



IOM COVID-19

IMPACT ON

KEY LOCATIONS OF  
INTERNAL MOBILITY

BI-WEEKLY ANALYSIS

15 JULY 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](mailto:dtmccovid19@iom.int)

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# Methodology & Definitions

IOM COVID-19 Impact on Key Locations of Internal Mobility 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 9 July 2020. Data for 5 per cent of the assessed locations has been updated since the beginning of July, with 34 per cent of the assessed locations that have been updated in June, while 21 per cent was last updated in May. The data for the remaining assessed internal locations was last updated before May (specifically, 25% in April and 15% 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 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](#).

The dataset is 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 <sup>1</sup> :

- 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 weekly PoE report.*

# Methodology & Definitions

The report systematically captures the following types of mobility restrictions in place at assessed Internal Transit Points <sup>2</sup>:

- 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 to 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<sup>3</sup>
- 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. Mobility Restrictions are captured in the same way for all Points of Entry. For more information please refer to the weekly PoE report.*

*3. 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 9 July 2020. Data for 5 per cent of the assessed locations has been updated since the beginning of July, with 34 per cent of the assessed locations that have been updated in June, while 21 per cent was last updated in May. The data for the remaining assessed internal locations was last updated before May (specifically, 25% in April and 15% in March).

Through this exercise, IOM collected information about 176 C/T/As across all IOM regions. Among these, 47 per cent (83 C/T/As) declared a national emergency due to the COVID-19 pandemic and 78 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 (40%). On the other hand, some facilitations for stranded populations have also been adopted, such as the automatic extension of expired visas and working permits (31%) 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 1,424 key locations across 140 C/T/As, including 381 internal transit points, 404 areas of interest and 639 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.
- 52 per cent of the assessed internal transit points were fully operational, with 23 and 21 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 (56% of the assessed areas), school closure (54%), restricted operating hours for public establishments (46%) and alternative working arrangements (44%). Moreover, non-essential movements outside home were restricted in 30 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 41 per cent of the cases.
- Stranded foreign nationals were reported in 60 per cent of the assessed sites with populations of interest, while in 22 and 14 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

**49%**

Declared national emergency

**78%**

imposed significant mobility restrictions<sup>4</sup>

**31%**

automatically extended visas and working permits

**176**

Assessed C/T/As

**64%**

imposed mandatory quarantine for international arrivals

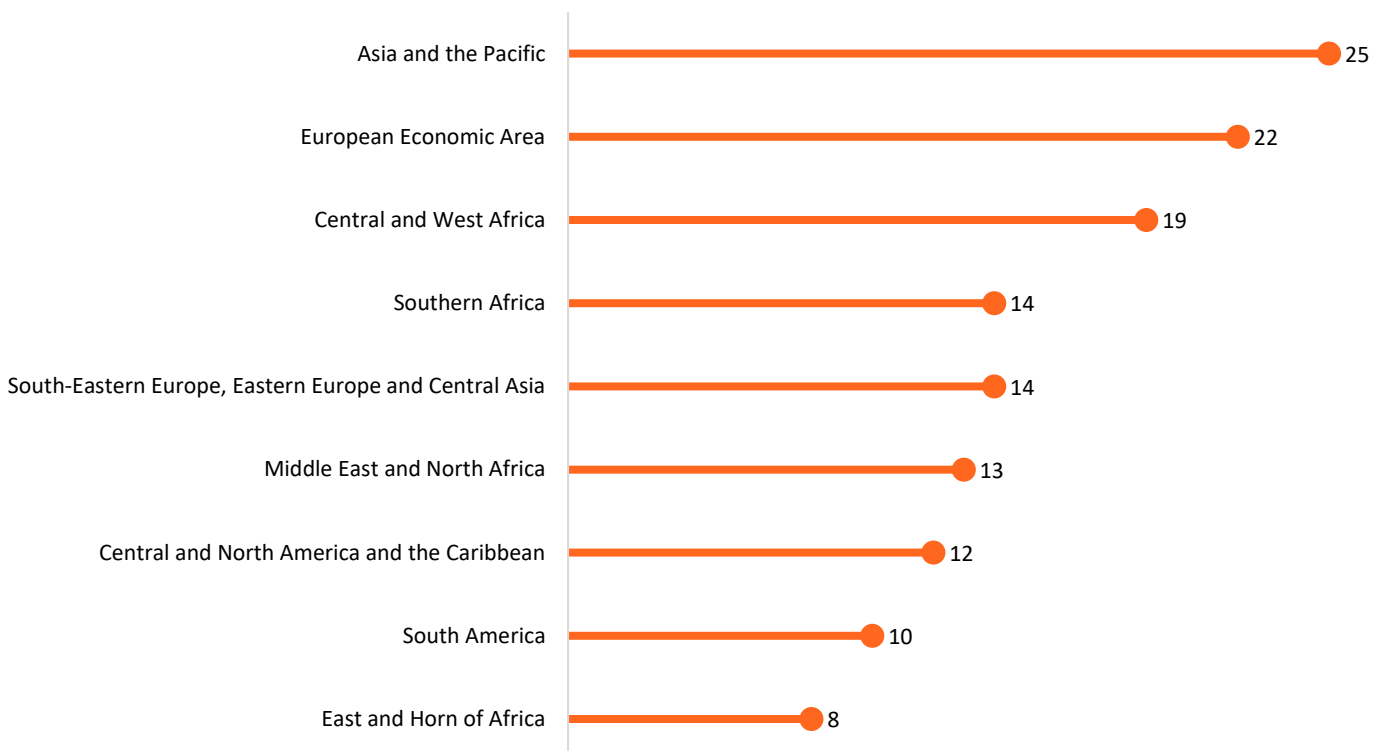
**35%**

removed fines for visa overstays, expired residency and work permits

**40%**

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

# 381

Assessed Internal Transit Points

# 1043

Assessed Areas and Sites

# 140

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 **15 July 2020**.

