

# IOM COVID-19 POINTS OF ENTRY WEEKLY ANALYSIS 13 MAY 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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## COVER PHOTO:

IOM CCCM, MHD and WASH teams in collaboration with South West State of Somalia and the Ministry of Health is holding Covid-19 prevention and control training sessions for frontline Baidoa community contracted staff.

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# Methodology & Definitions

The Points of Entry 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 Points of Entry. It is particularly relevant when identifying and addressing specific needs faced by migrants and mobile populations, disproportionately affected by the global mobility restrictions.

The report is based on information provided by IOM field staff, using resources available at the IOM country office level and is accurate to the best of IOM's knowledge at the time of compilation. All information is being constantly validated, including the geo-location and attributes, and through regular assessments and triangulation of information. The updates depend on the time frame within which the information becomes available and is processed by IOM. For this reason, the analysis is always dated and timestamped in order to reflect the reality at a given time. However, as the situation continuously evolves and changes, despite IOM's best efforts, the analysis may not always accurately reflect the multiple and simultaneous restrictive measures being imposed at a specific location.

This 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 are available [here](#).

The dataset is available [here](#).

## 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 Points (international border crossing point on sea, river or lake)
- Land Border Crossing Points (international border crossing point on land, including rail)
- 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)
- Sites with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum seekers and regular travelers)

## The following operational status is captured for each assessed location:

- 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.
- Other
- Unknown

# Methodology & Definitions

**The report systematically captures the following types of mobility restrictions in place:**

- 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
- 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

## **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):**

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 in place in the specified locations. These include risk communication and community engagement, infection prevention and control, and measures to detect, manage and refer ill travellers suspected of having COVID-19, such as 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.

## **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
- p.p.: Percentage Point<sup>1</sup>
- PPE: Personal Protective Equipment
- SOPs: Standard Operating Procedures

**Data is geographically aggregated by IOM Regional Offices.** The list of countries under each IOM Regional Office can be found here: <https://www.iom.int/regional-offices>

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

# I. Scope and Coverage: Numbers at a glance

173

Assessed C/T/As

3,667

Assessed Locations  
(3,321 PoEs and 346 Internal Transit Points)<sup>2</sup>

921

Assessed Areas and Sites

The current COVID-19 pandemic 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 **7 May 2020**.

DTM has assessed 4,588 total locations (including PoEs, internal transit points and areas of interest) in **173 countries, territories and areas** so far. Many of these locations (45%) 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 20 percent were areas of interest. More details can be found in annex, Table 1.

Of all assessed locations (including PoEs and internal transit points), **46 per cent were reported as completely closed and 13 per cent were reported to be fully operational**. Another 38 per cent were partially operational. This is similar to the make-up of the operational status observed at different types of locations, except for internal transit points where 45 per cent are reportedly partially operational. More details can be found in the annex, Table 3. At the regional level, the highest rate of closed assessed locations were in South America (63%) as well as Middle East and North Africa with 61 per cent. Conversely, the lowest number of closed assessed locations were found in Central and North America and the Caribbean with 26 per cent and East and Horn of Africa with 29 per cent. More details can be found in annex, Table 2.

*2. To clarify, while Points of Entry mostly refer to international border crossing points, the inclusion of internal transit points in this analysis is to provide a comprehensive overview of restrictive measures and their affect on affected populations. This is not to suggest a conflation of internal transit points with international border crossing points.*

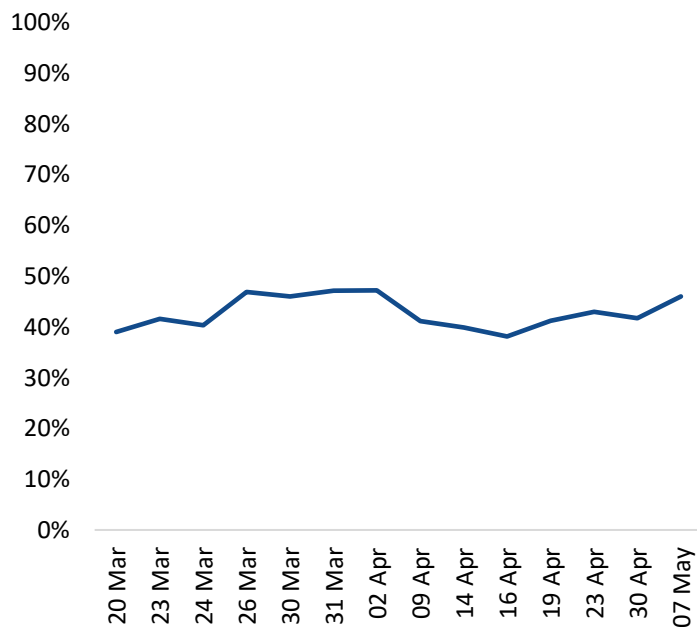
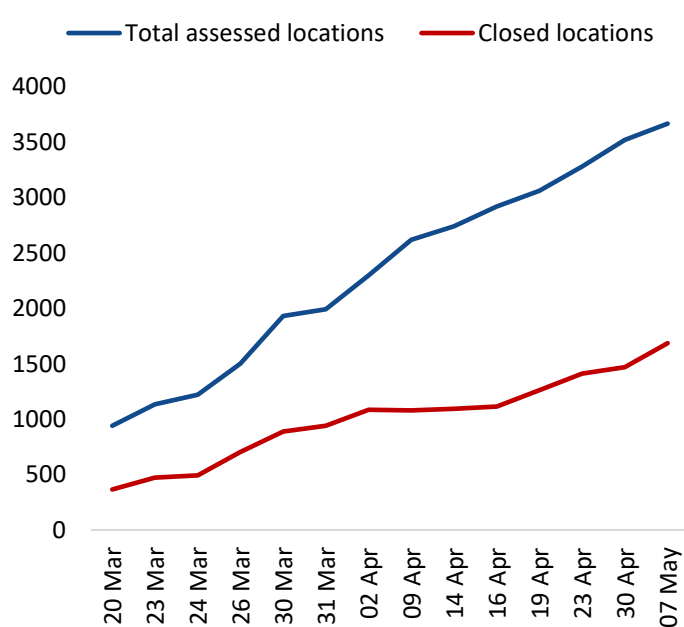
# I. Scope and Coverage: Numbers at a glance

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

IOM Region	Airport	Internal Transit Point	Land Border Crossing Point	Blue Border Crossing Point	Area of Interest	Site with a Population of Interest	No. of C/T/As
Asia and the Pacific	186	115	217	109	104	97	38
Central and North America and the Caribbean	36	0	112	32	18	51	18
Central and West Africa	41	92	330	41	27	67	19
East and Horn of Africa	43	15	186	57	11	91	9
European Economic Area	150	2	474	141	77	114	29
Middle East and North Africa	64	27	116	44	46	37	17
South America	21	6	46	9	18	34	10
South-Eastern Europe, Eastern Europe and Central Asia	122	89	405	75	48	60	19
Southern Africa	74	0	160	30	11	10	14
<b>Total</b>	<b>737</b>	<b>346</b>	<b>2046</b>	<b>538</b>	<b>360</b>	<b>561</b>	<b>173</b>

Total number of assessed and closed locations

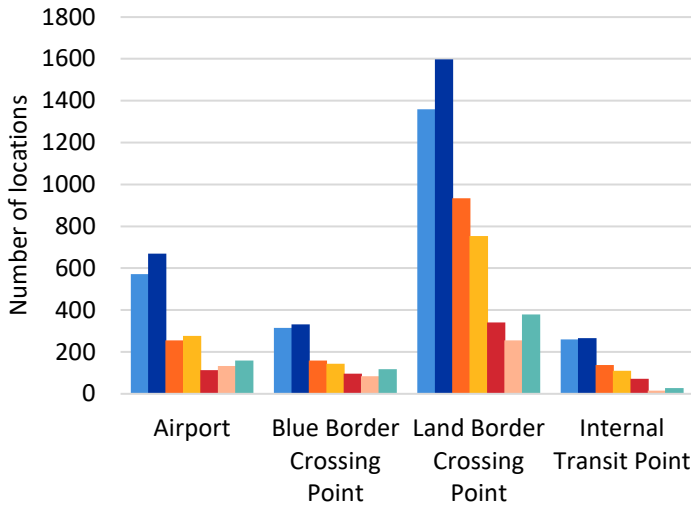
Percentage of assessed locations that are closed



## 2. Situational Overview

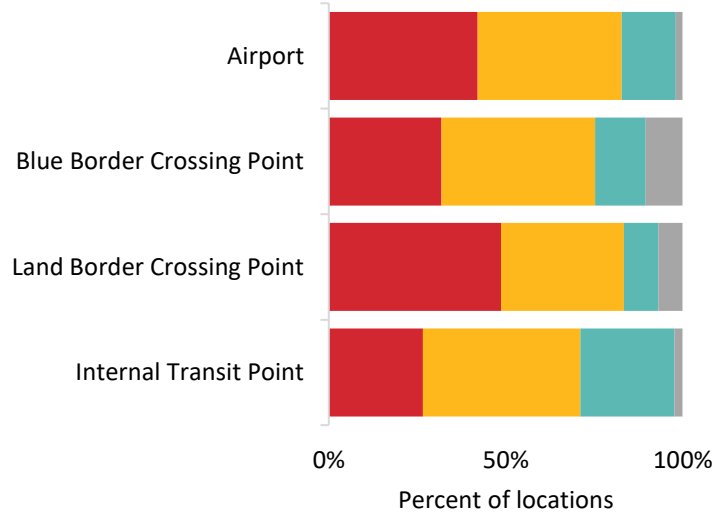
### Affected population categories at assessed locations

- Nationals
- Regular Travellers
- Irregular Migrants
- Returnee
- IDP
- Refugees
- Migrant Workers

