

IOM COVID-19
IMPACT ON
POINTS OF ENTRY

BI-WEEKLY ANALYSIS

07 JULY 2021

PUBLISHER

The opinions expressed in the report are those of the authors and do not necessarily reflect the views of the International Organization for Migration (IOM). The designations employed and the presentation of material throughout the report do not imply the expression of any opinion whatsoever on the part of IOM concerning the legal status of any country, territory, city or area, or of its authorities, or concerning its frontiers or boundaries.

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 dtm-covid19@iom.int

© 2021 International Organization for Migration (IOM)

All rights reserved. No part of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means, electronic, mechanical, photocopying, recording, or otherwise without the prior written permission of the International Organization for Migration (IOM).

COVER PHOTO:

© Abdullah Al Mashrif/IOM Bangladesh 2021

At the Spin Boldak border crossing point, IOM Afghanistan supports health screening for all travellers entering Afghanistan from Pakistan for symptoms of COVID-19 through temperature checks and symptom monitoring. Suspect cases are isolated and referred to a quarantine facility in Kandahar city for testing and treatment.

TABLE OF CONTENTS

EXECUTIVE SUMMARY	3
METHODOLOGY & DEFINITIONS	5
1. PoE SCOPE AND COVERAGE: NUMBERS AT A GLANCE	6
2. OVERVIEW OF AIRPORTS	7
3. OVERVIEW OF BLUE BORDER CROSSING POINTS	8
4. OVERVIEW OF LAND BORDER CROSSING POINTS	9
ANNEX	10

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. 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.

Points of Entry (PoEs):

- As of 1 June 2021, a total of 4,474 PoEs were assessed in 182 C/T/As: 1,166 (26%) airports, 2,582 (58%) land border crossing points and 726 (16%) blue border crossing points.
- Overall, 16 per cent of the assessed PoEs were fully closed (no change compared to the previous reporting period), 25 per cent partially operational and 51 per cent fully operational (no change compared to the previous reporting period), however the operational status of PoEs varied across IOM Regions and PoE types:
 - The IOM Region with the highest share of fully closed PoEs was West and Central Africa (40%, i.e. a 1 p.p. decrease compared to the previous reporting period), followed by South America (29%, i.e. no change compared to the previous reporting period);
 - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (87%, an increase of 3 p.p. compared to the previous reporting period), followed by East and Horn of Africa (58%, a 10 p.p. decrease compared to the previous reporting period), South-Eastern Europe, Eastern Europe and Central Asia (56%, no change on a fortnightly basis), Middle East and North Africa (54%; i.e. a 5 p.p. increase compared to the previous report) and Southern Africa (52%; no change compared to the previous reporting period), and the ;
 - About 20 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this was reported as 11 and 9 per cent, respectively, with no significant change across all PoE types compared to the previous reporting period;
 - The share of fully operational locations increased slightly for airports (73%, a 2 p.p. increase compared to the previous reporting period), while it increased slightly for blue border crossing points (52%, i.e. a 1 p.p. decrease compared to the previous reporting period). No change was observed in land border crossings points (42% fully operational).

Methodology & Definitions

To better understand and capture how COVID-19 affects global mobility, IOM has developed a global database used to map, track and analyse the impact the pandemic is having on Points of Entry (PoEs) and other key points and locations of internal mobility. This system for data collection and analysis, which has been operational since March 2020, is called Mobility and Restrictions Mapping (MRM) and was developed in phases responding to the evolution of the pandemic and the resulting restrictiveness at points of entry and locations of internal mobility. Until the end of August the system was in phase two and was composed of components, called modules, tailored to capture different information. This included modules for mapping PoE operational status and measures, as well as other modules related to observations at key locations of internal mobility. Modules related to internal mobility captured information on general COVID-19 measures within country contexts, internal mobility restrictions, the situation at in-country transit points and areas such as cities and provinces that have specific COVID-19 measures in place which may differ from those imposed at country level, and sites and locations with populations of interest (stranded foreigners/migrants and or internally displaced persons whose mobility was impacted due to COVID-19 measures).

