

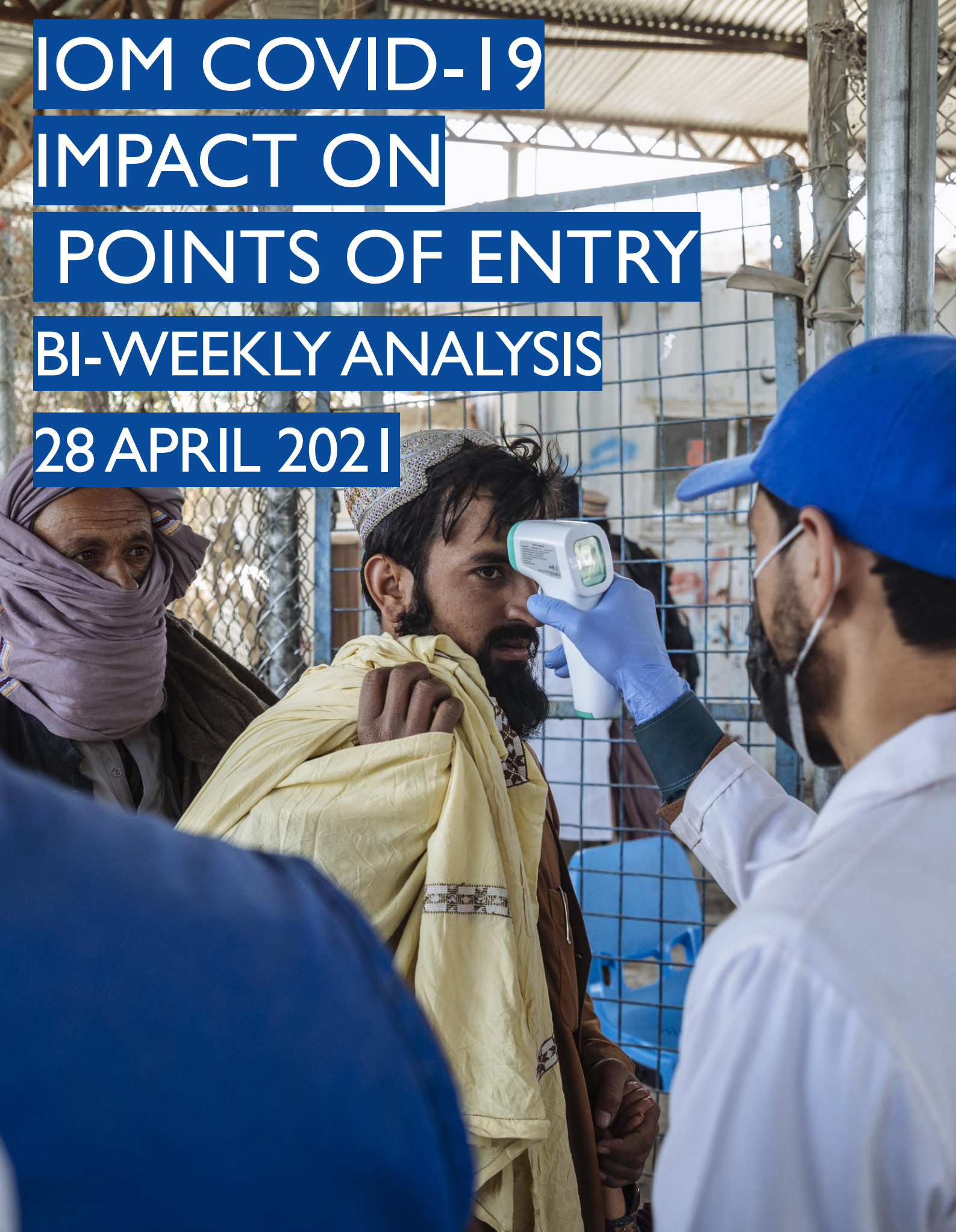
IOM COVID-19

IMPACT ON

POINTS OF ENTRY

BI-WEEKLY ANALYSIS

28 APRIL 2021



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 dtm-covid19@iom.int

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COVER PHOTO:

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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.

