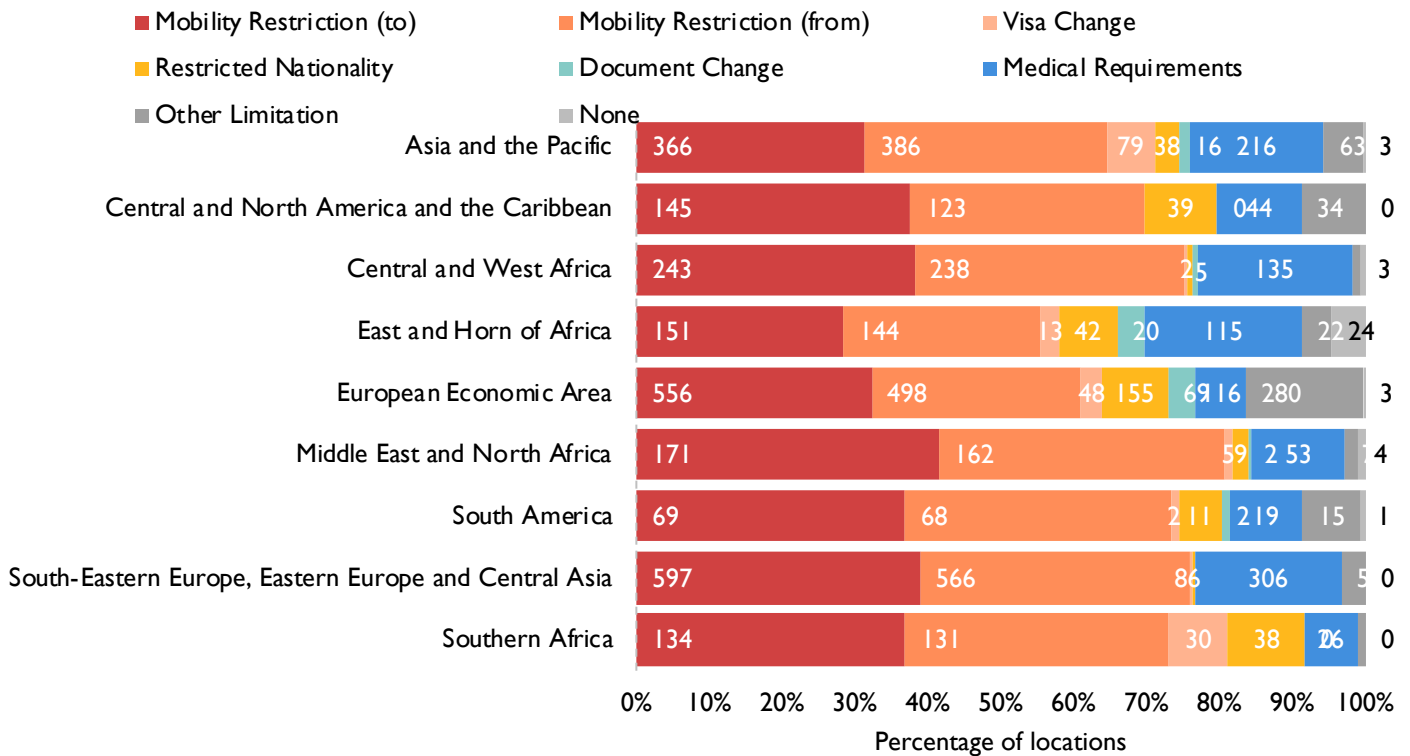
Global map of points/ locations and C/T/As with reported stranded migrants



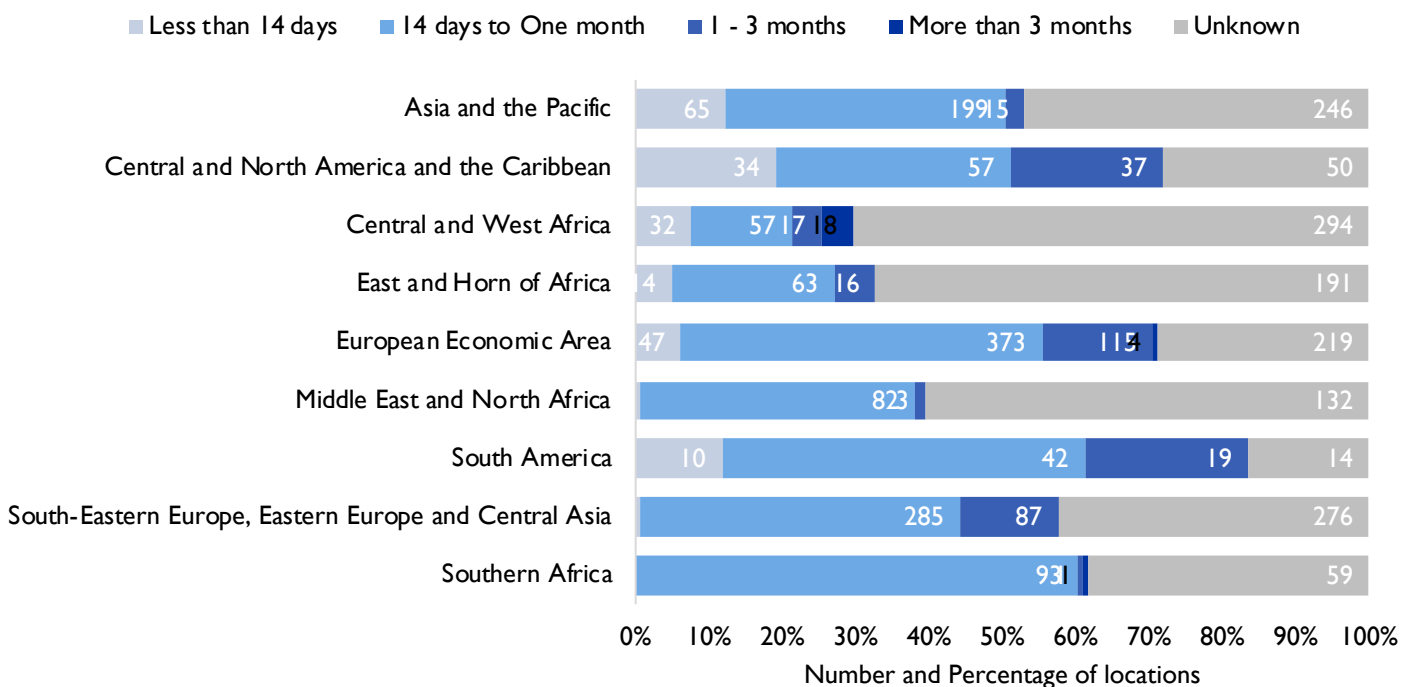
Disclaimer : This map is for illustration purposes only. The boundaries and names shown and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

2.Situational Overview

Number and type of restrictive measures imposed at assessed locations by IOM region



Duration of restrictive measures imposed at assessed locations by IOM region



3. Overview of Airports

648

Airports assessed
in 157 C/T/As

38%

of the assessed
airports are closed

**14 days to one
month**

Most common (50%) duration of
restrictions imposed

There have been **648 airports assessed in 157 countries**, territories and areas, which includes the addition of 13 assessed airports as of 23 April 2020. The operating status of the assessed airports varied but most airports were either **partially closed** (40% or 262 assessed airports) or **completely closed** (38% or 243 airports). **Up to 14 per cent of the assessed airports remained open**, 4 per cent were closed for entry, 1 per cent of assessed airports were closed for exit, and 1 per cent were open for commercial traffic only. The information is not available for the remaining 2 per cent of assessed airports (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.

Of the total 243 assessed closed airports, the IOM region with the highest percentage of closed airports was found in the IOM region of Middle East and North Africa with 22 per cent or 53 closed airports, closely followed by the IOM region of Asia and the Pacific with 21 per cent or 52 closed airports. Out of the 262 partially closed assessed airports, the highest share was located in the IOM region of European Economic Area with 28 per cent or 74 partially closed airports. Finally, with 32 out of the 88 assessed open airports, the European Economic Area had the highest share of airports that were still operational with 36 per cent.

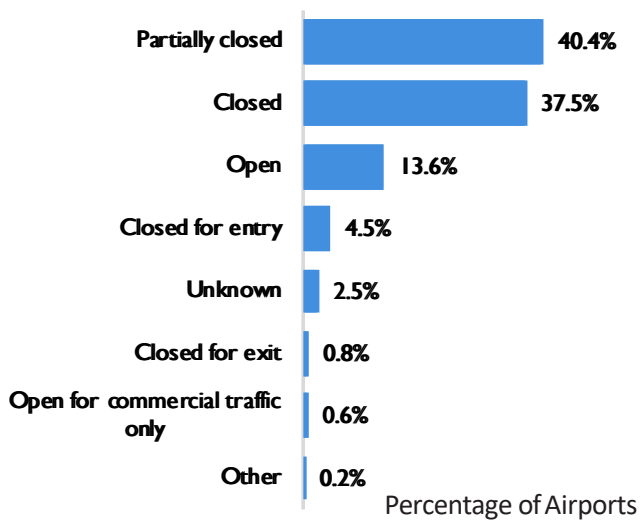
The most common mobility restrictions or restrictive measures imposed at assessed airports were landing in and departing from the assessed airport with 66 per cent (36% and 30%, respectively), followed by newly introduced medical requirements (14% of assessed airports) such as medical screening, medical certificates or quarantine measures.

As of 23 April 2020, the most common duration of imposed restrictions at assessed airports was 14 days to one month (50% of the cases). In 35 per cent of cases the duration of the imposed restrictions at assessed airports was reported to be unknown, followed by one to three months (10%) and less than 14 days (5%).

