IOM COVID-19 IMPACT ON POINTS OF ENTRY

BI-WEEKLY ANALYSIS

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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 dtmcovid19@iom.int

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"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 casual staff. The staff is engaged in conducting community health, hygiene and sanitation promotion activities for WASH, MHD and CCCM's community mobilisers as well as field enumerators. They will hold health engagement activities in the field for two weeks to educate the public on infection prevention and control of communicable diseases, to sensitize the community on good hygiene and sanitation practices and to inform people on the key issues on COVID-19 outbreak, as well as facts and myths of this pandemic."

TABLE OF CONTENTS

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 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 and 26 November 2020. Data for 52 per cent of the PoEs has been updated since the beginning of November, 12 per cent of the PoEs has been updated during the month of October, while information for 25 per cent of the PoEs has been updated during the month of September. The remaining data was last updated before September (2% in August, <1% in July, 1% in June, 4% in May, 3% in April and 1% in March). 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
- IDPs: Internally Displaced Persons
- MRM: Mobility and Restrictions Mapping
- PoE: Point of Entry
- p.p.: Percentage Point[1]
- 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

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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.

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.

Data has been collected from 13 March to the 26 November 2020. Data for 52 per cent of the PoEs has been updated since the beginning of November, 12 per cent of the PoEs has been updated during the month of October, while information for 25 per cent of the PoEs has been updated in September. The remaining data was last updated before September (2% in August, <1% in July, 1% in June, 4% in May, 3% in April and 1% in March).

Points of Entry (PoEs):

- A total of 4,149 PoEs were assessed in 180 C/T/As: 1,050 (25%) airports, 2,436 (59%) land border crossing points and 663 (16%) blue border crossing points.

- Overall, 23 per cent of the assessed PoEs were fully closed (no change compared to the previous reporting period), 28 per cent partially operational (no change compared to the previous report) and 44 per cent fully operational (+2 p.p. 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 (53%, no change compared to the previous reporting period), followed by Southern Africa (48%, no relative change), South America (40%, a 4 p.p. decrease compared to two weeks ago) and the Middle East and North Africa (32%, a 1 p.p. decrease compared to two weeks ago);
  - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (87%, i.e. no change compared to the previous reporting period), followed by East and Horn of Africa (58%, i.e. a 8 p.p. increase compared to the previous reporting period) and South-Eastern Europe, Eastern Europe and Central Asia (49%, i.e. a 1 p.p. increase on a fortnightly basis);
  - About 27 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this was reported as 17 and 15 per cent, respectively, with a 1 p.p. decrease for land border crossing points and airports in the past two weeks;
  - The share of fully operational PoEs increased for all PoE types: airports (65%, i.e. a 3 p.p. increase compared to the previous reporting period), blue border crossing points (49%, i.e. a 3 p.p. increase on a fortnightly basis) and land border crossings points (34%, i.e. a 1 p.p. increase compared to two weeks ago).

1. PoE Scope and Coverage: Numbers at a glance

## 4,149
Assessed Points of Entry

180
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 Weekly Analysis report provides an overview and analysis on the data from a global and regional perspective, using data updated as of **26 November 2020**.

IOM has assessed **4,149** total PoEs in **180 countries, territories and areas** so far. Of these PoEs, 2,436 (59%) were land border crossing points, 1050 (25%) were airports and 663 (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, **23 per cent** were reported as **fully closed** and **44 per cent** were reported to be **fully operational**. Another **28 per cent** were **partially operational**. At the regional level, the highest rate of fully closed assessed PoEs were located in **West and Central Africa** (53%) and **Southern Africa** (48%). Conversely, the lowest number of fully closed assessed locations were found in Central and North America with 6 per cent and European Economic Area with 2 per cent. More details can be found in the Annex, Table 1 and 2.

