

IOM COVID-19
IMPACT ON
KEY LOCATIONS OF
INTERNAL MOBILITY

BI-WEEKLY ANALYSIS

07 OCTOBER 2020

PUBLISHER

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

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COVER PHOTO:

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

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Methodology & Definitions

IOM COVID-19 Impact on Key Locations of Internal Mobility 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 different key locations impacting internal mobility. 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.

As the situation of the COVID-19 pandemic continues to evolve, the resulting restrictive measures issued to mitigate the spread, has become increasingly complex and varied. The IOM global mobility database has been updated in a way which reflects the varied stages of measures issued at different times by C/T/As. 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 and 1 October 2020. Data for 10 per cent of the assessed locations has been updated since the beginning of September, while data for 13 per cent of the assessed locations has been updated in August, with 7 per cent of the assessed locations that have been updated in July, while 22 per cent was last updated in June. The data for the remaining assessed internal locations was last updated before June (specifically, 16% in May, 19% in April and 12% in March). For more information see Table 3 in the annex.

This report provides an overview and analysis on the data from a global and regional perspective Key Locations of Internal Mobility and complements the bi-weekly report on Points of Entry (PoE), which focuses on the impact on cross-border movements and can be found [here](#). 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 are available [here](#).

Data is collected on the following location types:

Other Key Locations of Internal Mobility:

- Internal Transit Points (internal transit point inside a given country, territory or area)
- Areas of interest (region, town, city or sub-administrative unit in a given country, territory or area with internal COVID-19 related restrictive measures, including areas with an outbreak of COVID-19 or areas under lockdown/quarantine)
- Sites with a population of interest (including stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travelers, who have been affected by COVID-19 mobility restrictions at specific locations, for example hotels, temporary reception centers, camps, transit centers and detention centers.

While not included in this report, to give a comprehensive view of the COVID-19-related impact on mobility, please also refer to the weekly report on Points of Entry (PoEs) mentioned above, which assesses the impact on cross-border movements at locations such as:

- 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 Internal Transit Point ¹ :

- Fully operational:
 - Open for entry and exit: all travelers can use the PoE or internal transit point.
- 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 location to leave the country, territory or area;
 - Open for returning nationals and residents only: the location 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 or internal transit point.
- Unknown

1. Operational status is captured in the same way for all Points of Entry. For more information please refer to the bi-weekly PoE report.

Methodology & Definitions

The report systematically captures the following types of mobility restrictions in place at assessed Internal Transit Points :

- Movement restricted to this location
- Movement restricted from 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
- Requirement for medical certificate confirming a negative COVID-19 test result
- Other
- None

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

- Public events were cancelled or postponed
- Schools were closed
- Restricted operating hours for public establishments (café, restaurant, etc.) were adopted
- Alternative working arrangements (working remotely, etc.) were implemented
- Movement outside home was restricted
- Lockdown/quarantine measures were enforced by police or military

Country/territory/area level restrictions are aggregated as following:

- Significant mobility restrictions (E.g. curfew, lockdown, state of emergency, medical requirements for international arrivals and other mobility restrictions)
- No restrictions
- Specific national measures such as: national emergency declared and mandatory quarantine of arrivals from abroad

Affected Populations:

COVID-19 mobility restrictions affect different population categories. For example, for the purpose of this report, 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. It 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.

Other affected populations include regular travelers, nationals, returnees, irregular migrants, internally displaced persons (IDPs), migrant workers and refugees. The various populations are affected in diverse ways across the different types of assessed locations, including but not limited requirements for additional documentation, temporary relocation, quarantine or medical screening, up to an inability to continue their intended travel.

Public Health Emergency Preparedness and Response Capacities (COVID-19) at Internal Transit Points:

To understand public health emergency preparedness and response capacities with regard to the COVID-19 pandemic additional questions are asked about specific public health interventions that have been put in place in the specified locations including both internal transit points as well as PoEs. These include risk communication and community engagement, infection prevention and control, and measures to detect, manage and refer ill travelers suspected of having COVID-19, existence of standard operating procedures, health screening, presence and functionality of a referral system for suspected COVID-19 cases, and the availability of an isolation space for suspected cases before referral to designated health facility.

List of acronyms used throughout the report

- C/T/As: countries, territories or areas
- DTM: Displacement Tracking Matrix
- IDPs: Internally Displaced Persons
- ITP: Internal Transit Point
- PoE: Point of Entry
- p.p.: Percentage Point ²
- 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>

2. Not to be confused with per cent, percentage point (p.p.) refers to an increase or decrease of a percentage rather than an increase or decrease in the raw number.

Executive summary

The current COVID-19 pandemic has affected global mobility both in terms of international mobility restrictions and restrictive measures on internal movement. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to gather, map and track data on these restrictive measures impacting movement. This report provides a global perspective of the COVID-19-related measures and restrictions imposed by countries, territories and areas impacting internal movements, as well as the resulting effects on stranded migrants and other population categories. 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.

Data has been collected between 13 March and 1 October 2020. Data for 10 per cent of the assessed locations has been updated since the beginning of September, while data for 13 per cent of the assessed locations has been updated in August, with 7 per cent of the assessed locations that have been updated in July, while 22 per cent was last updated in June. The data for the remaining assessed internal locations was last updated before June (specifically, 16% in May, 19% in April and 12% in March).

Through this exercise, IOM collected information about 181 C/T/As across all IOM regions. Among these, 46 per cent (83 C/T/As) declared a national emergency due to the COVID-19 pandemic and 72 per cent introduced some sort of mobility restriction. Some restrictive measures that have been adopted are quarantine for all international arrivals (64%) and the suspension of the issuance of new visas (38%). On the other hand, some facilitations for stranded populations have also been adopted, such as the automatic extension of expired visas and working permits (29%) and the removal of fines for visa overstays and expired residency and working permits (35%).

Key Locations of Internal Mobility (Internal Transit Points, Areas of Interest, and Sites with Populations of Interest):

- IOM assessed 1,483 key locations across 135 C/T/As, including 384 internal transit points, 473 areas of interest and 626 sites with population of interest.
- Assessed internal transit points and areas of interest were mostly situated in Asia and the Pacific, while the highest number of assessed sites with population of interest were from the East and Horn of Africa and the European Economic Area.
- 89 per cent of the assessed internal transit points were fully operational, with 6 and 3 per cent which were respectively either fully closed or partially operational. Moreover, 49 per cent of the assessed internal transit points had introduced medical measures within the location.
- The most common restrictive measures in place in the assessed areas of interest included the cancellation of public events (51% of the assessed areas), school closure (53%), restricted operating hours for public establishments (44%) and alternative working arrangements (45%). Moreover, non-essential movements outside home were restricted in 16 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 24 per cent of the cases.
- Stranded foreign nationals were reported in 62 per cent of the assessed sites with populations of interest, while in 21 and 15 per cent of cases respectively nationals and foreign nationals on their way to their country of origin were reported to be present in the assessed sites with population of interest.