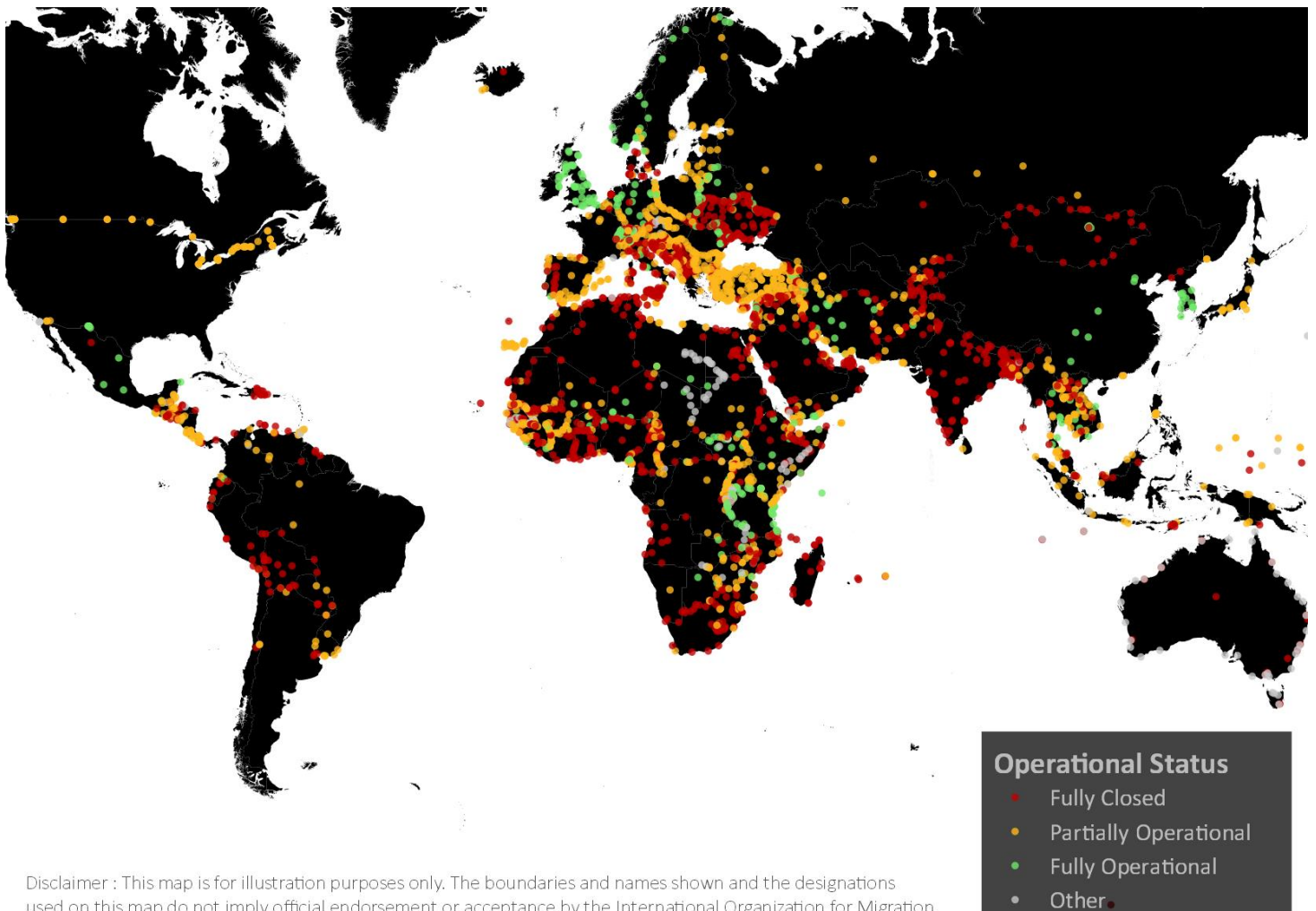


### Operational status of assessed locations

- Fully Closed
- Partially Operational
- Fully Operational
- Other



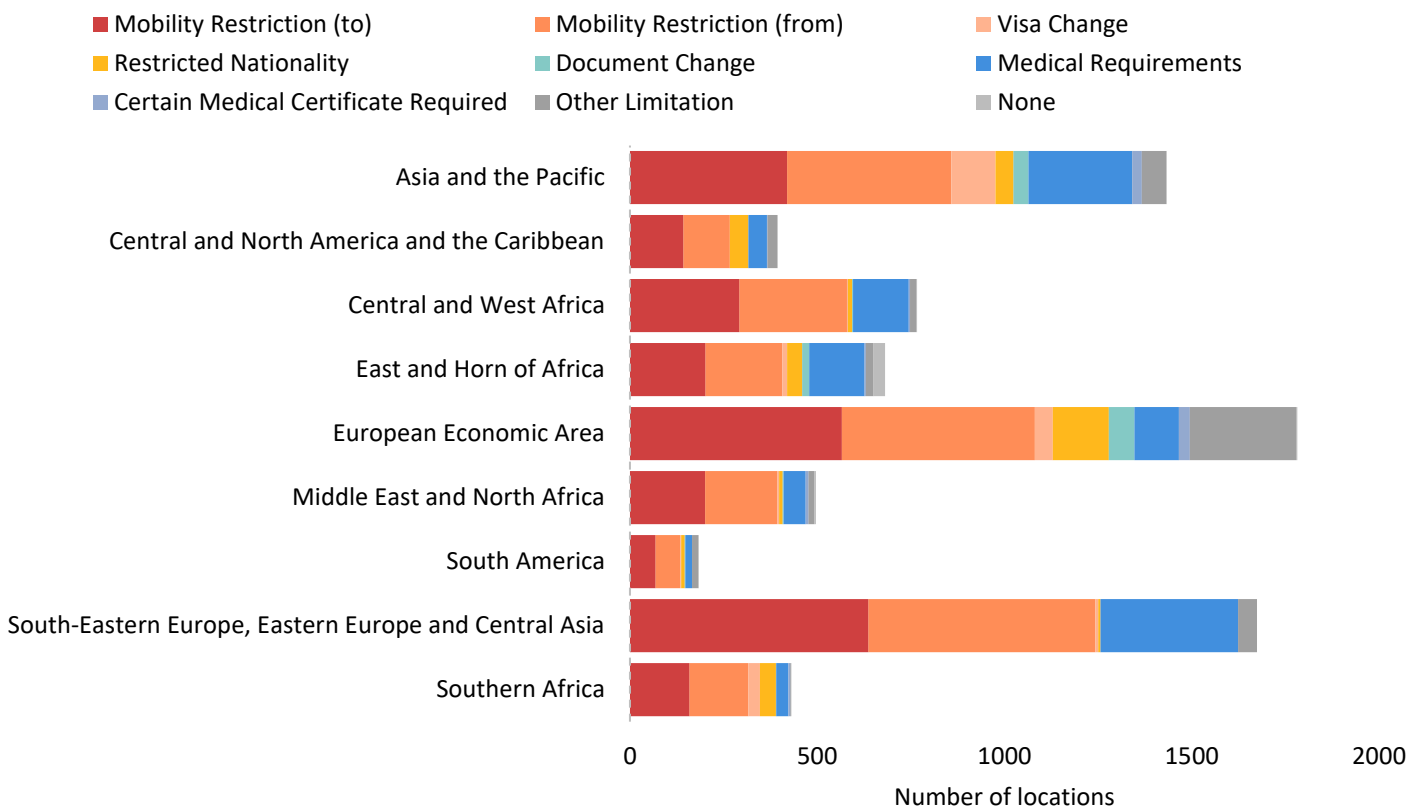
### Global map of assessed locations and their operational status



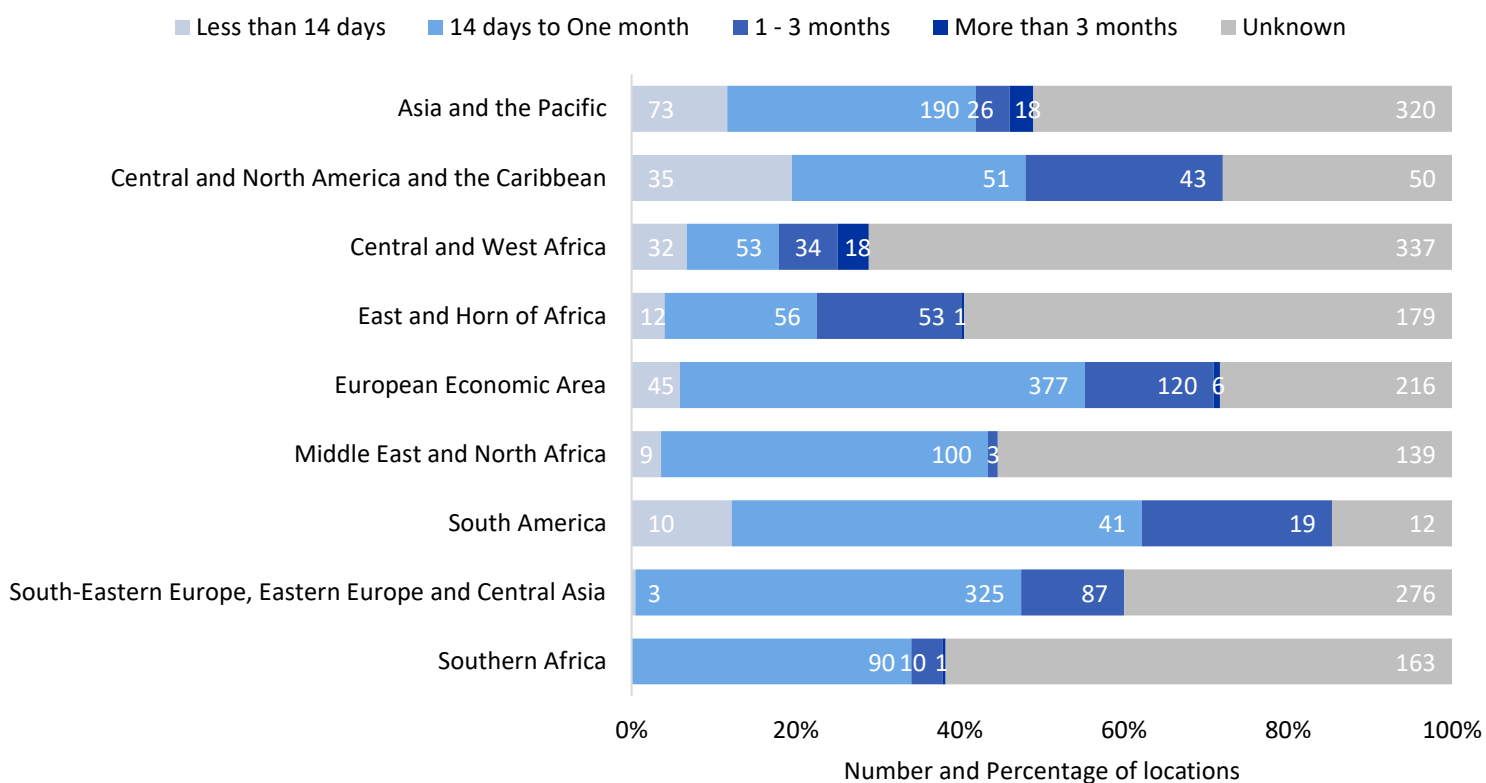


## 2. Situational Overview

### 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

# 737

Airports  
assessed in 159  
C/T/As

# 42%

of the assessed airports  
are fully closed (+3 p.p.  
compared to last week)

# 14 days to one month

Most common (43%) duration  
of restrictions imposed (- 2 p.p.  
compared to last week)

IOM assessed **737 airports in 159 countries, territories and areas**, which includes 38 more airports from last week's report (6 May 2020). The operating status of the assessed airports mainly varied between **fully closed (42%** or 310 assessed airports) or **partially operational (41%** or 300 airports). Fully closed airports saw an increase of 3 p.p. compared to last week. **Up to 15 per cent** (or 113 airports) **of the assessed airports remained fully operational**, which is unchanged compared to last week. Information was not available for the remaining 2 per cent (or 14) of assessed airports (for more details, see table 3.1).

Of the total 310 assessed fully closed airports, the IOM region with the highest percentage of fully closed airports was Asia and the Pacific, with 22 per cent or 71 closed airports, which represents an increase of 4 p.p.. The Middle East and North Africa followed, with 17 per cent or 53 closed airports, a decrease of 1 p.p. from last week. Out of the 300 assessed partially operational airports, the highest share was located in the IOM region of European Economic Area with 28 per cent or 85 partially closed assessed airports. Finally, with 49 out of the 113 assessed fully operational airports, Asia and the Pacific had the highest share of airports that were still fully operational with 43 per cent.

The most common mobility restrictions or restrictive measures imposed at assessed airports continued to be landing in and departing from the assessed airport with 80 and 69 per cent of the assessed airports affected by these measures, respectively (see table 5.1). Other common restrictive measures imposed at airports were medical requirements, such as medical screening, medical certificates or quarantine measures (adopted in 38% of the assessed locations), restrictions imposed on specific nationalities (in 17% of the assessed airports), changes in visa requirements (10%), a medical certificate confirming a negative COVID-19 test result (4%) and changes in rules concerning identification and travel documents (2%).

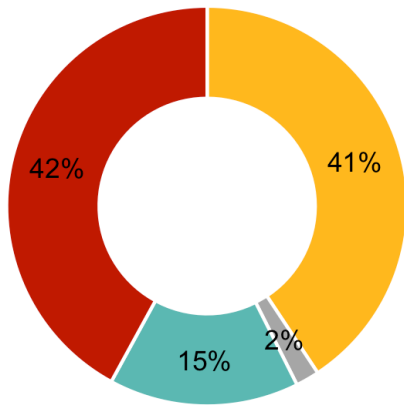
As of 7 May 2020, the most common duration of imposed restrictions at assessed airports was 14 days to one month (43% of the cases or 317 out of 737). In 37 per cent of cases the foreseen duration of the imposed restrictions at assessed airports was reported to be unknown (i.e. information was unavailable), followed by one to three months (12%), less than 14 days (5%) and more than three months (3%).

The restrictive measures imposed at assessed airports have had an **impact** on mobile populations (see table 4.1), largely affecting **regular travelers** (in **91%** of assessed locations), **nationals (78%)**, **returnees (38%)**, **irregular migrants (35%)**, migrants (**22%**), refugees (**18%**) and finally **IDPs (15%)**.