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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 22 April 2021, a total of 4,450 PoEs were assessed in 182 C/T/As: 1,147 (26%) airports, 2,579 (58%) land border crossing points and 724 (16%) blue border crossing points.
- Overall, 17 per cent of the assessed PoEs were fully closed, 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 (42%, 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 (82%, i.e. no change compared to the previous reporting period), followed by East and Horn of Africa (68%, i.e. no change compared to the previous reporting period), South-Eastern Europe, Eastern Europe and Central Asia (56%, i.e. no change on a fortnightly basis), the Middle East and North Africa (52%; i.e. no change compared to the previous report) and Southern Africa (52%; i.e. no change compared to the previous reporting period);
 - About 21 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this was reported as 12 and 9 per cent, respectively, with no recorded change across all PoE types compared to the previous reporting period;
 - The share of fully operational locations increased remained stable for airports (71%, i.e. no change compared to the previous reporting period) and land border crossings points (41%, i.e. no change compared to the previous reporting period), while slightly decreased for blue border crossing points (52%, i.e. a 1 p.p. decrease 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 22 April 2021. Data for 35 per cent of the PoEs have been updated since the beginning of April, 46 per cent of the PoEs have been updated during the month of March, while information for 11 per cent of the PoEs were updated during the month of February. The remaining 8 per cent was last updated before February 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

4,450

Assessed Points of Entry

182

Assessed C/T/As

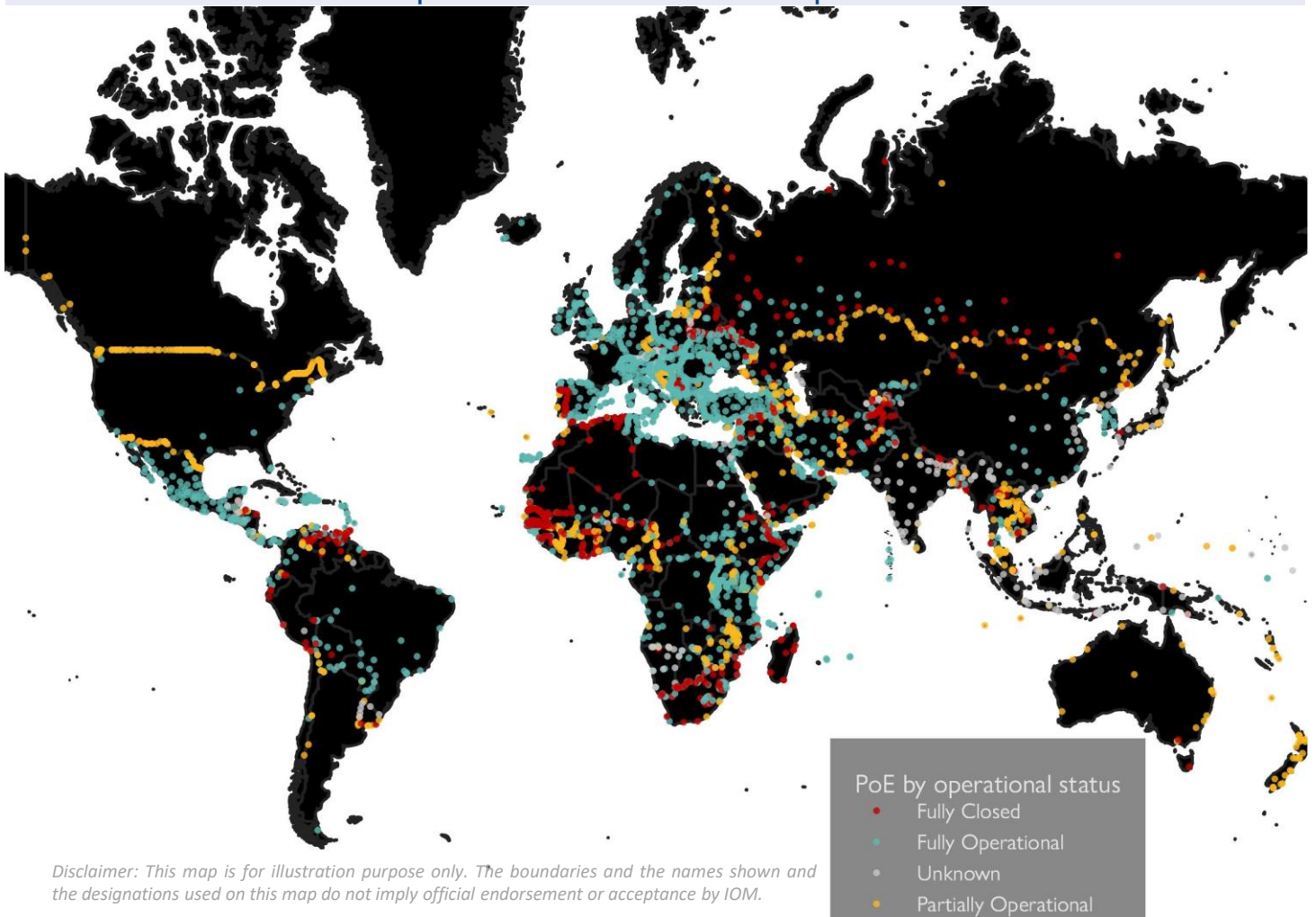
To better understand how COVID-19 has affected the various travel restrictions and disruptions hampering global mobility, this report looks at IOM's global mobility database to map and gather data on the locations, status and different restrictions at PoEs globally, including airports, blue border crossing 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 **22 April 2020**.