I. National-level mobility restrictions

46%

Declared national emergency

72%

imposed significant mobility restrictions⁴

29%

automatically extended visas and working permits

181

Assessed C/T/As

64%

imposed mandatory quarantine for international arrivals

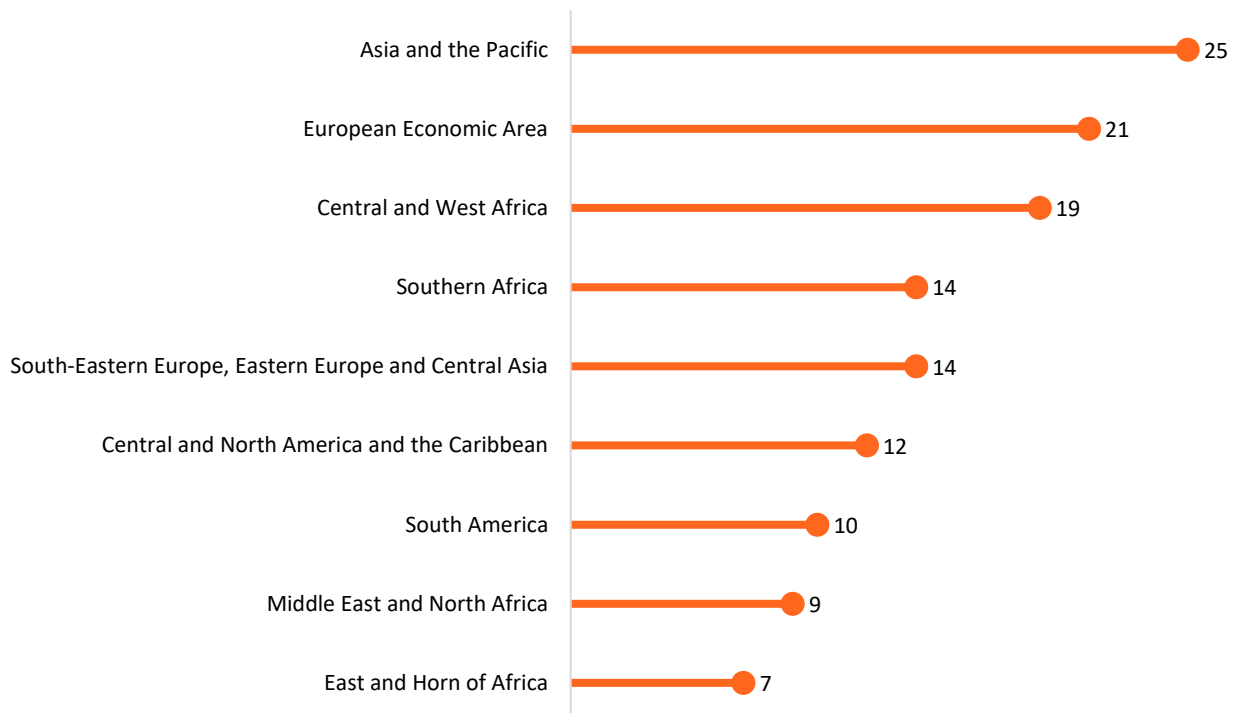
35%

removed fines for visa overstays, expired residency and work permits

38%

suspended the issuance of new visas

Number of C/T/As which imposed significant mobility restrictions by IOM region



4. These mobility restrictions include, among others, curfew, lockdown, checkpoints and patrols.

2. Key Locations of Internal Mobility: Scope and Coverage

384

Assessed Internal Transit Points

1,099

Assessed Areas and Sites

135

Assessed C/T/As

The current COVID-19 pandemic has also affected global mobility in the form of various internal travel disruptions and restrictions. To better understand how COVID-19 affects internal mobility, globally, IOM has included internal transit points as well as assessed areas and sites in the global mobility database. IOM maps and gathers data on the locations, status and restrictions at internal transit points as well as other sub-administrative such as areas of outbreak of COVID-19 or areas under lockdown/quarantine, and sites where populations of interest, such as stranded foreign nationals and IDPs, are particularly affected.

This report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **1 October 2020**.

IOM has assessed a total of 1,483 locations (including internal transit points, areas of interest and sites with population of interest) in **135 countries, territories and areas** so far. The highest share of these assessed locations remained consistent with sites with populations of interest (42%), followed by areas of interest and important internal transit points between cities and regions, with 32 and 26 per cent respectively. More details can be found in Table 1 in the Annex.

Table I: Number (#) and percentage (%) of assessed locations by type and IOM region

Region	Total		Internal transit points		Areas of interest		Sites with population of interest		No. of C/T/As
	#	%	#	%	#	%	#	%	
Asia and the Pacific	308	100%	115	37%	105	34%	88	29%	24
Central and North America and the Caribbean	157	100%	2	1%	103	66%	52	33%	18
Central and West Africa	181	100%	98	54%	28	15%	55	30%	11
East and Horn of Africa	165	100%	21	13%	20	12%	124	75%	9
European Economic Area	191	100%	2	1%	80	42%	109	57%	23
Middle East and North Africa	147	100%	26	18%	58	39%	63	43%	17
South America	66	100%	6	9%	19	29%	41	62%	9
South-Eastern Europe, Eastern Europe and Central Asia	235	100%	114	49%	48	20%	73	31%	13
Southern Africa	33	100%	0	0%	12	36%	21	64%	11
Total	1483	100%	384	26%	473	32%	626	42%	135

3. Overview of Internal Transit Points

384

Internal Transit Points
assessed in 28 C/T/As

89%

of the assessed internal transit
points are fully operational
(+2 p.p. compared to the
previous report)

49%

of the assessed locations
imposed medical restrictions
(no change compared to the
previous report)

Of the **384 internal transit points** monitored in 29 countries, territories or areas, an overwhelming majority is **fully operational (89%**, i.e. a 2 p.p. increase compared to the previous report). The remaining internal transit points are either **fully closed (6%**, i.e. a 1 p.p. decrease on a fortnightly basis) or **partially operational (3%**, i.e. no change compared to two weeks ago), with 3 per cent of the assessed internal transit points whose operational status is unknown. Moreover, approximately half of the assessed locations (189 out of 384, 49% of the total: no change compared to the previous report) have imposed medical restrictions, such as quarantine or medical screening.

