

The current COVID-19 outbreak has affected global mobility in the form of various travel disruptions, restrictions and bans. On 18 March 2020, the Government of Cameroon put in place a series of precautionary measures to contain the spread of the pandemic - including the closure of the country's land, air and sea borders, the suspension of visa issuance at the airports for all incoming travellers, the shutdown of all training and educational establishments and the banning of gatherings of more than fifty persons throughout its national territory. In order to better understand how these restrictions are affecting mobility in the country, IOM developed a **mobility database mapping the location, status and different restrictions imposed at key Points of Entry (PoE)**. The purpose of this assessment is to help national authorities, United Nations agencies, organizations and other key stakeholders identify and develop adequate pandemic preparedness and response interventions at PoE. This report presents information on the operational status as well as the public health measures that have been put in place at **65 official PoE across the country**.

ASSESSMENT METHODOLOGY

During the month of April 2020, data was collected at **65 PoE** in the nine regions of the country through phone interviews with a broad number of key informants:

4 airports

61 land and blue border crossing points

STATUS OF PoE AND CROSSBORDER MOBILITY

3 open

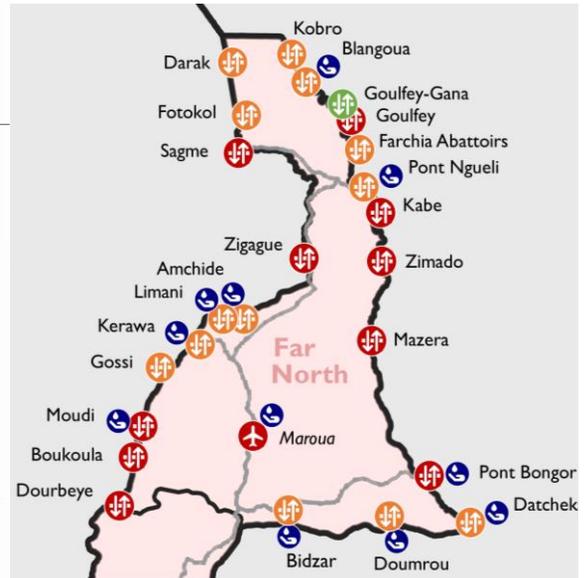
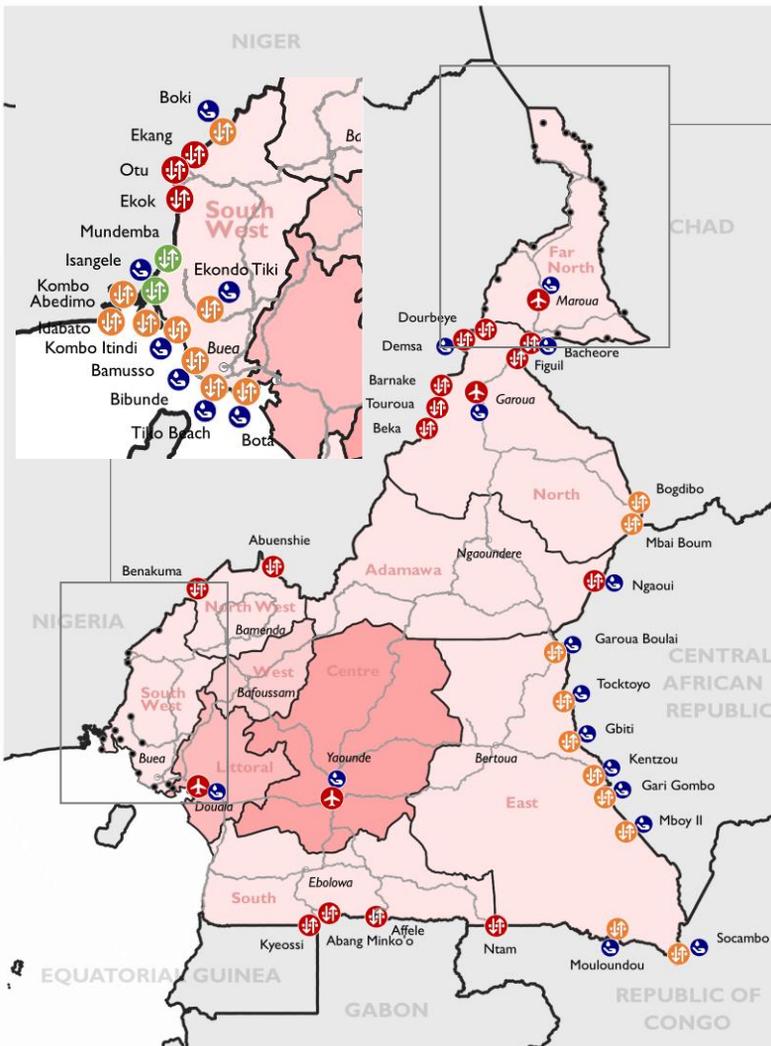
29 partially open

33 closed

The **vast majority** (62 out of 65) of assessed PoE were **either closed or partially closed** at the time of assessment. Key PoE have remained partially open to allow **transport of goods** to landlocked neighbouring countries (Central African Republic (CAR) and Chad).