IOM has assessed a total of 1,406 locations (including internal transit points, areas of interest and sites with population of interest) in **139 countries, territories and areas** so far. The highest share of these assessed locations remained consistent with sites with populations of interest (45%), followed by areas of interest and important internal transit points between cities and regions, with 28 and 27 per cent respectively. More details can be found in Table 1.

**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	88	100%	1	1%	36	41%	51	58%	18
Central and West Africa	194	100%	98	51%	28	14%	68	35%	16
East and Horn of Africa	160	100%	19	12%	20	13%	121	76%	9
European Economic Area	191	100%	2	1%	80	42%	109	57%	23
Middle East and North Africa	151	100%	26	17%	56	37%	69	46%	17
South America	66	100%	6	9%	19	29%	41	62%	9
South-Eastern Europe, Eastern Europe and Central Asia	233	100%	114	49%	48	21%	71	30%	13
Southern Africa	33	100%	0	0%	12	36%	21	64%	11
<b>Total</b>	<b>1424</b>	<b>100%</b>	<b>381</b>	<b>27%</b>	<b>404</b>	<b>28%</b>	<b>639</b>	<b>45%</b>	<b>140</b>



### 3. Overview of Internal Transit Points

**381**

Internal Transit Points  
assessed in 28 C/T/As

**52%**

of the assessed internal transit  
points are fully operational  
(+1 p.p. compared to the  
previous report)

**49%**

of the assessed locations  
imposed medical restrictions  
(-1 p.p. compared to the  
previous report)

Of the **381 internal transit points** (eight more than in the previous report) monitored in 28 countries, territories or areas, more than 40 per cent had introduced some mobility restrictions and they were either **partially operational (23%**, i.e. a 1 p.p. increase on a fortnightly basis) or **fully closed (21%**, i.e. a 3 p.p. decrease compared to two weeks ago). **Fully operational** internal transit points represented **52 per cent** of the assessed locations, with a 1 p.p. increase compared to the previous report (see Table 4). Moreover, approximately half of the assessed locations (186 out of 381, 49% of the total: a 1 p.p. decrease 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, 12%). The operational status of the assessed internal transit points appears very different across the abovementioned regions with a significant share of fully closed locations in Asia and the Pacific (42% of the assessed internal transit points in the region, i.e. a 1 p.p. decrease compared to the previous report) compared to 74 per cent of the assessed internal transit points that were fully operational in West and Central Africa (73 out of 98, i.e. no relative). In South-Eastern Europe, Eastern Europe and Central Asia, 74 per cent of the assessed internal transit points were fully operational (84 out of 114). For more information, please refer to Table 4.

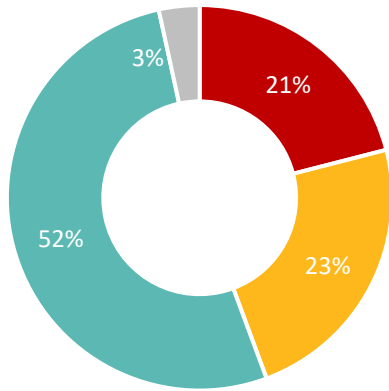
In 212 out of the 381 assessed internal transit points (56% of the total, i.e. a 1 p.p. decrease compared to the previous report), the foreseen duration of the restrictions was unknown (i.e. information was unavailable). In 25 and 15 per cent of the cases the restrictions will be in place for 14 days to one month or less than 14 days, respectively. Only in 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), especially on **regular travelers** and **nationals** (affected in respectively in **76%** and **75%** of the assessed locations). **Irregular migrants** (in **38%** of the assessed internal transit points), **returnees (33%)** and **IDPs (19%)** have also been affected by the abovementioned restrictions. Finally, a less significant impact has also been reported on **migrant workers** (in **13%** of the assessed locations) and **refugees (6%)**.

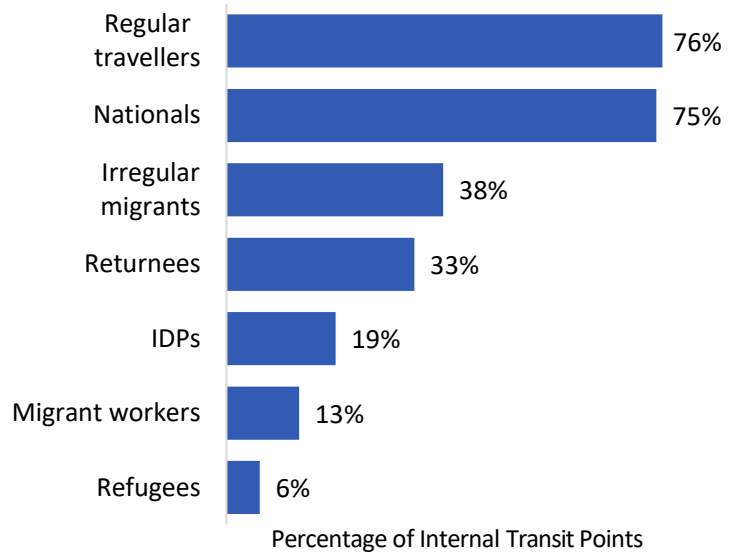
# 3. Overview of Internal Transit Points