Since the beginning of September 2020, phase three of the MRM is based on gradual improvements as well as on recommendations provided by users and key stakeholders. It is aimed at establishing a Global PoE Reference Database-master list, used as a baseline for other assessments. This will be a comprehensive list of all official PoEs worldwide and will expand on the original PoE module to capture information on the official and operational status of observed PoEs (airports, blue border crossing points and land border crossing points). It will be implemented in all countries, territories and areas currently captured in the database but will aim to reach every country in the world and all PoEs. All data collected through previous versions of the module since March 2020 will continue to be updated regularly.

Through phase three, data collected for key locations of internal mobility (in countries, areas or sites with populations of interest) will continue to be collected and processed through the existing modules and will continue to be functional in the improved version of the MRM system.

The Points of Entry Bi-Weekly Analysis report and the Key Locations of Internal Mobility Monthly Analysis report serve to present an overview of these COVID-19 related changes observed at the assessed airports, blue border crossing points, land border crossing points, as well as at internal transit points, and other key locations of internal mobility.

The IOM COVID-19 Impact on Points of Entry Bi-Weekly Analysis is meant to serve IOM Member States, IOM, UN and voluntary partner agencies, the civil society, including media, as well as the general population in analysing the impact of COVID-19 pandemic on PoEs. 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 report provides an overview and analysis on the data from a global and regional perspective of PoEs. For more detailed country-specific information and dataset used for the analysis please visit: <https://migration.iom.int/>

Methodology & Definitions

As the situation of the COVID-19 pandemic continues to evolve, the resulting restrictive measures issued to mitigate the spread, have become increasingly complex and varied. The IOM database monitoring the impact on points of entry has been updated in a way which reflects the varied stages of measures issued at different times by countries, territories or areas. 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 2020 and 1 June 2021. Data for 4 per cent of the PoEs have been updated since the beginning of June, 45 per cent of the PoEs have been updated during the month of May, while information for 26 per cent of the PoEs were updated during the month of April and 13 per cent in March. The remaining 12 per cent was last updated before March 2021. For more information see Table 1.2 in the Annex.

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

Regional maps are available [here](#).

Data is collected on the following location types:

- 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 PoE:

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

List of acronyms used throughout the report

- C/T/As: countries, territories or areas
- DTM: Displacement Tracking Matrix
- IBM: Immigration and Border Management
- IDPs: Internally Displaced Persons
- MRM: Mobility and Restrictions Mapping
- PoE: Point of Entry
- p.p.: Percentage Point¹
- 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. PoE Scope and Coverage: Numbers at a glance