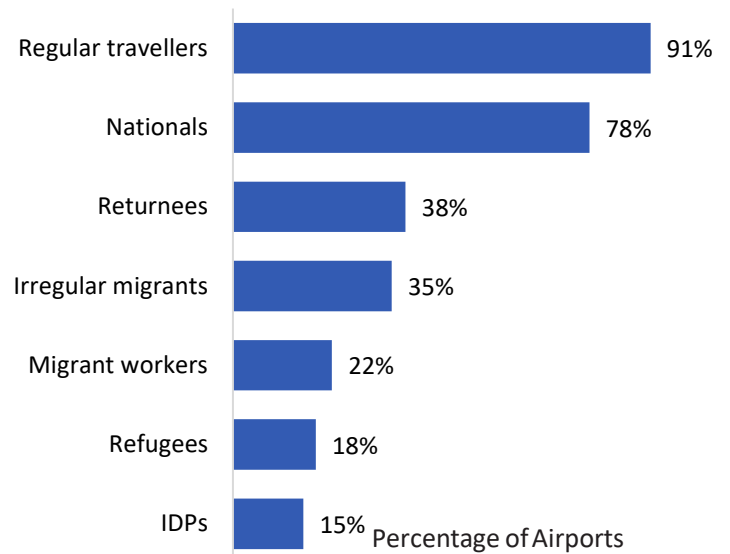
# 3. Overview of Airports

## Operational status of the assessed airports

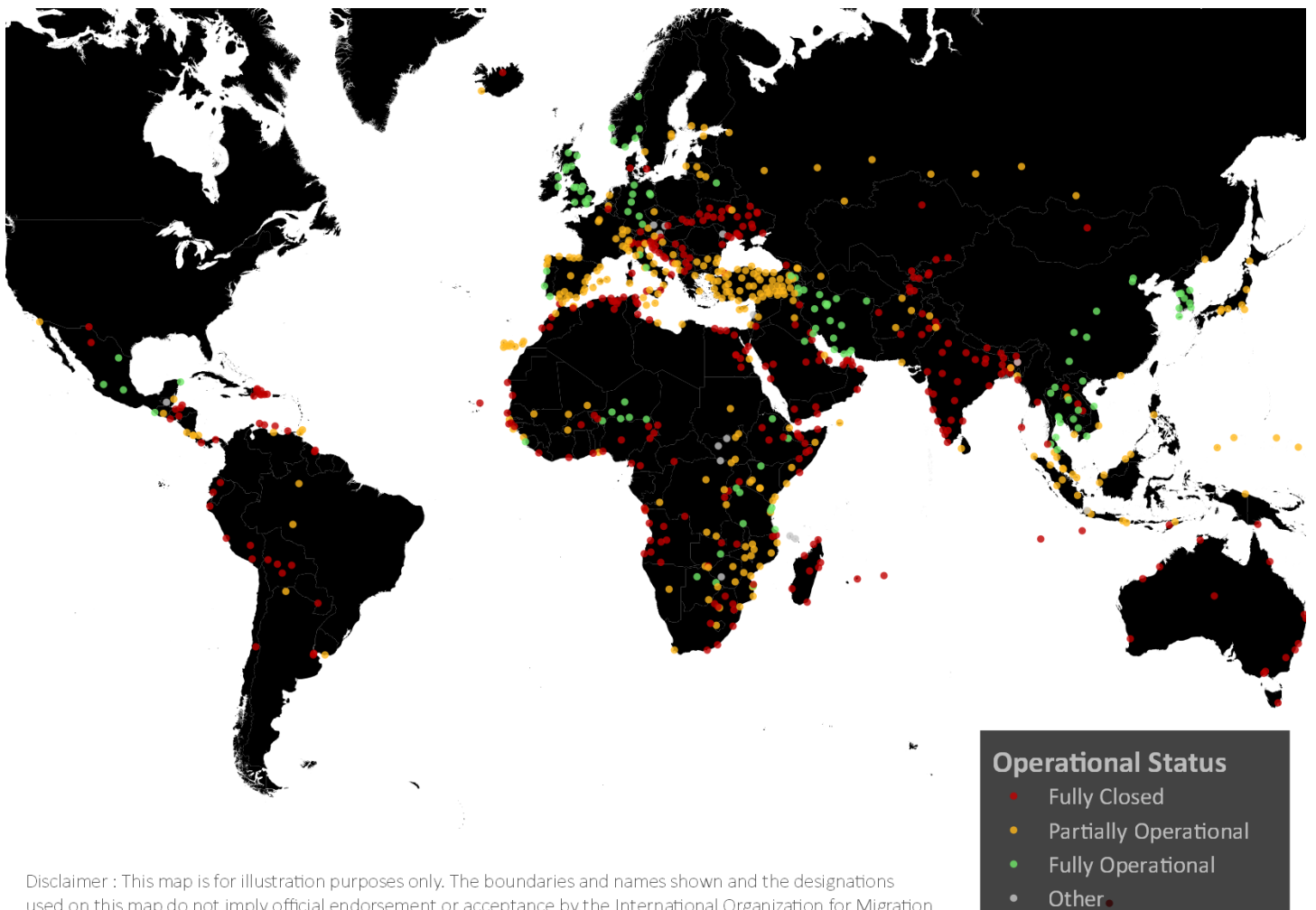
- Fully Closed
- Partially Operational
- Fully Operational
- Other



## Affected Population category at assessed airports



## Global map of assessed airports and their operational status



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# 3. Overview of Airports

## Public Health Measures

The following public health measures were reported in specified airports through IOM’s missions participating in this exercise (for further information, see Table 6.1).

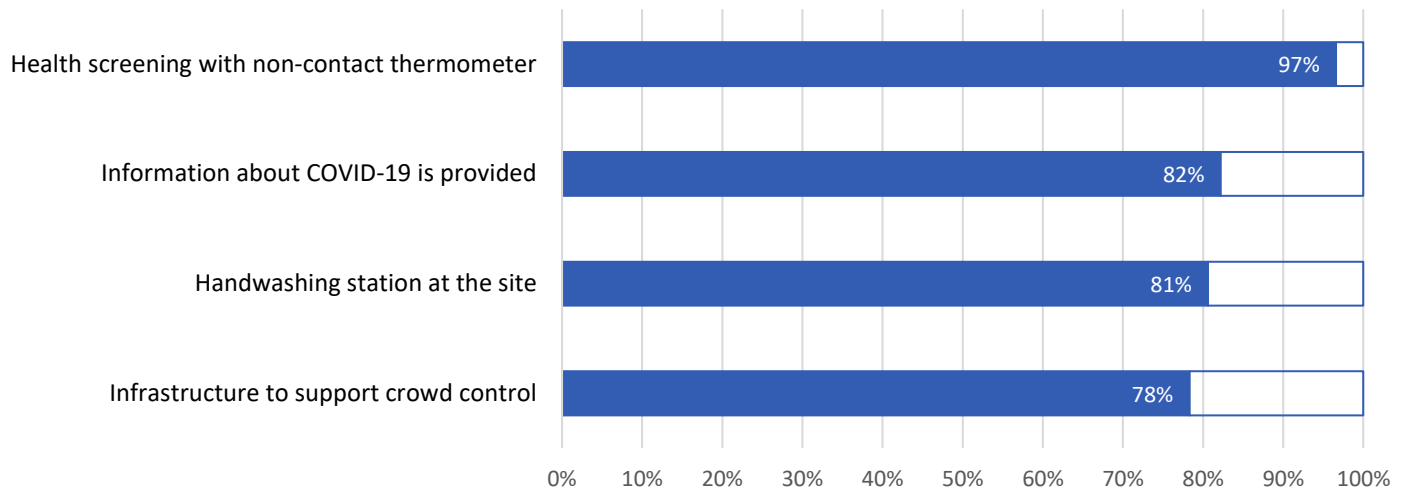
On risk communication and community engagement, in 82 per cent of the specified airports (272 out of 331 identified airports) information on COVID-19 was being provided to travelers at the site through leaflets, posters or announcements. Furthermore, 81 per cent of the responses (262 out of 325 identified airports) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported by almost all airports where this information was available (169 out of 175 identified airports, 97% of the total). Moreover, 78 per cent of the assessed locations (137 out of 175) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

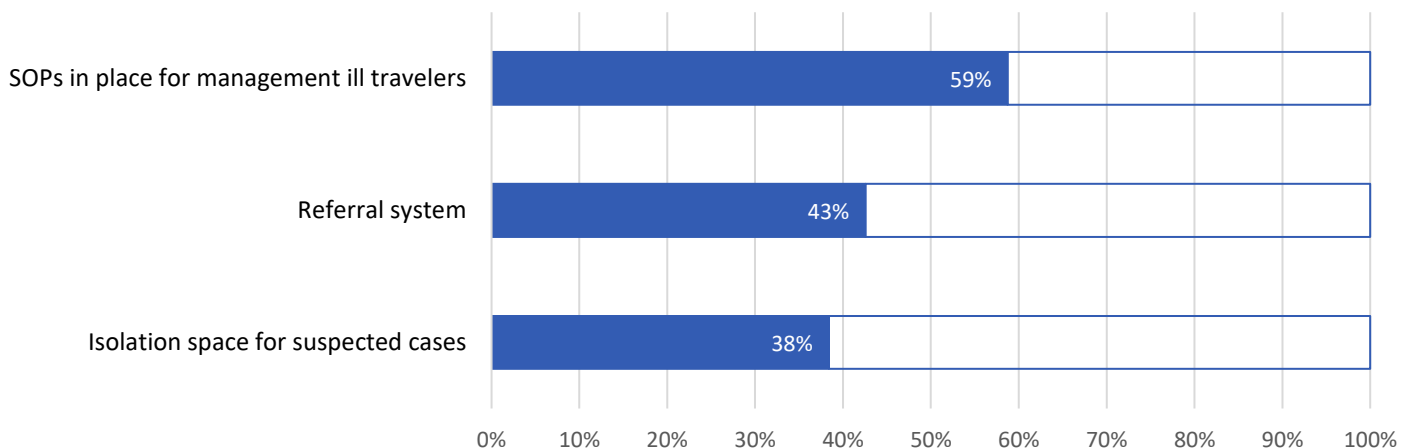
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 59 per cent of identified airports recording a response to this question (195 out of 332 identified airports), while a referral system was reported to be in place at 43 per cent of identified airports recording a response (137 out of 322 identified airports). Finally, the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral, was also reported by 124 out of 323 specified airports (38% of the total).

Maintaining and enhancing these capacities 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 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)

**538**

Blue Border  
Crossing Points  
Assessed in 84 C/T/As

**32%**

of the assessed  
blue border crossing points  
are fully closed

**14 days to one  
month**

Most common (32%) of  
restrictions imposed (57% were  
unknown, i.e. information  
unavailable)

IOM assessed a total of **538 blue border crossing points in 84 countries, territories and areas**, which includes 31 more from the last week's report (6 May 2020). The operational status of the assessed ports varied with **32 per cent** of ports (or 171 locations) which were **fully closed**, representing an increase of 1 p.p since last week. The portion of partially operational ports was 44 percent (234 ports), while **14 per cent** (77 ports) were reported to be **fully operational**. Information was not available for 10 per cent (56 ports) (for more details, see table 3.1).

Of the 171 assessed fully closed blue border crossing points, the highest number was in the European Economic Area region with 63 assessed locations or 37 per cent, which represents a decrease of 4 p.p. compared to last week. Additionally, out of the 234 assessed partially operational ports, the IOM region of South-Eastern Europe, Eastern Europe and Central Asia continued to be region with the highest number of partially operational ports with 61 ports or 26 per cent. Finally, the European Economic Area region continued to be the IOM region with the highest percentage of assessed fully operational blue border crossing points with 34 out of 77 assessed locations or 44 per cent.