IOM has assessed **4,450** total PoEs in **182 countries, territories and areas**, so far. Of these PoEs, 2,579 (58%) were land border crossing points, 1,147 (26%) were airports and 724 (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, **17 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 (42% out of 472), followed by **South America** (29% out of 147). Conversely, European Economic Area and Central and North America and the Caribbean were the regions with the lowest percentage of fully closed assessed PoEs (3% out of 872, 6% out of 444, respectively). More details can be found in the Annex, in Table 1 and 2.

Global map of assessed PoEs and their operational status



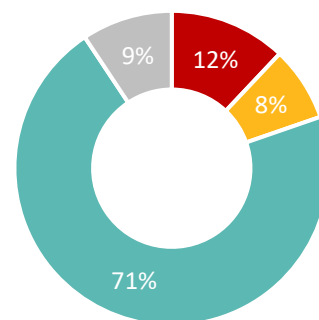
2. Overview of Airports

IOM assessed **1,147 airports** in **179 countries, territories and areas**. Of the assessed airports, **12 per cent** or 138 airports were reported to be **fully closed** (no change compared to the previous report). Airports with **partially operational** status were reported for **8 per cent** or 88 airports (an increase of 1 p.p. compared to the previous report). For **71 per cent** (814) of the assessed airports, the operational status was reported to be **fully operational** (no change compared to the previous report). Information was not available for the remaining 9 per cent (107) of assessed airports (for more details, see Table 3 in the Annex).