4,474

Assessed Points of Entry

182

Assessed C/T/As

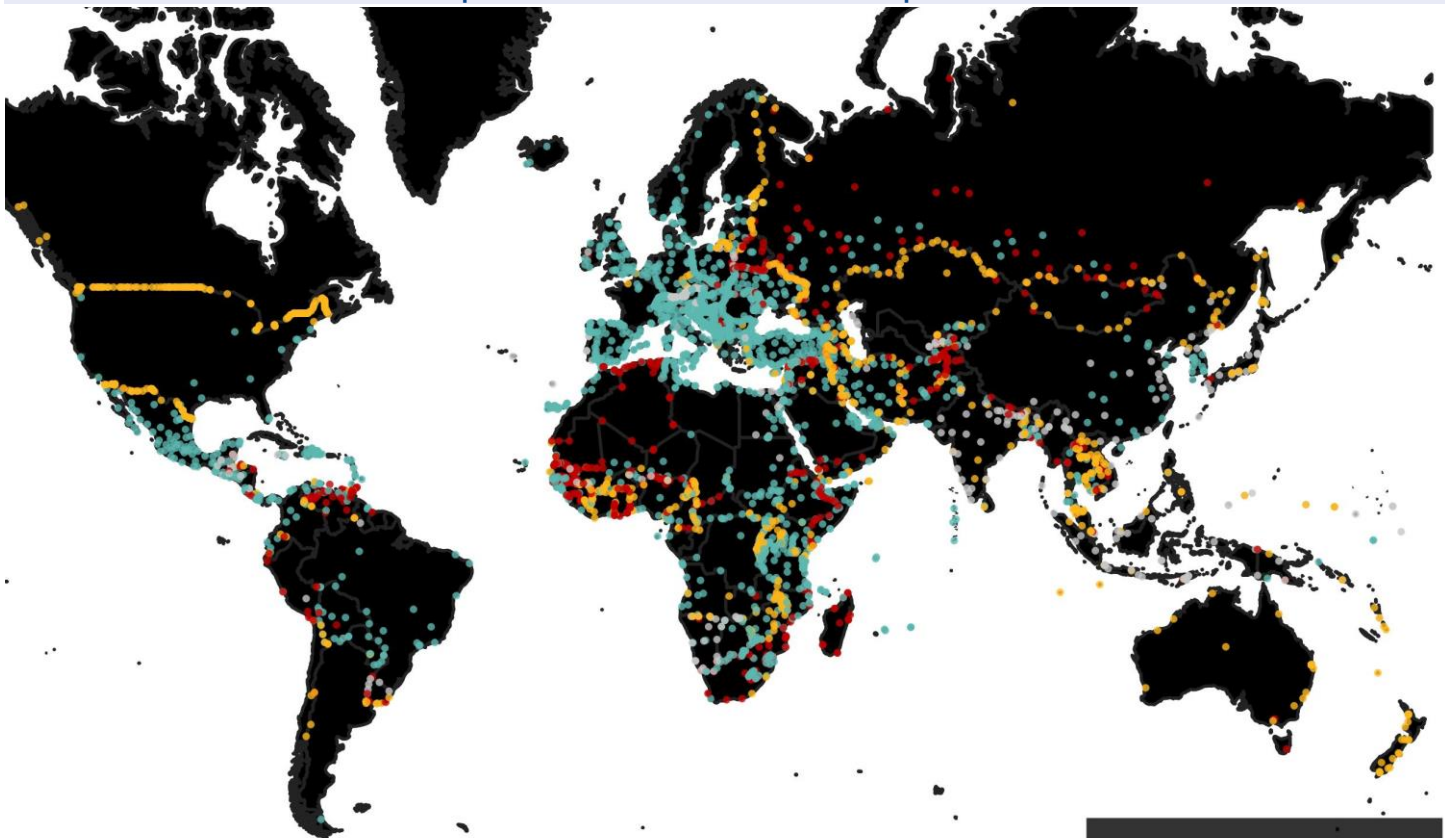
To better understand how COVID-19 has affected the various travel restrictions and disruptions hampering global mobility, this report looks at IOM's global mobility database to map and gather data on the locations, status and different restrictions at PoEs globally, including airports, blue border crossing points and land border crossing points. 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 IOM COVID-19 Impact on Points of Entry Bi-Weekly Analysis report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **1 July 2020**.

IOM has assessed **4,474** total PoEs in **182 countries, territories and areas**, so far. Of these PoEs, 2,582 (58%) were land border crossing points, 1,166 (26%) were airports and 726 (16%) were blue border crossing points (sea-, river and lake ports). More details can be found in Table 1 in the Annex.

Of all assessed PoEs, **16 per cent** were reported as **fully closed** and **51 per cent** were reported to be **fully operational**. Another **25 per cent** were **partially operational**. At the regional level, **West and Central Africa** was the region with the highest percentage of fully closed assessed PoEs (40% out of 472), followed by **South America** (29% out of 148). Conversely, European Economic Area and Central and North America and the Caribbean were the regions with the lowest percentage of fully closed assessed PoEs (1% out of 877, 6% out of 448, respectively). More details can be found in the Annex, in Table 1 and 2.

