

IOM COVID-19 IMPACT ON POINTS OF ENTRY



BI-WEEKLY ANALYSIS

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

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COVER PHOTO:

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The Spin Boldak District Hospital is the largest health facility outside of Kandahar city serving a population of 600,000 persons located near the border of Pakistan. Three years ago, the roof of the warehouse was destroyed by mortar fire. IOM Afghanistan has supported the reconstruction of the facility and the hospital's ongoing COVID-19 response with equipment, staffing for cleaning and logistical management of medical supplies and equipment, and health education.

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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 20 January 2022, a total of 4,598 PoEs were assessed in 187 C/T/As: 1,083 (24%) airports, 2,730 (59%) land border crossing points and 785 (17%) blue border crossing points.
- Overall, 10 per cent of the assessed PoEs were fully closed (no change compared to the previous reporting period), 21 per cent partially operational (a 1 p.p. decrease compared to the previous reporting period) and 61 per cent fully operational (a 1 p.p. increase 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 Central and West Africa (15%, no change compared to the previous reporting period), followed by South-Eastern Europe, Eastern Europe and Central Asia (13%, no change compared to the previous reporting period), Asia and the Pacific (11%, no change compared to the previous reporting period) and the European Economic Area (10%, i.e. a 4 p.p. increase compared to the previous reporting period);
 - Central and North America and the Caribbean was the IOM Region with the highest percentage of fully operational PoEs (91%, no change compared to the previous reporting period), followed by the European Economic Area (80%, no change compared to the previous reporting period), East and Horn of Africa (75%, i.e. a 1 p.p. increase compared to the previous reporting period), Southern Africa (66%, i.e. a 17 p.p. increase compared to the previous reporting period) and South-Eastern Europe, Eastern Europe and Central Asia (57%, i.e. no change compared to the previous reporting period);
 - About 12 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this percentage was reported as 6 and 8 per cent, respectively (no change compared to the previous reporting period).
 - The share of fully operational locations slightly increase across all PoE types: airports (72%, i.e. a 1 p.p. increase compared to the previous reporting period), land border crossings points (58%, i.e. a 2 p.p. increase compared to the previous reporting period) and blue border crossing points (55%, i.e. a 1 p.p. increase compared to the previous reporting period).

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 20 January 2022. Data for 19 per cent of the PoEs have been updated since the beginning of January, with 41 per cent of the PoEs have been updated during the month of December and 32 per cent in November. The remaining 8 per cent of PoEs has been updated before November 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