## Global map of assessed PoEs and their operational status
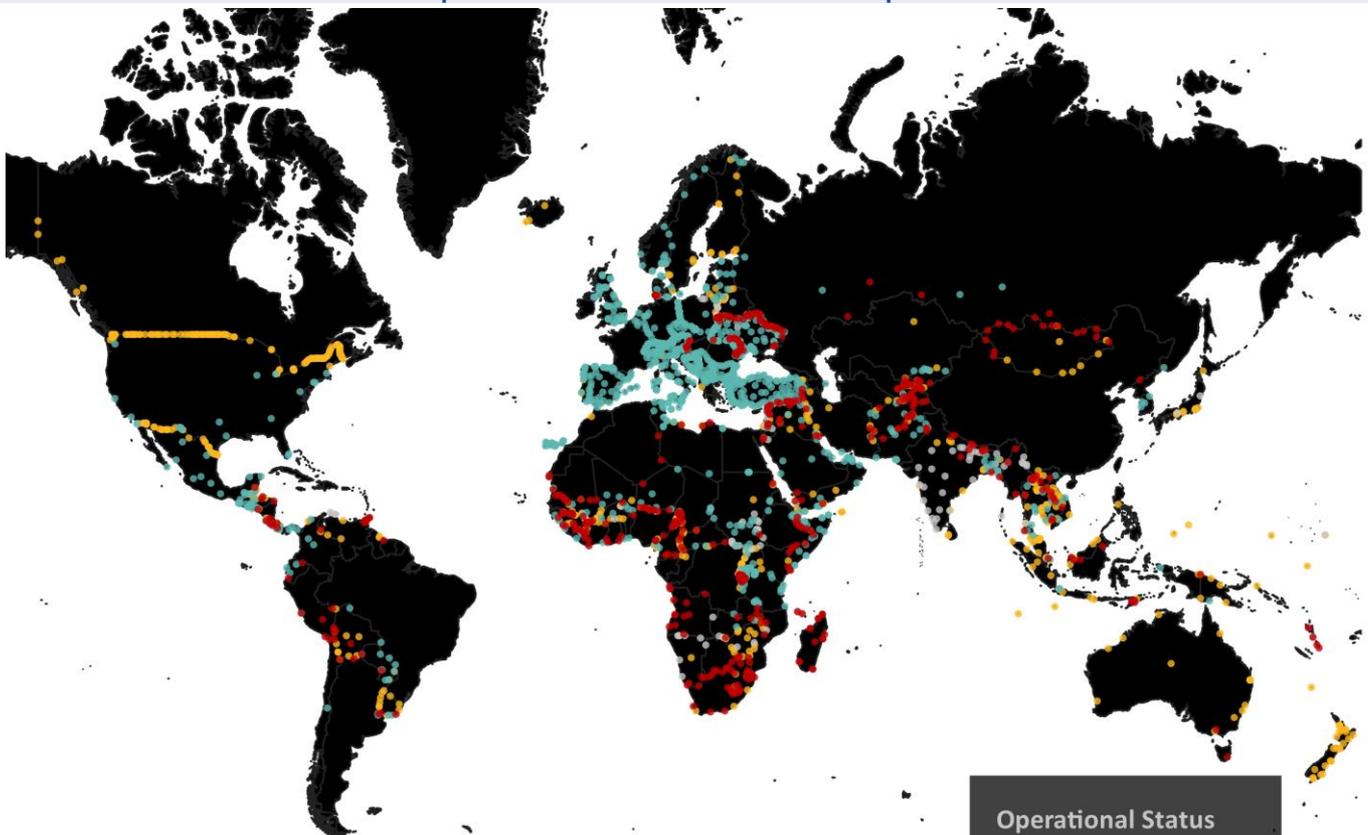
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

2. Overview of Airports

IOM assessed **1050 airports** (an increase of 20 airports from the previous assessment) in **177 countries, territories and areas.** Of the assessed airports, **17 per cent** or 183 airports were reported to be **fully closed** (a **decrease of 1 p.p.** compared to the previous report). Airports with **partially operational** status were reported for **13 per cent** or 133 airports (no change). For **65 per cent** (680) of the assessed airports, the operational status was reported to be **fully operational** (**an increase of 3 p.p.** compared to the previous report). Information was not available for the remaining 5 per cent (54) of assessed airports (for more details, see Table 3 in the Annex).

Of the total 183 assessed fully closed airports, the top IOM region that reported the highest percentage of fully closed airports was South America (37 out of 64, or 58%, of assessed airports are closed: a decrease of 1 p.p. compared to the previous update). Following South America, another IOM region with a high proportion of fully closed airports was Southern Africa, with 34 out of 68 closed airports or 50 per cent (no change on a fortnightly basis). Conversely, Central and West Africa was the region with the highest proportion of fully operational airports (42 out of 44, 95% of the total), followed by East and Horn of Africa, with 69 out of 73, also 95 per cent of the total.