The most common mobility restrictions imposed at ports continued to be disembarkation at and embarkation from a particular port (60% and 58%, respectively), followed by newly introduced medical requirements (29%) such as medical screening, requirement for medical certificates or quarantine measures. Less common measures imposed at blue border crossing points were restrictions on specific nationalities (in 9% of the assessed locations), changes in visa requirements (4%), medical certificates confirming a negative COVID-19 test result (2%) and changes in rules concerning identification and travel documents (2%) (see table 5.1).

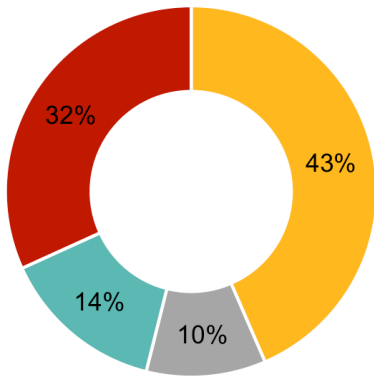
The trends in duration remained largely unchanged with the foreseen duration for restrictive measures recorded as unknown for 57 per cent of the assessed ports (309 out of 538 assessed ports) and the share of restrictions expected to be in place for a period between 14 days and one month was recorded as 32 per cent of the cases. In 6 per cent of assessed locations the expected duration of restrictive measures was recorded as one to three months and in 3 per cent of assessed locations restrictions were planned to be valid for less than 14 days (decrease of 1 p.p. compared to last week).

The restrictive measures imposed at assessed ports have had an **impact** on mobile populations (see table 4.1), largely affecting **regular travelers** (in **62%** of assessed locations), **nationals** (**58%**), **irregular migrants** (**30%**), **returnees** (**27%**), **IDPs** (**18%**), **Migrants** (**22%**) and finally refugees (**16%**).

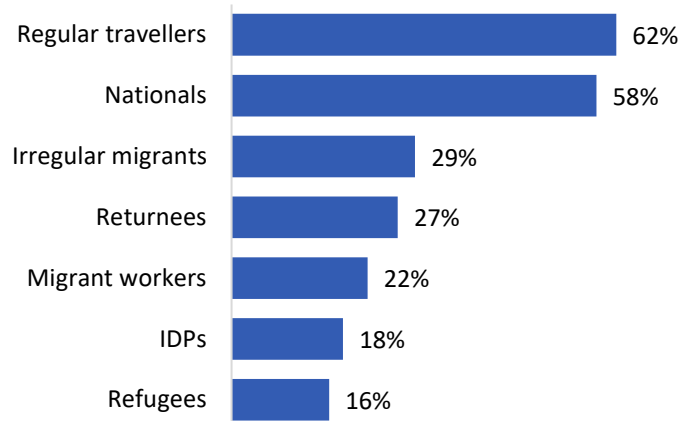
# 4. Overview of Blue Border Crossing Points (sea-, river and lake ports)

## Operational status of the assessed blue border points

- Fully Closed
- Fully Operational
- Partially Operational
- Other

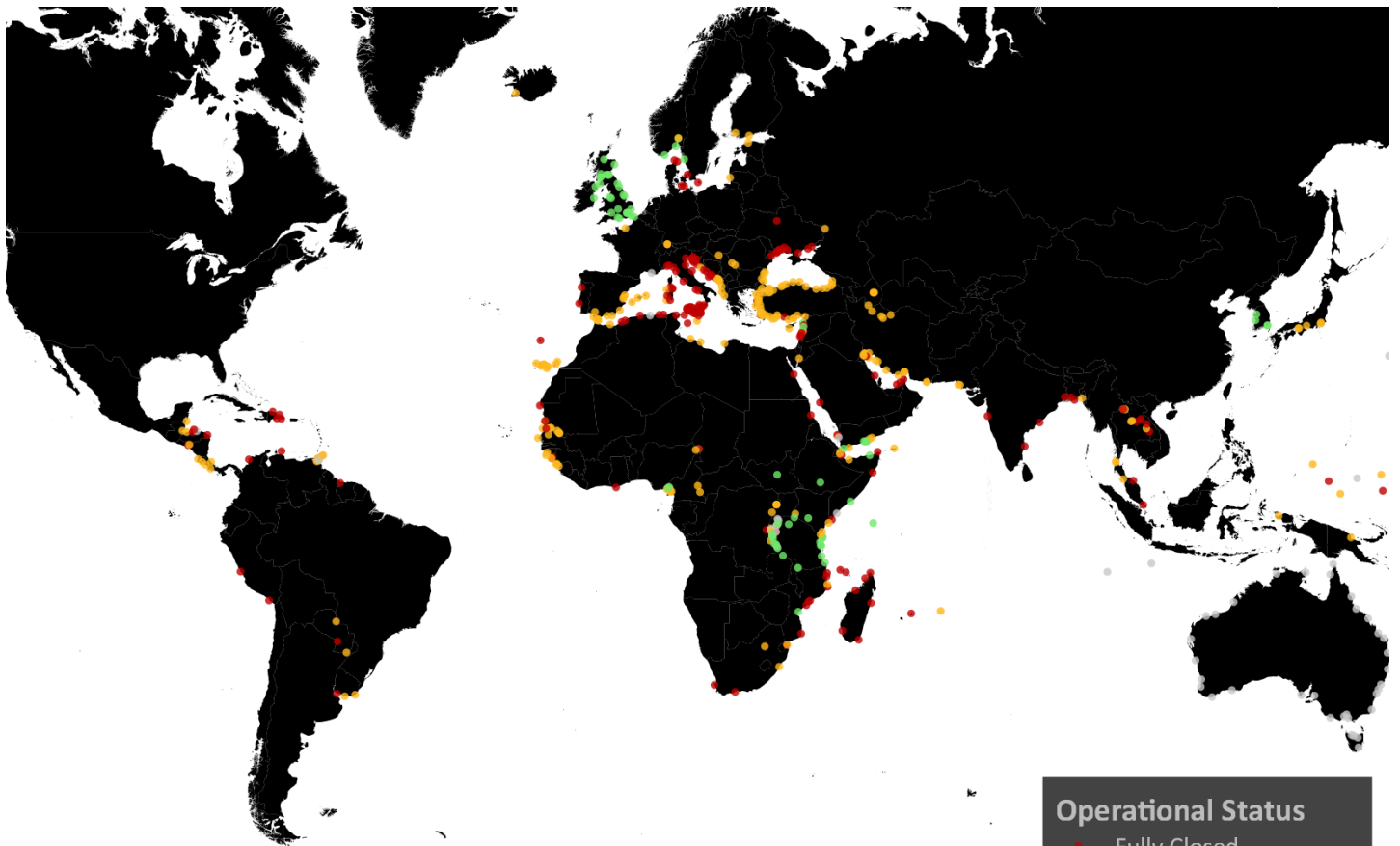


## Affected Population category at assessed blue border points



Percentage of Blue Border Crossing Points

## Global map of assessed blue border crossing points and their operational status



**Operational Status**

- Fully Closed
- Partially Operational
- Fully Operational
- Other

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.

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

### Public Health Measures

The following public health measures were reported in identified blue border crossing points through IOM's missions participating in this exercise (for further information, see Table 6.2).

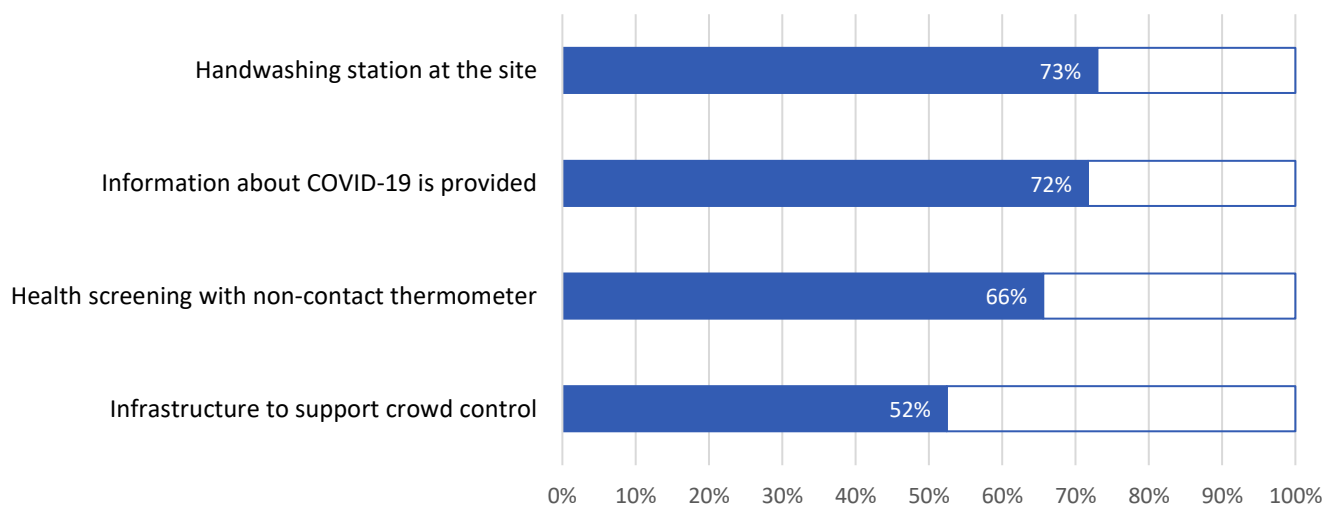
On risk communication and community engagement, in 72 per cent of the specified blue border crossing points (162 out of 226 specified locations recording a response) information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Furthermore, 162 out of 222 blue border crossing points (73% of identified locations recording a response) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported in two thirds of the assessed blue border crossing points (80 out of 122 assessed locations). Moreover, of the 122 identified locations for which this information is available, 64 blue border crossing points (52%) had infrastructure in place to support crowd control and ensure safety of screeners.

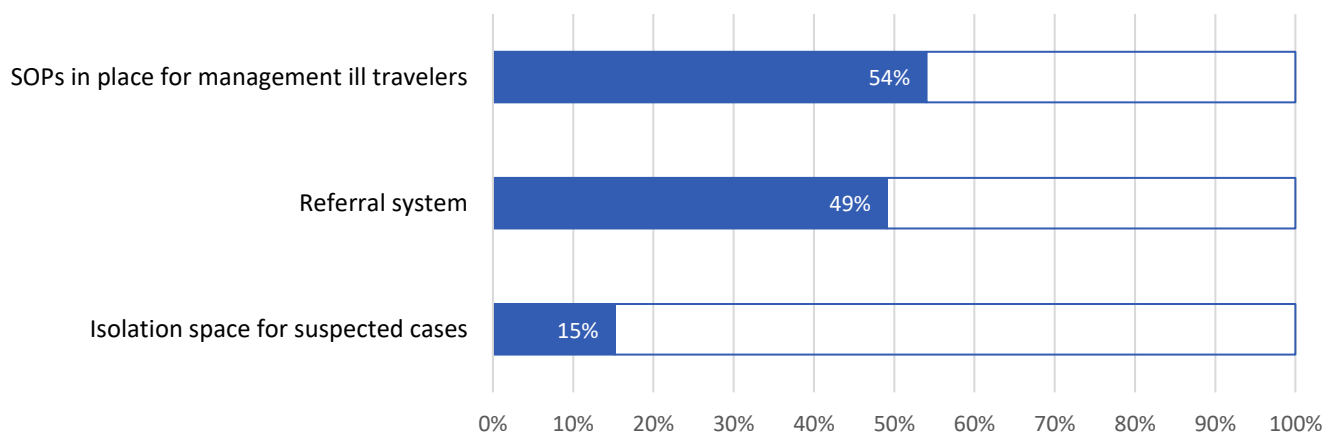
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place in 54 per cent of identified blue border crossing points (122 out of 226 identified locations recording a response), while a referral system was reported to be in place in almost half of the specified locations (109 out of 222 identified blue border crossing points). Finally, only 15 per cent of the specified blue border crossing points reported the availability of an isolation space for suspected COVID-19 cases (34 out of 224 identified locations), prior to their appropriate referral.