Global map of assessed PoEs and their operational status



PoE by operational status

- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

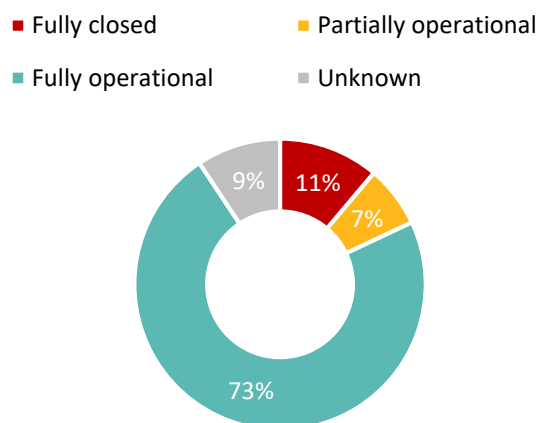
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

2. Overview of Airports

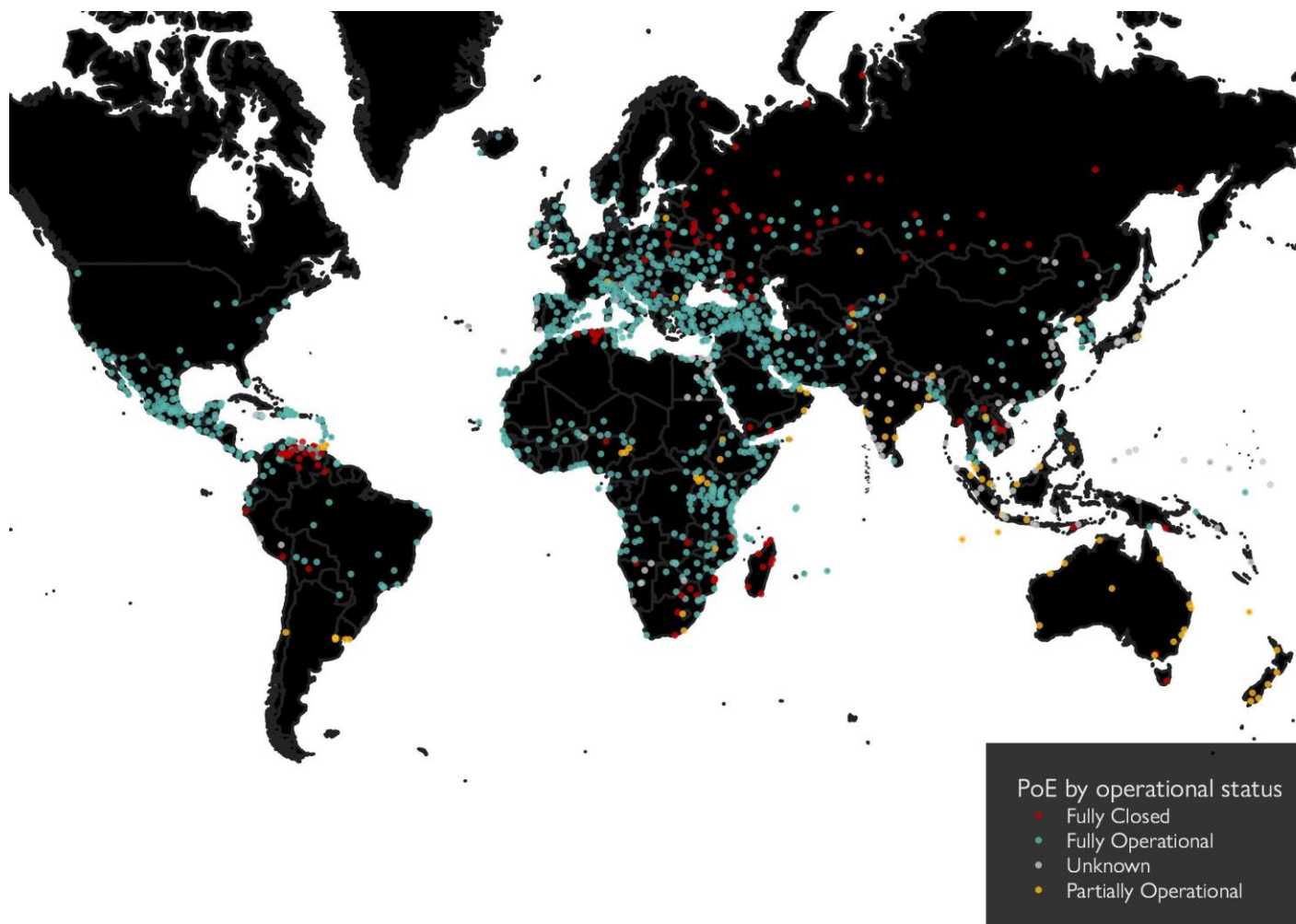
IOM assessed **1,166 airports** in **179 countries, territories and areas**. Of the assessed airports, **11 per cent** or 130 airports were reported to be **fully closed** (no change compared to the previous report). Airports with **partially operational** status were reported for **7 per cent** or 80 airports (no change compared to the previous report). For **73 per cent** (847) of the assessed airports, the operational status was reported to be **fully operational** (a 2 p.p. increase compared to the previous report). Information was not available for the remaining 9 per cent (109) of assessed airports (for more details, see Table 3 in the Annex).