## Operational status of the assessed internal transit points

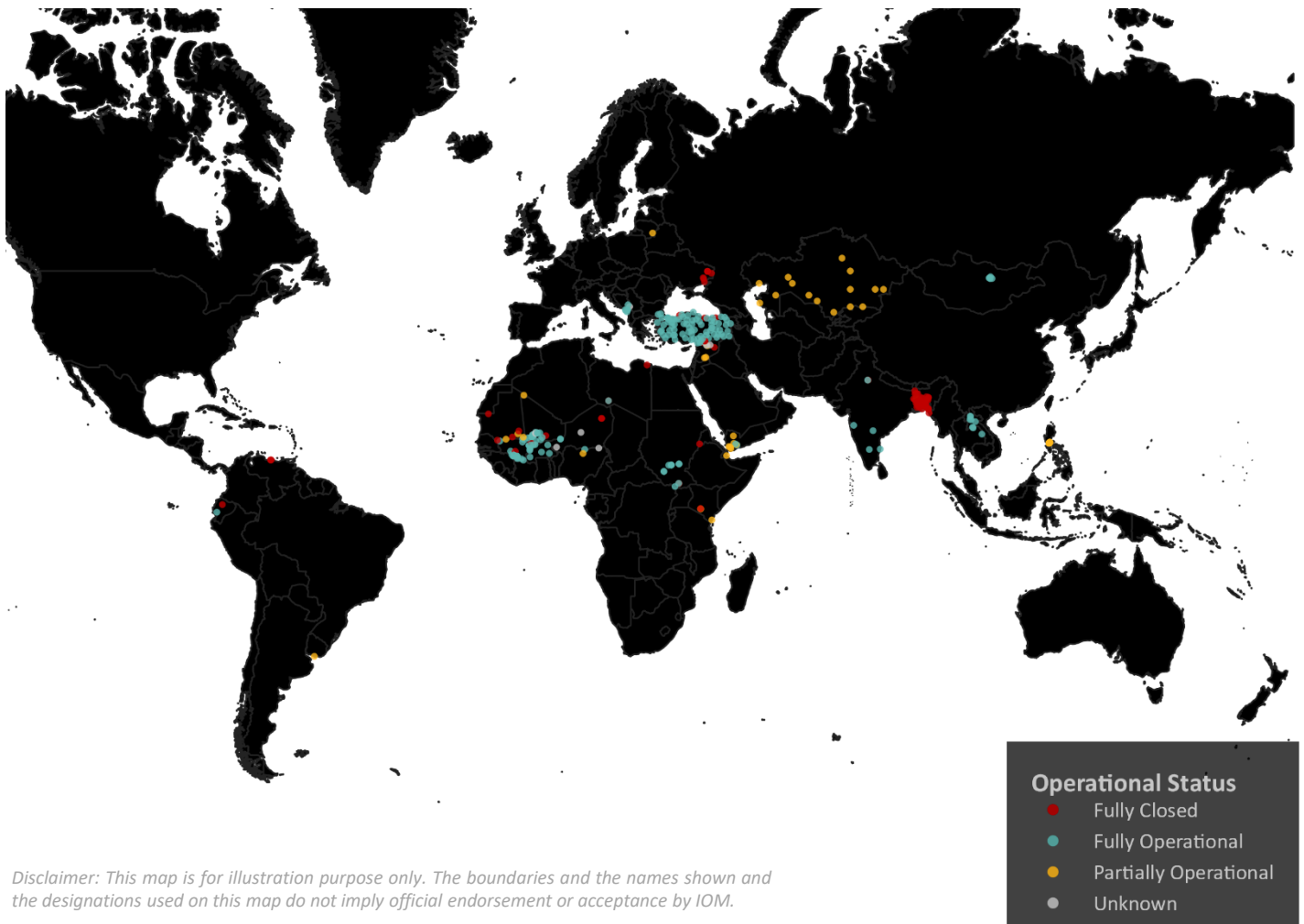
- Fully closed
- Fully operational
- Partially operational
- Unknown



## Percentage of internal transit points with affected population



## 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).

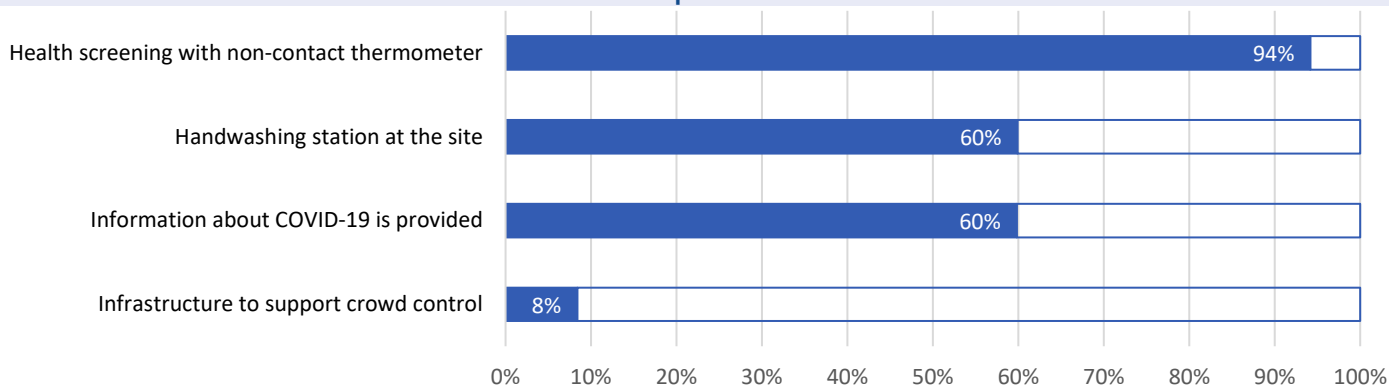
On risk communication and community engagement at the assessed internal transit points, 60 per cent of the assessed locations (137 out of 229 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Additionally, in 136 out of 227 identified locations (60% 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.