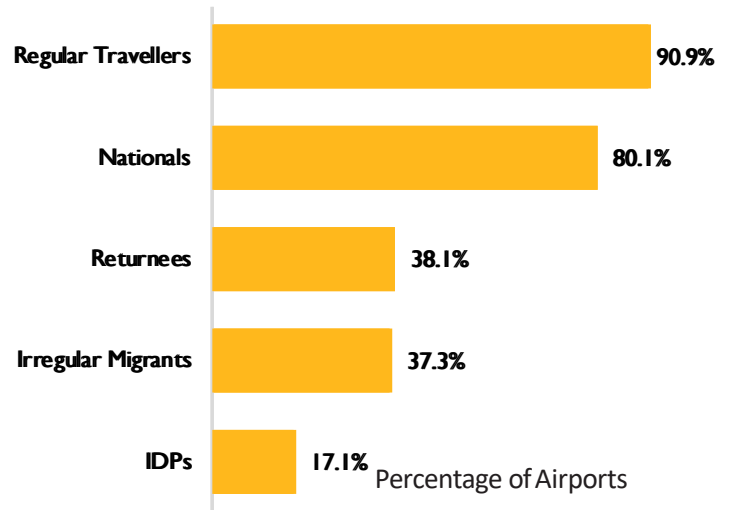
The restrictive measures imposed at assessed airports have had an **impact** on mobile populations (see table 4), largely affecting **regular travelers** (in 91% of assessed locations), **nationals** (80%), **returnees** (38%), **irregular migrants** (37%) and finally **IDPs** (17%).

3. Overview of Airports

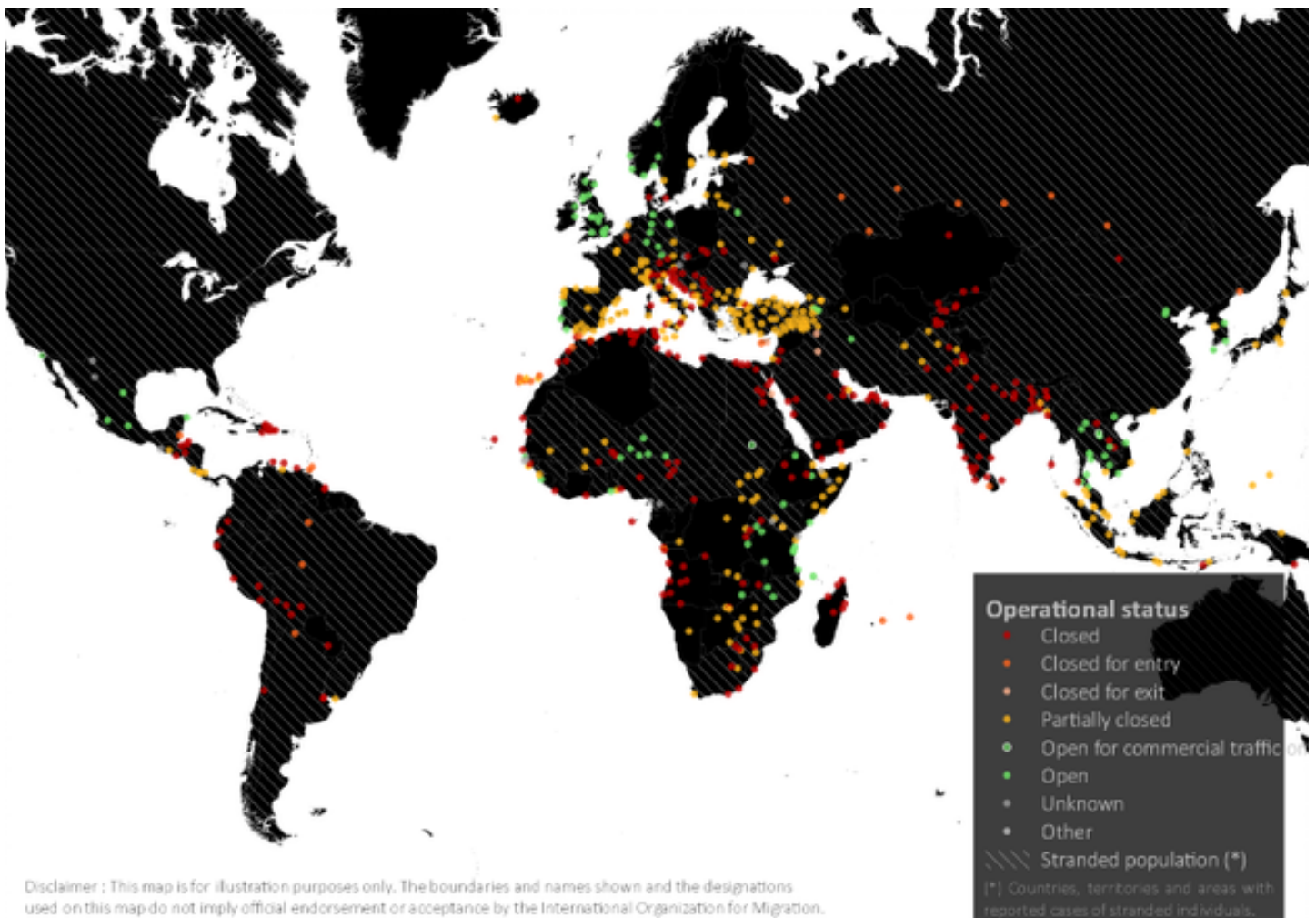
Operational status of the assessed airports



Percent of airports by affected population category



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



3. Overview of Airports

Public Health Section

(235 Airports assessed)

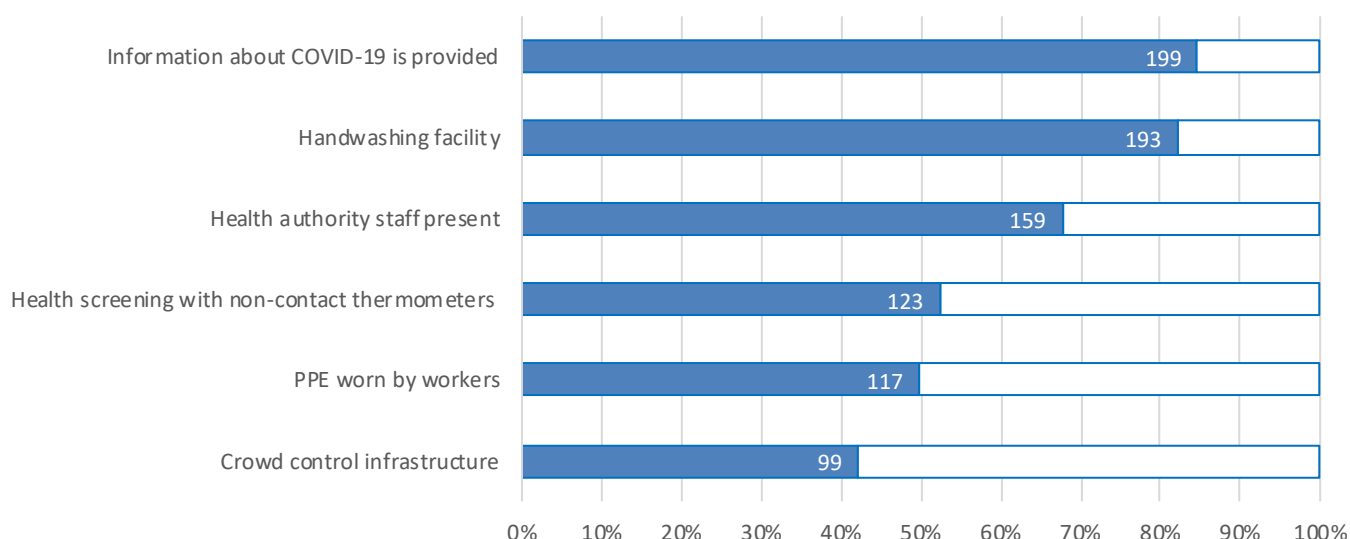
For 235 locations, approximately 36 per cent of the total number of assessed airports, more information is available regarding public health measures in place on site (see Table 6.1).

In 159 out of the 235 airports (68%), staff from the Ministry of Health or local health authorities is present at the site. In 85 per cent of the cases (199 airports) information regarding COVID-19 is provided at the site through leaflets, posters or announcements. Handwashing stations are available in 82 per cent of the assessed airports (193 out of 235) and health screening through non-contact thermometers were being performed in more than half of the assessed airports (123 out of 235 assessed locations).

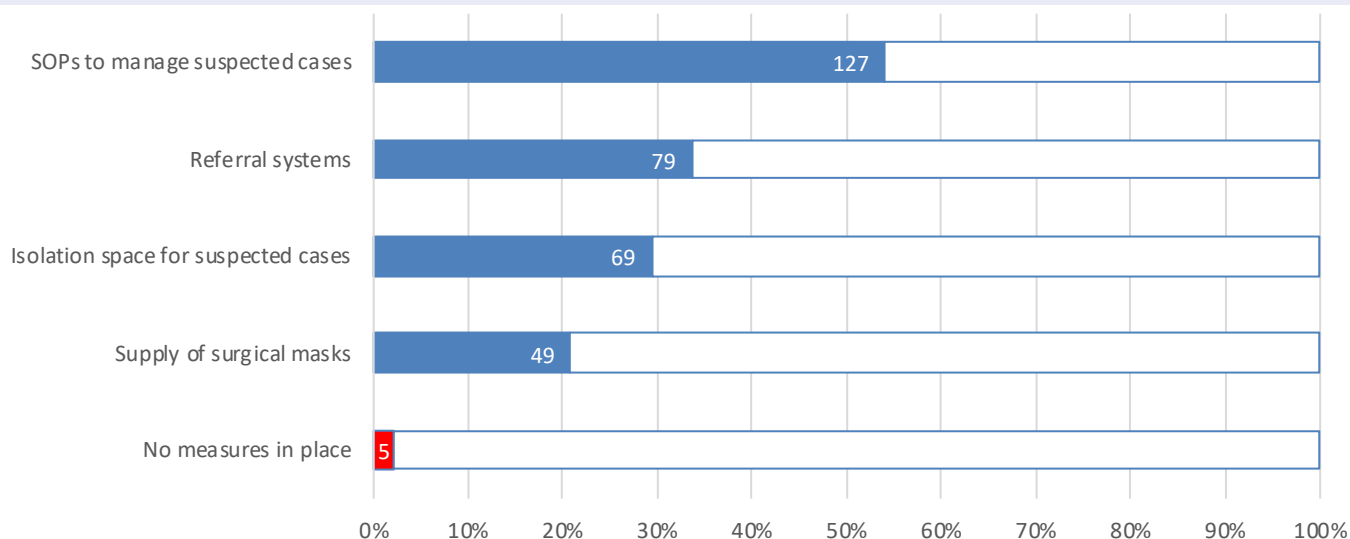
Personal Protective Equipment was worn by airport staff in half of the 235 assessed locations (117 airports). Moreover, in 99 locations (42% of the total) there are infrastructures in place to support crowd control and safeguard airport workers.