Operational status at assessed airports

Of the total 130 assessed fully closed airports, the IOM region that reported the highest percentage of fully closed airports was South America (28 out of 72, or 39%, of assessed airports are closed: no change compared to the previous update). Following South America, the IOM region with the next highest proportion of fully closed airports was South-Eastern Europe, Eastern Europe and Central Asia with 56 out of 211 closed airports or 27 per cent (an increase of 1 p.p. over the previous update). Conversely, Central and North America and the Caribbean was the region with the highest proportion of fully operational airports with 96 per cent of the total or 135 out of 141 fully operational (an increase of 1 p.p. over the previous update). It was followed by the European Economic Area and East and Horn of Africa, with 94 and 91 per cent fully operational respectively (191 out of 204 of airports fully operational in the former, 73 out of 80 in the latter).



Global map of assessed airports and their operational status



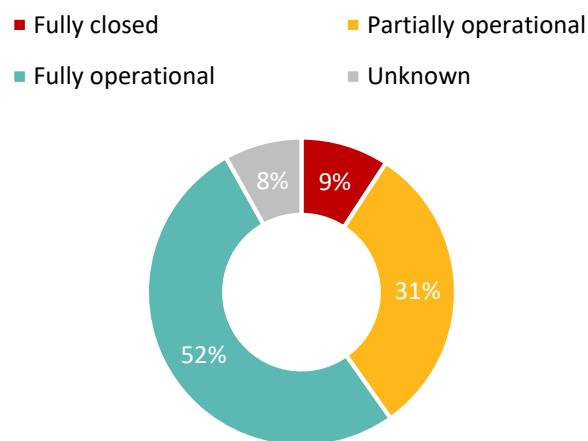
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