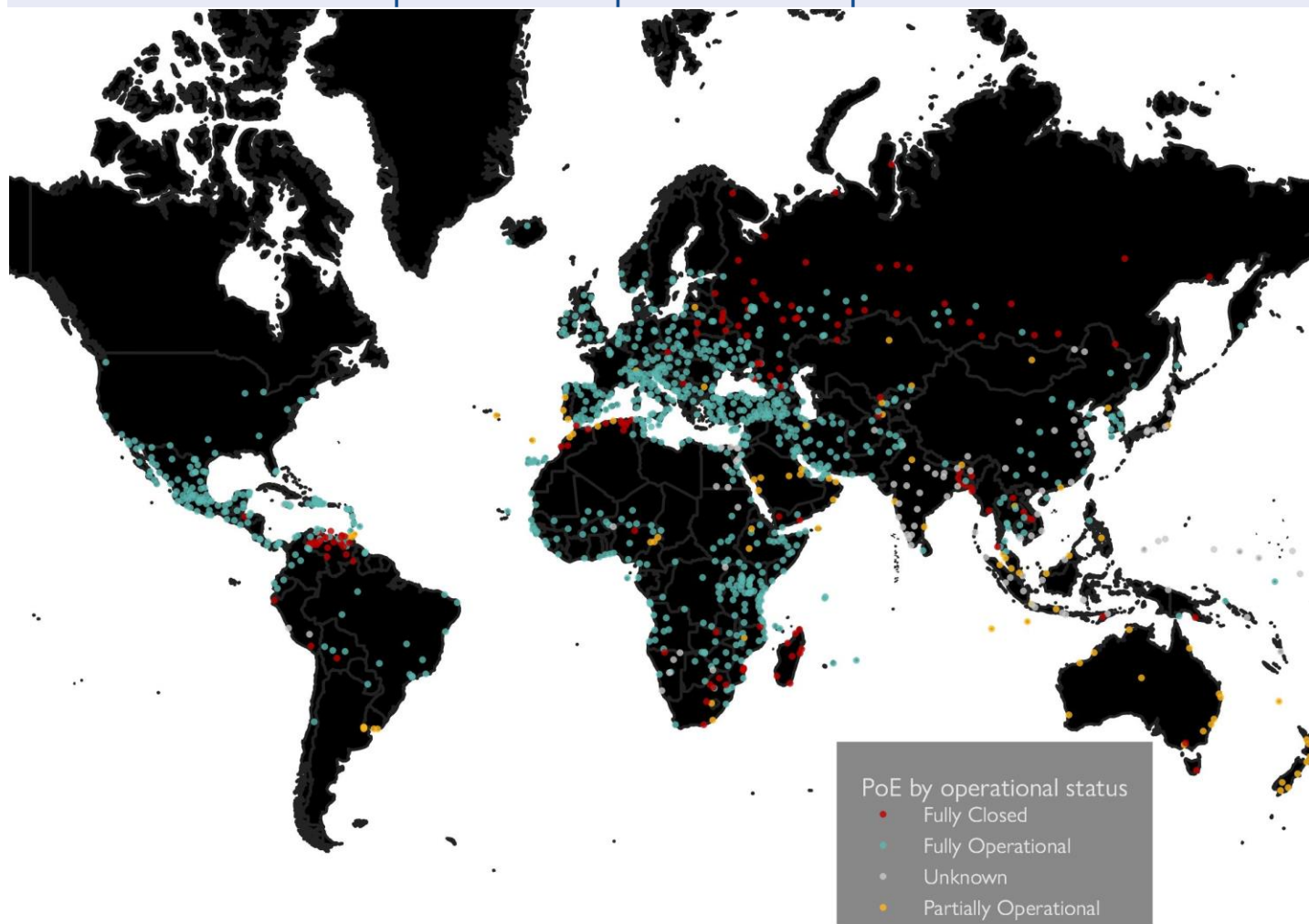
Of the total 138 assessed fully closed airports, the IOM region that reported the highest percentage of fully closed airports was South America (28 out of 71, or 39%, of assessed airports are closed: no change compared to the previous update). Following South America, the IOM region with the next highest proportion of fully closed airports was South-Eastern Europe, Eastern Europe and Central Asia with 254 out of 208 closed airports or 26 per cent. Conversely, East and Horn of Africa was the region with the highest proportion of fully operational airports with 96 per cent of the total or 73 out of 76 fully operational (no change over the previous update). It was followed by the European Economic Area, also with 96 per cent or 191 out of 200 of airports fully operational, (no change from the previous update).

Operational status at assessed airports

- Fully closed
- Partially operational
- Fully operational
- Unknown



Global map of assessed airports and their operational status



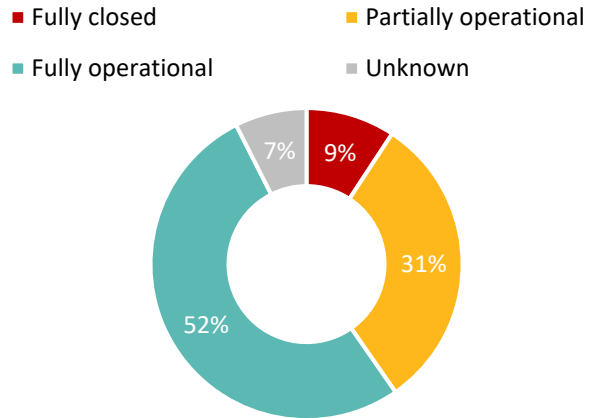
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