IOM-assessed internal transit points were mostly situated in Asia and the Pacific (30%), South-Eastern Europe, Eastern Europe and Central Asia (30%) and West and Central Africa (26%). Specifically, almost two thirds of the assessed internal transit points were from only four countries: Turkey (81 assessed internal transit points, 21% of the total), Mali (74, 19%), Bangladesh (50, 13%) and the Philippines (44, 11%). The operational status of the assessed internal transit points appears very similar across the abovementioned regions with a majority of locations that are fully operational. For more information, please refer to Table 4 in the Annex.

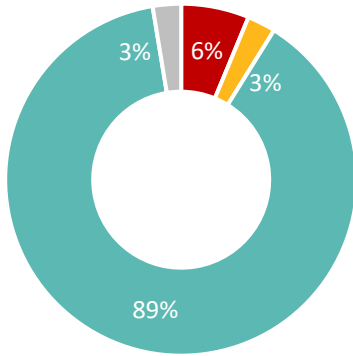
In 225 out of the 384 assessed internal transit points (59% of the total, i.e. a 1 p.p. increase compared to the previous report), the foreseen duration of the restrictions was unknown (i.e. information was unavailable). In 24 and 14 per cent of the cases the restrictions will be in place for 14 days to one month or less than 14 days, respectively. Only in 15 internal transit points (4% of the total), the restrictive measures will be valid for more than one month.

These restrictions had an **impact** on all categories of population (for more details, see Table 5 in the Annex), especially on **regular travelers** and **nationals** (both affected in **60%** of the assessed locations). **Irregular migrants** (in **25%** of the assessed internal transit points), **returnees (19%)** and **IDPs (16%)** have also been affected by the abovementioned restrictions. Finally, a less significant impact has also been reported on **migrant workers** (in **11%** of the assessed locations) and **refugees (6%)**.

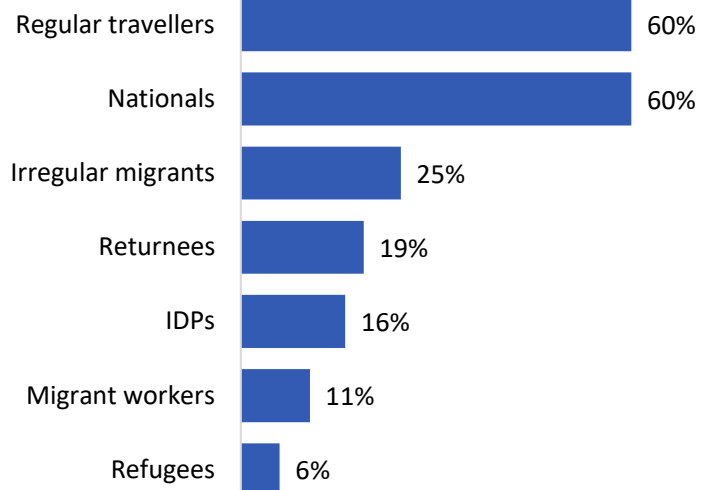
3. Overview of Internal Transit Points

Operational status of the assessed internal transit points

- Fully closed
- Fully operational
- Partially operational
- Unknown

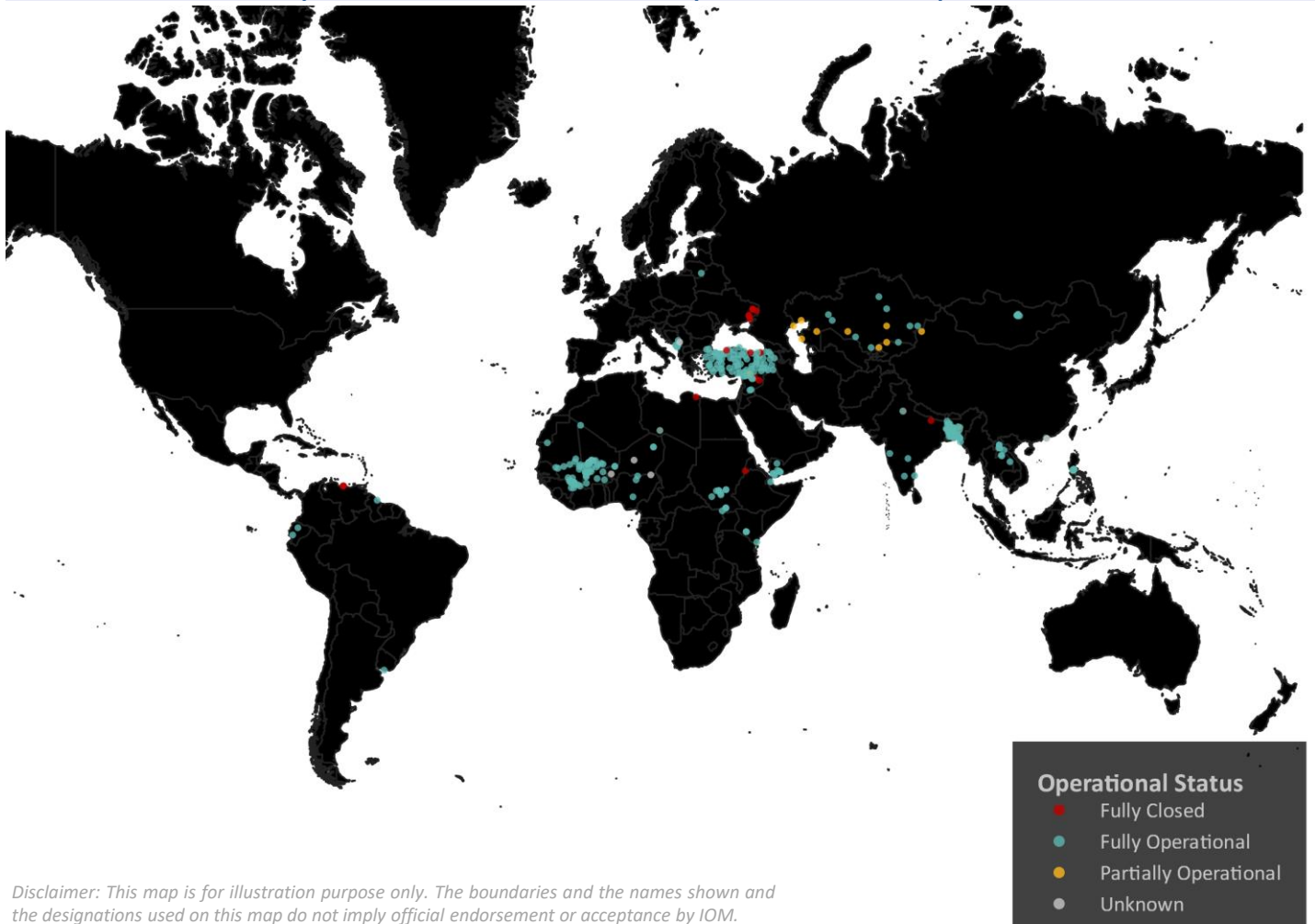


Percentage of internal transit points with affected population



Percentage of Internal Transit Points

Global map of assessed internal transit points and their operational status



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

3. Overview of Internal Transit Points

Public Health Measures

The following public health measures were reported to be in place in assessed internal transit points through IOM’s missions participating in this exercise (for further information, see Table 6 in the Annex).