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

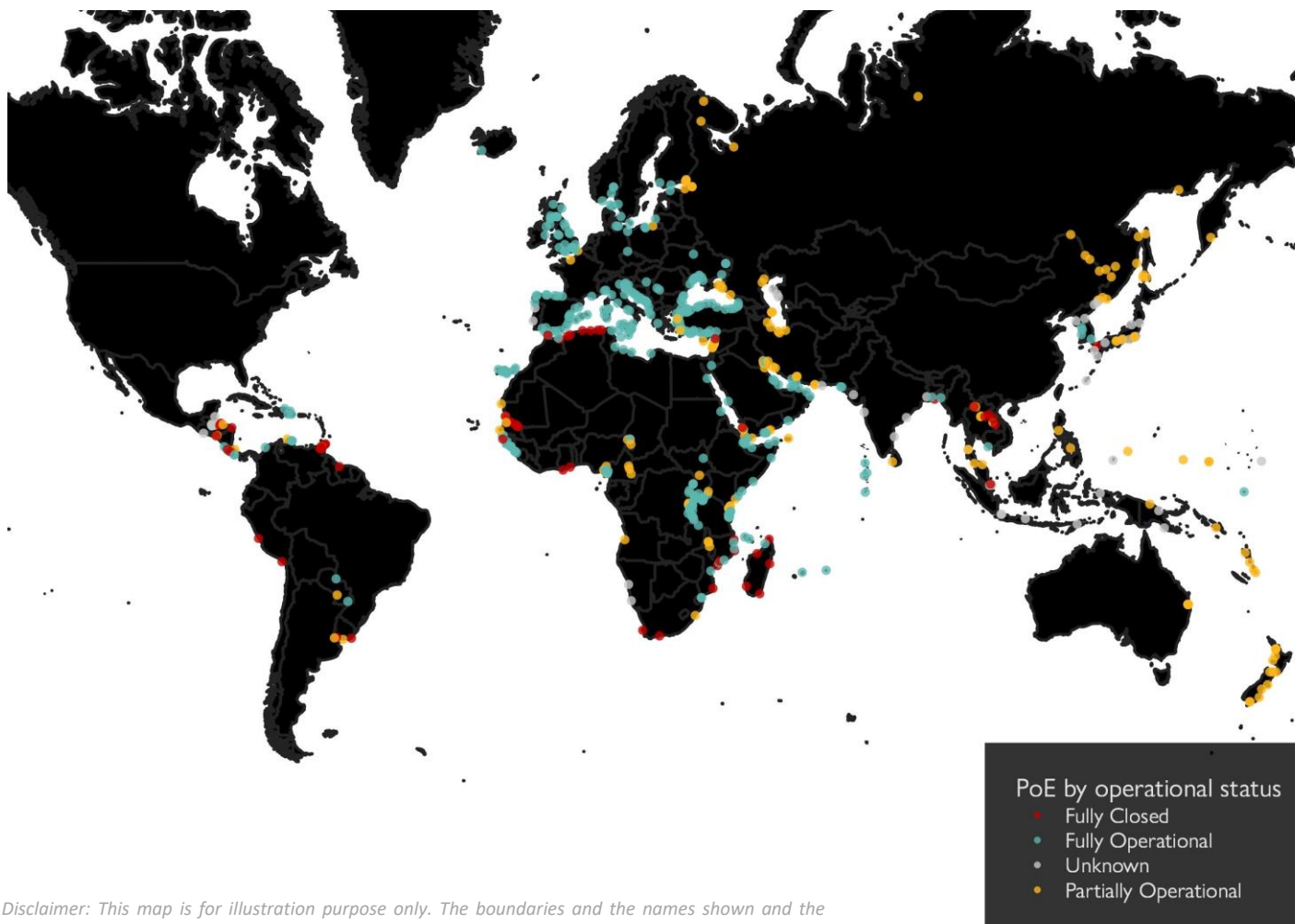
IOM assessed a total of **726 blue border crossing points in 116 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly in the past two weeks. **Nine per cent**, or 67 locations, were reported to be **fully closed** (no change compared to the previous report), while the portion of **partially operational blue border crossing points** was reported **at 31 per cent (225 ports, an increase of 1 p.p. compared to the previous reporting period)**. Finally, **52 per cent (375 locations)** were reported as **fully operational** (a 1 p.p. decrease from the previous report). Information was not available for 8 per cent (59 locations) (for more details, see Table 3 in the Annex).

Central America, North America and the Caribbean was the IOM region with the highest share of fully closed blue border crossing points (18 out of 44, 41% of the total, a 9 p.p. decrease compared to the previous report), followed by South America, with 40 per cent respectively (4 out of 10 ports, no change compared to the previous reporting period). The European Economic Area region continued to be the IOM region with the highest share of fully operational blue border crossing points with 134 fully operational locations out of the 142 assessed blue border crossing points in the region (94% of the total, no change compared to the previous report). The region with the second highest share of fully operational blue border PoEs was East and Horn of Africa, with 69 per cent or 88 out of 88 ports reported as fully operational, followed by South-Eastern Europe, Eastern Europe and Central Asia with 72 of 120 or 60 per cent (a no change compared to the previous reporting period).

Operational status at assessed blue border crossing points



Global map of assessed blue border crossing 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.

4. Overview of Land Border Crossing Points

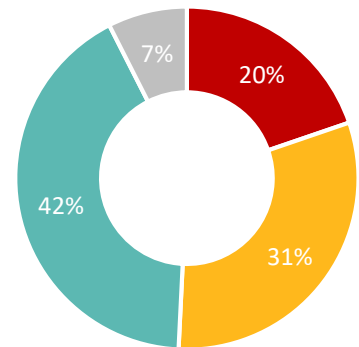
Among the **2,582 assessed land border crossing points** in 132 countries, territories or areas, the **fully closed** and **partially operational** made up **20** and **31 per cent** of the total, respectively, while **42 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining 7 per cent was unknown. Compared to the previous report, no changes in the percent of border crossings with any status was observed in land border crossing points (for more details, see Table 3 in the Annex).