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

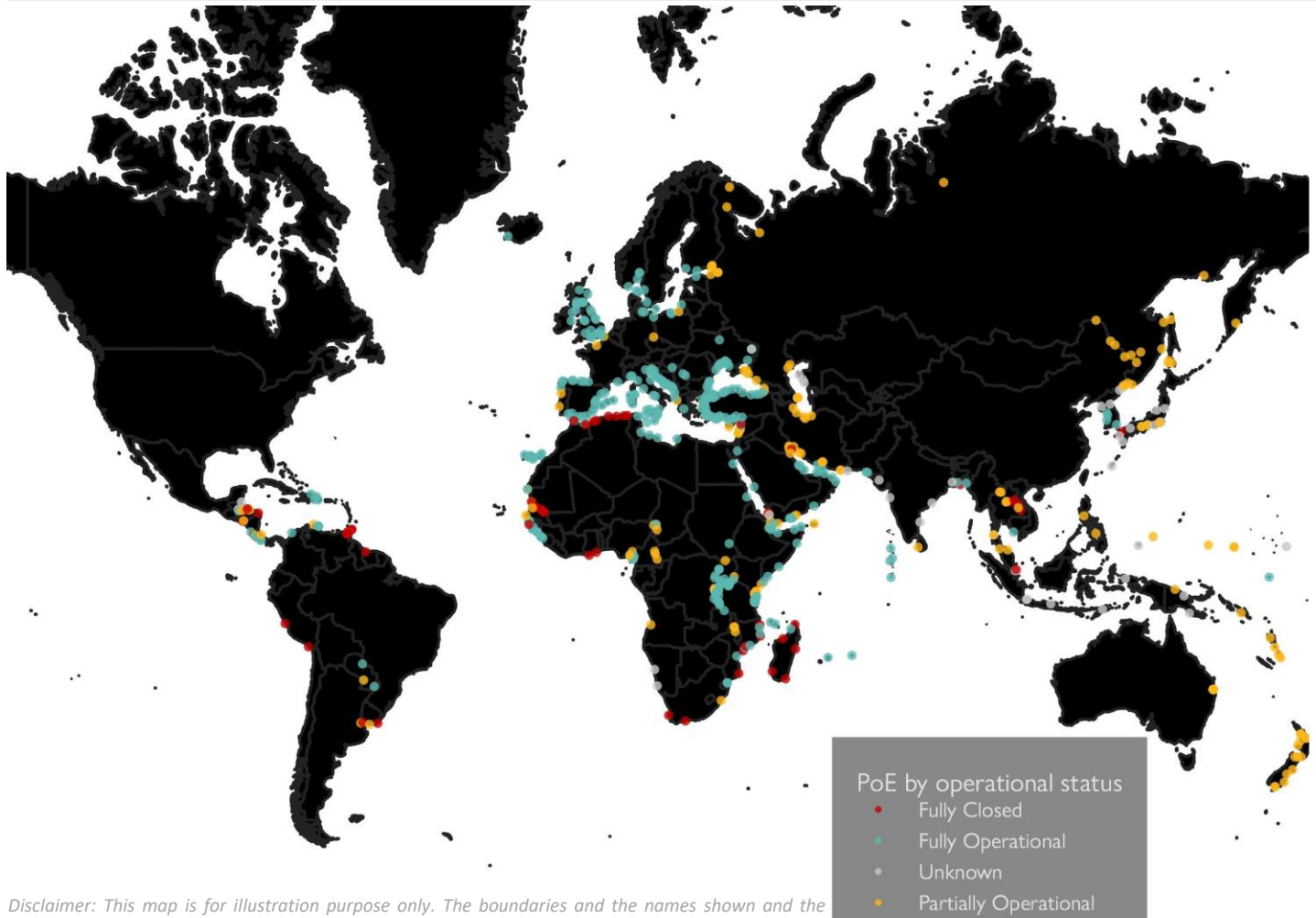
IOM assessed a total of **724 blue border crossing points in 116 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly in the past two weeks. **Nine per cent** (or 67 locations, no change compared to the previous report) were reported to be **fully closed**, while the portion of **partially operational blue border crossing points** was reported **at 31 per cent (225 ports, no change compared to the previous reporting period)**. Finally, **53 per cent (382 locations)** were reported as **fully operational** (a 1 p.p. increase from the previous report). Information was not available for 7 per cent (54 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 41, 44% of the total, no change 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 133 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 86 per cent or 76 out of 88 ports reported as fully operational, followed by South-Eastern Europe, Eastern Europe and Central Asia with 68 of 120 or 57 per cent (no change over 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