Maintaining and enhancing these capacities 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



## 5. Overview of Land Border Crossing Points

# 2,046

Land Border Crossing Points  
assessed in 122 C/T/As

# 49%

of assessed locations are  
completely closed (+ 1 p.p.  
compared to last week)

# 14 days to one month

Most common (35%) duration of  
restrictions imposed, but duration  
is unknown in 45% of the cases

Among the **2,046 assessed land border crossing points** (106 more than last week's report) in 122 countries, territories or areas, an overwhelming majority is **completely closed** or **partially operational** (**49%** and **35%** of the total, respectively), while only **10 per cent** of the assessed locations were **fully operational** without any restriction. A slight increase (+ 1 p.p.) in the share of completely closed land border crossing points was observed in the last week (for more details, see Table 3.1).

South-Eastern Europe, Eastern Europe and Central Asia is the IOM region reporting the highest share of fully closed land border crossing points: 290 out of the 405 assessed locations were completely closed, corresponding to 72 per cent of the total number of land border crossing points assessed in this region. Other IOM regions with a high proportion of fully closed land border crossing points include the Middle East and North Africa (70 out of 116: 60% of the total, i.e. a 3 p.p. decrease on a weekly basis), South America (26 out of 46: 57%, no change compared to last week), Asia and the Pacific (119 out of 217: 55%, i.e. a 2 p.p. increase compared to last week) and West and Central Africa (182 out of 330: 55%, i.e. a 2 p.p. increase compared to last week). The highest percentage of fully operational land border crossing points among IOM regions was in East and Horn of Africa with 38 out of the 186 assessed land border crossing points that are open (20% of the total, no change from last week).

As in the previous week, limitations on entry and exit through a land border crossing point were still the most frequent restrictive measures used to curb the spread of COVID-19: both restrictions were used in 77 per cent of assessed land border crossing points (see Table 5.1). Other restrictions that were imposed in the assessed land border crossing points were medical measures, such as quarantine or medical screening (in 30% of the cases), restrictions imposed on specific nationalities (9%), changes in visa requirements (6%), changes in rules concerning identification and travel documents (5%) and the requirement of a medical certificate stating that the person had a negative COVID-19 test (2%).

As of 7 May 2020, the most common duration of restrictions was 14 days to one month (35% of the cases), while 13 per cent of them will be in place for a duration between one and three months. Only 5 and 1 per cent of the restrictive measures will be in place for less than 14 days or more than three months, respectively. However, for 922 out of the 2,046 assessed land border crossing points (45% of the total) the foreseen duration of the restrictive measures was unknown (i.e. information was unavailable), an increase of 1 p.p. compared to last week.

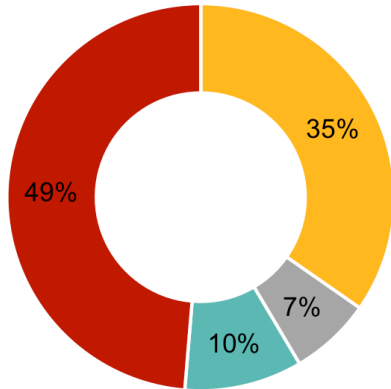
The abovementioned measures had an **impact** on all categories of populations (see Table 4.1), with **regular travelers** being the most affected at **78 per cent** of the assessed land border crossing points, followed by **nationals** (66%), **irregular migrants** (46%), **returnees** (37%), **migrant workers** (19%), **IDPs** (17%) and **refugees** (12%).



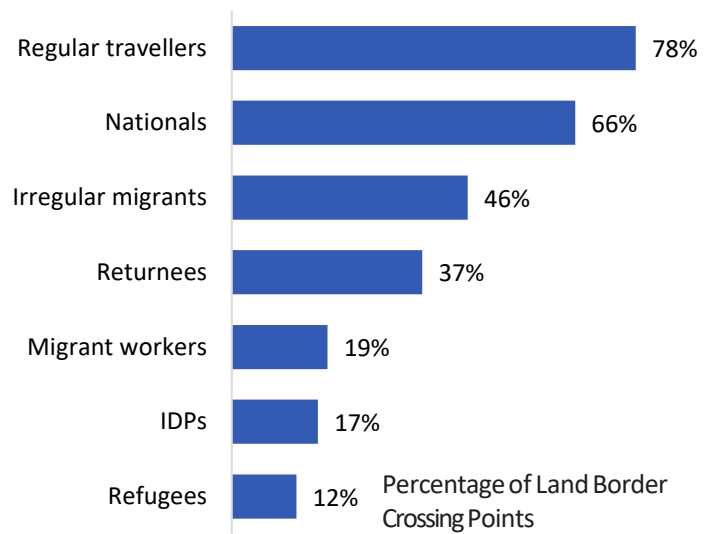
# 5. Overview of Land Border Crossing Points

## Operational status of the assessed land border crossing points

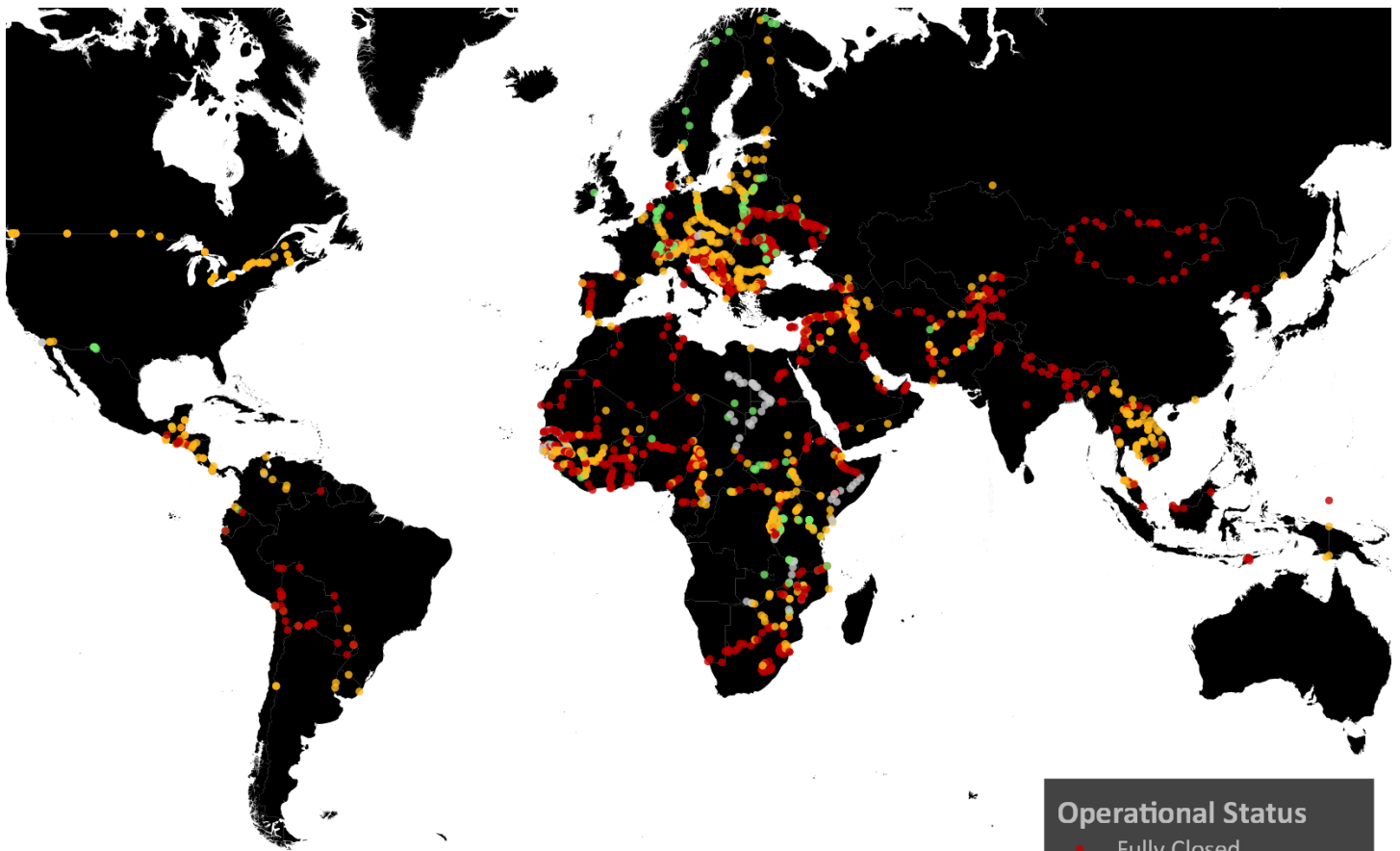
- Fully Closed
- Partially Operational
- Fully Operational
- Other



## Affected Population category at assessed land border crossing points



## Global map of assessed land border crossing points and their operational status



**Operational Status**

- Fully Closed
- Partially Operational
- Fully Operational
- Other

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.

# 5. Overview of Land Border Crossing Points

## Public Health Measures

The following public health measures were reported in identified land border crossing points through IOM's missions participating in this exercise (for further information, see Table 6.3).

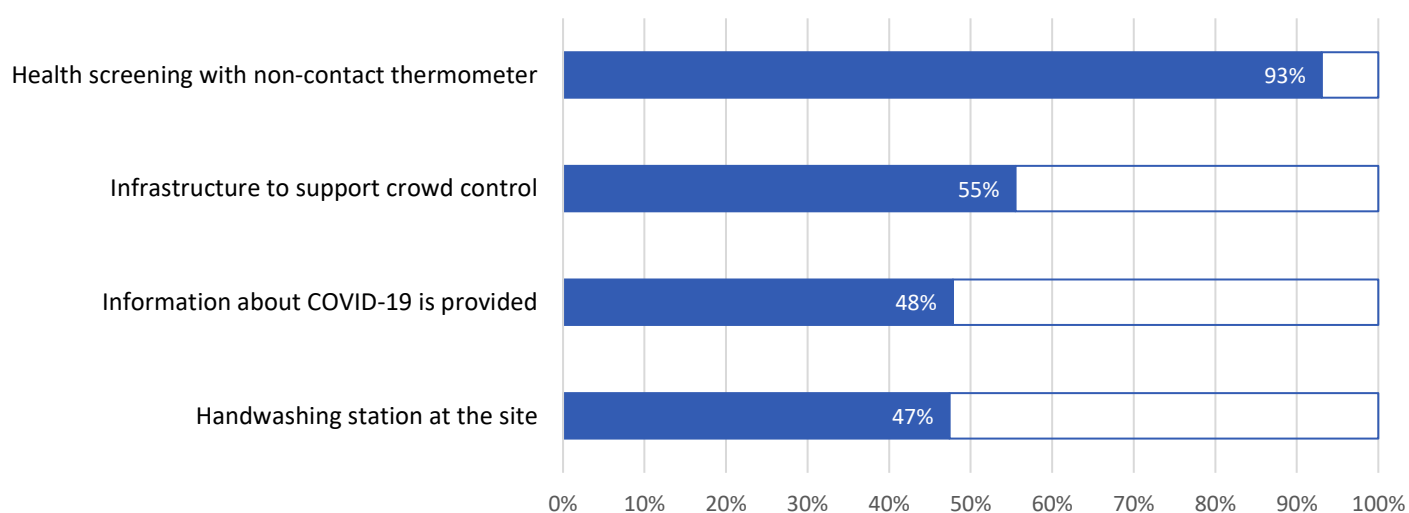
On risk communication and community engagement at the identified land border crossing points, 47 per cent of the responses noted that information on COVID-19 was being provided to travelers at the site through leaflets, posters or announcements. Furthermore, 47 per cent of responses (357 out of 753 identified locations) reported that handwashing stations were available as an infection prevention and control measure.

Health screening through non-contact thermometers was reported at 93 percent of identified land border crossing points recording a response (308 out of 331 specified land border crossing points). Moreover, in 55 per cent of the assessed locations (182 out of 328 identified land border crossing points) there was infrastructure in place to support crowd control and ensure safety of screeners.