Operational status at assessed airports
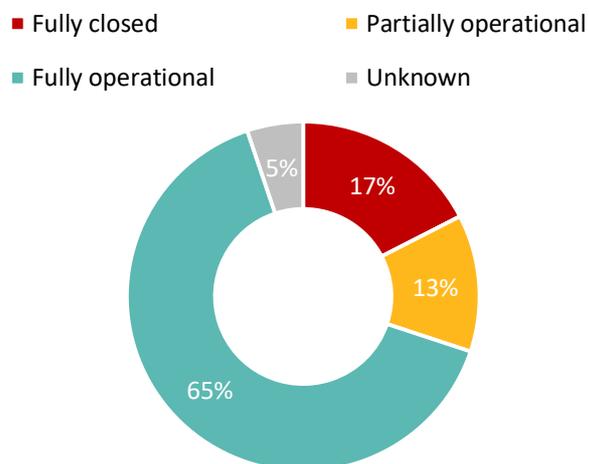
Global map of assessed airports and their operational status
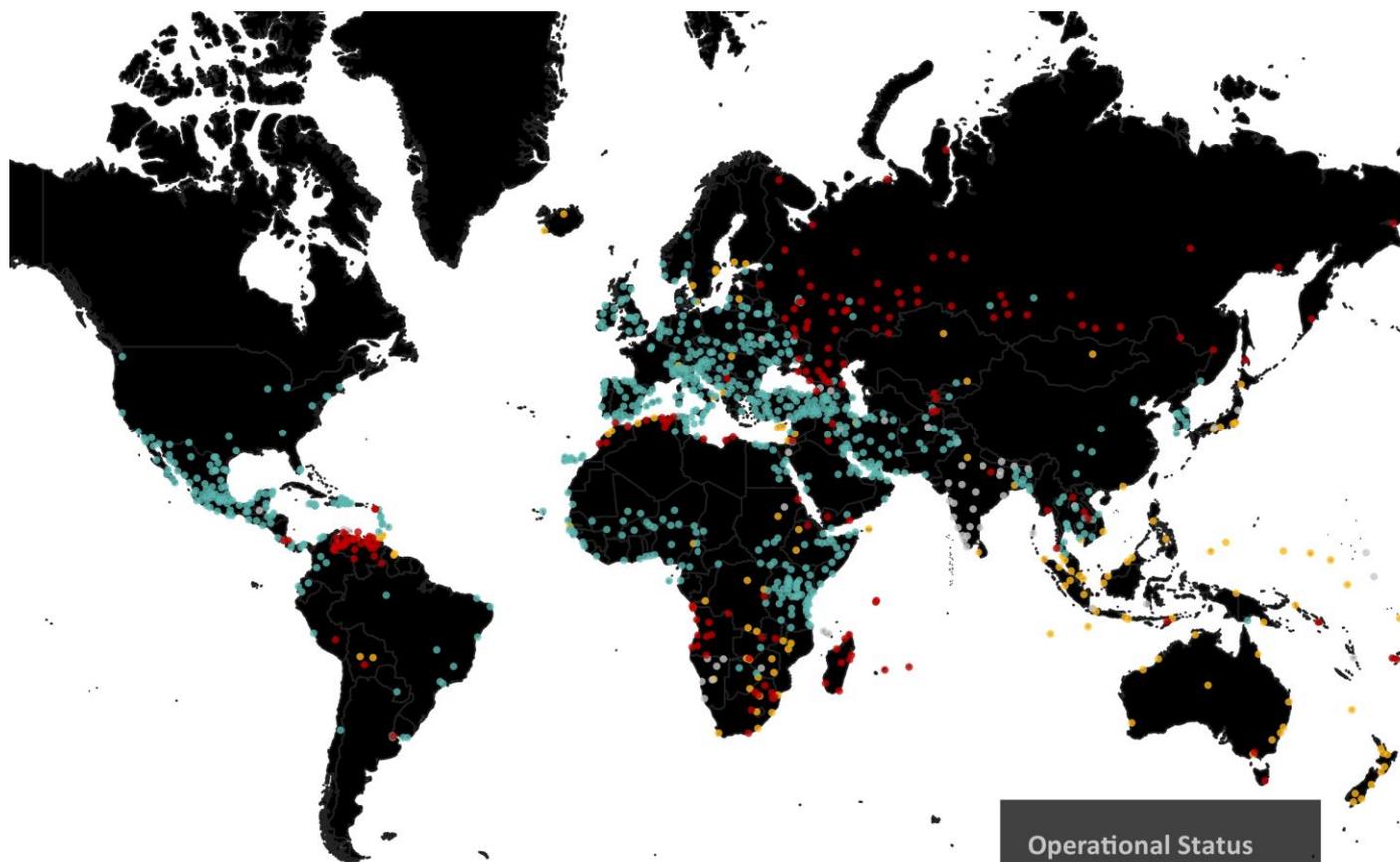
Disclaimer: This map is for illustration purpose only. The boundaries and the names shown and the designations used on this map do not imply official endorsement or acceptance by IOM.