In case of people suspected of having COVID-19, the most common reactive tools in place are standard operating procedures in order to manage suspected cases (127 airports or 54% of the total), referral systems (79 airports, 34%), presence of an isolation space (69 airports, 29%) and availability of surgical masks for suspected cases (49 locations, 21%).

Public health measures in place at the assessed locations



Available tools/measures in the event of a COVID-19 case at the site



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

472

Blue Border Crossing Points
Assessed in 77 C/T/As

27%

of the assessed blue
border crossing points
are closed

**14 days to one
month**

Most common (32%) of
restrictions imposed (59% were
Unknown, i.e. information
unavailable)

There were **472 blue border crossing points assessed in 77 countries**, territories and areas, which includes the addition of 64 blue border crossing points as of 23 April 2020. The operational status of the assessed ports varied with **36 per cent** of ports (or 168 locations) which were **partially closed**, **27 per cent** (128) **completely closed**, **15 per cent** (69) **open** and the information is not available for 14 per cent (67). Six per cent were closed for entry (30 locations) and 2 per cent (2 locations) were open for commercial traffic only (for more details, see table 3.1). Many operating ports are being used to ship crucial cargo and medical resources.

Of the 128 completely closed blue border crossing points, the highest number was in the European Economic Area region with 63 assessed locations or 49 per cent. Additionally, out of the 168 partially closed assessed ports, the South-Eastern Europe, Eastern Europe and Central Asia was the IOM region with the highest number of partially closed assessed ports with 58 ports or 35 per cent. Finally, the European Economic Area region was the IOM region with the highest percentage of assessed open blue border crossing points with 34 out of 69 assessed locations or 49 per cent.

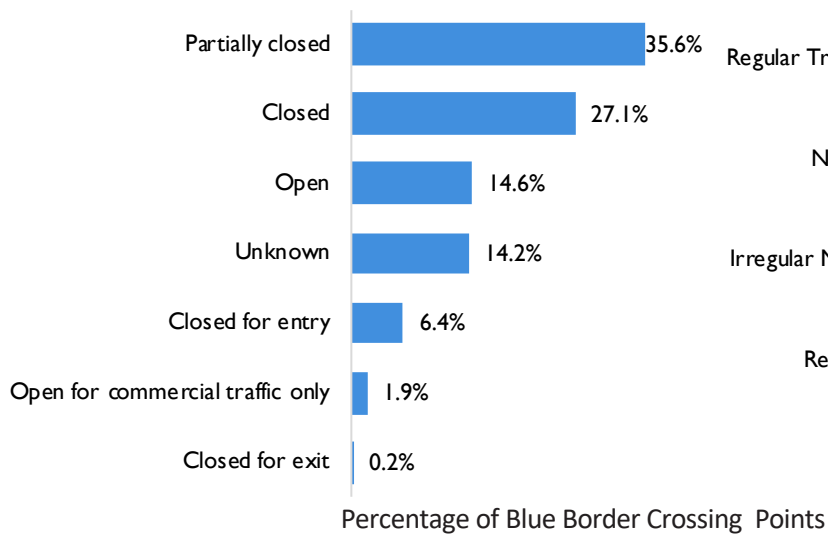
The most common mobility restrictions imposed at ports were mobility restrictions to and from the assessed location with 70 per cent (36% and 34%, respectively), followed by newly introduced medical requirements (16%) such as medical screening, requirement of medical certificates or quarantine measures.

In 59 per cent of the assessed ports, the foreseen duration of the restrictive measures was unknown, while in 32 per cent of the cases the restrictions were recorded be in place for a period between 14 days and one month. Only in 4 per cent of the assessed locations, were restrictive measures planned to be valid for less than 14 days.

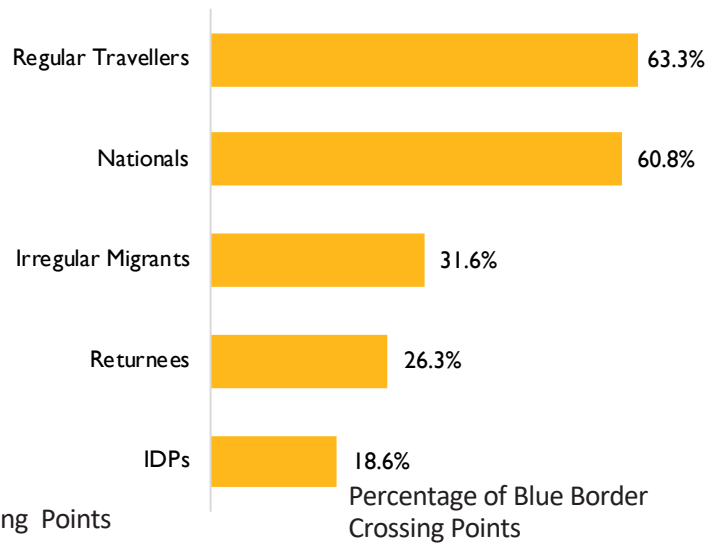
The restrictive measures imposed at assessed ports have had an **impact** on mobile populations (see table 4), largely affecting **regular travelers** (in **63%** of assessed locations), **nationals** (61%), **irregular migrants** (32%), **returnees** (26%), and finally **IDPs** (19%).

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

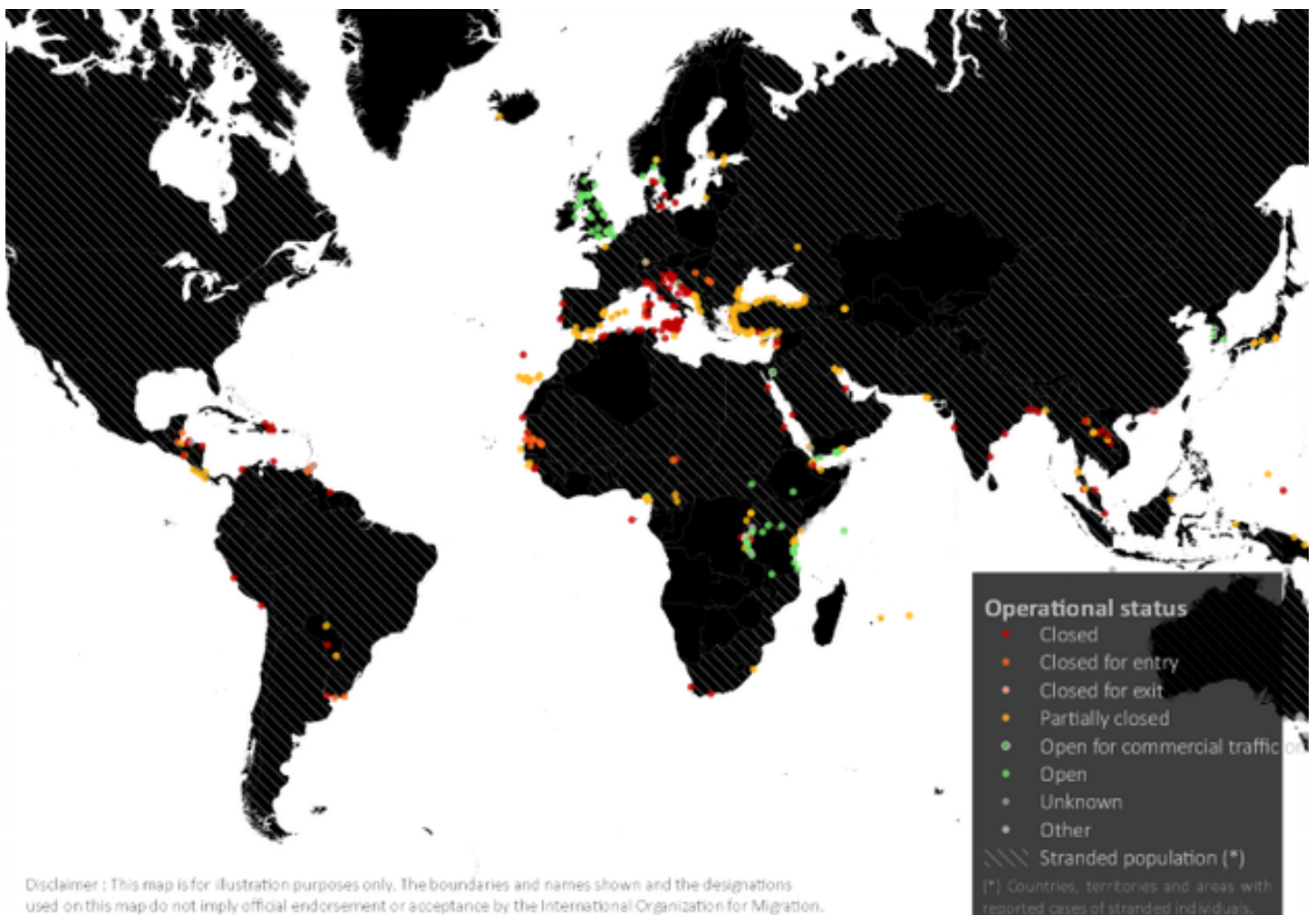
Operational status of the blue border crossing points



Percent of blue border crossing points by affected population category



Global map of assessed blue border crossing points with reported stranded migrants



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

Public Health Section

(179 Blue Border Crossing Points assessed)

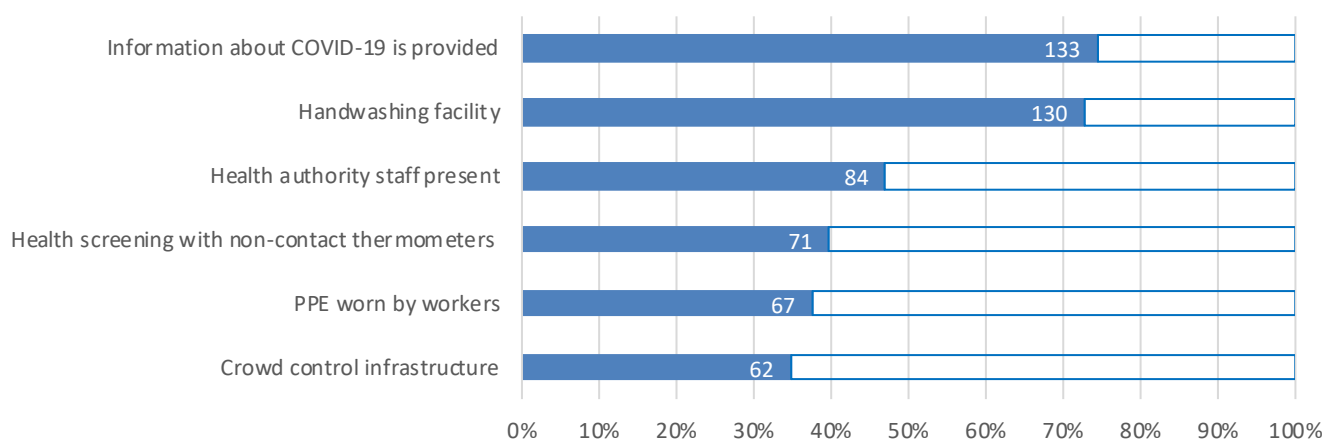
For 179 locations, approximately 38 per cent of the total number of assessed blue border crossing points, more information is available regarding public health measures in place at the assessed site (see Table 6.2).