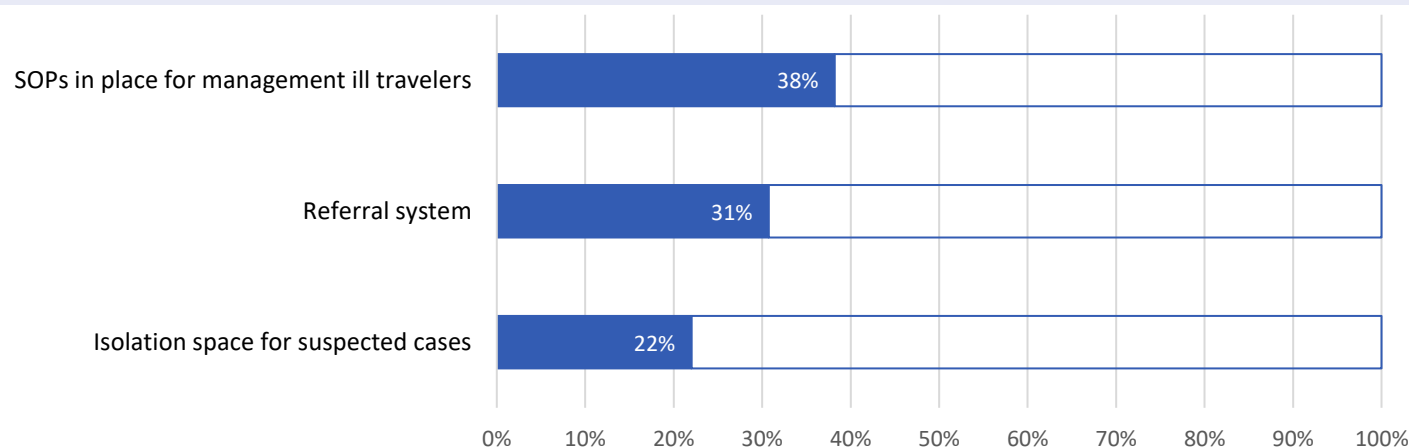
For the detection, management and referral of ill travellers, standard operating procedures were reported to be in place at 38 per cent of identified land border crossing points recording a response to this question (294 out of 770 identified sites), while a referral system was reported to be in place in 229 out of 745 assessed land border crossing points (31% of the total). The availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral, was reported in 165 out of 750 assessed locations (22% of the total number of specified land border crossing points).

Maintaining and enhancing these capacities 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



## 6. Overview of Internal Transit Points

**346**

Internal Transit Points  
assessed in 25 C/T/As

**45%**

of the assessed internal transit  
points are partially operational  
(+1 p.p. compared to last week)

**51%**

of the assessed locations imposed  
medical restrictions (+1 p.p.  
compared to last week)

Of the **346 internal transit points** (two more than last week) monitored in 25 countries, territories or areas, more than 70 per cent were either **partially operational (45%**, i.e. a 1 p.p. increase compared to last week) or **fully closed (27%**, i.e. no change compared to last week's figures). Fully operational internal transit points represented **27 per cent** of the assessed locations, representing a 1 per cent increase on a weekly basis (see Table 3.1). Similarly to last week's figure, approximately half of the assessed locations (175 out of 346, 51% of the total: i.e. a 1 p.p. increase on a weekly basis) have imposed medical restrictions, such as quarantine or medical screening (see Table 5.1).

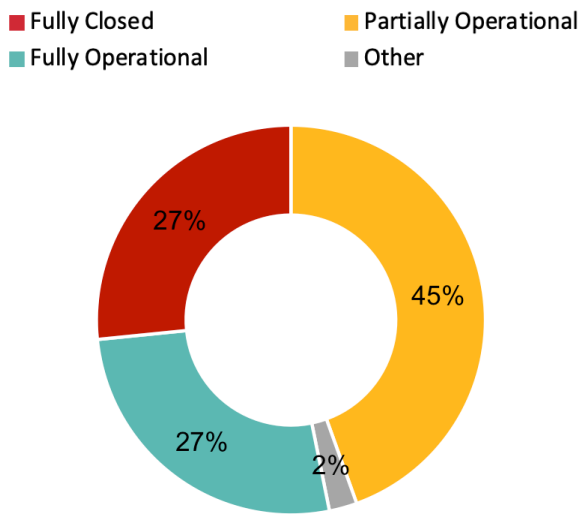
IOM-assessed internal transit points were mostly situated in Asia and the Pacific (33%), West and Central Africa (27%) and South-Eastern Europe, Eastern Europe and Central Asia (26%). The operational status of the assessed internal transit points appears very different across the abovementioned regions with a majority of fully closed locations in Asia and the Pacific (56% of the assessed internal transit points in the region) compared to 79 per cent of the assessed internal transit points that are fully operational in West and Central Africa (73 out of 92). In South-Eastern Europe, Eastern Europe and Central Asia, 81 out of the 89 assessed internal transit points are partially operational (91%), while the rest are fully closed.

In 191 out of the 346 assessed internal transit points (55% of the total, i.e. a 3 p.p. decrease compared to last week), the foreseen duration of the restrictions was unknown (i.e. information was unavailable). In 25 and 16 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 3 per cent of the assessed locations, the restrictive measures will be valid for more than one month.

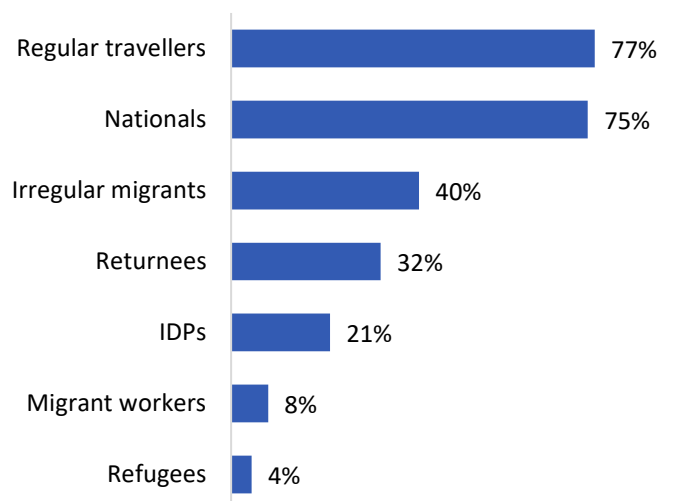
These restrictions had an **impact** on all categories of population, especially on **regular travelers** and **nationals** (affected in respectively in **77%** and **75%** of the assessed locations). **Irregular migrants** (in **40%** of the assessed internal transit points), **returnees (32%)** and **IDPs (21%)** have also been affected by the abovementioned restrictions. Finally, a less significant impact has also been reported on **migrant workers** (in **8%** of the assessed locations) and **refugees (4%)**.

# 6. Overview of Internal Transit Points

## Operational status of the assessed internal transit points

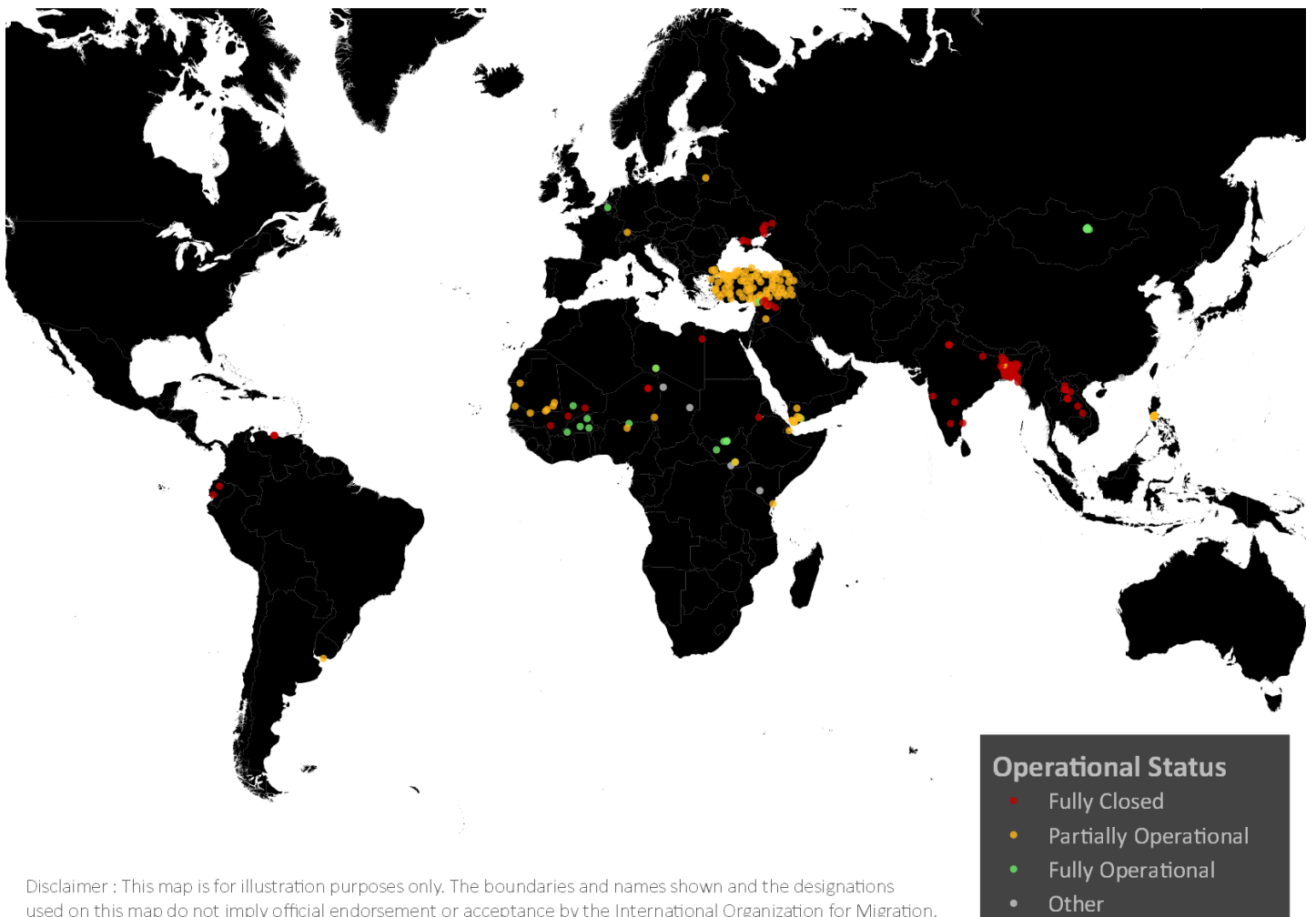


## Affected Population category at assessed internal transit points



Percentage of Internal Transit Points

## Global map of assessed internal transit points and their operational status



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.

## 6. Overview of Internal Transit Points

### Public Health Measures

The following public health measures were reported in identified internal transit points through IOM's missions participating in this exercise (for further information, see Table 6.4).