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

IOM assessed a total of **663 blue border crossing points in 103 countries**, **territories and areas**. The operational status of the assessed blue border crossing points varied slightly, with **15 per cent** (or 101 locations) reported to be **fully closed**. The portion of **partially operational blue border crossing points** was reported **at 34 per cent (**226 ports, a 2 p.p. decrease compared to two weeks ago). Finally, **49 per cent** (322 locations) were reported as **fully operational** (a 3 p.p. increase). Information was not available for 2 per cent (14 locations) (for more details, see Table 3 in the Annex).

Southern Africa was the IOM region with the highest share of fully closed blue border crossing points (20 out of 35, 57% of the total, no change on a fortnightly basis), closely followed by Central America, North America and the Caribbean (19 out of 37, 51% of the total, no change from the previous update), and South America (5 out of 11 assessed blue border crossing points, 45%, a decrease of 5 p.p. on a fortnightly basis). The European Economic Area region continued to be the IOM region with the highest share of fully operational blue border crossing points with 126 fully operational locations out of the 139 assessed blue border crossing points in the region (91% 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 85 per cent or 69 out of 81 reported as fully operational, followed by South-Eastern Europe, Eastern Europe and Central Asia with 66 of 119 or 55 per cent.

Operational status at assessed blue border crossing points

- 🟥 Fully closed
- 🟨 Partially operational
- 🟩 Fully operational
- ⬜ Unknown
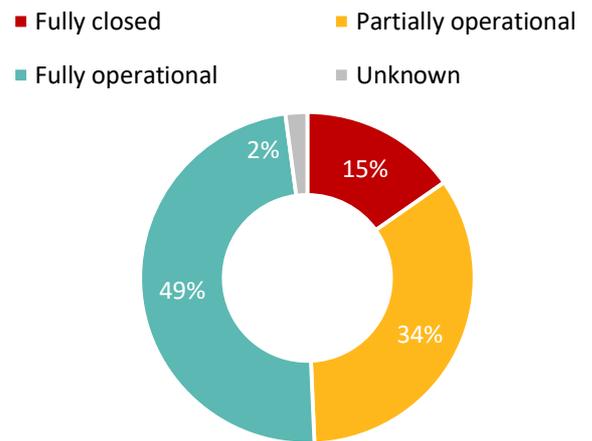
Global map of assessed blue border crossing points and their operational status
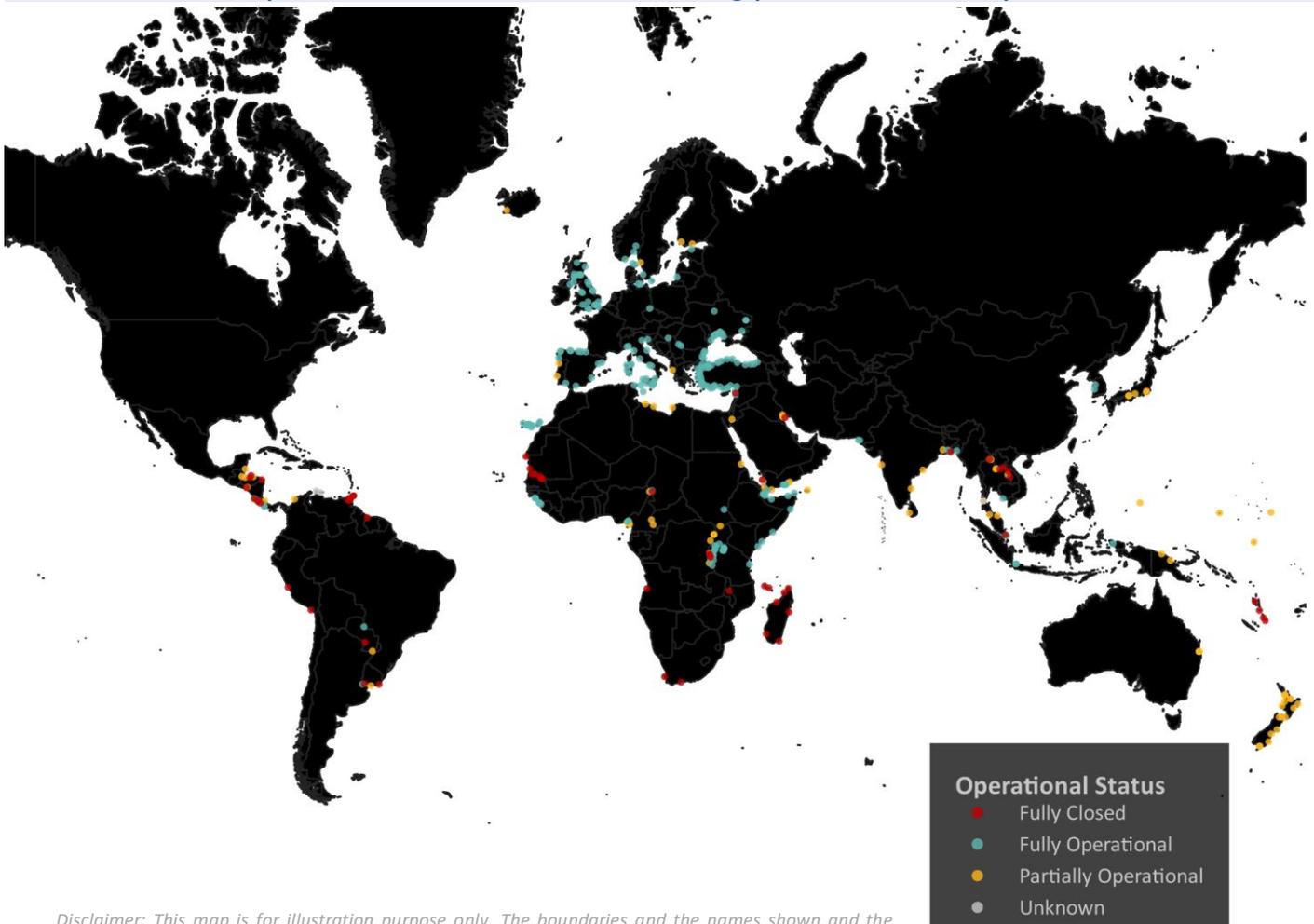
Operational Status
- 🔴 Fully Closed
- 🟢 Fully Operational
- 🟡 Partially Operational
- ⚪ Unknown