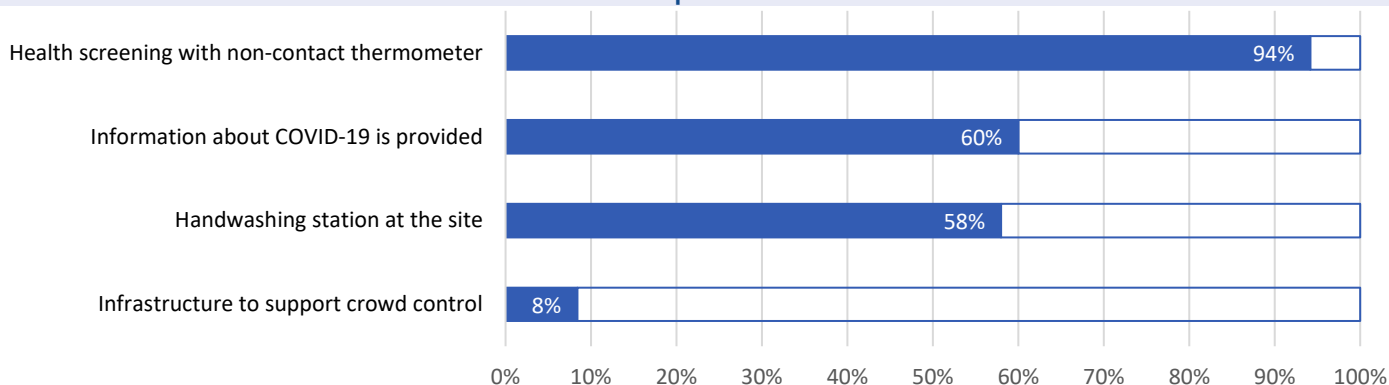
On risk communication and community engagement at the assessed internal transit points, 60 per cent of the assessed locations (144 out of 241 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, in 133 out of 231 identified locations (58% of the total) handwashing stations were available as an infection prevention and control measure.

Health screening using non-contact thermometers was reported at almost all identified internal transit points (113 out of 120 locations recording a response, 94% of the total). However, only 10 out of 119 assessed internal transit points (8% of the total) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

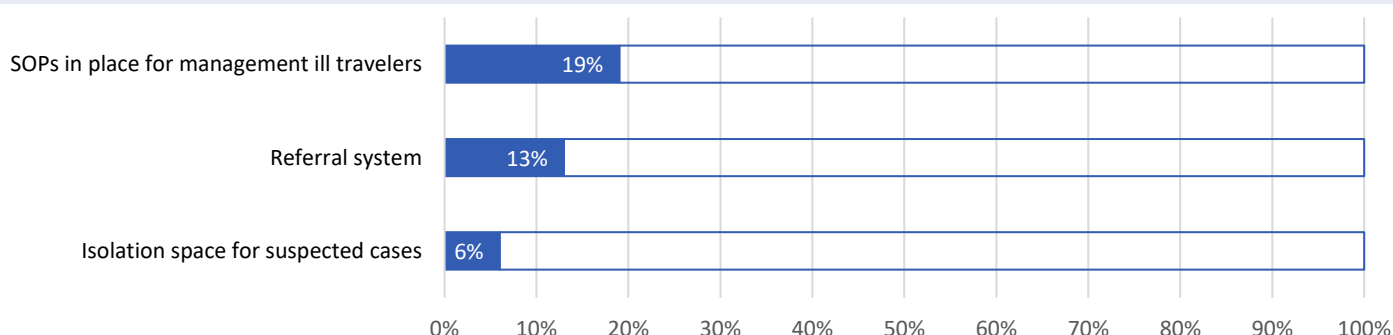
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 19 per cent of identified internal transit points (47 out of 245 locations recording a response), while a referral system was reported to be in place at only 30 out of 232 specified internal transit points (13% of the total). Finally, only 18 internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (18 out 238 assessed internal transit points, 6% of the total).

Maintaining and enhancing these public health measures and interventions across various levels (e.g. local, national, regional) can facilitate the detection, assessment, and notification or reporting of events that can together contribute to prompt and effective responses to public health emergencies such as COVID-19.

Public health measures in place in the assessed locations



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



Disclaimer: The reported findings on Public Health measures should be considered with important caveats. The descriptive summary provided in this report is aimed at providing a rapid capture of assessed ITPs in terms of these public health measures and prompt more detailed rigorous evaluation. Data collection is conducted by country offices with varying resources and capacity, as such assessment coverage, data collection methodologies and modalities vary. Data validation, such as verification from those designated International Health Regulation (IHR) focal points and/or competent authorities at each ITP is not presently possible. These factors impose limitations to the ability to conduct analysis across POE settings within or between countries, territories and areas and comparisons externally at regional and global levels. Furthermore, the limitations of the exercise may impact the consistency of the captured public health measures, and the inter-rater reliability across different enumerators, influencing the quality of the data.