West and Central Africa remains the IOM region reporting the highest share of fully closed land border crossing points with 178 out of 373 assessed locations completely closed, corresponding to 48 per cent of the total number of land border crossing points assessed in this region (no change compared to the previous reporting period). Other IOM regions with a significant proportion of fully closed land border crossing points include the Middle East and North Africa (36 out of 128, 28%, no change compared to the previous reporting period) and Asia and the Pacific (57 out of 246, 23%, no change compared to the previous reporting period).

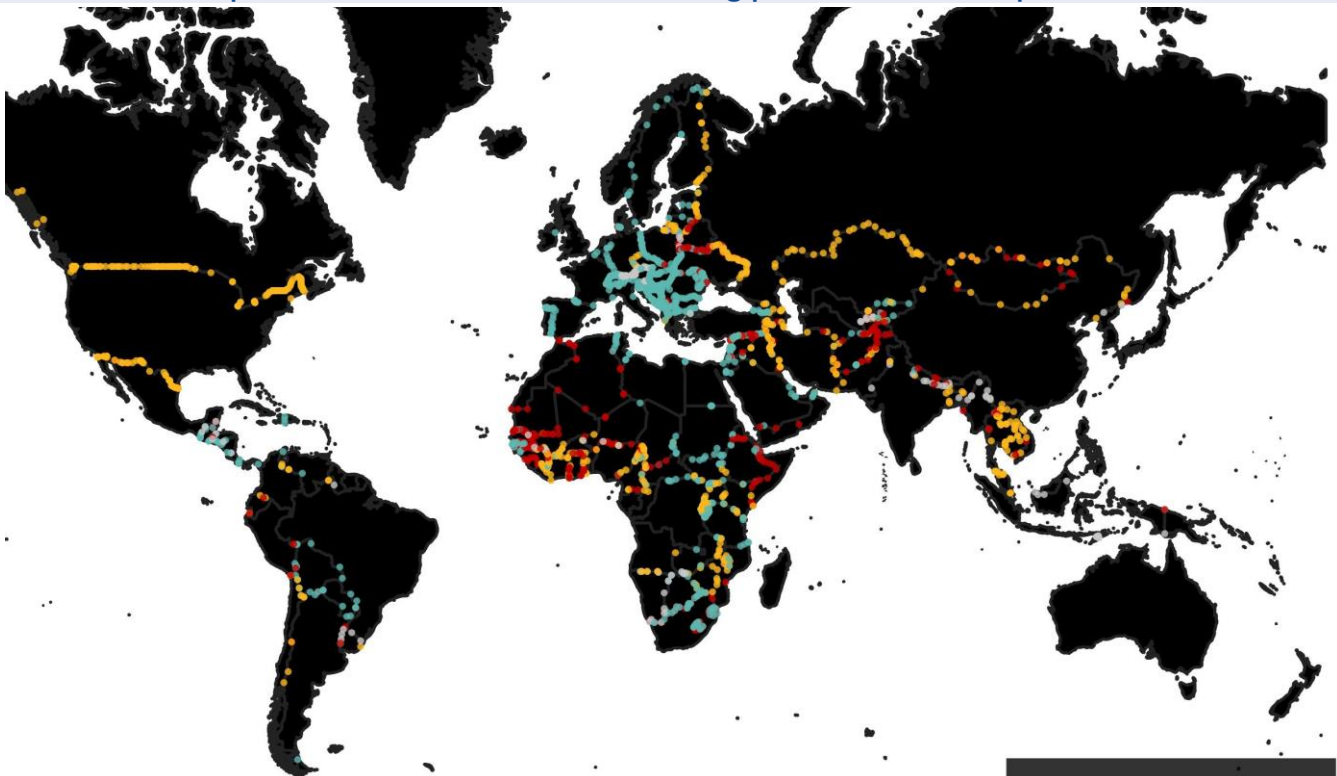
The highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 435 out of the 531 assessed land border crossing points that are currently fully operational (82%, a 5 p.p. increase compared to the previous reporting period), followed by Middle East and North Africa (65 out of 128, 51%, no change compared to the previous reporting period) and South-Eastern Europe, Eastern Europe and Central Asia (267 out of 538, 50% of the total, i.e. a 1 p.p. increase on a fortnightly basis).