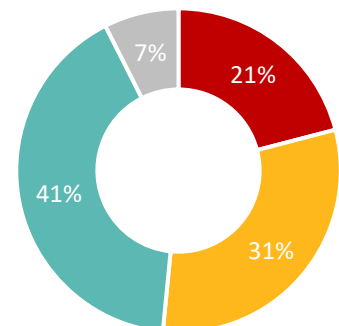
Among the **2,579 assessed land border crossing points** in 133 countries, territories or areas, the **fully closed** and **partially operational** made up **21** and **31 per cent** of the total, respectively, while **41 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining 7 per cent was unknown. Compared to the previous report, no significant change was recorded in the operational status of the assessed 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 187 out of 373 assessed locations completely closed, corresponding to 50 per cent of the total number of land border crossing points assessed in this region (a 1 p.p. decrease 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 (35 out of 128, 27%, i.e. no change compared to the previous reporting period) and Asia and the Pacific (61 out of 247, 25%, i.e. no change compared to the previous reporting period).

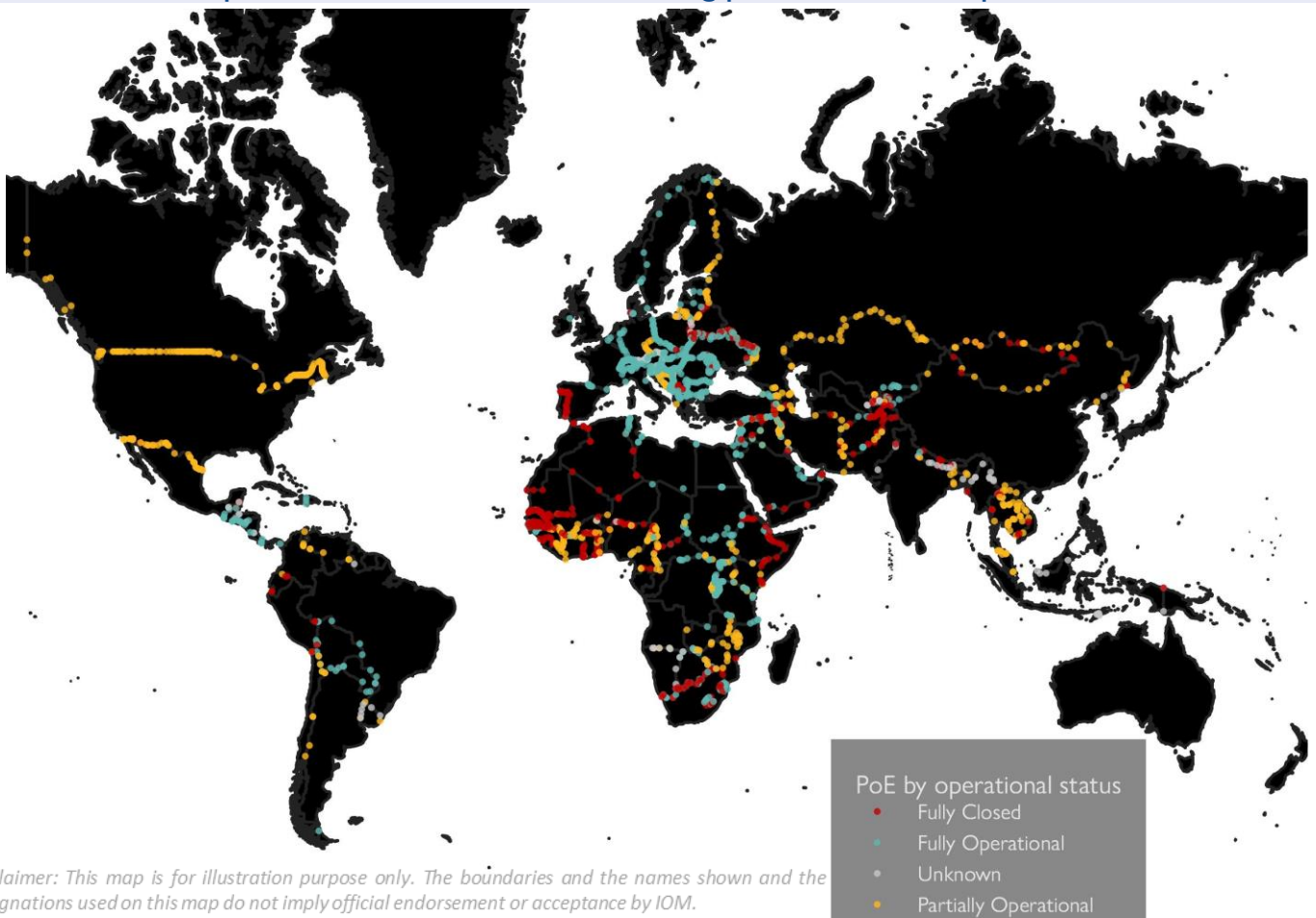
The highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 387 out of the 530 assessed land border crossing points that are currently fully operational (73%, i.e. no change compared to the previous reporting period), followed by Middle East and North Africa (69 out of 128, 54%, i.e. a 2 p.p. increase compared to the previous reporting period), East and Horn of Africa (109 out of 213, 51% of the total, i.e. a 1 p.p. increase compared to the previous report) and South-Eastern Europe, Eastern Europe and Central Asia (263 out of 535, 49% of the total, i.e. no change on a fortnightly basis).