4. Overview of Areas and Sites of Interest

4.1. Areas of Interest

473

areas assessed
in 78 C/T/As

22%

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

53%

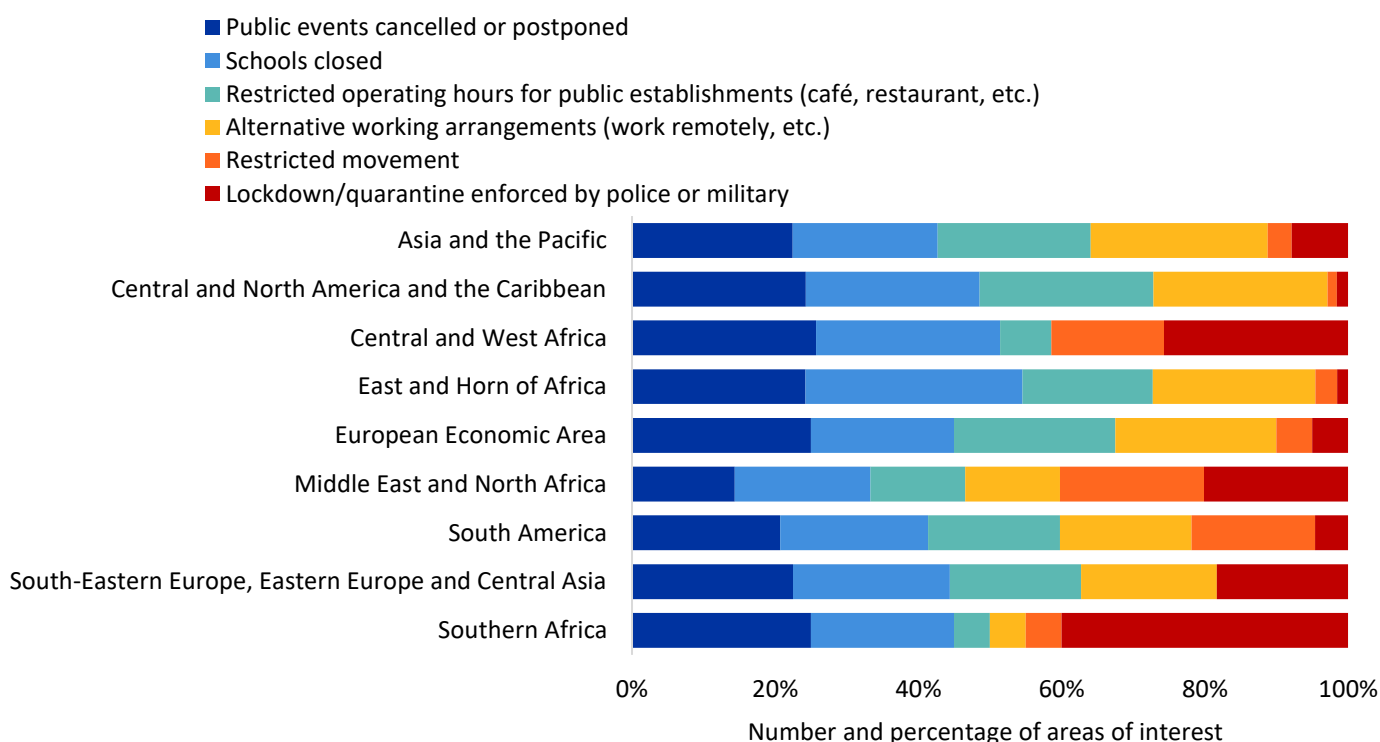
of the assessed areas have
restrictions on public events

In total, 473 areas of interest were assessed in 78 countries, territories and areas (an increase of one assessed area since last report). These areas were chosen from sub-national 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 imposed in these areas.

There was no change since last report among the regions. The IOM region of Asia and Pacific continued to have the highest share of assessed areas (105 out of 473 assessed areas or 22%), closely followed by the IOM region of Central and North America and the Caribbean (103 out of 473 assessed areas or almost 22%). The IOM region of European Economic Area followed with 17 per cent, IOM Region of Middle East and North Africa had 12 per cent and the IOM region of South-Eastern Europe, Eastern Europe and Central Asia had 10 per cent of the assessed areas (80, 58, 48 areas respectively).

The type of restrictive measures being imposed on the assessed areas varied. In 51 per cent of assessed areas (243 out of 473 assessed areas, 2 p.p. decrease since the last assessment) public events were cancelled or postponed. Schools were closed also in almost 53 per cent of the assessed areas (249 areas, no change since the previous assessment). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 44 and 45 per cent of the assessed areas respectively (209 and 211 areas respectively, almost no change for both). Movement outside home was restricted in 16 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 24 per cent of them (74 and 112 assessed areas, almost decrease of one p.p. in both). In the largest proportion of areas with an expected duration of restrictions (36%), was 14 days to one month, followed by less than 14 days (21%) and one to three months (5%). However, in other 37 per cent of assessed areas, the expected duration of restrictions was unknown.

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



4. Overview of Areas and Sites of Interest

4.2. Sites with Populations of Interest

626

sites assessed in 115 C/T/As

20%

of the assessed sites are located in the IOM region of East and Horn of Africa

62%

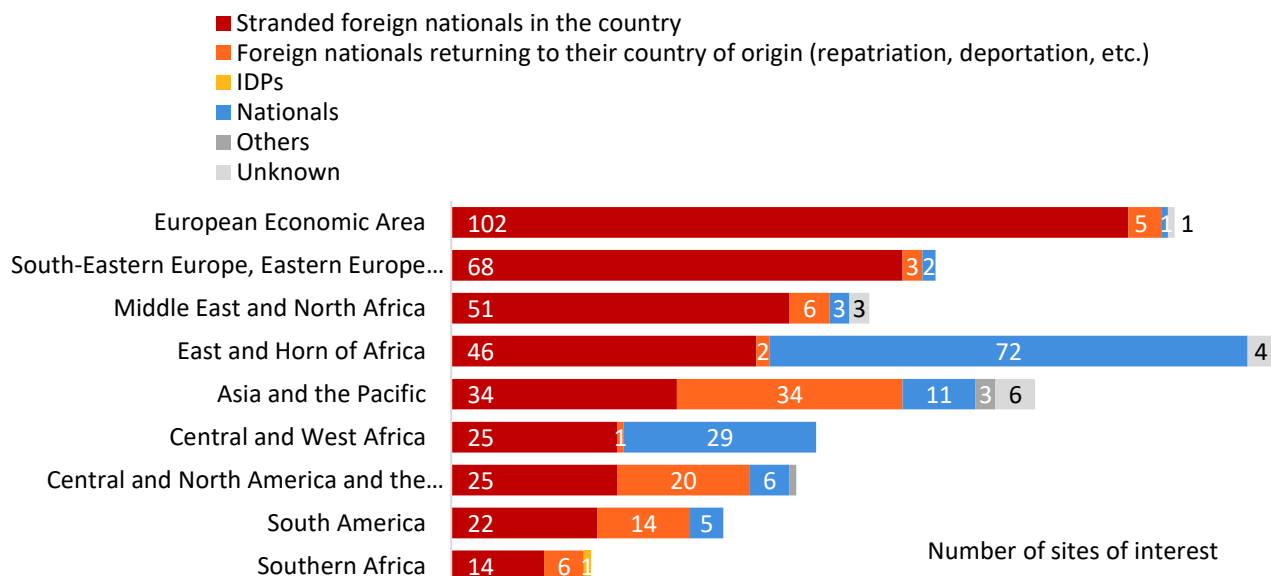
of the assessed sites have reported cases of stranded foreign nationals

In total, 626 (increase of one assessed site since the last assessment) sites were assessed in 115 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals 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, asylum seekers and regular travelers. In 62 per cent of the assessed sites with populations of interest, foreign nationals were stranded (387 out of 626 assessed sites) and in 15 per cent of cases there were foreign nationals reported returning to their country of origin (91 sites) while in 21 per cent of cases, nationals were affected by restrictive measures (129 sites). In one per cent of the sites, there were other affected population groups including migrants and refugees that were in reception centers before COVID-19 (4 sites). In only one site, IDPs were affected by restrictive measures.