4,598

Assessed Points of Entry

187

Assessed C/T/As

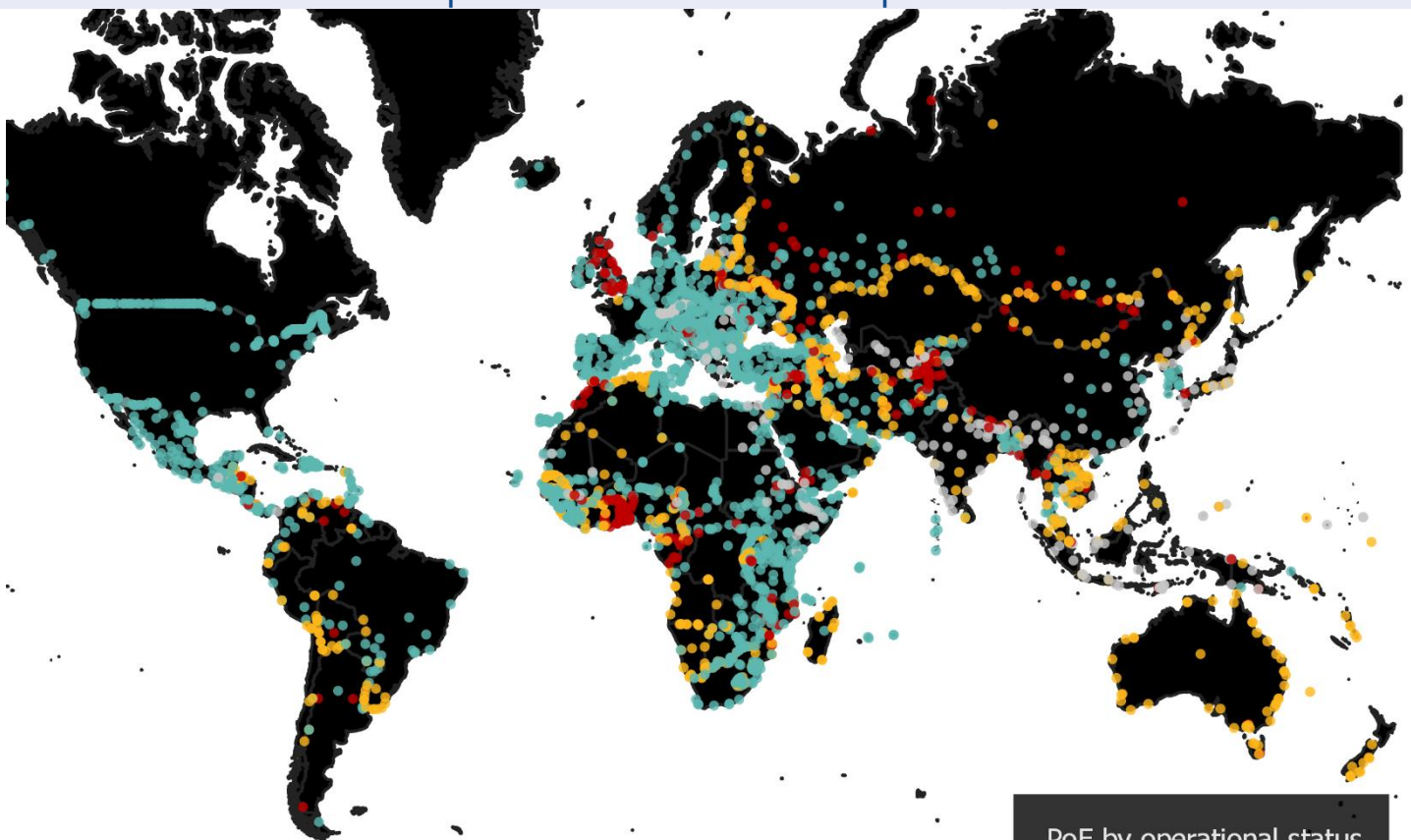
To better understand how COVID-19 has affected the various travel restrictions and disruptions hampering global mobility, this report looks at IOM's global mobility database to map and gather data on the locations, status and different restrictions at PoEs globally, including airports, blue border crossing points and land border crossing points.

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 **20 January 2022**.

IOM has assessed **4,598** total PoEs in **187 countries, territories and areas**, so far. Of these PoEs, 2,730 (59%) were land border crossing points, 1,083 (24%) were airports and 785 (17%) 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, **10 per cent** were reported as **fully closed** and **61 per cent** were reported to be **fully operational**. Another **21 per cent** were **partially operational**. At the regional level, Central and West Africa was the region with the highest percentage of fully closed assessed PoEs (15% out of 587), followed by South-Eastern Europe, Eastern Europe and Central Asia (13% out of 910). Conversely, Central and North America and the Caribbean (3% out of 434), East and Horn of Africa (6% out of 381), and South America (6% out of 127) were the regions with the lowest percentage of fully closed assessed PoEs. 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

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

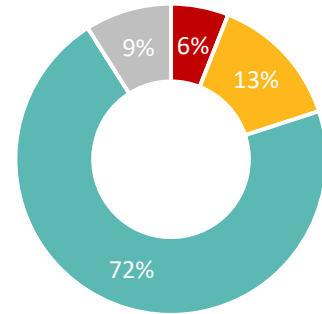
IOM assessed **1,083 airports** in **183 countries, territories and areas**. Of the assessed airports, **6 per cent** or 64 airports were reported to be **fully closed** (no change compared to the previous report). Airports with **partially operational** status were reported for **13 per cent** or 144 airports (a 1 p.p. decrease compared to the previous report). For **72 per cent** (780 airports) of the assessed airports, the operational status was reported to be **fully operational** (a 1 p.p. decrease compared to the previous report). Information was not available for the remaining 9 per cent (no change on a fortnightly basis) of assessed airports (for more details, see Table 3 in the Annex).