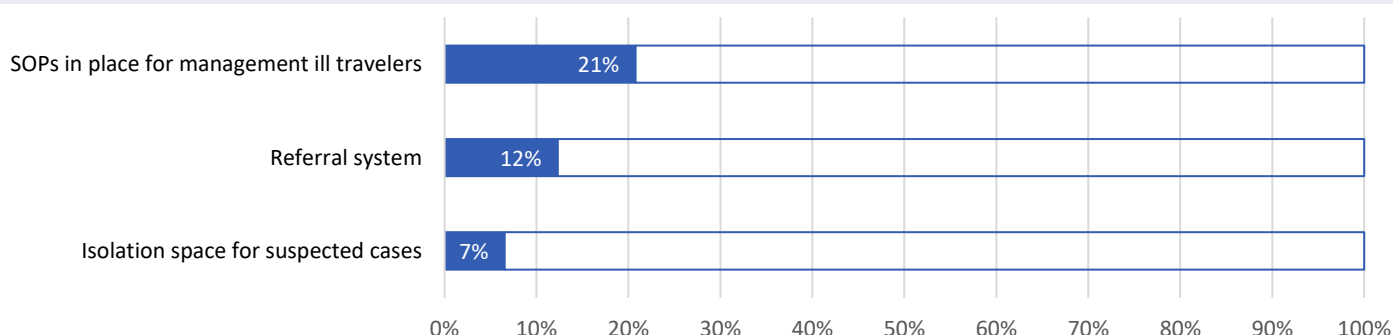
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 21 per cent of identified internal transit points (50 out of 241 locations recording a response), while a referral system was reported to be in place at only 28 out of 228 specified internal transit points (12% of the total). Finally, only 15 internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (15 out 230 assessed internal transit points, 7% 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

**404**

areas assessed  
in 77 C/T/As

**26%**

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

**56%**

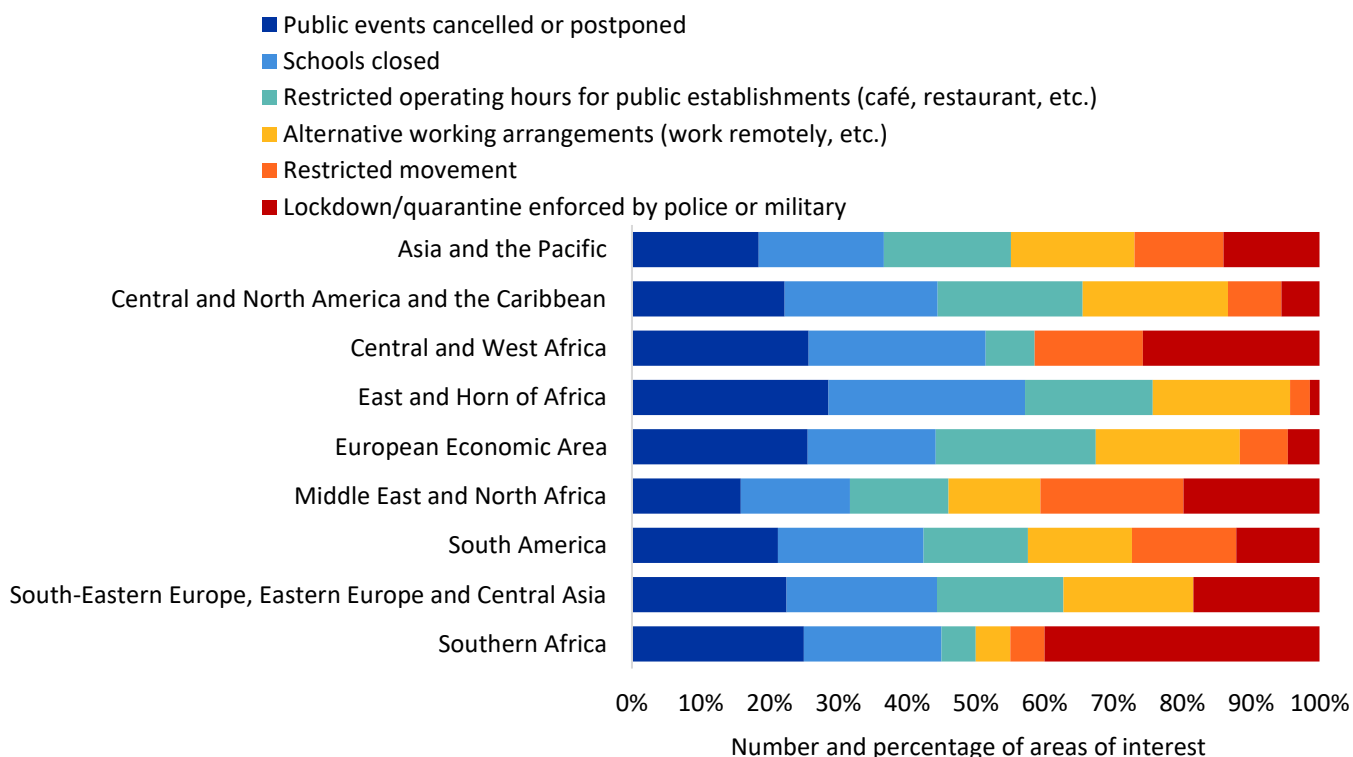
of the assessed areas have  
restrictions on public events