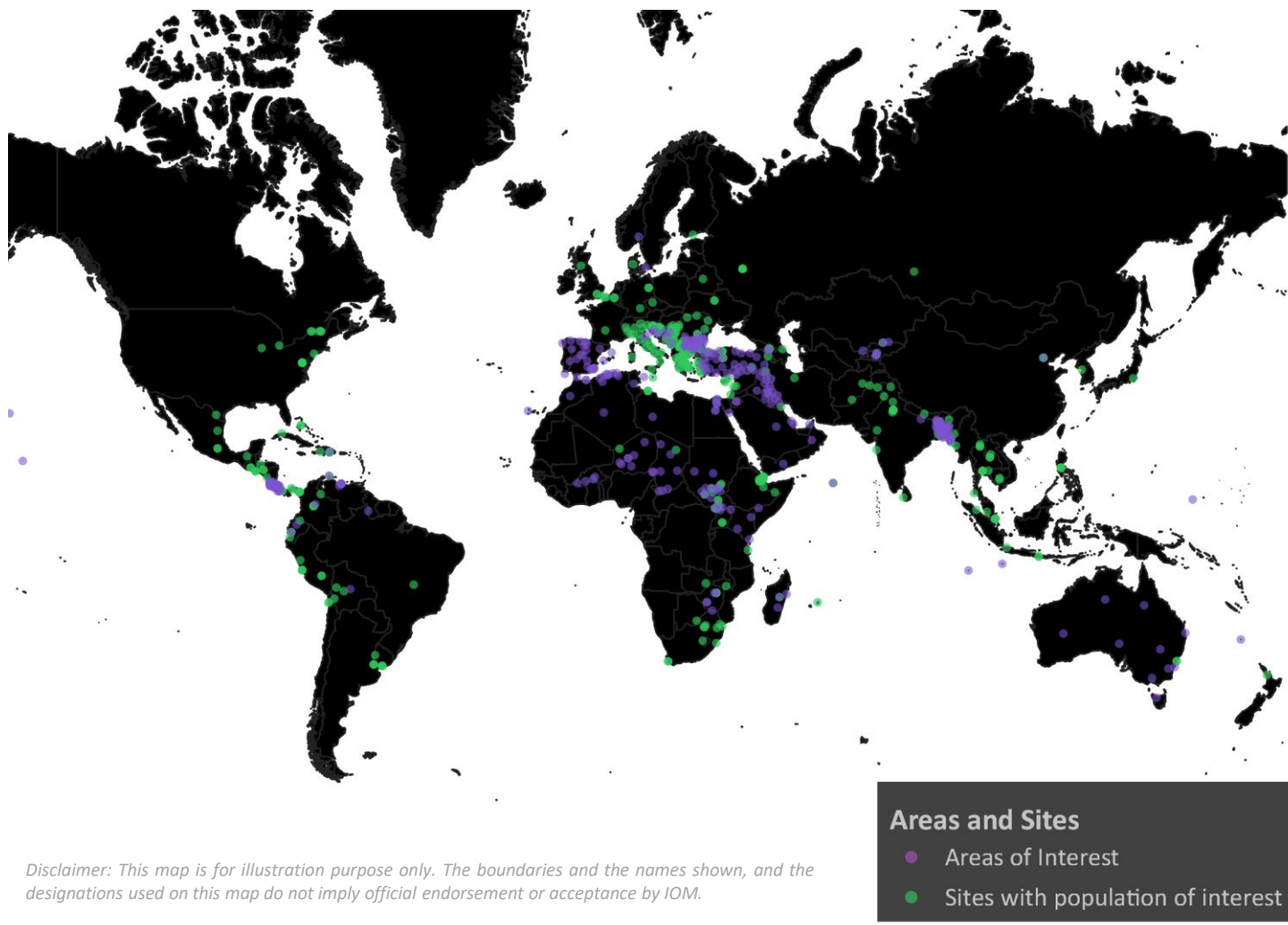
Among the regions, both IOM region of East and Horn of Africa and European Economic Area had the highest proportion of sites (20% and 17% respectively). IOM region of European Economic Area had the highest proportion of sites with stranded foreign nationals in the country (26%), followed by the IOM region of South-Eastern Europe, Eastern Europe and Central Asia with 18 per cent. IOM region of Asia and Pacific has the highest proportion of sites with reported cases of nationals returning to their country of origin (37%) followed by IOM Region of Central and North America and the Caribbean with 22 per cent, while IOM region of East and Horn of Africa reported the highest per cent of sites with reported cases of affected nationals (56%). Analysis within regions can be also conducted in order to investigate the distribution of sites with populations of interest in certain regions. In the IOM region of European Economic Area and IOM region of South-Eastern Europe, Eastern Europe and Central Asia separately, 94 and 93 per cent of assessed sites, respectively had reported cases of stranded foreign nationals, 39 and 38 per cent of the sites in IOM region of Asia and Pacific and the region of Central and North America and the Caribbean, respectively had cases of foreign nationals returning to their country of origin while nationals were the affected group in 58 per cent of the assessed sites in IOM Region of East and Horn of Africa.

Number of sites with population of interest disaggregated by population categories and IOM region



4. Overview of Areas and Sites of Interest

Global map of assessed Areas and Sites of Interest



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5. Case Study: Colombia

This section provides reported examples of various ways COVID-19 mitigation measures have impacted migrants in Colombia as a result of the pandemic. Information presented in this case study comes from a range of sources including IOM Regional Offices and Country Missions, IOM sitreps, IOM files and media outlets, as well as public media outlets. Please note that the content in this section is dependent on what is reported and available from reports mentioned.¹