The IOM region that reported the highest percentage of fully closed airports was South-Eastern Europe, Eastern Europe and Central Asia (31 out of 202, 15% of the total, no change over the previous update), followed by South America (6 out of 48, 13% of the assessed airports in the region, no change compared to the previous report) and Middle East and North Africa (7 out of 80, 9% of the total, no change compared to the previous report.)

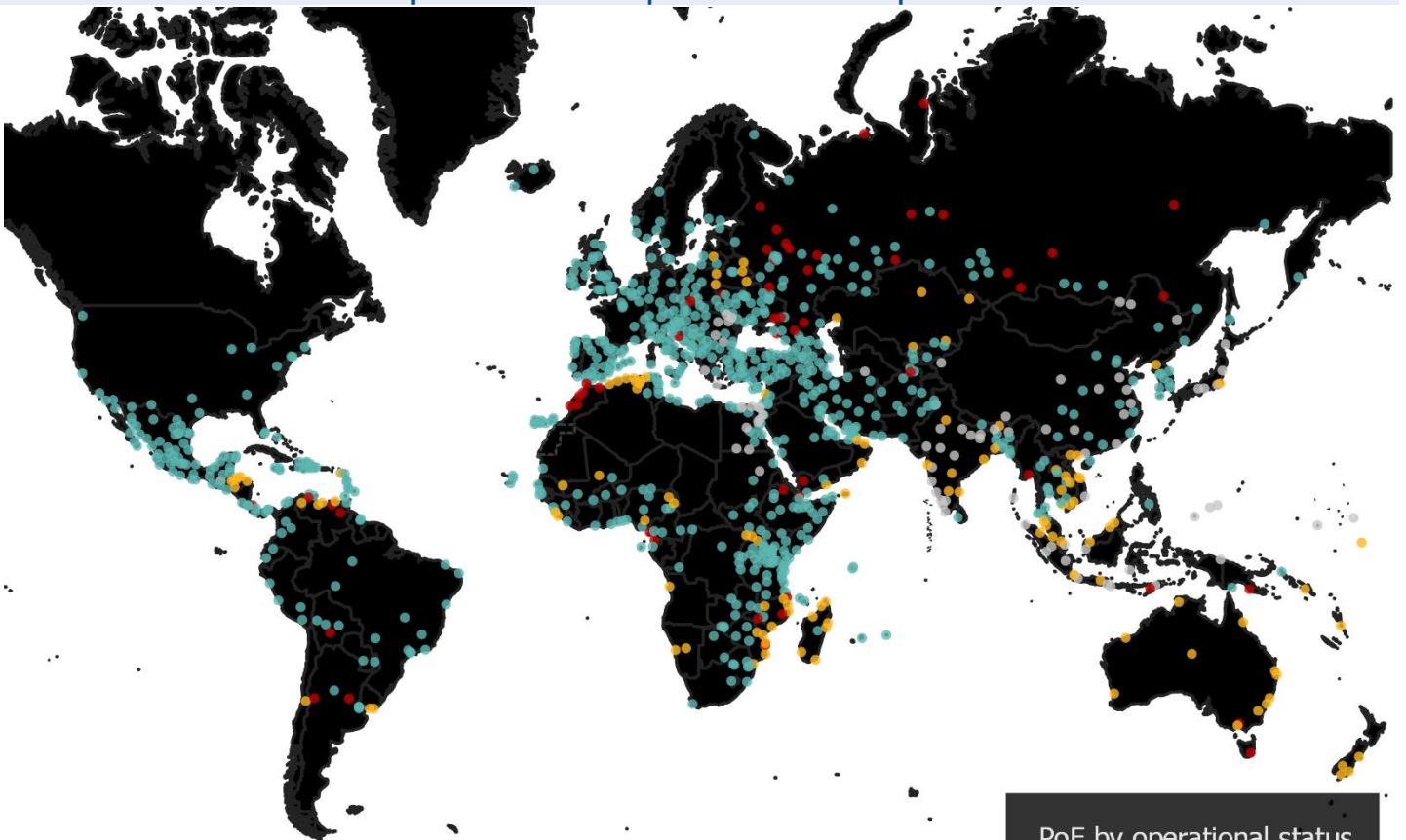
Conversely, the European Economic Area (93% of the total or 188 out of 203 fully operational airports, no change compared to the previous report) and the East and Horn of Africa (91% of fully operational airports, 73 out of 80, no change over the previous update), and Central and North America and the Caribbean (91% of fully operational locations, 115 out of 126 i.e. no change compared to the previous report) remained the regions with the highest proportion of fully operational airports.