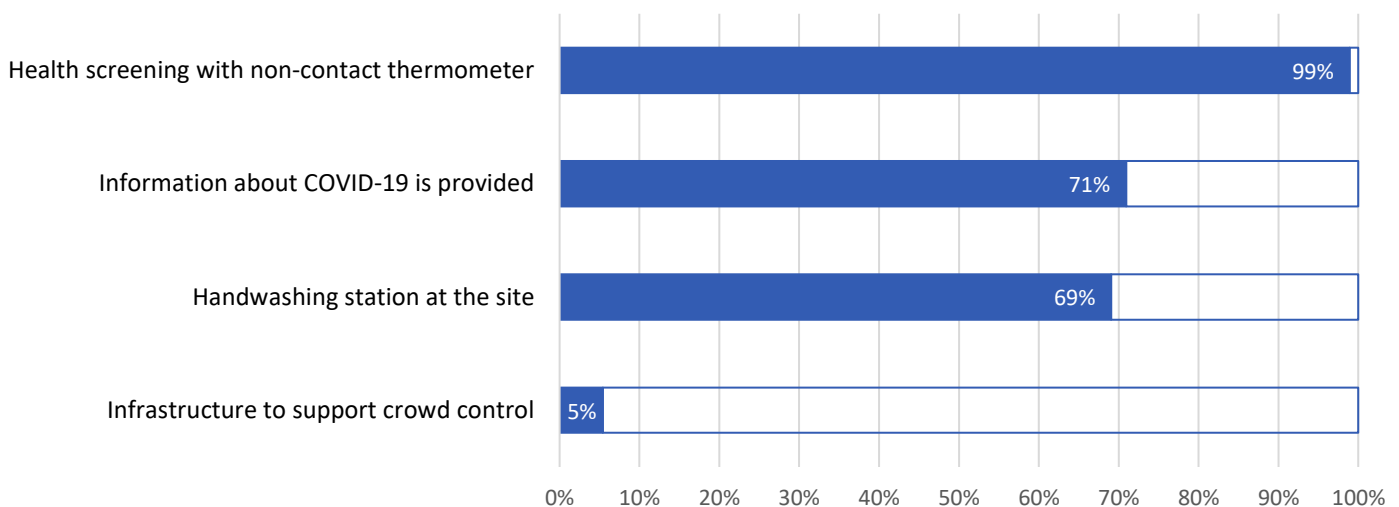
On risk communication and community engagement at the assessed internal transit points, 71 per cent of the specified locations (100 out of 141 identified internal transit points) reported that information on COVID-19 was provided to travelers at the site through leaflets, posters or announcements. Moreover, in 96 out of 139 specified locations (69% 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 (91 out of 92 specified locations recording a response). However, only 5 out of 92 specified internal transit points (5% of the total) reported that there was infrastructure in place to support crowd control and ensure safety of screeners.

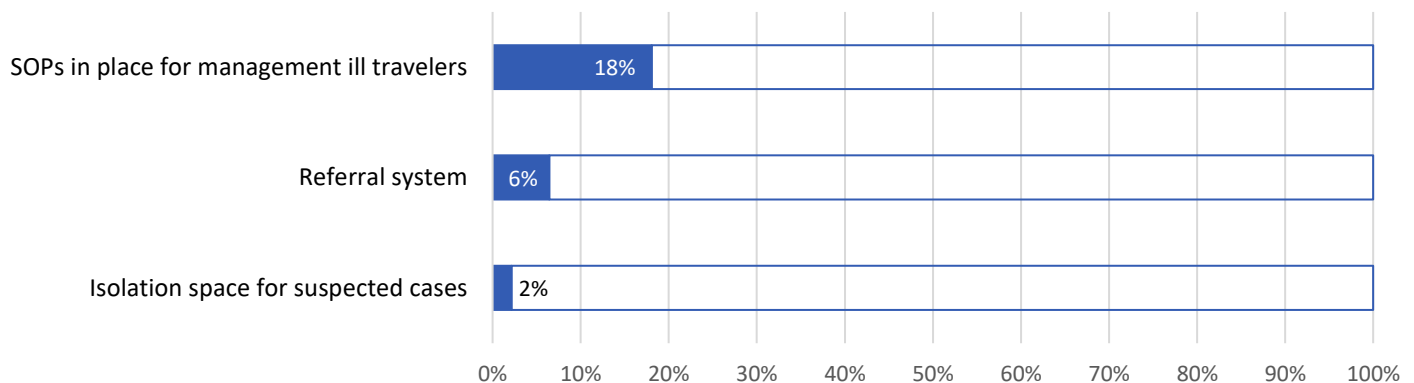
For the detection, management and referral of ill travelers, standard operating procedures were reported to be in place at 18 per cent of identified internal transit points (28 out of 155 locations recording a response), while a referral system was reported to be in place at only 9 out of 140 specified internal transit points (6% of the total). Finally, only three internal transit point had reliable information regarding the availability of an isolation space for suspected COVID-19 cases, prior to their appropriate referral (3 out 140 assessed internal transit points, 2% of the total).

Maintaining and enhancing these capacities 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



## 7. Overview of Areas and Sites of Interest

### 7.1. Areas of Interest

**360**

areas assessed  
in 70 C/T/As

**29%**

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

**46%**

of the assessed areas have  
restrictions on public events

In total, 360 (1% increase from the previous week) areas of interest were assessed in 70 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 had the highest share of assessed areas (104 out of 360 assessed areas or 29%), closely followed by the IOM region of European Economic Area (77 out of 360 assessed areas or 21%). Both IOM region of South-Eastern Europe, Eastern Europe and Central Asia, and IOM region of Middle East and North Africa had 13 per cent of the assessed areas separately.

The type of restrictive measures being imposed on the assessed areas varied. In 46 per cent of assessed areas (167 out of 360) public events were cancelled or postponed. Schools were closed in 46 per cent of the assessed areas (164 out of 360). Restricted operating hours for public establishments (café, restaurant, etc.) and alternative working arrangements (working remotely, etc.) were in place in 41 per cent of the assessed areas separately (146 and 147 out of 360 assessed areas respectively). Movement outside home was restricted in 34 per cent of the assessed areas while lockdown or quarantine measures were enforced by police or military in 45 per cent of them (124 and 161 out of 360 assessed areas respectively). In the majority of areas (54%), the expected duration of restrictions was 14 days to one month, followed by one to three months and less than 14 days (7% and 5% of the cases respectively). However, in 34 per cent of assessed areas, the expected duration of restrictions was unknown.

### 7.2. Sites with Populations of Interest

**561**

sites assessed  
in 109 C/T/As

**20%**

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

**44%**

of the assessed sites have  
reported cases of stranded  
foreign nationals

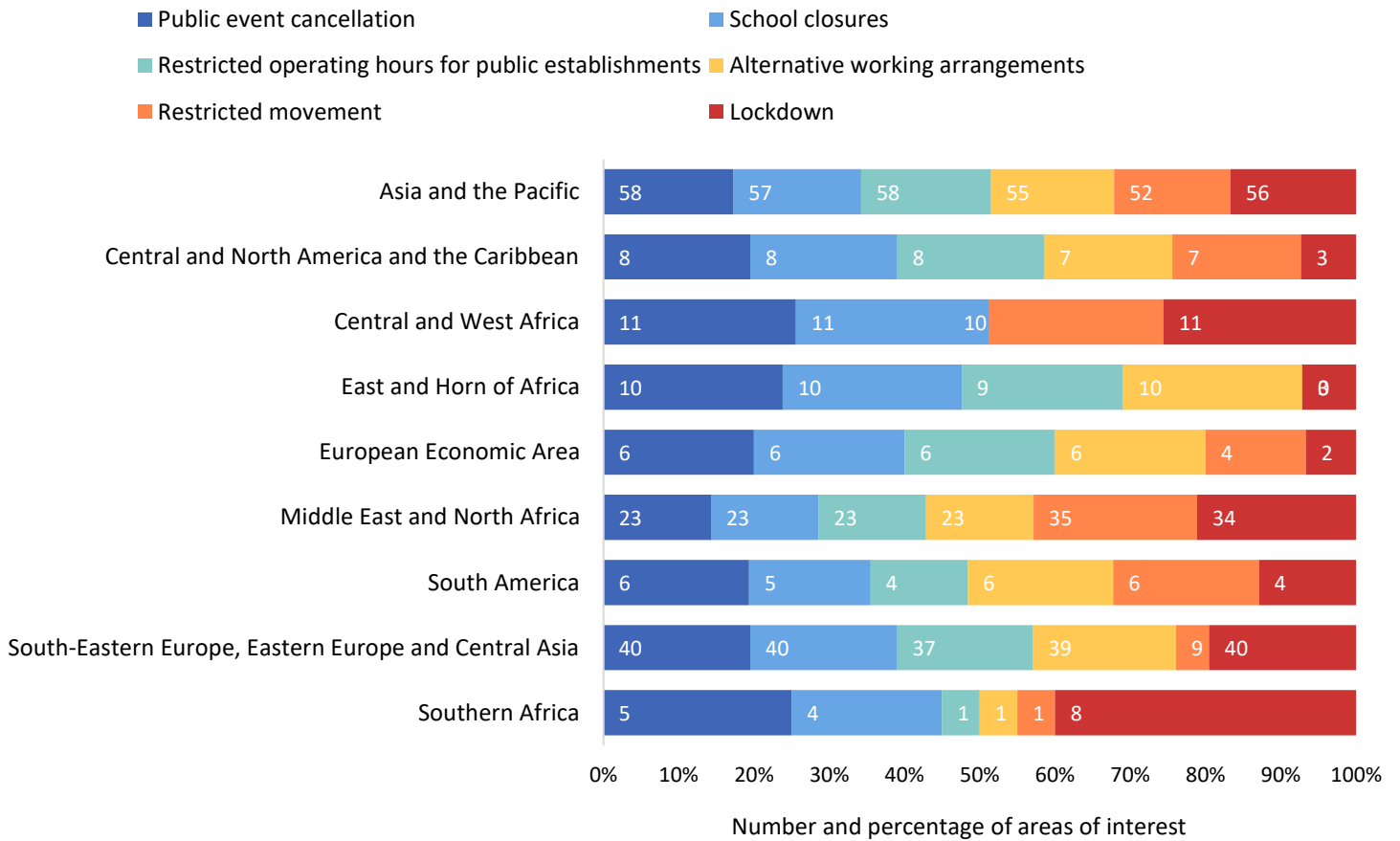
In total, 561 (no change from the previous week) sites were assessed in 109 countries, territories and areas. These sites were selected as they concern populations of interest such as stranded foreign nationals and IDPs. Hotels, temporary reception centers, camps, transit centers and detention centers 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 44 per cent of the assessed sites with populations of interest, foreign nationals were stranded there (245 out of 561 locations) and in 23 per cent there were reported cases of foreign nationals returning to their country of origin (130 out of 561) while in 10 per cent IDPs were affected by restrictive measures (58 out of 561).

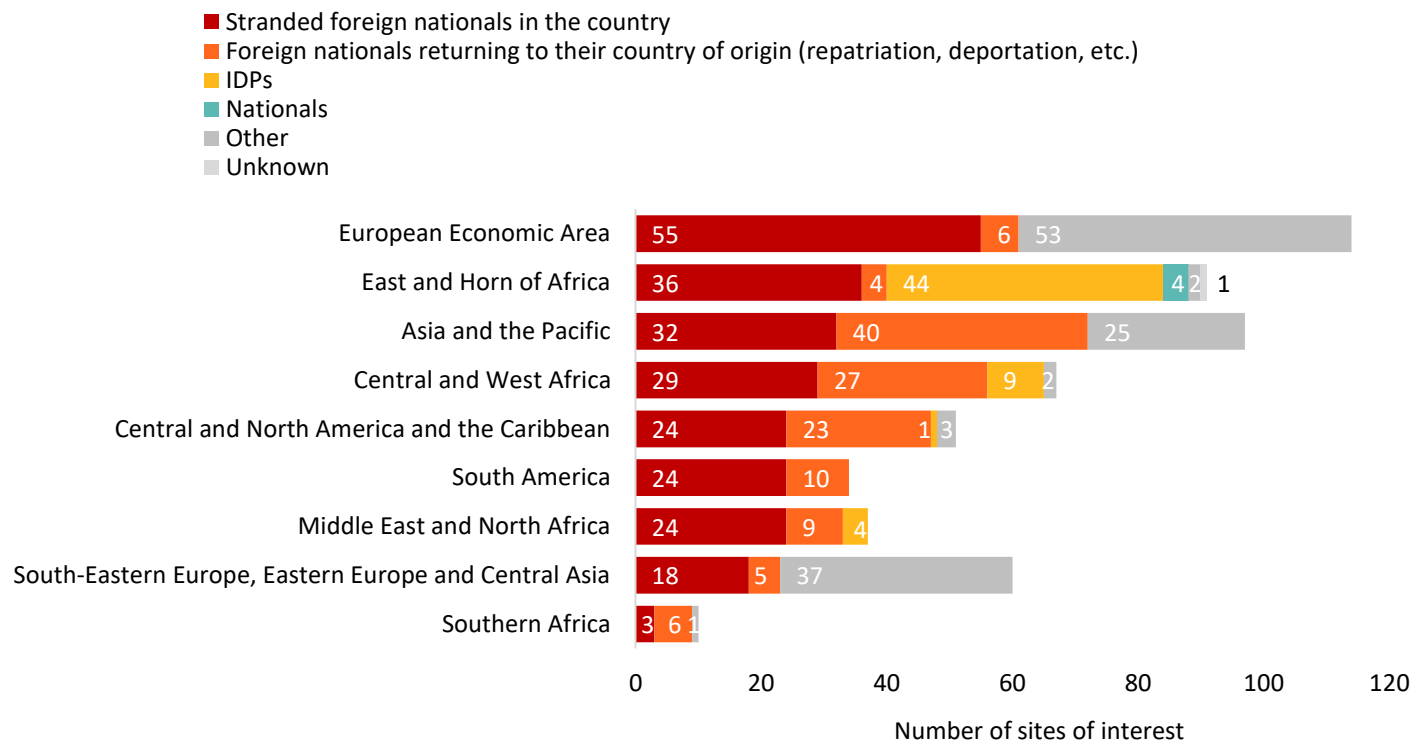
Among the regions, the IOM region of European Economic Area had the highest proportion of sites (20% of all assessed sites) and sites with stranded migrants (22%), followed by the IOM region of Asia and Pacific with 17 per cent and 13 per cent respectively. IOM region of Asia and Pacific has also the highest proportion of sites with reported cases of nationals returning to their country of origin (31%) followed by IOM Region of West and Central Africa with 21 per cent while IOM region of East and Horn of Africa has 76 per cent of the sites with reported cases of IDPs. In the IOM region of South America, 71 per cent of assessed sites had reported cases of stranded foreign nationals, followed by IOM regions of Middle East and North Africa and European Economic Area (65% and 48% respectively).