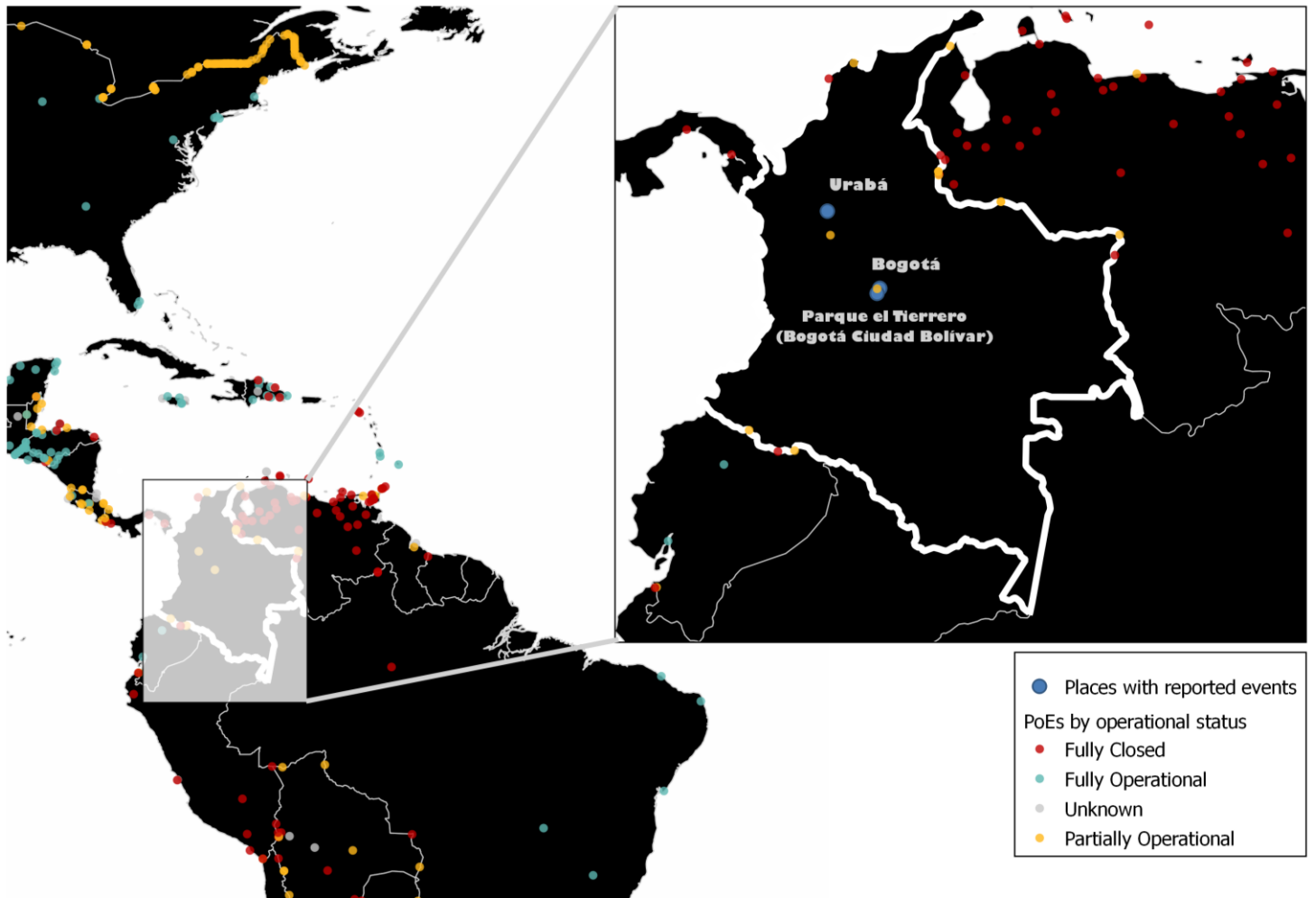
In Colombia, different population groups including migrants face a myriad of challenges due to containment measures imposed to curb the spread of COVID-19. Since Colombia closed its borders (14 March 2020), hundreds of travellers were left stranded, including more than 1,000 Spanish nationals in Bogota. Many were reportedly becoming destitute due to limited financial resources, as they had had to use their funds to survive during the pandemic. Another example includes 297 migrants from Brazil, Chile, Cuba, Haiti, Guinea, the Republic of Congo, and Senegal remain stranded in the municipality of Urabá in Colombia, where they have been confined to a sports arena in the municipality. Of the 297 migrants, 68 tested positive for COVID-19. Measures have been put in place to restrict the movements of the migrants as an effort to contain the virus.

COVID-19 mitigation measures have had a significant economic impact on refugees, internally displaced people (IDPs) and host communities in Colombia. In a recent report by the Norwegian Refugee Council (NRC), published in September 2020, it found that 79 per cent of respondents in Colombia have lost income, either temporarily or permanently, since the start of the COVID-19 pandemic. Seventy-one per cent of respondents who had previously received remittances from family members abroad stated they were receiving less than before the pandemic due to a decrease in income (from remittances and their jobs), 41 per cent reported having to borrow more money than before the pandemic to cover food, education, or rent. According to the report, refugees, displaced people and vulnerable local communities are more likely to work in informal sectors of the economy and may have fewer savings or access to other coping mechanisms. They may also have limited access to government social safety nets. Moreover, the economic impact of the COVID-19 pandemic has led large numbers of people to become food insecure, with 86 per cent of respondents reporting that they had to cut the number of meals for their household since the start of the pandemic. Lastly, 71 per cent reported that they were less likely to send their children to school because of their economic situation. Lack of access to school presents a number of challenges for children who are already living in conflict and displacement affected contexts, including serious psychological impacts, heightened food insecurity because they no longer have access to school meals, and the loss of potential long-term economic benefits available through education.

Other challenges amid the COVID-19 pandemic that were reported include difficulties in receiving support for women and girls in Colombia seeking a voluntary termination of pregnancy. According to La Mesa por la Vida, an organization in Colombia, the COVID-19 pandemic has particularly affected migrant women who have no support networks in the country, and are either postponing the operation or even turning to alternative unsafe methods. The main challenges faced by women and girls include transportation issues, access to internet, and lack of childcare. Due to COVID-19 mitigation measures, authorities have limited the availability of ambulances and other transportation operators, which has resulted in women having to find their own means of transportation, an additional expense that many are unable to afford. Lack of information on how to receive care for a voluntary pregnancy termination is another barrier faced by women and girls. Unable to ask a medical professional in person, women with limited or no access to internet are facing difficulties in understanding the process to request an operation. Moreover, women who already have children and are the main caregiver at home are unable to find childcare for their kids. Additionally, COVID-19 lockdown measures have reportedly exacerbated existing vulnerabilities of internally displaced Indigenous Emberá in Colombia as they have been unable to make a living, selling their traditional crafts to earn income. Many have been staying in overcrowded guesthouses and may be evicted. They also do not have formal access to healthcare, and some have reportedly been experiencing significant food shortages. According to a separate report, approximately 100 Emberá families have been staying in the open-air Parque el Tierrero in Bogotá's Ciudad Bolívar to request for assistance with dealing with the COVID-19 pandemic.

1. Please visit the Methodology tab of migration.iom.int for more information on stranded migrant mapping methodology.

5. Case Study: Colombia



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.