Operational status at assessed airports

- Fully closed
- Partially operational
- Fully operational
- Unknown



Global map of assessed airports and their operational status



PoE by operational status

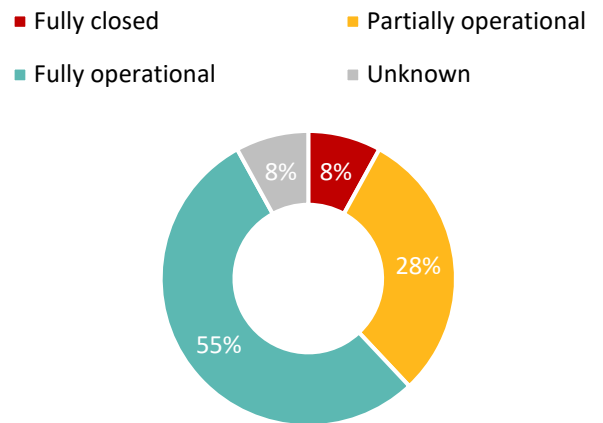
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

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

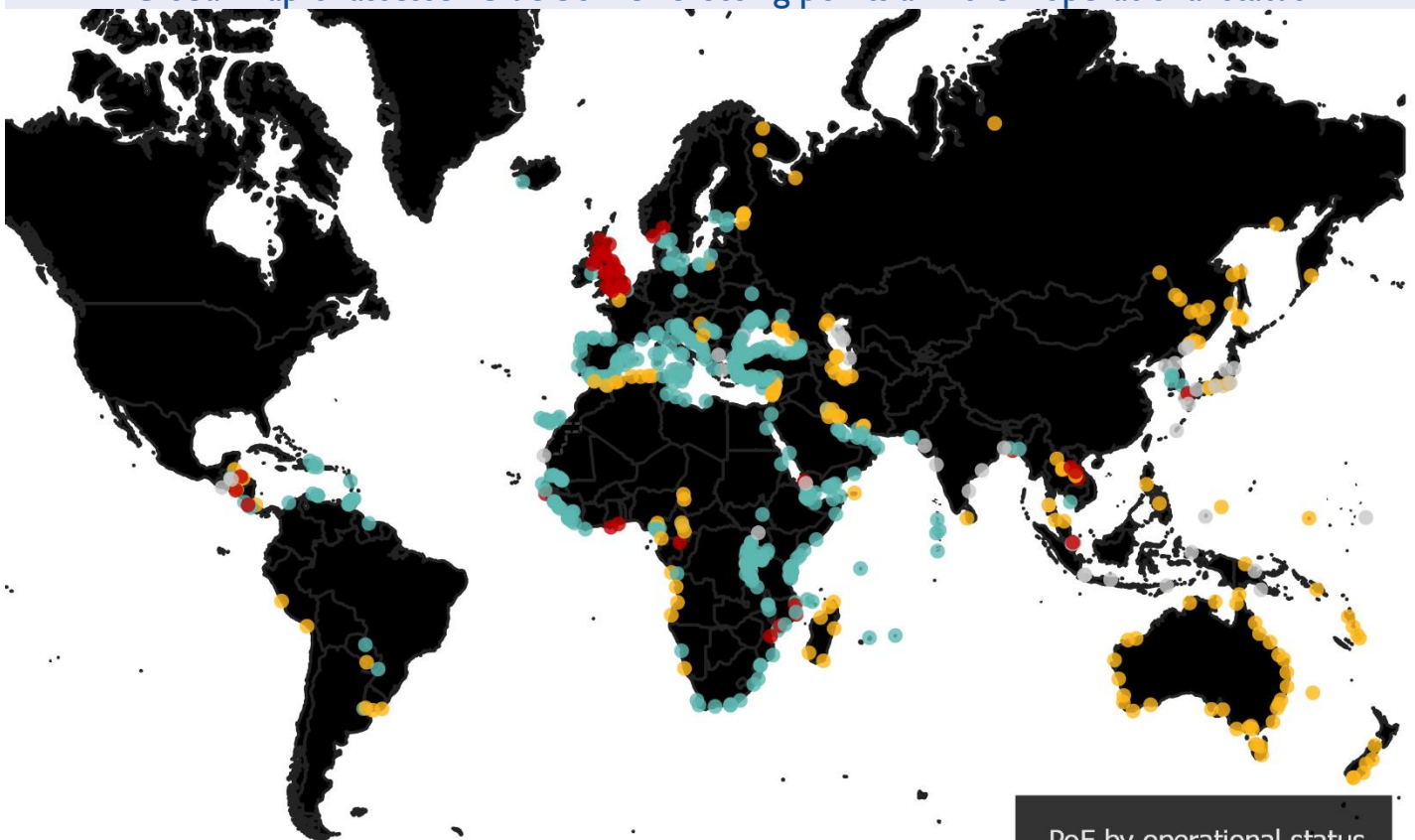
IOM assessed a total of **785 blue border crossing points in 124 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly in the past two weeks. **Eight per cent** were reported to be **fully closed** (no change compared to the previous report), while the portion of **partially operational blue border crossing points** was reported at **28 per cent** (a 2 p.p. decrease compared to the previous reporting period). Finally, **55 per cent** of the locations were reported as **fully operational** (a 1 p.p. increase compared to the previous report). Information was not available for **eight per cent** of the locations (for more details, see Table 3 in the Annex).

The European Economic Area was the IOM region with the highest share of fully closed blue border crossing points (32 out of 149, 21% of the total, i.e. no change on a fortnightly basis), followed by Central and North America and the Caribbean (6 out of 45, 13% of the total, no change compared to the previous report) and Southern Africa (4 out of 49, 8% of the total, i.e. no change compared to the previous reporting period). East and Horn of Africa represented the IOM region with the highest