In 84 out of the 179 blue border crossing points (47%), staff from the Ministry of Health or local health authorities is present at the site, however it is noticeable that in 40 per cent of the cases (72 locations) the presence of health staff on site is unknown. In 133 out of 179 (74%) assessed blue border crossing points, leaflets, posters or announcement are used to inform the travelers about COVID-19 risks and practices to prevent it. Handwashing facilities are available in 130 locations (73% of the total) and health screening through non-contact thermometers is currently being performed in 71 blue border crossing points (40%).

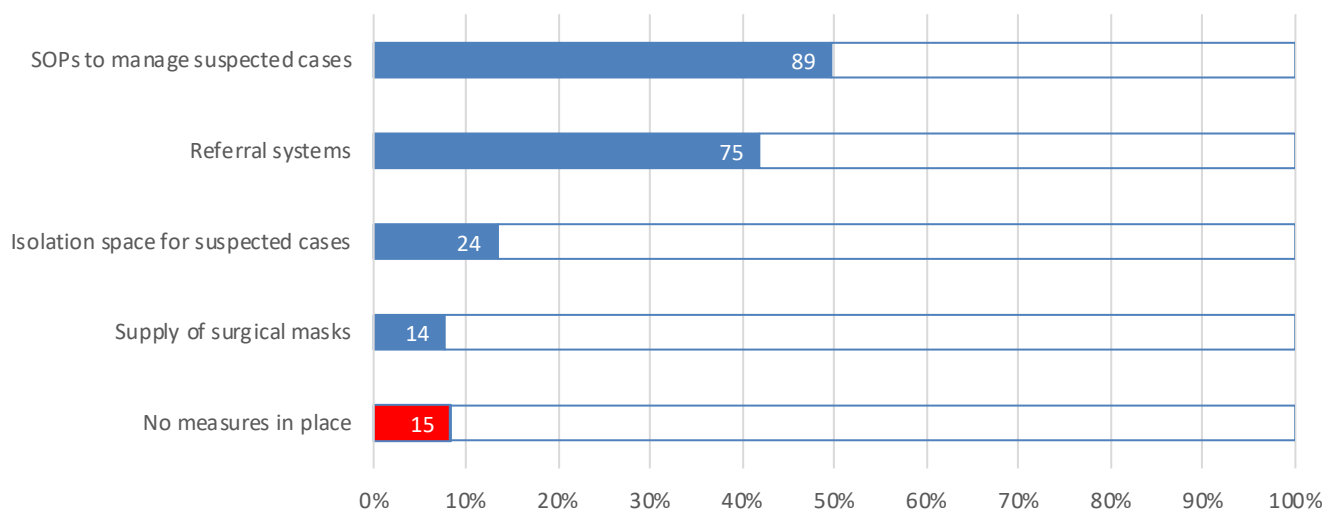
Personal Protective Equipment is worn by workers at the site in 67 out of 179 assessed blue border crossing points (37%) and 35 per cent of the assessed locations (62 out 179) have infrastructures to support crowd control and protect screeners.

In case of people suspected of having contracted COVID-19 travelling through the assessed location, the most common measures in place are standard operating procedures to manage ill travellers (89 out 179 blue border crossing points, 50% of the total) and referral systems (75 out of 179, 42%). Measures to manage ill travellers and suspected cases of COVID-19 remain limited. Only 13 per cent of all sites reported the existence of an isolation space (24 ports), while only 8 per cent reported the availability of surgical masks for suspected cases (14 ports). In 15 locations, none of the abovementioned tools is available to staff in order to deal with suspected cases.

Public health measures in place in the assessed locations



Available tools/measures in the event of a COVID-19 case at the site



5. Overview of Land Border Crossing Points

1,830

Land Border Crossing Points
assessed in 114 C/T/As

46%

of assessed land border
crossing points are
completely closed

**14 days to one
month**

Most common (38%) duration
of restrictions imposed

Among the **1 830 assessed land border crossing points** (136 more as of 23 April 2020) monitored in 114 countries, territories or areas, the majority were **completely closed or partially closed** (46% and 29% of the total, respectively), while only **10 per cent were open** without any restriction (for more details, see table 3.1).

South-Eastern Europe, Eastern Europe and Central Asia is the IOM region reporting the highest share of completely closed land border crossing points (267 out of the 405 assessed locations or 66% of the total), followed by Middle East and North Africa (61 out of 92, 62%), Asia and the Pacific (106 out of 182, 58%) and South America (28 out of 49, 57%). The highest percentage of open land border crossing points among IOM regions is in East Africa with 35 out of the 173 assessed land border crossing points that are open (20% of the total).

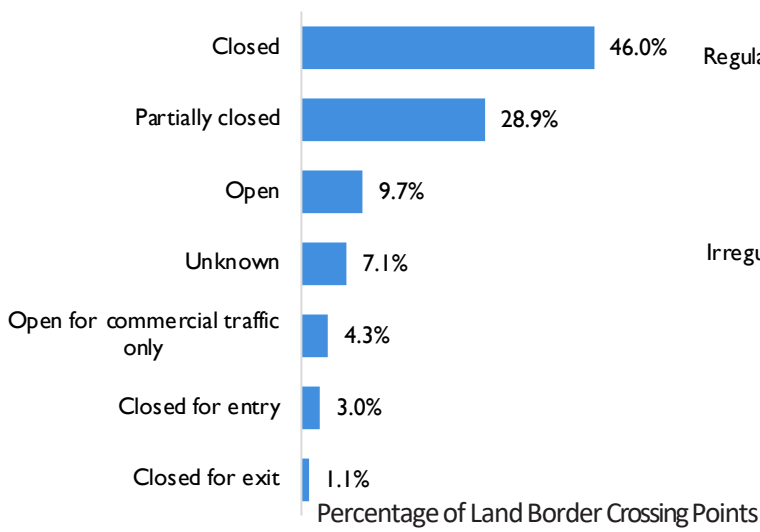
Limitations on entry to and exit from a land border crossing point were the most frequent restrictive measures used to curb the spread of COVID-19 at land border crossing points: respectively 79 and 78 per cent of land border crossing points were affected by these restrictions (see table 5.1). Other restrictions that have been imposed in the assessed land border crossing points were medical measures, such as quarantine or medical screening, in 30 per cent of the cases, restrictions imposed on specific nationalities (10%), changes in visa requirements (6%) and changes in rules concerning identification and travel documents (5%).

As of 23 April 2020, the most common duration of restrictions is 14 days to one month (38% of the cases), while 12 per cent of them will be in place for a duration between one and three months. Respectively, only 6 and 1 per cent of the restrictive measures are in place for less than 14 days or more than three months. However, for 786 out of the 1 830 assessed land border crossing points (43% of the total) the duration of the restrictive measures is unknown.

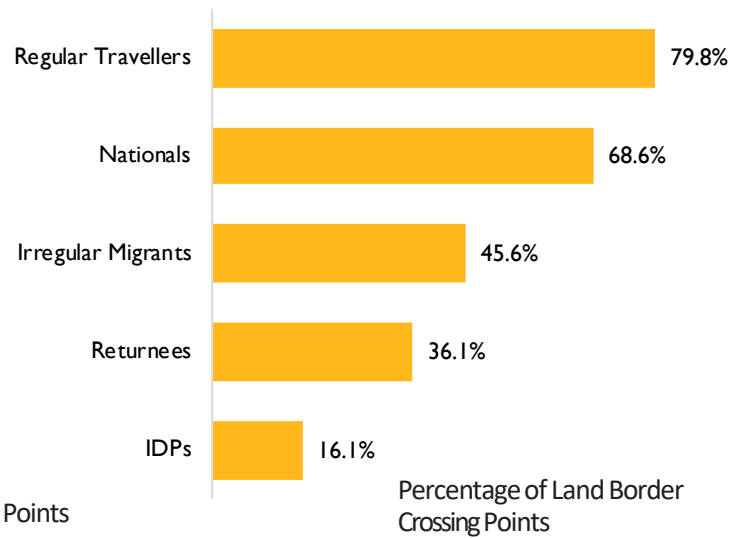
The abovementioned measures had an **impact** on all categories of populations (see table 4.1), with **regular travelers** being the most affected at **80 per cent** of the assessed land border crossing points, followed by **nationals** (69%), **irregular migrants** (46%), **returnees** (36%) and **IDPs** (16%).