In total, 404 (almost no change compared to the previous week) areas of interest were assessed in 77 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 imposed in these areas.

Among the regions, the IOM region of Asia and Pacific continued to have the highest share of assessed areas (105 out of 404 assessed areas or 26%), closely followed by the IOM region of European Economic Area (80 out of 404 assessed areas or 20%). The IOM region of Middle East and North Africa followed with 14 per cent and the IOM region of South-Eastern Europe, Eastern Europe and Central Asia had 12 per cent of the assessed areas. Regional distribution of the assessed areas of interest has showed very minor changes in the last six weeks and specifically no change from the last week.

The type of restrictive measures being imposed on the assessed areas varied. In 56 per cent of assessed areas (225 out of 404 assessed areas) public events were cancelled or postponed. Schools were closed also in almost 54 per cent of the assessed areas (219 areas). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 46 and 44 per cent of the assessed areas respectively (187 and 179 areas respectively). Movement outside home was restricted in 30 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 41 per cent of them (123 and 165 assessed areas respectively). Number of assessed areas with certain restrictions have slightly decreased since last week. In the majority of areas (42%) the expected duration of restrictions was 14 days to one month, followed by less than 14 days (8%) and one to three months (6%). However, in 42 per cent of assessed areas, the expected duration of restrictions was unknown. Duration of restrictive measures has not demonstrated any significant change compared to last week.

### 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

**639**

sites assessed in 120 C/T/As

**19%**

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

**60%**

of the assessed sites have reported cases of stranded foreign nationals

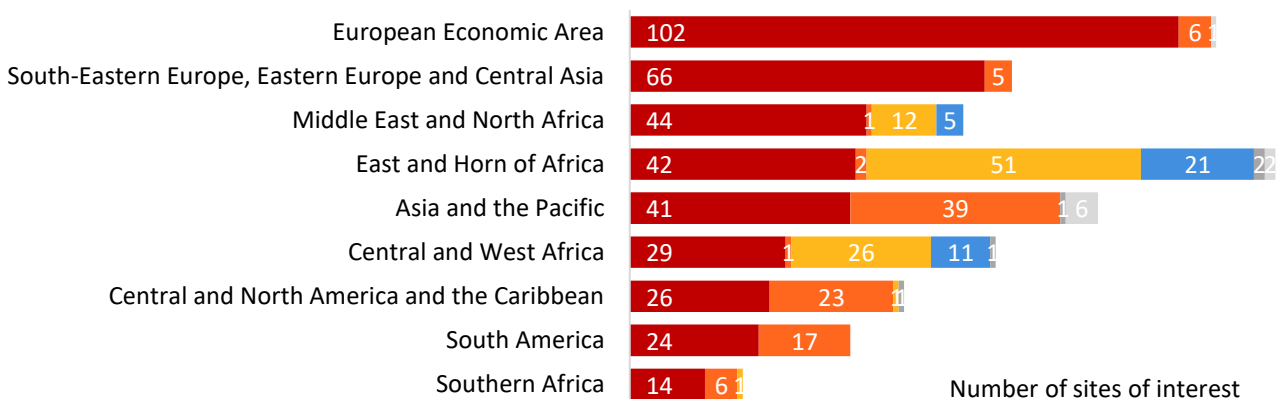
In total, 639 (1% increase compared to the previous week) sites were assessed in 120 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals and IDPs. Hotels, temporary reception centers, camps, transit centers and detention 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 60 per cent of the assessed sites with populations of interest, foreign nationals were stranded (382 out of 639 assessed sites) and in 14 per cent of cases there were foreign nationals reported returning to their country of origin (89 sites) while in 22 per cent of cases, nationals were affected by restrictive measures (142 sites). In 2 per cent of the sites, IDPs were affected by restrictive measures and in other 2 per cent, there were other affected population groups including migrants and refugees that were in reception centers before COVID-19 (13 and 12 sites respectively).

Among the regions, both IOM regions of East and Horn of Africa and European Economic Area had the highest proportion of sites (19% and 17% respectively). IOM region of European Economic Area had the highest proportion of sites with stranded foreign nationals in the country (27%), followed by the IOM region of South-Eastern Europe, Eastern Europe and Central Asia with 17 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 (38%) 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 has 52 per cent of the sites with reported cases of affected nationals. The IOM Region with the highest proportion of IDPs was Middle East and North Africa with 92 per cent of the assessed sites. A within region analysis 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, almost 94 per cent of assessed sites had reported cases of stranded foreign nationals, 39 per cent of the sites in both IOM region of Asia and Pacific and the region of Central and North America and the Caribbean separately had cases of foreign nationals returning to their country of origin while IOM region of Middle East and North Africa had reported cases of IDPs in 17 per cent of the assessed sites in the region.