share of fully operational blue border crossing points with 79 fully operational locations out of the 88 assessed blue border crossing points in the region (90% of the total, a 2 p.p. increase compared to the previous report). The region with the second highest share of fully operational blue border crossing points was Central and West Africa, with 75 per cent or 63 out of 84 ports reported as fully operational, followed by European Economic Area (111 out of 149, 74% of the total, i.e. no change compared to the previous report) and Southern Africa (34 out of 49, 69% of the total, i.e. a 20 p.p. increase compared to the previous report).

Operational status at assessed blue border crossing points



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



PoE by operational status

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4. Overview of Land Border Crossing Points

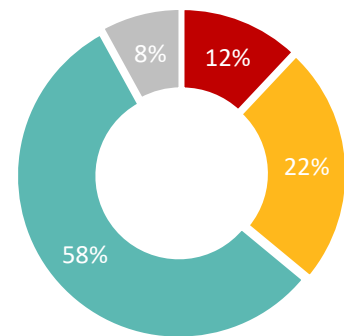
Among the **2,730 assessed land border crossing points** in 139 countries, territories or areas, the **fully closed** and **partially operational** made up **12** and **22 per cent** of the total, respectively, while **58 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining **eight per cent** was unknown. Compared to the previous report, no change was recorded for fully closed land border crossings, a decrease of 2 p.p. was recorded in partially operational land border crossing points, while an increase of 2 p.p. was recorded in fully operational land border crossing points (for more details, see Table 3 in the Annex).