5. Overview of Land Border Crossing Points

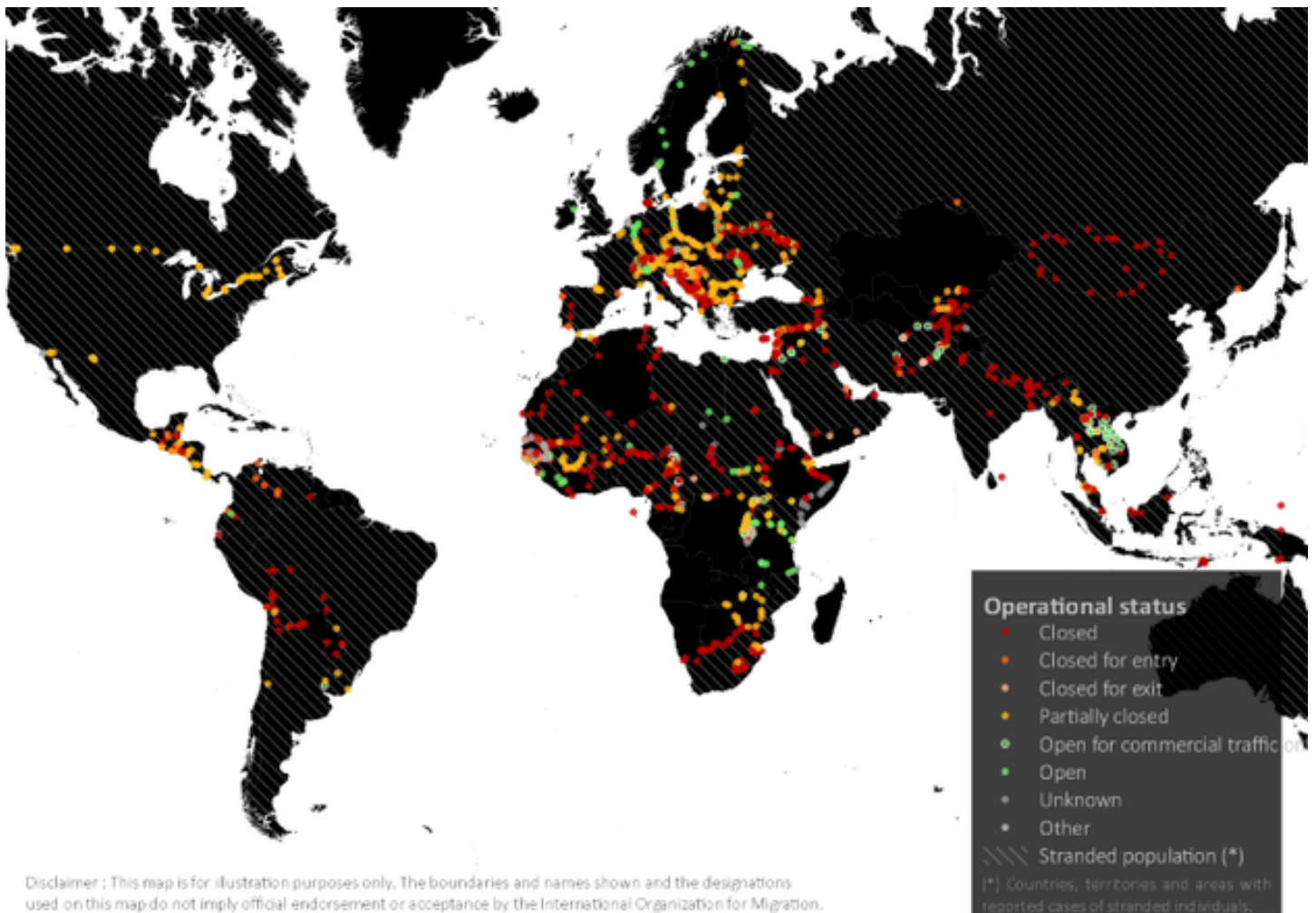
Operational status land border crossing points



Percent of land border crossing points by affected population category



Global map of assessed land border crossing points with reported stranded migrants



5. Overview of Land Border Crossing Points

Public Health Section

(543 Land Border Crossing Points assessed)

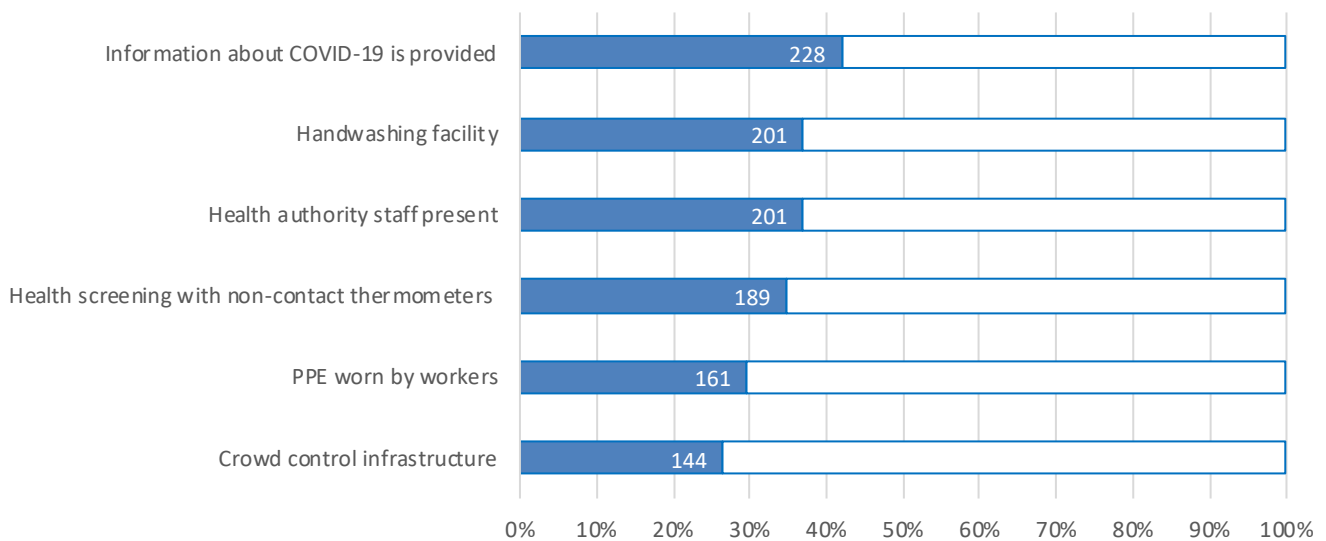
For 543 locations, approximately 30 per cent of the total number of assessed land border crossing points, more information is available regarding public health measures at the assessed location (see Table 6.3).

In 201 out of the 543 locations (37%), staff from the Ministry of Health or local health authorities is present at the site, and in 42 per cent of the cases information regarding COVID-19 is provided at the site through leaflets, posters or announcements. In respectively 37 and 35 per cent of these locations a handwashing station is available and health screening through non-contact thermometers is carried out on site.

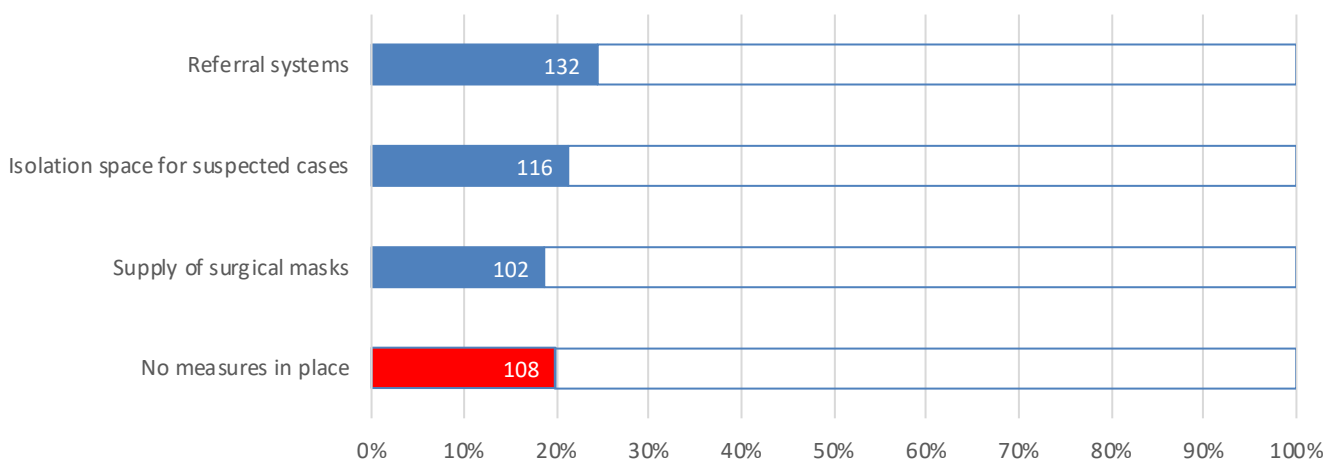
Personal Protective Equipment is worn by workers at the site in 161 out of 543 land border crossing points (almost 30%). Moreover, in 144 locations (27% of the total) there are infrastructures in place to support crowd control and safeguard screeners.

In case of people suspected of having COVID-19, the most common tools in place are referral systems (132 land border crossing points or 24% of the total), presence of an isolation space (116 locations, 21%) and availability of surgical masks for suspected cases (102 locations, 19%). In at least 108 locations (20%), none of the previously mentioned reactive protective tools and measures for COVID-19 is available on the site.

Public health measures in place in the assessed locations



Available tools/measures in the event of a COVID-19 case at the site



6. Overview of Internal Transit Points

330

Internal Transit Points
assessed in 24 C/T/As

73%

of the assessed internal transit
points are either completely
or partially closed

48%

of the assessed locations have
imposed medical restrictions

Of the **330 internal transit points** (five more as of 23 April 2020) monitored in 24 countries, territories or areas, **45 per cent** were **partially closed**, due to a reduction in the hours of operation, while about a quarter were respectively **completely closed (28%)** or **open (24%)**, respectively (see table 3.1). Approximately half of the assessed locations have imposed medical restrictions, such as quarantine or medical screening (see table 5.1).

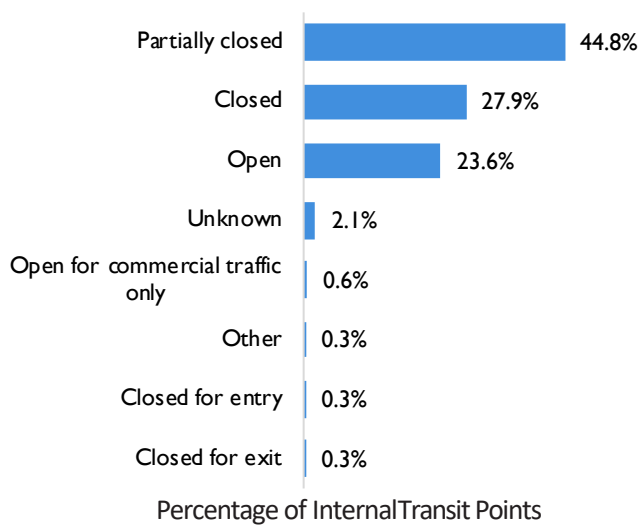
IOM assessed internal transit points were mostly situated in Asia and the Pacific (35%), West and Central Africa (28%) and South- Eastern Europe, Eastern Europe and Central Asia (25%). The operational status of the assessed internal transit points appears very different across the abovementioned regions with a majority of completely or partially closed locations in Asia and the Pacific (61% and 38% of the assessed internal transit points in the region, respectively) compared to 79 per cent of the assessed internal transit points that are open in West and Central Africa (72 out of 91). In South-Eastern Europe, Eastern Europe and Central Asia, all the 81 assessed internal transit points are partially closed.