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



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	666	100%	242	36%	247	37%	177	27%	39
Central and North America and the Caribbean	444	100%	141	32%	262	59%	41	9%	22
West and Central Africa	472	100%	46	10%	373	79%	53	11%	21
East and Horn of Africa	377	100%	76	20%	213	56%	88	23%	9
European Economic Area	872	100%	200	23%	530	61%	142	16%	30
Middle East and North Africa	263	100%	80	30%	128	49%	55	21%	17
South America	147	100%	71	48%	66	45%	10	7%	10
South-Eastern Europe, Eastern Europe and Central Asia	864	100%	208	24%	536	62%	120	14%	19
Southern Africa	345	100%	83	24%	224	65%	38	11%	15
Total	4450	100%	1147	26%	2579	58%	724	16%	182

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

Location Type	June	June (%)	July	July (%)	August	August(%)
Airport	0	0%	0	0%	0	0%
Blue border crossing point	0	0%	0	0%	0	0%
Land border crossing point	10	<1%	0	0%	0	0%
Total	10	<1%	0	0%	0	0%
Location Type	September	September(%)	October	October(%)	November	November(%)
Airport	0	0%	0	0%	0	0%
Blue border crossing point	7	1%	0	0%	12	2%
Land border crossing point	0	0%	0	0%	30	1%
Total	7	<1%	0	0%	42	1%
Location Type	December	December(%)	January 2021	January 2021 (%)	February 2021	February 2021 (%)
Airport	37	3%	75	7%	119	10%
Blue border crossing point	92	13%	21	3%	96	13%
Land border crossing point	59	2%	42	2%	253	10%
Total	188	4%	138	3%	468	11%
Location Type	March 2021	March 2021 (%)	April 2021	April 2021 (%)	Total	Total (%)
Airport	401	35%	515	45%	1147	100%
Blue border crossing point	284	39%	219	30%	724	100%
Land border crossing point	1361	53%	821	32%	2579	100%
Total	2046	46%	1555	35%	4450	100%

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	90	14%	268	40%	121	18%	187	28%	666
Central and North America and the Caribbean	27	6%	217	49%	185	42%	15	3%	444
West and Central Africa	200	42%	148	31%	114	24%	10	2%	472
East and Horn of Africa	40	11%	76	20%	258	68%	3	1%	377
European Economic Area	26	3%	64	7%	711	82%	71	8%	872
Middle East and North Africa	59	22%	49	19%	137	52%	18	7%	263
South America	42	29%	33	22%	64	44%	8	5%	147
South-Eastern Europe, Eastern Europe and Central Asia	176	20%	190	22%	481	56%	16	2%	864
Southern Africa	85	25%	57	17%	178	52%	25	7%	345
Total	745	17%	1102	25%	2249	51%	353	8%	4450

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	138	12%	88	8%	814	71%	107	9%	1147
Blue border crossing point	67	9%	225	31%	378	52%	54	7%	724
Land border crossing point	540	21%	789	31%	1057	41%	192	7%	2579
Total	745	17%	1102	25%	2249	51%	353	8%	4450