Operational status at assessed land border crossing point

- Fully closed
- Fully operational
- Partially operational
- Unknown



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



PoE by operational status

- Fully Closed
- Fully Operational
- Unknown
- Partially Operational

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.

Annex: Tables

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

Region	Total		Airports		Land border crossing points		Blue border crossing points		No. of C/T/A
	#	%	#	%	#	%	#	%	#
Asia and the Pacific	671	100%	248	37%	246	37%	177	26%	39
Central and North America and the Caribbean	448	100%	141	31%	263	59%	44	10%	22
West and Central Africa	472	100%	47	10%	373	79%	52	11%	21
East and Horn of Africa	381	100%	80	21%	213	56%	88	23%	9
European Economic Area	877	100%	204	23%	531	61%	142	16%	30
Middle East and North Africa	263	100%	80	30%	128	49%	55	21%	17
South America	148	100%	72	49%	66	45%	10	7%	10
South-Eastern Europe, Eastern Europe and Central Asia	869	100%	211	24%	538	62%	120	14%	19
Southern Africa	345	100%	83	24%	224	65%	38	11%	15
Total	4474	100%	1166	26%	2582	58%	726	16%	182

*Table I.2: Percentage of update of PoE data by month

Location Type	November 2020	November 2020 (%)	December 2020	December 2020 (%)	January 2021	January 2021 (%)
Airport	0	0%	1	<1%	7	1%
Blue border crossing point	12	2%	2	<1%	0	0%
Land border crossing point	30	1%	31	1%	26	1%
Total	42	1%	34	1%	33	1%

Location Type	February 2021	February 2021 (%)	March 2021	March 2021 (%)	April 2021	April 2021 (%)
Airport	1	<1%	159	14%	291	25%
Blue border crossing point	0	0%	61	8%	129	18%
Land border crossing point	1	<1%	290	11%	556	22%
Total	2	<1%	510	11%	976	22%

Location Type	May 2021	May 2021 (%)	June 2021	June 2021 (%)	July 2021	July (%)	Total	Total (%)*
Airport	164	14%	537	46%	6	1%	1166	100%
Blue border crossing point	114	16%	405	56%	3	<1%	726	100%
Land border crossing point	649	25%	972	38%	17	1%	2582	100%
Total	927	21%	1914	43%	26	1%	4474	100%

*For illustration and readability purposes, the columns for the period March – October 2020 were not included as all of them did not had a PoE update, except of 13 Land border crossing points (<1%) that were added to the total number for such period (3 corresponding to march and 10 to June)

Annex: Tables

Table 2: Number (#) and percentage (%) of assessed PoEs by operational status and IOM region

Region	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Asia and the Pacific	79	12%	273	41%	135	20%	184	27%	671
Central and North America and the Caribbean	26	6%	217	48%	186	42%	19	4%	448
West and Central Africa	191	40%	157	33%	114	24%	10	2%	472
East and Horn of Africa	42	11%	115	30%	222	58%	2	1%	381
European Economic Area	11	1%	28	3%	760	87%	78	9%	877
Middle East and North Africa	56	21%	42	16%	147	56%	18	7%	263
South America	43	29%	29	20%	68	46%	8	5%	148
South-Eastern Europe, Eastern Europe and Central Asia	174	20%	188	22%	490	56%	17	2%	869
Southern Africa	85	25%	57	17%	178	52%	25	7%	345
Total	707	16%	1106	25%	2300	51%	361	8%	4474

Table 3: Number (#) and percentage (%) of assessed PoEs by operational status and type

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	130	11%	80	7%	847	73%	109	9%	1166
Blue border crossing point	67	9%	225	31%	375	52%	59	8%	726
Land border crossing point	510	20%	801	31%	1078	42%	193	7%	2582
Total	707	16%	1106	25%	2300	51%	361	8%	4474