# 7. Overview of Areas and Sites of Interest

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



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



# Annex: Tables

Table I.I: Percentage of assessed locations 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	22%	13%	12%	14%	26%	13%	100%
Central and North America and the Caribbean	14%	7%	20%	0%	45%	13%	100%
Central and West Africa	7%	5%	11%	15%	55%	7%	100%
East and Horn of Africa	11%	3%	23%	4%	46%	14%	100%
European Economic Area	16%	8%	12%	0%	49%	15%	100%
Middle East and North Africa	19%	14%	11%	8%	35%	13%	100%
South America	16%	13%	25%	4%	34%	7%	100%
South-Eastern Europe, Eastern Europe and Central Asia	15%	6%	8%	11%	51%	9%	100%
Southern Africa	26%	4%	4%	0%	56%	11%	100%
<b>Total</b>	<b>16%</b>	<b>8%</b>	<b>12%</b>	<b>8%</b>	<b>45%</b>	<b>12%</b>	<b>100%</b>

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

Region	Fully closed	Partially operational	Fully operational	Other	Total (*)
Asia and the Pacific	275	249	61	42	627
Central and North America and the Caribbean	47	112	12	9	180
Central and West Africa	218	132	96	58	504
East and Horn of Africa	87	98	83	33	301
European Economic Area	256	338	150	23	767
Middle East and North Africa	154	73	16	8	251
South America	52	27	2	1	82
South-Eastern Europe, Eastern Europe and Central Asia	358	280	52	1	691
Southern Africa	122	89	11	42	264
<b>Total</b>	<b>1569</b>	<b>1398</b>	<b>483</b>	<b>217</b>	<b>3667</b>

Table 2.I: Percentage of locations disaggregated by operational status and IOM region

Region	Fully closed	Partially operational	Fully operational	Other	Total (*)
Asia and the Pacific	44%	40%	10%	7%	100%
Central and North America and the Caribbean	26%	62%	7%	5%	100%
Central and West Africa	43%	26%	19%	12%	100%
East and Horn of Africa	29%	33%	28%	11%	100%
European Economic Area	33%	44%	20%	3%	100%
Middle East and North Africa	61%	29%	6%	3%	100%
South America	63%	33%	2%	1%	100%
South-Eastern Europe, Eastern Europe and Central Asia	52%	41%	8%	0%	100%
Southern Africa	46%	34%	4%	16%	100%
<b>Total</b>	<b>43%</b>	<b>38%</b>	<b>13%</b>	<b>6%</b>	<b>100%</b>



# Annex: Tables

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

Location Type	Fully closed	Partially operational	Fully operational	Other	Total (*)
Airport	310	300	113	14	737
Blue Border Crossing Point	171	234	77	56	538
Internal Transit Point	92	154	92	8	346
Land Border Crossing Point	996	710	201	139	2046
<b>Total</b>	<b>1569</b>	<b>1398</b>	<b>483</b>	<b>217</b>	<b>3667</b>

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

Location type	Fully closed	Partially operational	Fully operational	Other	Total
Airport	42%	41%	15%	2%	100%
Blue Border Crossing Point	32%	43%	14%	10%	100%
Internal Transit Point	27%	45%	27%	2%	100%
Land Border Crossing Point	49%	35%	10%	7%	100%
<b>Total</b>	<b>43%</b>	<b>38%</b>	<b>13%</b>	<b>6%</b>	<b>100%</b>

Table 4: Number of assessed locations by affected population categories

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrants	No. of locations assessed
Airport	572	670	255	277	113	133	159	737
Blue Border Crossing Point	314	331	158	143	96	84	117	538
Internal Transit Point	260	265	137	109	72	15	27	346
Land Border Crossing Point	1359	1598	934	754	341	255	379	2046
<b>Total</b>	<b>2505</b>	<b>2864</b>	<b>1484</b>	<b>1283</b>	<b>622</b>	<b>487</b>	<b>682</b>	<b>3667</b>

# Annex: Tables

Table 4.I: Percentage of assessed locations disaggregated by affected population categories

Location type	Nationals	Regular travellers	Irregular migrants	Returnees	IDPs	Refugees	Migrants	No. of locations assessed
Airport	78%	91%	35%	38%	15%	18%	22%	737
Blue Border Crossing Point	58%	62%	29%	27%	18%	16%	22%	538
Internal Transit Point	75%	77%	40%	32%	21%	4%	8%	346
Land Border Crossing Point	66%	78%	46%	37%	17%	12%	19%	2046
<b>Total</b>	<b>68%</b>	<b>78%</b>	<b>40%</b>	<b>35%</b>	<b>17%</b>	<b>13%</b>	<b>19%</b>	<b>3667</b>

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	Medical certificate confirming a negative COVID-19 test result	Other limitations	None
Airport	587	510	75	124	17	280	26	94	2
Blue Border Crossing Point	324	311	21	47	7	156	9	42	13
Internal Transit Point	197	195	3	2	1	175	0	11	5
Land Border Crossing Point	1580	1575	129	193	110	608	41	350	26
<b>Total</b>	<b>2688</b>	<b>2591</b>	<b>228</b>	<b>366</b>	<b>135</b>	<b>1219</b>	<b>76</b>	<b>497</b>	<b>46</b>

Table 5.I: 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	Medical certificate confirming a negative COVID-19 test result	Other limitations	None
Airport	80%	69%	10%	17%	2%	38%	4%	13%	0%
Blue Border Crossing Point	60%	58%	4%	9%	1%	29%	2%	8%	2%
Internal Transit Point	57%	56%	1%	1%	0%	51%	0%	3%	1%
Land Border Crossing Point	77%	77%	6%	9%	5%	30%	2%	17%	1%
<b>Total</b>	<b>73%</b>	<b>71%</b>	<b>6%</b>	<b>10%</b>	<b>4%</b>	<b>33%</b>	<b>2%</b>	<b>14%</b>	<b>1%</b>

# Annex: Tables

Table 6.1: Public Health Section for Airports

Question	Yes	No	Don't know	Total
Handwashing station at the site	262	10	53	325
Health screening with temperature check using non-contact thermometer	169	1	5	175
Information about COVID-19 being provided at site	272	8	51	331
Infrastructure at the site to support crowd control and ensure safety of screeners	137	11	27	175
Isolation space exists for evaluation of any suspect case away from crowds	124	48	151	323
Referral system in place at the site	137	32	153	322
SOPs in place at the site for management and referral of ill travellers	195	30	107	332

Table 6.2: Public Health Section for Blue Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	162	14	46	222
Health screening with temperature check using non-contact thermometer	80	4	38	122
Information about COVID-19 being provided at site	162	21	43	226
Infrastructure at the site to support crowd control and ensure safety of screeners	64	12	46	122
Isolation space exists for evaluation of any suspect case away from crowds	34	34	156	224
Referral system in place at the site	109	21	92	222
SOPs in place at the site for management and referral of ill travellers	122	20	84	226

Table 6.3: Public Health Section for Land Border Crossing Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	357	144	252	753
Health screening with temperature check using non-contact thermometer	308	14	9	331
Information about COVID-19 being provided at site	361	137	257	755
Infrastructure at the site to support crowd control and ensure safety of screeners	182	60	86	328
Isolation space exists for evaluation of any suspect case away from crowds	165	220	365	750
Referral system in place at the site	229	178	338	745
SOPs in place at the site for management and referral of ill travellers	294	168	308	770

Table 6.4: Public Health Section for Internal Transit Points

Question	Yes	No	Don't know	Total
Handwashing station at the site	96	11	32	139
Health screening with temperature check using non-contact thermometer	91	0	1	92
Information about COVID-19 being provided at site	100	9	32	141
Infrastructure at the site to support crowd control and ensure safety of screeners	5	3	84	92
Isolation space exists for evaluation of any suspect case away from crowds	3	26	111	140
Referral system in place at the site	9	17	114	140
SOPs in place at the site for management and referral of ill travellers	28	16	111	155

# Annex: Tables

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

Region	No. of Areas of interest	Percentage of Total
Asia and the Pacific	104	29%
Central and North America and the Caribbean	18	5%
Central and West Africa	27	8%
East and Horn of Africa	11	3%
European Economic Area	77	21%
Middle East and North Africa	46	13%
South America	18	5%
South-Eastern Europe, Eastern Europe and Central Asia	48	13%
Southern Africa	11	3%
<b>Total</b>	<b>360</b>	<b>100%</b>

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

Question	Yes	No	No. of Areas of interest assessed	Percentage of Areas implementing the restriction
Alternative working arrangements (work remotely, etc.)	147	213	360	41%
Lockdown/quarantine enforced by police or military	161	199	360	45%
Public events cancelled or postponed	167	193	360	46%
Restricted movement outside home (lockdown)	124	236	360	34%
Restricted operating hours for public establishments (café, restaurant, etc.)	146	214	360	41%
Schools closed	164	196	360	46%

Table 7.2: Duration of restrictive measures at areas of interest

Duration	No. of Areas of interest	Percentage
N/A	26	7%
1 - 3 months	22	6%
14 days to One month	181	50%
Less than 14 days	16	4%
Unknown	115	32%
<b>Total</b>	<b>360</b>	<b>100%</b>

# Annex: Tables

Table 7.3: Affected population categories in the sites of interest

Affect population categories	Number of sites	Percentage of sites
Foreign nationals returning to their country of origin (repatriation, deportation, etc.)	130	23%
Stranded foreign nationals in the country	245	44%
IDPs	58	10%
Nationals	4	1%
Other	123	22%
Unknown	1	0%
<b>Total</b>	<b>561</b>	<b>100%</b>

Table 7.4: Number of sites disaggregated by population categories and by IOM region

Region	Foreign nationals returning to their country of origin (repatriation, deportation, etc.)	Stranded foreign nationals in the country	IDPs	Nationals	Other	Unknown	Total
Asia and the Pacific	40	32	0	0	25	0	97
Central and North America and the Caribbean	23	24	1	0	3	0	51
Central and West Africa	27	29	9	0	2	0	67
East and Horn of Africa	4	36	44	4	2	1	91
European Economic Area	6	55	0	0	53	0	114
Middle East and North Africa	9	24	4	0	0	0	37
South America	10	24	0	0	0	0	34
South-Eastern Europe, Eastern Europe and Central Asia	5	18	0	0	37	0	60
Southern Africa	6	3	0	0	1	0	10
<b>Total</b>	<b>130</b>	<b>245</b>	<b>58</b>	<b>4</b>	<b>123</b>	<b>1</b>	<b>561</b>