In 58 per cent of the assessed internal transit points, the foreseen duration of the restrictions is unknown, while in respectively 23 and 15 per cent of the cases the restrictions will be in place for 14 days to one month or less than 14 days, respectively. Only in 1 per cent of the assessed locations, the restrictive measures will be valid for more than one month.

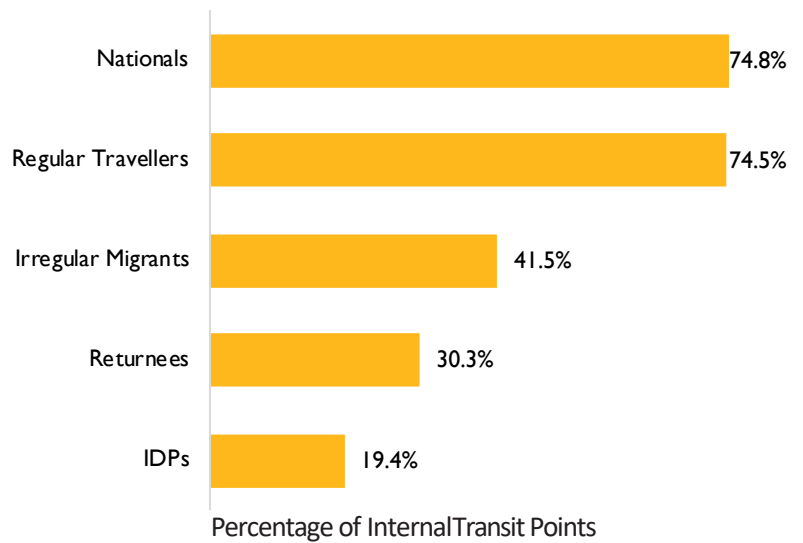
These restrictions had an **impact** on all categories of travelers, especially on **nationals** and **regular travelers** (both categories are affected in approximately **75%** of the assessed locations). **Irregular migrants** (in **42%** of the assessed internal transit points), **returnees (30%)** and **IDPs (19%)** have also been affected by the abovementioned restrictions.

6. Overview of Internal Transit Points

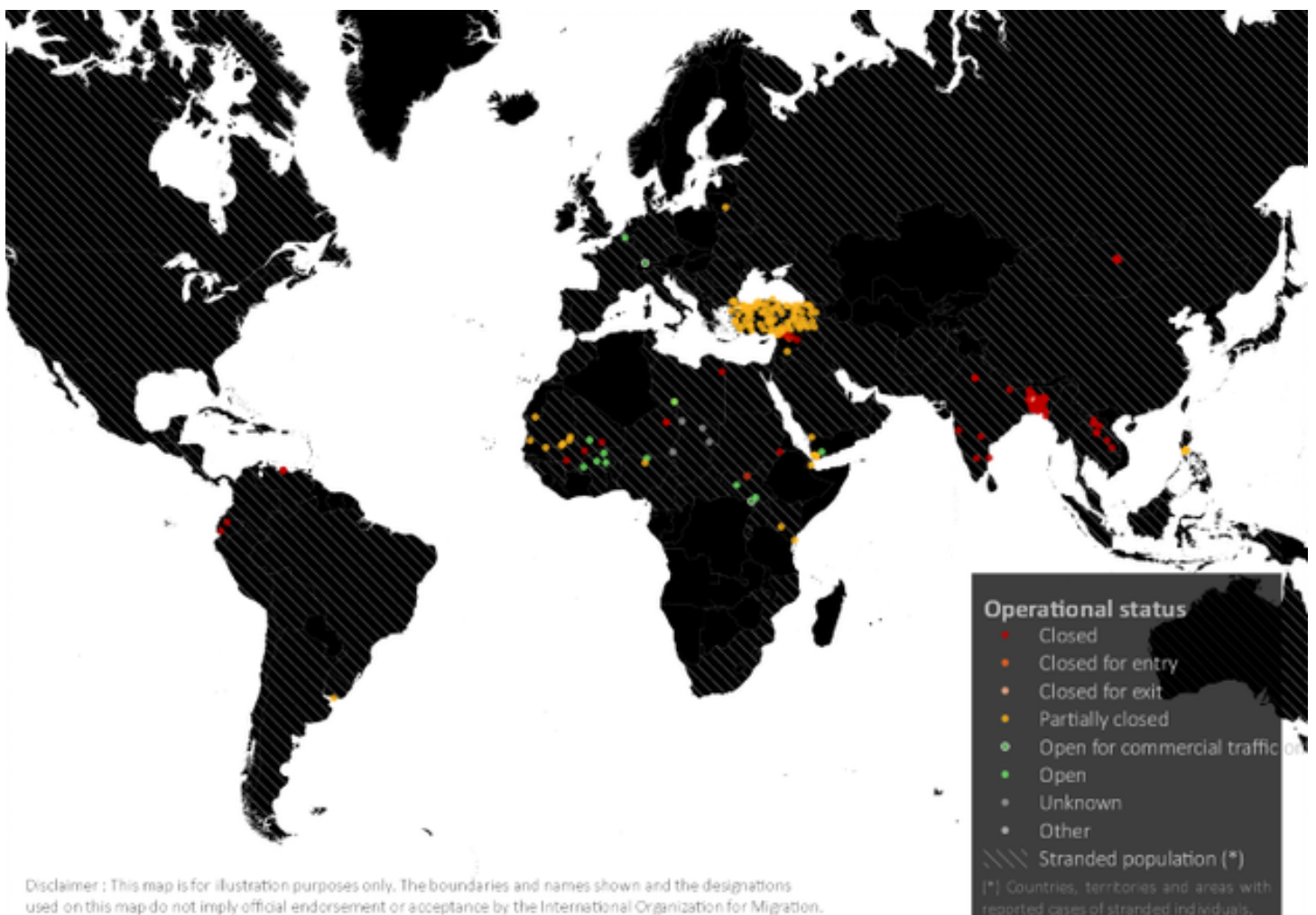
Operational status of internal transit points



Percentage of internal transit points by reported affected population category



Global map of assessed internal transit points with reported stranded migrants



6. Overview of Internal Transit Points

Public Health Section (136 Internal Transit Points assessed)

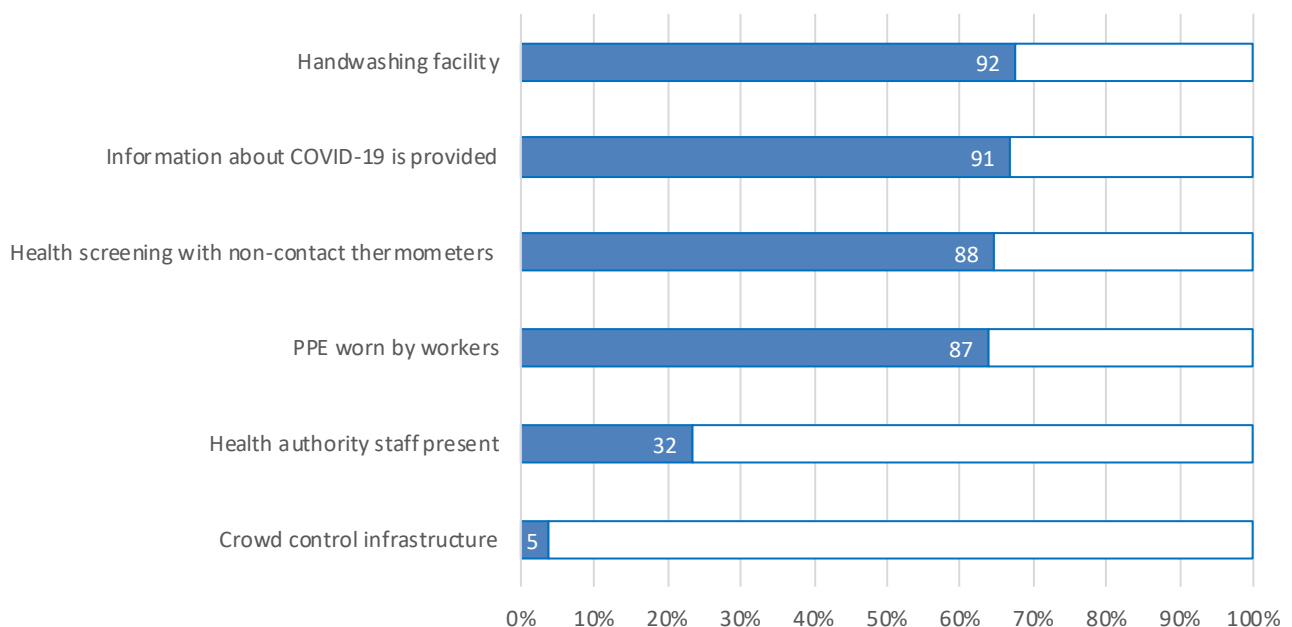
For 136 locations, more than 40 per cent of the total number of assessed internal transit points, information regarding public health measures in place in the assessed location have been collected (see Table 6.4).

In 32 out of the 136 locations (24%), staff from the Ministry of Health or local health authorities is present at the site, however in 66 per cent of the cases (90 locations) the presence of health staff on site is unknown. In 91 out of 136 assessed internal transit points (66%) leaflets, posters or announcement are used to inform the travelers about COVID-19 risks and practices to prevent it. Handwashing facilities are available in 92 locations (68% of the total) and health screening with infrared thermometers is currently being performed in 88 locations (65%).