The growing number of cases and the easing of restrictions are sparking fears of a wider epidemic crisis in Cameroon and of its **further spread in neighbouring countries** through the cross border trade which is still allowed at key PoE. These fears stem from the fact that a number of Cameroonian trucker drivers who entered CAR over the past week (for commercial trade) were tested positive.

MAP: LOCATION OF PoE IN CAMEROON



○ Regional capital	TYPE OF POE
— Main road	Airport
NUMBER OF COVID-19 CASES numbers stem from latest OCHA sitrep dated 30/04/2020	Land/blue border point
□ 0	STATUS OF POE
□ 1 - 50	Open
□ 51 - 100	Partial closure (open for commercial traffic only)
□ 101 - 500	Closed
□ 500 and more	Handwashing station on site

This map is for illustrative purposes only. Representations and the use of boundaries and geographical names on this map may include errors and do not imply any judgment on the legal status of a territory, nor official recognition or acceptance of these boundaries by IOM.

PUBLIC HEALTH MEASURES IN PLACE AT THE ASSESSED POINTS OF ENTRY

Apart from capturing the operational status and identifying the types of restrictions / measures in place at each PoE, the assessment seeks to identify what (if any) **preventive health measures** have been set-up at these points since the start of the epidemic. In particular, the assessment seeks to identify:

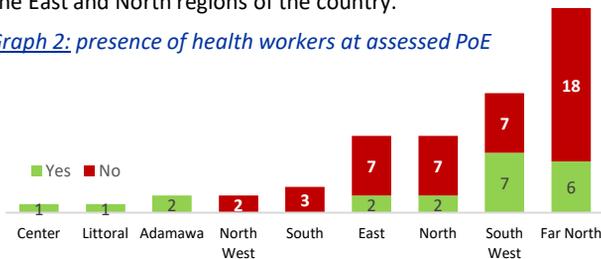
- the presence of **health workers** at the PoE
- the implementation of **Standard Operating Procedures (SOPs)** for managing flows, occupational health and safety of staff (IPC), and detection (health screening), registration, notification, management and referral of ill travellers
- The implementation of **Risk Communication and Community Engagement (RCCE)** activities
- The installation of **hand-washing stations** (Infection Prevention and Control)
- The implementation of a **health screening process** and setup of a **referral system**



PRESENCE OF HEALTH WORKERS

Health workers are present at **32%** of the assessed PoE (21 out of 65). These may include workers from the Ministry of Public Health or local health authority staff. There are relatively less deployed health workers at the assessed PoE in the East and North regions of the country.

Graph 2: presence of health workers at assessed PoE



STANDARD OPERATING PROCEDURES (SOPs)

More than 75% of the assessed PoE do not have SOPs in place for managing flows and for the detection of ill travellers. The proportion is the highest in the Far-North region where only 2 out of the 22 assessed PoE have SOPs. When SOPs are in place, the majority of staff on site have been trained on these SOPs in relation to COVID.

Graph 3: SOPs developed and put in place at assessed PoE



RISK COMMUNICATION AND COMMUNITY ENGAGEMENT

Information about COVID is provided in **almost half** (32 out of 65, 49%) of the assessed PoE, with the lowest proportion in the East region (33%). This includes posters, leaflets and announcements on prevention. In the PoE where information about COVID is available, **travellers are also notified about the symptoms** of COVID and what to do if they develop symptoms.

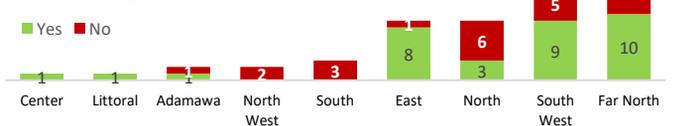
Compared to the other regions, travellers passing through the assessed PoE in the Far North **very rarely know where to seek care** (4%) if their symptoms worsen or if they develop symptoms and are at higher risk of severe symptoms.



INFECTION PREVENTION AND CONTROL

At **half** of the assessed PoE (32 out of 65), there are currently **no hand-washing stations** available. **Less than 50%** of the PoE in the Far North, North, South and North West regions are equipped with hand-washing stations. When hand-washing stations are available, the vast majority are also equipped with **soap and water** or **chlorinated water**.

Graph 4: availability of hand-washing stations at assessed PoE



HEALTH SCREENING PROCESS AND REFERRAL SYSTEMS

Less than 20% (13 out of 65) of the assessed PoE have set up a **health screening process** for travellers. Out of these 13 PoE (five of these are in the South-West region), the vast majority (90%) are checking the temperature of travellers using **non-contact thermometers**. In only 4 assessed PoE (the airports) does health screening include the **collection of a health declaration form** whilst 8 PoE (including the airports) have installed infrastructure (sheds, cabanas) to support crowd control and ensure the safety of screeners. **PPE** is available for and worn by screeners at 10 PoE (including the airports).

Referral systems are in place in 5 assessed PoE of the South-West and 2 assessed PoE in the East region.



NEXT STEPS

Conduct assessments at all official PoE in Cameroon and share results with key stakeholders

In coordination with stakeholders (Ministry of Health, WHO, UNICEF), identify key PoE where sanitary surveillance needs to be set up and/or reinforced

Jointly develop and coordinate the roll-out of key activities at PoE through the national Working Group on PoE

For further explanations on the methodology use, please refer to the Methodology Framework, available on the following link <https://migration.iom.int/>