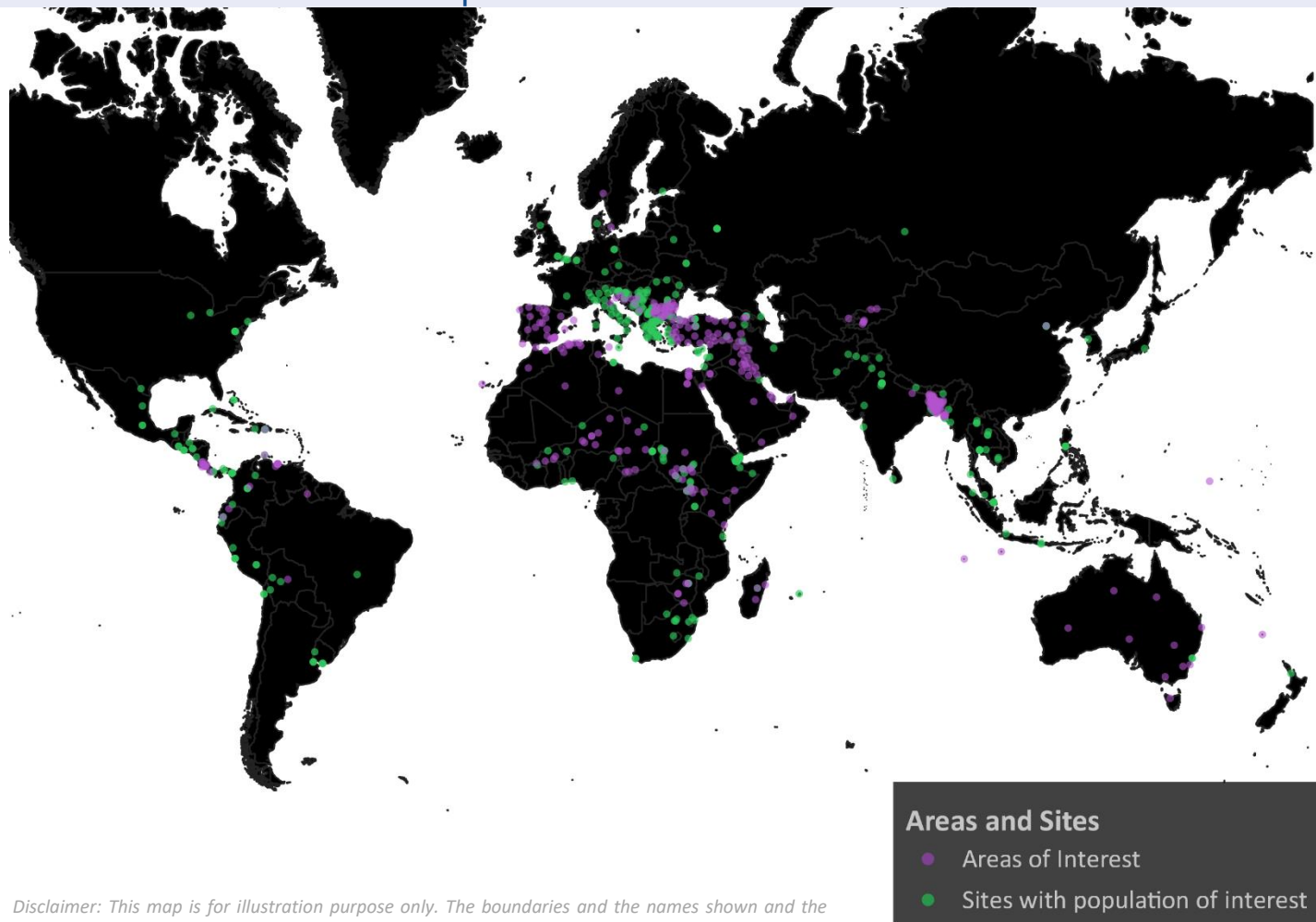
### Number of sites with population of interest disaggregated by population categories and IOM region

- Stranded foreign nationals in the country
- Foreign nationals returning to their country of origin (repatriation, deportation, etc.)
- IDPs
- Nationals
- Others