Asia and the Pacific (54 out of 244, 22%, i.e. no change compared to the previous reporting period) and Central and West Africa (79 out of 449, 18%, no change over previous report), South-Eastern Europe, Eastern Europe and Central Asia (87 out of 584, 15%, i.e. no change compared to the previous report) were the IOM regions reporting the highest share of fully closed land border crossing points. Other IOM regions with a significant proportion of fully closed land border crossing points include Middle East and North Africa (13 out of 128, 10% of the total, i.e. no change compared to the previous report) and European Economic Area (54 out of 553, 10%, no change compared to the previous reporting period).

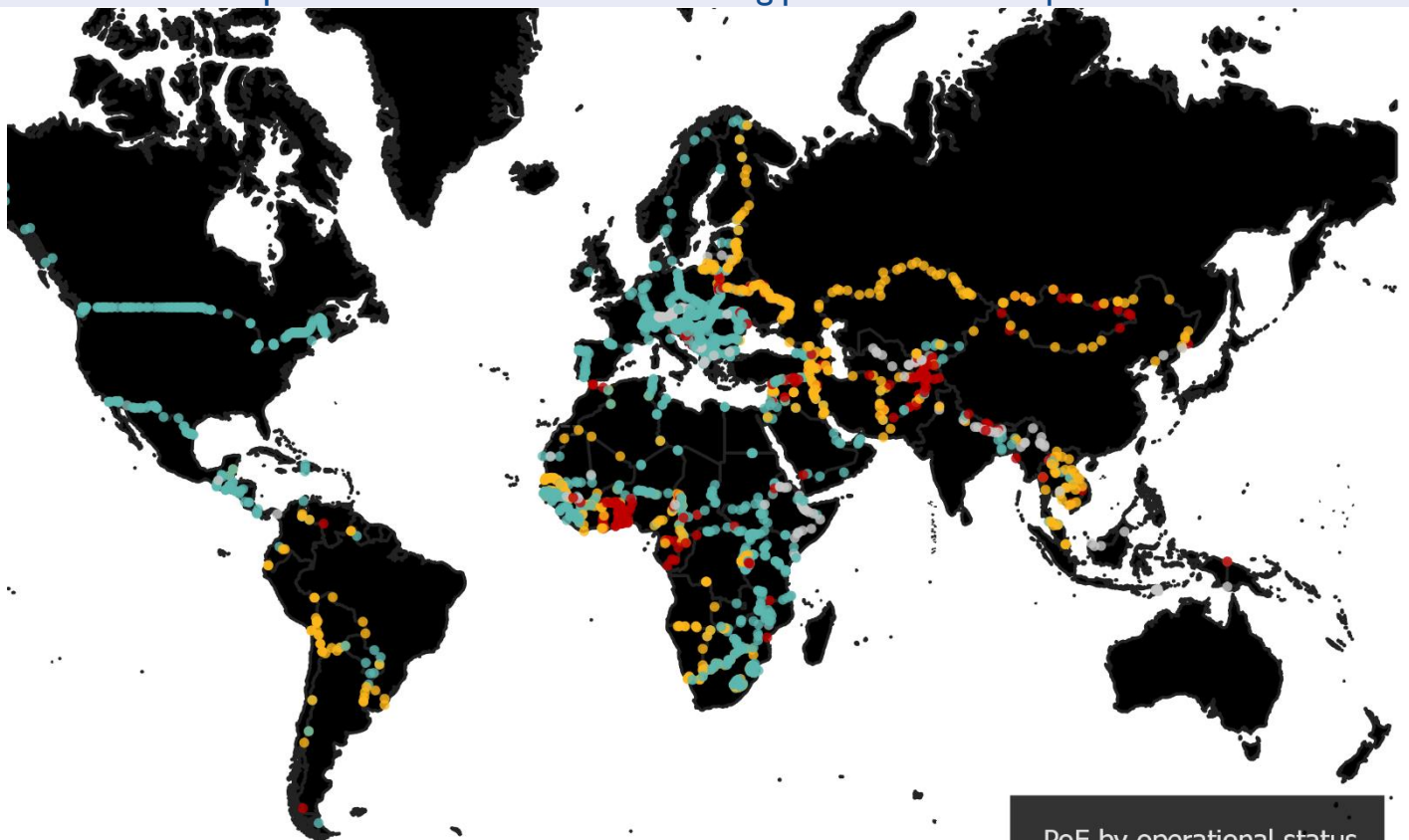
The highest percentage of fully operational land border crossing points among IOM regions was recorded in Central and North America and the Caribbean (251 out of 263, 95% of the total, i.e. no change compared to the previous report), followed by the European Economic Area (426 out of 553, 77%, no change compared to the previous reporting period), Southern Africa (155 out of 226 locations, 69% of the total, i.e. an 18 p.p increase compared to the previous report), and East and Horn of Africa (132 out of 213, 62%, i.e. no change compared to the previous report).