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Table 2: Number of C/T/As which imposed significant mobility restrictions by IOM region

Region	Yes	No	Unknown	n/a	No. of C/T/As per region
Asia and the Pacific	25	10	0	6	39
Central and North America and the Caribbean	12	0	0	11	22
Central and West Africa	19	0	0	3	21
East and Horn of Africa	7	1	0	1	9
European Economic Area	21	7	0	1	29
Middle East and North Africa	9	8	0	0	17
South America	10	0	0	0	10
South-Eastern Europe, Eastern Europe and Central Asia	14	4	0	1	19
Southern Africa	14	1	0	2	15
Total	131	31	0	25	181

Table 2.1: Measures taken by C/T/As in response to COVID-19

Measure taken in response to COVID-19	Yes	No	Unknown	n/a	Total
Automatic extension of visas and work permits	53	43	33	52	181
National emergency declared	83	79	0	19	181
Quarantine for international arrivals	115	46	0	20	181
Removal of fines for visa overstays or expired residency or work permit	63	28	38	52	181
Significant mobility restrictions	131	31	0	19	181
Suspension of issuance of new visas	69	61	0	51	181

Table 3: Number of location updates by month

Month	Location type			
	Area	Area2	Internal Transit Point	Total
March	129	2	49	180
March (%)	27%	0%	13%	12%
April	54	216	17	287
April (%)	11%	35%	4%	19%
May	45	98	94	237
May (%)	10%	16%	24%	16%
June	81	114	124	319
June (%)	17%	18%	32%	22%
July	71	33	6	110
July (%)	15%	5%	2%	7%
August	61	73	66	200
August (%)	13%	12%	17%	13%
September	31	90	28	149
September (%)	7%	14%	7%	10%
Total	473	626	384	1483
Total (%)	100%	100%	100%	100%

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Table 4: Number (#) and percentage (%) of operational status at internal transit points

Region	Fully Closed		Partially Operational		Fully Operational		Other		Total	
	#	%	#	%	#	%	#	%	#	%
Asia and the Pacific	4	3%	0	0%	111	97%	0	0%	115	100%
Central and North America and the Caribbean	0	0%	0	0%	2	100%	0	0%	2	100%
Central and West Africa	0	0%	0	0%	90	92%	8	8%	98	100%
East and Horn of Africa	1	5%	0	0%	20	95%	0	0%	21	100%
European Economic Area	0	0%	0	0%	1	50%	1	50%	2	100%
Middle East and North Africa	5	19%	1	4%	20	77%	0	0%	26	100%
South America	3	50%	0	0%	3	50%	0	0%	6	100%
South-Eastern Europe, Eastern Europe and Central Asia	11	10%	9	8%	93	82%	1	1%	114	100%
Total	24	6%	10	3%	340	89%	10	3%	384	100%

Table 5: Affected population categories at internal transit points

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrant workers	No. of locations assessed
Number	232	232	95	73	62	23	41	384
Percentage	60%	60%	25%	19%	16%	6%	11%	100%

Table 6: Public health measures at internal transit points

Question	Yes	No	Don't know	Total
Handwashing station at the site	133	67	31	231
Health screening with temperature check using non-contact thermometer	113		7	120
Information about COVID-19 being provided at site	144	63	34	241
Infrastructure at the site to support crowd control and ensure safety of screeners	10	5	104	119
Isolation space exists for evaluation of any suspect case away from crowds	18	87	133	238
Referral system in place at the site	30	71	131	232
SOPs in place at the site for management and referral of ill travellers	47	79	119	245

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

Region	Areas of interest	Percentage of Total	No. of C/T/As
Asia and the Pacific	105	22%	10
Central and North America and the Caribbean	103	22%	9
Central and West Africa	28	6%	4
East and Horn of Africa	20	4%	5
European Economic Area	80	17%	15
Middle East and North Africa	58	12%	15
South America	19	4%	7
South-Eastern Europe, Eastern Europe and Central Asia	48	10%	8
Southern Africa	12	3%	5
Total	473	100%	78

Table 7.I: Number and type of restrictions in areas of interest

Region	Public events cancelled or postponed	Schools closed	Restricted operating hours for public establishments (café, restaurant, etc.)	Alternative working arrangements (work remotely, etc.)	Restricted movement	Lockdown/ quarantine enforced by police or military	Other	Total
Asia and the Pacific	20	18	19	22	3	7	0	105
Central and North America and the Caribbean	93	93	93	93	5	6	0	103
Central and West Africa	18	18	5	0	11	18	0	28
East and Horn of Africa	16	20	12	15	2	1	0	20
European Economic Area	10	8	9	9	2	2	0	80
Middle East and North Africa	25	33	23	23	35	35	0	58
South America	18	18	16	16	15	4	0	19
South-Eastern Europe, Eastern Europe and Central Asia	38	37	31	32	0	31	0	48
Southern Africa	5	4	1	1	1	8	0	12
Total	243	249	209	211	74	112	0	473

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Table 7.2: Duration of restrictive measures in areas of interest

Duration	No. of Areas of interest	Percentage
1 - 3 months	25	5%
14 days to One month	170	36%
Less than 14 days	98	21%
More than 3 months	6	1%
Specific Date	1	0%
Unknown	173	37%
Total	473	100%

Table 8: Affected population categories in the sites of interest

Affected population categories	No. of Sites of interest	Percentage
Foreign national returning (on the way) to origin (Returnee/Repatriation/Deportation...)	91	15%
Foreign national stranded in country (Stranded)	387	62%
IDPs	1	0%
Nationals	129	21%
Other	4	1%
Unknown	14	2%
Total	626	100%

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Table 8.1: Number (#) of sites disaggregated by population categories and by IOM region

Region	Stranded foreign nationals in the country		Foreign nationals returning to their country of origin (repatriation, deportation, etc.)		IDPs		Nationals		Other		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	Region's %
Asia and the Pacific	34	39%	34	39%	0	0%	11	13%	3	3%	6	7%	88	100%
Central and North America and the Caribbean	25	48%	20	38%	0	0%	6	12%	1	2%	0	0%	52	100%
Central and West Africa	25	45%	1	2%	0	0%	29	53%	0	0%	0	0%	55	100%
East and Horn of Africa	46	37%	2	2%	0	0%	72	58%	0	0%	4	3%	124	100%
European Economic Area	102	94%	5	5%	0	0%	1	1%	0	0%	1	1%	109	100%
Middle East and North Africa	51	81%	6	10%	0	0%	3	5%	0	0%	3	5%	63	100%
South America	22	54%	14	34%	0	0%	5	12%	0	0%	0	0%	41	100%
South-Eastern Europe, Eastern Europe and Central Asia	68	93%	3	4%	0	0%	2	3%	0	0%	0	0%	73	100%
Southern Africa	14	67%	6	29%	1	5%	0	0%	0	0%	0	0%	21	100%
Total	387	62%	91	15%	1	0%	129	21%	4	1%	14	2%	626	100%