# 4. Overview of Areas and Sites of Interest

Global map of assessed Areas and Sites of Interest



*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.*

## 5. Case Study: Mali

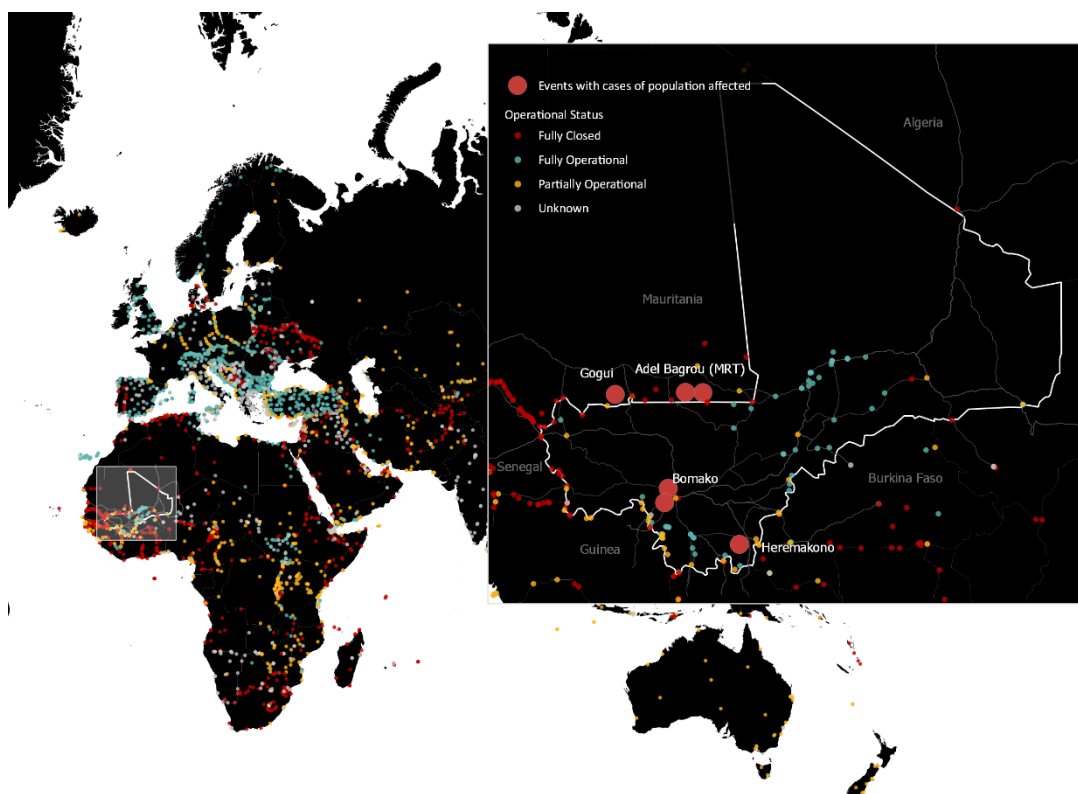
This section focuses on the case of Mali, and the impact of COVID-19-related restrictive measures on migrants and internally displaced people. This section is based on information gathered from DTM reports, based on inputs from IOM field missions and media sources.

As illustrated in the map above, the operational status of the internal transit points are almost all “fully operational.” However, COVID-19 has reduced the intervention capacity of humanitarian teams and their movements have been restricted. In addition, the application of mitigation measures limits the number of people targeted by the response (reduction in the number of participants in interviews). Owing to the restrictions imposed at airports, sea border crossing points, land border crossing points, events with cases of population affected, have been reported.

For example, thousands of migrants were reported stranded in Mali due to COVID-19 containment policies and measures. Reports of those stranded included 1,200 cattle herders who were stranded at the Malian border in the commune of Adel-Bagrou, 478 Nigerien migrants stranded in multiple coach stations in Bamako, Mali’s capital and 75 Nigerian seasonal migrant workers who were stranded along the buffer zone between Mali and Burkina Faso. Also, 19 migrants, including 11 Malian men, 7 nationals of Côte d'Ivoire, a Cameroonian migrant were stranded in Mali and unable to enter the Gogui border crossing along the Mail-Mauritania border.

Several vulnerable cases were reported, including pregnant women, children, older people. They required assistance with their basic needs including food, hygiene and specific sanitation supplies to mitigate the risk of contracting and/or transmitting the COVID-19 virus. Additionally, food insecurity has been exacerbated within the context of COVID-19. The effects of the pandemic and related restrictive restrictions have impacted livelihood opportunities and the ability of households to prepare for the agricultural season. This has impacted seasonal migration, the availability of agricultural labour, access to agricultural inputs and tools, and access to pastoral resources.

As per DTM Displacement Report April 2020, there was an increase in the total number of IDPs, from 207,751 reported in December 2019, to 250,998 in April 2020, indicating an increase of 43,247. This increase can be attributed to aggregated violence in the Mopti, Menaka, Gao, Segou Tombouctou and the border region of Mali-Burkina Faso-Niger. As of 1<sup>st</sup> July 2020, Mali has 2,181 COVID-19 cases, including 8 IDPs who have recovered in the Mopti region. Despite the high vulnerability of IDPs to COVID-19 and the efforts made by humanitarian actors, host communities and displaced are still lacking in COVID-19 awareness, information and understanding of mitigation measures. IOM conducted a Shelter and NFI assessment for IDPs and distributed 110 tents. These activities were carried out in compliance with health prevention measures (distancing, wearing a mask and using hydroalcoholic gel). Difficulty in complying with mitigation measures is an issue amongst the IDP community, due to overcrowded sites and tight living spaces, as well as difficult access to hygiene and water.



# Annex: Tables

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

Region	Yes	No	Unknown	n/a	Total
Asia and the Pacific	25	10	0	4	39
Central and North America and the Caribbean	12	0	0	6	18
Central and West Africa	19	0	0	1	20
East and Horn of Africa	8	0	0	1	9
European Economic Area	22	6	0	1	29
Middle East and North Africa	13	4	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	0	15
<b>Total</b>	<b>137</b>	<b>25</b>	<b>0</b>	<b>14</b>	<b>176</b>

Table 2.I: 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	54	41	30	51	176
National emergency declared	83	79	0	14	176
Quarantine for international arrivals	113	47	0	16	176
Removal of fines for visa overstays or expired residency or work permit	61	28	37	50	176
Significant mobility restrictions	137	25	0	14	176
Suspension of issuance of new visas	71	55	0	50	176