Operational status at assessed land border crossing point

- Fully closed
- Partially operational
- Fully operational
- Unknown



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



PoE by 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.

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	657	100%	232	35%	244	37%	181	28%	39
Central and North America and the Caribbean	434	100%	126	29%	263	61%	45	10%	23
West and Central Africa	587	100%	53	9%	450	77%	84	14%	23
East and Horn of Africa	381	100%	80	21%	213	56%	88	23%	9
European Economic Area	905	100%	203	22%	553	61%	149	16%	31
Middle East and North Africa	263	100%	80	30%	128	49%	55	21%	17
South America	127	100%	48	38%	69	54%	10	8%	10
South-Eastern Europe, Eastern Europe and Central Asia	910	100%	202	22%	584	64%	124	14%	20
Southern Africa	334	100%	59	18%	226	68%	49	15%	15
Total	4598	100%	1083	24%	2730	59%	785	17%	187

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

Location Type	August 2021	August 2021 (%)	September 2021	September 2021 (%)	October 2021	October 2021 (%)
Airport	29	3%	2	0%	390	36%
Blue border crossing point	87	11%	14	2%	205	26%
Land border crossing point	24	1%	34	1%	858	31%
Total	140	3%	50	1%	1453	32%

Location Type	November 2021	November 2021 (%)	December 2021	December 2021 (%)	Total	Total (%)
Airport	433	40%	202	19%	1083	100%
Blue border crossing point	263	34%	195	25%	785	100%
Land border crossing point	1183	43%	484	18%	2730	100%
Total	1879	41%	881	19%	4598	100%

*For illustration and readability purposes, the columns for the period June 2020 – June 2021 were not included as all of them did not had a PoE update, except 10 Land border crossing points (<1%) for June 2020, one Land border crossing point and one airport for the month of January 2021, and one Land border crossing point and one airport for the month of April 2021

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	71	11%	277	42%	141	21%	168	26%	657
Central and North America and the Caribbean	13	3%	20	5%	394	91%	7	2%	434
West and Central Africa	87	15%	183	31%	306	52%	11	2%	587
East and Horn of Africa	22	6%	33	9%	284	75%	42	11%	381
European Economic Area	89	10%	10	1%	725	80%	81	9%	905
Middle East and North Africa	23	9%	75	29%	147	56%	18	7%	263
South America	8	6%	63	50%	54	43%	2	2%	127
South-Eastern Europe, Eastern Europe and Central Asia	119	13%	225	25%	523	57%	43	5%	910
Southern Africa	26	8%	87	26%	221	66%	0	0%	334
Total	458	10%	973	21%	2795	61%	372	8%	4598

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	64	6%	144	13%	780	72%	0	0%	1083
Blue border crossing point	65	8%	223	28%	435	55%	0	0%	785
Land border crossing point	329	12%	606	22%	1580	58%	0	0%	2730
Total	458	10%	973	21%	2795	61%	0	0%	4598