Personal Protective Equipment is worn by workers at the site in 87 out of 136 assessed internal transit points (64%). However, only in less than 4 per cent of the assessed locations (5 out of 136) infrastructures to support crowd control and protect screeners are known to be in place.

In case of people suspected of having contracted COVID-19 travelling through the assessed location, only few of them have tools and measures in place in order to respond. For instance, in only 23 locations there are standard operating procedures in place to manage and refer ill travelers. Moreover, only 6 internal transit points (4% of the total) have a supply of surgical masks to use in case of suspected cases of COVID-19 and for none of the assessed internal transit points reliable information about the existence of an isolation space at the site is available.

Public health measures in place in the assessed locations



7. Overview of Areas and Sites of Interest

7.1. Areas of Interest

315

areas assessed in 61 C/T/As

25%

of the assessed areas are located in the IOM region of Asia and the Pacific

44%

of the assessed areas have restrictions on public events

In total, 315 areas of interest were assessed in 61 countries, territories and areas. These areas were chosen from sub-administrative units of interest, such as areas of outbreak of COVID-19 or areas under lockdown/quarantine. Assessed areas consisted of cities, towns and regions. Cancellation of public events, school closures, restricted operating hours for public establishments and alternative working arrangements can be listed as restrictive measures assessed in these areas.

Among the regions, the IOM region of Asia and Pacific had the highest share of assessed areas (79 out of 315 assessed areas or 25%), closely followed by the IOM region of European Economic Area (77 out of 315 assessed areas or 24%). Up to 15 per cent of the assessed areas were located in the IOM region of South-Eastern Europe, Eastern Europe and Central Asia, and 14 per cent were in the IOM region of Middle East and North Africa.

The type of restrictive measures being imposed on the assessed areas varied. In 44 per cent of assessed areas (138 out of 315) public events were cancelled or postponed. Schools were closed in 43 per cent of the assessed areas (137 out of 315). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 39 per cent of the assessed areas separately (123 and 124 out of 315 assessed areas, respectively).

In the majority of areas (59%), the expected duration of restrictions was 14 days to one month, followed by one to three months and less than 14 days (both around 5% of the cases). However, in 32 per cent of assessed areas, the expected duration of restrictions was unknown.

7.2. Sites with Populations of Interest

525

sites assessed in 104 C/T/As

22%

of the assessed sites are located in the IOM region of European Economic Area

43%

of the assessed sites have reported cases of stranded migrants

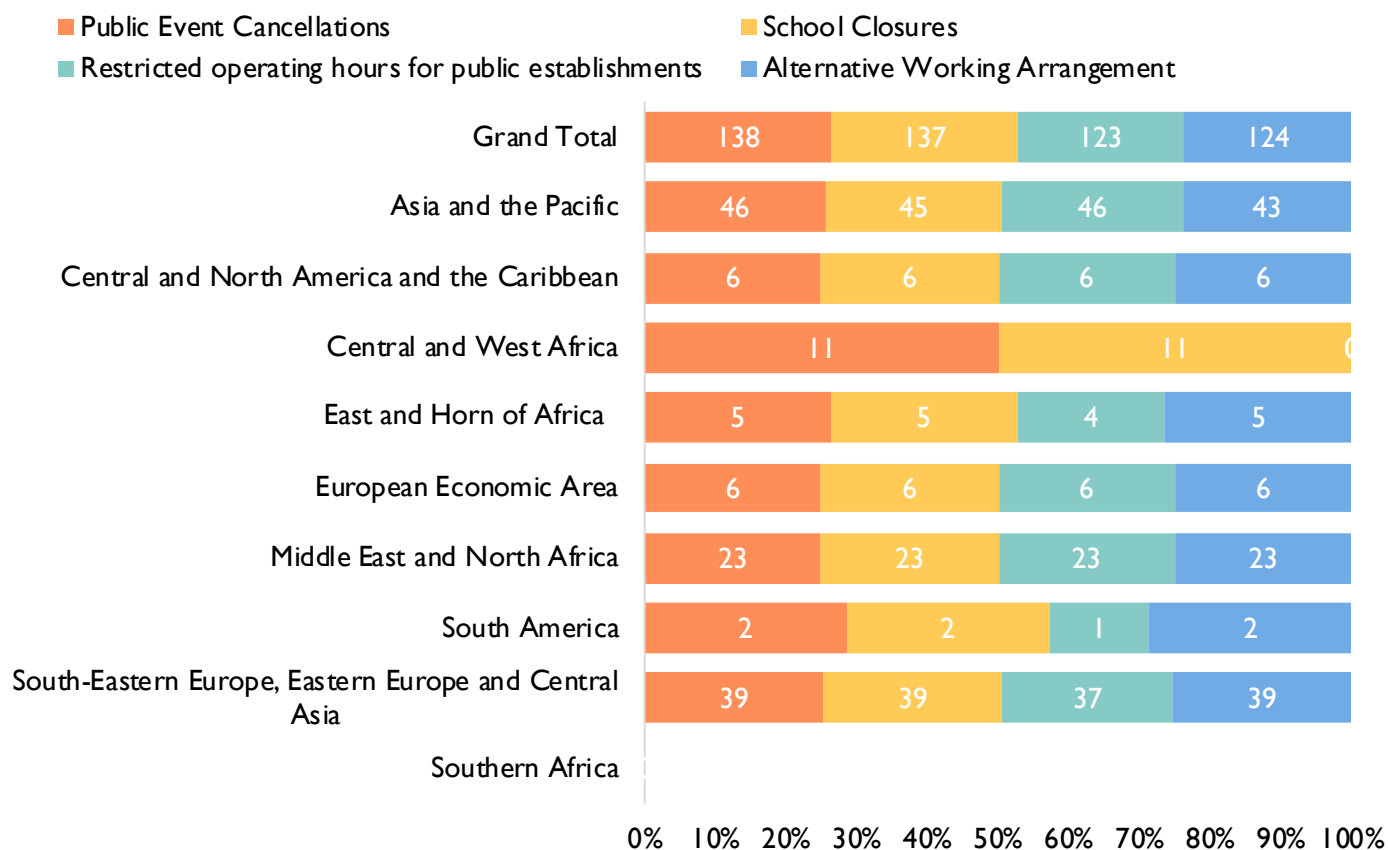
In total, 525 sites were assessed in 104 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded migrants and IDPs. Hotels, temporary reception centers, camps, transit centers and detention centers can be given as examples of assessed sites.

Affected population groups consisted of stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travelers. In 43 per cent of the assessed sites with populations of interest, migrants were stranded (228 out of 525) while in 2 per cent IDPs were affected by restrictive measures (10 out of 525).

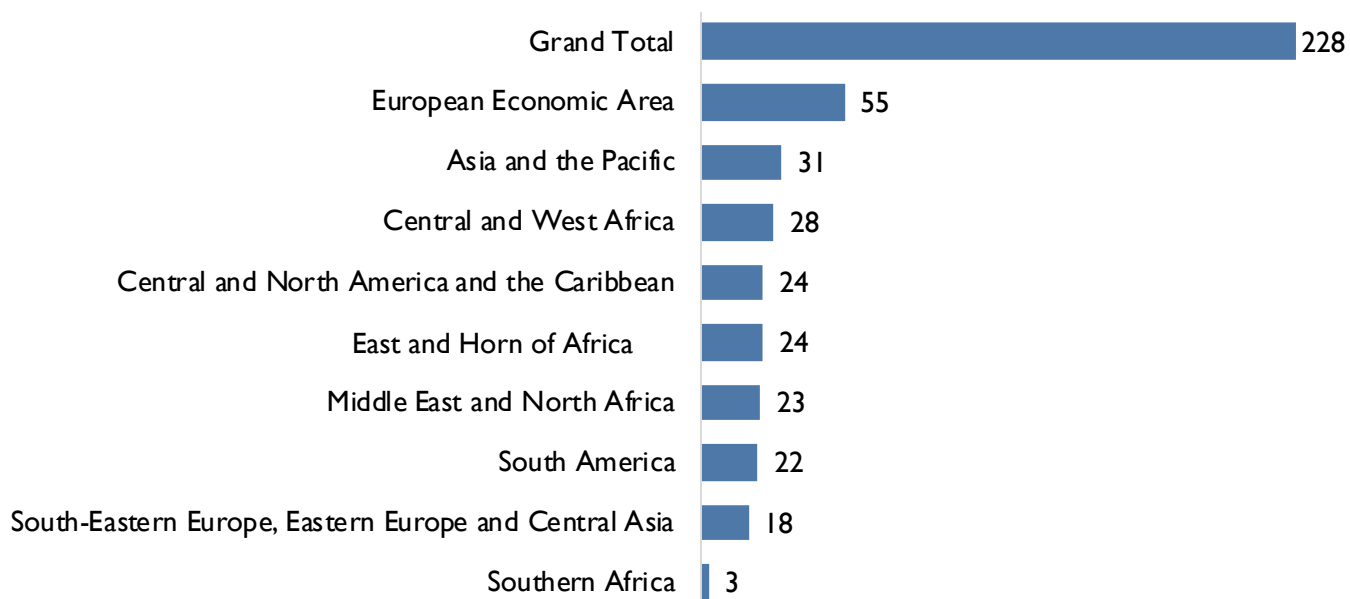
Among the regions, the IOM region of European Economic Area had the highest proportion of sites (22% of all assessed sites) and sites with stranded migrants (24%), followed by the IOM region of Asia and Pacific with 17 per cent and 14 per cent respectively. In the IOM region of South America, 69 per cent of assessed sites had stranded migrants, followed by IOM regions of South Africa and Central and West Africa (60% and 58% respectively).