Table 3: Number of location updates by month

Location Type	March	March %	April	April %	May	May %	June	June %	July	July%	Total	Total %
Area	108	27%	106	26%	50	12%	117	29%	23	6%	404	100%
Area2	2	0%	231	36%	142	22%	218	34%	46	7%	639	100%
Internal Transit Point	102	27%	25	7%	100	26%	144	38%	10	3%	381	100%
<b>Total</b>	<b>212</b>	<b>15%</b>	<b>362</b>	<b>25%</b>	<b>292</b>	<b>21%</b>	<b>479</b>	<b>34%</b>	<b>79</b>	<b>6%</b>	<b>1424</b>	<b>100%</b>



# Annex: Tables

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	48	42%	45	39%	22	19%	0	0%	115	100%
Central and North America and the Caribbean	0	0%	0	0%	1	100%	0	0%	1	100%
Central and West Africa	9	9%	8	8%	73	74%	8	8%	98	100%
East and Horn of Africa	3	16%	4	21%	12	63%	0	0%	19	100%
European Economic Area	0	0%	1	50%	0	0%	1	50%	2	100%
Middle East and North Africa	6	23%	12	46%	6	23%	2	8%	26	100%
South America	4	67%	1	17%	1	17%	0	0%	6	100%
South-Eastern Europe, Eastern Europe and Central Asia	11	10%	18	16%	84	74%	1	1%	114	100%
<b>Total</b>	<b>81</b>	<b>21%</b>	<b>89</b>	<b>23%</b>	<b>199</b>	<b>52%</b>	<b>12</b>	<b>3%</b>	<b>381</b>	<b>100%</b>

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	284	288	143	124	72	22	48	381
Percentage	75%	76%	38%	33%	19%	6%	13%	

Table 6: Public health measures at internal transit points

Question	Yes	No	Don't know	Total
Handwashing station at the site	136	60	31	227
Health screening with temperature check using non-contact thermometer	113	0	7	120
Information about COVID-19 being provided at site	137	58	34	229
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	15	83	132	230
Referral system in place at the site	28	69	131	228
SOPs in place at the site for management and referral of ill travelers	50	73	118	241

# Annex: Tables

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	26%	10
Central and North America and the Caribbean	36	9%	8
Central and West Africa	28	7%	4
East and Horn of Africa	20	5%	5
European Economic Area	80	20%	15
Middle East and North Africa	56	14%	15
South America	19	5%	7
South-Eastern Europe, Eastern Europe and Central Asia	48	12%	8
Southern Africa	12	3%	5
<b>Total</b>	<b>404</b>	<b>100%</b>	<b>77</b>

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	Total
Asia and the Pacific	74	73	74	72	52	56	105
Central and North America and the Caribbean	20	20	19	19	7	5	36
Central and West Africa	18	18	5	0	11	18	28
East and Horn of Africa	20	20	13	14	2	1	20
European Economic Area	11	8	10	9	3	2	80
Middle East and North Africa	32	32	29	27	42	40	56
South America	7	7	5	5	5	4	19
South-Eastern Europe, Eastern Europe and Central Asia	38	37	31	32	0	31	48
Southern Africa	5	4	1	1	1	8	12
<b>Total</b>	<b>225</b>	<b>219</b>	<b>187</b>	<b>179</b>	<b>123</b>	<b>165</b>	<b>404</b>

# Annex: Tables

Table 7.2: Duration of restrictive measures in areas of interest

Duration	No. of Areas of interest	Percentage
1 - 3 months	24	6%
14 days to One month	170	42%
Less than 14 days	34	8%
More than 3 months	6	1%
Specific Date	2	0%
Unknown	168	42%
<b>Total</b>	<b>404</b>	<b>100%</b>

Table 8: Affected population categories in sites with populations of interest

Affected population categories	No. of Sites of interest	Percentage
Foreign national returning (on the way) to origin (Returnee/Repatriation/Deportation...)	89	14%
Foreign national stranded in country (Stranded)	382	60%
IDPs	13	2%
Nationals	142	22%
Other	12	2%
Unknown	1	0%
<b>Total</b>	<b>639</b>	<b>100%</b>

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		Others		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%	#	%	#	Region's %
Asia and the Pacific	14	4%	6	7%	1	8%	0	0%	0	0%	0	0%	21	3%
Central and North America and the Caribbean	22	6%	14	16%	0	0%	5	4%	0	0%	0	0%	41	6%
Central and West Africa	25	7%	20	22%	0	0%	6	4%	0	0%	0	0%	51	8%
East and Horn of Africa	28	7%	0	0%	0	0%	40	28%	0	0%	0	0%	68	11%
European Economic Area	37	10%	34	38%	0	0%	11	8%	6	50%	0	0%	88	14%
Middle East and North Africa	42	11%	2	2%	0	0%	74	52%	2	17%	1	100%	121	19%
South America	46	12%	5	6%	12	92%	3	2%	3	25%	0	0%	69	11%
South-Eastern Europe, Eastern Europe and Central Asia	66	17%	3	3%	0	0%	2	1%	0	0%	0	0%	71	11%
Southern Africa	102	27%	5	6%	0	0%	1	1%	1	8%	0	0%	109	17%
<b>Total</b>	<b>382</b>	<b>100%</b>	<b>89</b>	<b>100%</b>	<b>13</b>	<b>100%</b>	<b>142</b>	<b>100%</b>	<b>12</b>	<b>100%</b>	<b>1</b>	<b>100%</b>	<b>639</b>	<b>100%</b>