7. Overview of Areas and Sites of Interest

Number and type of restrictions in areas of interest by IOM region



Number of sites with reported stranded migrants by IOM region



Annex: Tables

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

Region	Airport	Area	Sites	Internal Transit Point	Land Border Crossing Point	Blue Border Crossing Point	Total
Asia and the Pacific	3%	2%	2%	3%	4%	2%	17%
Central and North America and the Caribbean	1%	0%	1%	0%	3%	1%	6%
Central and West Africa	1%	1%	1%	2%	6%	1%	12%
East and Horn of Africa	1%	0%	2%	0%	4%	1%	9%
European Economic Area	4%	2%	3%	0%	11%	3%	23%
Middle East and North Africa	1%	1%	2%	1%	2%	1%	8%
South America	1%	0%	1%	0%	1%	0%	3%
South-Eastern Europe, Eastern Europe and Central Asia	3%	1%	1%	2%	10%	2%	18%
Southern Africa	1%	0%	0%	0%	2%	0%	4%
Total	16%	8%	13%	8%	44%	11%	100%

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

Region	Closed	Closed for entry	Closed for exit	Open	Partially closed	Other	Unknown	Total
Asia and the Pacific	287	5	7	27	163	46	165	700
Central and North America and the Caribbean	44	20		6	101	2	71	244
Central and West Africa	168	12	3	94	72	16	130	495
East and Horn of Africa	57		7	78	60	20	132	354
European Economic Area	253	24	3	142	311	11	204	948
Middle East and North Africa	154	8	7	11	34	10	104	328
South America	54	13		2	17	1	45	132
South-Eastern Europe, Eastern Europe and Central Asia	329	31		51	278	0	68	757
Southern Africa	65	2		7	77	2	9	162
Total	1411	115	27	418	1113	108	928	4120

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

Region	Closed	Closed for entry	Closed for exit	Open	Partially closed	Other	Unknown	Total
Asia and the Pacific	41%	1%	1%	4%	23%	7%	24%	100%
Central and North America and the Caribbean	18%	8%	0%	2%	41%	1%	29%	100%
Central and West Africa	34%	2%	1%	19%	15%	3%	26%	100%
East and Horn of Africa	16%	0%	2%	22%	17%	6%	37%	100%
European Economic Area	27%	3%	0%	15%	33%	1%	22%	100%
Middle East and North Africa	47%	2%	2%	3%	10%	3%	32%	100%
South America	41%	10%	0%	2%	13%	1%	34%	100%
South-Eastern Europe, Eastern Europe and Central Asia	43%	4%	0%	7%	37%	0%	9%	100%
Southern Africa	40%	1%	0%	4%	48%	1%	6%	100%
Total	34%	3%	1%	10%	27%	3%	23%	100%

Annex: Tables

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

Location type	Closed	Closed for entry	Closed for exit	Open	Partially closed	Other	Unknown	Total
Airport	243	29	5	88	262	5	16	648
Area of Interest	106	0	0	6	7	13	183	315
Sites with Populations of Interest	0	0	0			0	525	525
Internal Transit Point	92	1	1	78	148	3	7	330
Land Border Point	842	55	20	177	528	78	130	1830
Sea Border Point	128	30	1	69	168	9	67	472
Total	1411	115	27	418	1113	108	928	4120

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

Location type	Closed	Closed for entry	Closed for exit	Open	Other	Partially closed	Unknown	Total
Airport	38%	4%	1%	14%	1%	40%	2%	100%
Area of Interest	34%	0%	0%	2%	4%	2%	58%	100%
Sites with Populations of Interest	0%	0%	0%	0%	0%	0%	100%	100%
Internal Transit Point	28%	0%	0%	24%	1%	45%	2%	100%
Land Border Crossing Point	46%	3%	1%	10%	4%	29%	7%	100%
Sea Border Crossing Point	27%	6%	0%	15%	2%	36%	14%	100%
Total	34%	3%	1%	10%	3%	27%	23%	100%

Table 4: Number of assessed locations by affected population categories

Location Type	Nationals	Regular Travellers	Irregular Migrants	Returnees	IDPs	Total
Airport	519	589	242	247	111	648
Internal Transit Point	247	246	137	100	64	330
Land Border Crossing Point	1255	1460	834	660	295	1830
Sea Border Crossing Point	287	299	149	124	88	472
Total	2308	2594	1362	1131	558	3280

Annex: Tables

Table 4.1: Percentage of assessed locations disaggregated by affected population categories

Location Type	Nationals	Regular Travellers	Irregular Migrants	Returnees	IDPs	Total
Airport	80.1%	90.9%	37.3%	38.1%	17.1%	100%
Internal Transit Point	74.8%	74.5%	41.5%	30.3%	19.4%	100%
Land Border Crossing Point	68.6%	79.8%	45.6%	36.1%	16.1%	100%
Sea Border Crossing Point	60.8%	63.3%	31.6%	26.3%	18.6%	100%
Total	70.4%	79.1%	41.5%	34.5%	17.0%	100%

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
Airport	515	437	62	119	16	199	90	3	1441
Internal Transit Point	187	185	3	2	1	161	7	4	550
Land Border Crossing Point	1442	1425	105	182	87	543	350	18	4152
Sea Border Crossing Point	288	269	17	40	8	127	38	13	800
Total	2432	2316	187	343	112	1030	485	38	6943

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
Airport	36%	30%	4%	8%	1%	14%	6%	0%	100%
Internal Transit Point	34%	34%	1%	0%	0%	29%	1%	1%	100%
Land Border Crossing Point	35%	34%	3%	4%	2%	13%	8%	0%	100%
Sea Border Crossing Point	36%	34%	2%	5%	1%	16%	5%	2%	100%
Total	35%	33%	3%	5%	2%	15%	7%	1%	100%

Annex: Tables

Table 6.1: Public Health Section for Airports

Question	Yes	No	Don't know	N/A	Total
Ministry of health/local health authority staff present	159	58	18	0	235
Information about COVID-19 being provided at site	199	8	22	6	235
Handwashing station at the site	193	6	26	10	235
Health screening with temperature check using non-contact thermometer	123	1	4	107	235
PPE available for and worn by workers at the site	117	3	7	108	235
Infrastructure at the site to support crowd control and ensure safety of screeners	99	8	20	108	235
SOPs in place at the site for management and referral of ill travellers	127	4	28	76	235
Supply of surgical masks available at the site for suspected cases	49	11	67	108	235
Isolation space exist for evaluation of any suspect case away from crowds	69	30	123	13	235
Referral system in place at the site	79	25	117	14	235

Table 6.2: Public Health Section for Blue Border Crossing Points

Question	Yes	No	Don't know	N/A	Total
Ministry of health/local health authority staff present	84	23	72	0	179
Information about COVID-19 being provided at site	133	15	30	1	179
Handwashing station at the site	130	13	32	4	179
Health screening with temperature check using non-contact thermometer	71	2	38	68	179
PPE available for and worn by workers at the site	67	3	41	68	179
Infrastructure at the site to support crowd control and ensure safety of screeners	89	18	72	0	179
SOPs in place at the site for management and referral of ill travellers	75	20	79	5	179
Supply of surgical masks available at the site for suspected cases	14	6	90	69	179
Isolation space exist for evaluation of any suspect case away from crowds	24	26	126	3	179
Referral system in place at the site	62	6	43	68	179

Table 6.3: Public Health Section for Land Border Crossing Points

Question	Yes	No	Don't know	N/A	Total
Ministry of health/local health authority staff present	276	152	115	0	543
Information about COVID-19 being provided at site	228	99	191	25	543
Handwashing station at the site	201	103	209	30	543
Health screening with temperature check using non-contact thermometer	189	3	6	345	543
PPE available for and worn by workers at the site	161	11	25	346	543
Infrastructure at the site to support crowd control and ensure safety of screeners	144	22	30	347	543
SOPs in place at the site for management and referral of ill travellers	164	117	244	18	543
Supply of surgical masks available at the site for suspected cases	102	23	68	350	543
Isolation space exist for evaluation of any suspect case away from crowds	116	131	263	33	543
Referral system in place at the site	132	117	261	33	543

Annex: Tables

Table 6.4: Public Health Section for Internal Transit Points

Question	Yes	No	Don't know	N/A	Total
Ministry of health/local health authority staff present	32	14	90	0	136
Information about COVID-19 being provided at site	91	8	19	18	136
Handwashing station at the site	92	7	17	20	136
Health screening with temperature check using non-contact thermometer	88	0	0	48	136
PPE available for and worn by workers at the site	87	1	0	48	136
Infrastructure at the site to support crowd control and ensure safety of screeners	5	2	81	48	136
SOPs in place at the site for management and referral of ill travellers	23	11	98	4	136
Supply of surgical masks available at the site for suspected cases	6	1	81	48	136
Isolation space exist for evaluation of any suspect case away from crowds	0	20	96	20	136
Referral system in place at the site	6	11	99	20	136

Table 7: Number of areas of interest in each IOM Region

Number of Areas of Interest in IOM Regions	Number of areas	Percentages
Asia and the Pacific	79	25%
Central and North America and the Caribbean	18	6%
Central and West Africa	27	9%
East and Horn of Africa	6	2%
European Economic Area	77	24%
South America	15	5%
South-Eastern Europe, Eastern Europe and Central Asia	47	15%
Southern Africa	3	1%

Table 7.1: Number of type of restrictions in areas of interest

Restrictions in the Areas of Interest	Public Events	Schools	Restricted operations	Alternative Working Arrangements
N/A	177	178	192	191
Yes	138	137	123	124
Percentage of Yes	44%	43%	39%	39%

Annex: Tables

Table 7.2: Duration of restrictive measures at areas of interest

Duration of Restrictions in the Areas of Interest	Number of areas	Percentages
1 - 3 months	12	4%
14 days to One month	180	59%
Less than 14 days	14	5%
Unknown	98	32%
Grand Total	304	100%
N/A	11	

Table 7.3: Affected population in the sites of interest

Affected Population in the Sites with the Population of Interest	Stranded Migrants	IDPs	Nationals
N/A	297	515	524
Yes	228	10	1
Total	525	525	525
Percentage of the affected population	43%	2%	0%

Table 7.4: Number of sites with stranded migrants in IOM Regions

Number of Sites with Stranded Migrants in IOM Regions	Number of Sites			Grand Total	Percentages of Sites with Stranded Migrants within Region	Percentages of Each Region within the Sites with Stranded Migrants
	N/A	Yes				
Asia and the Pacific	59	31	90	34%	14%	
Central and North America and the Caribbean	24	24	48	50%	11%	
Central and West Africa	20	28	48	58%	12%	
East and Horn of Africa	40	24	64	38%	11%	
European Economic Area	58	55	113	49%	24%	
Middle East and North Africa	44	23	67	34%	10%	
South America	10	22	32	69%	10%	
South-Eastern Europe, Eastern Europe and Central Asia	40	18	58	31%	8%	
Southern Africa	2	3	5	60%	1%	