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 **2,436 assessed land border crossing points** in 128 countries, territories or areas, the **fully closed** and **partially operational** made up **27** and **33 per cent** of the total, respectively, while **34 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining 6 per cent was unknown. Compared to the previous report, it is noticeable a decrease of 1 p.p. in fully closed land border crossing points and a corresponding 1 p.p. increase in fully operational locations (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 221 out of 354 assessed locations completely closed, corresponding to 62 per cent of the total number of land border crossing points assessed in this region (no relative change compared to the previous reporting period). Other IOM regions with a high proportion of fully closed land border crossing points include Southern Africa (94 out of 206, 46% of the total, no relative change on a fortnightly basis), Asia and the Pacific (85 out of 225, 38% of the total, i.e. a 1 p.p. increase on a fortnightly basis) and East and Horn of Africa (69 out of 190, 36% of the total, i.e. a 3 p.p. decrease compared to two weeks ago).

The highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 399 out of the 476 assessed land border crossing points that are currently open (84% of the total, i.e. a 1 p.p. increase compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (237 out of 534, 44% of the total, i.e. a 2 p.p. increase compared to the previous report), while the share of fully operational land border crossing points is below the overall average for all the other IOM regions.

Operational status at assessed land bord crossing point

- Fully closed
- Partially operational
- Fully operational
- Unknown
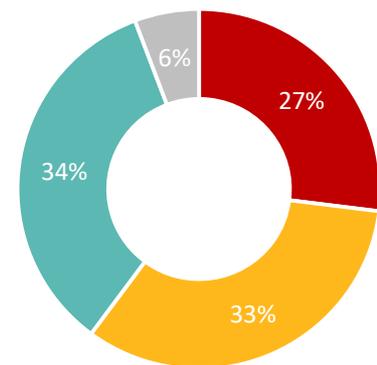
Global map of assessed land border crossing points and their operational status
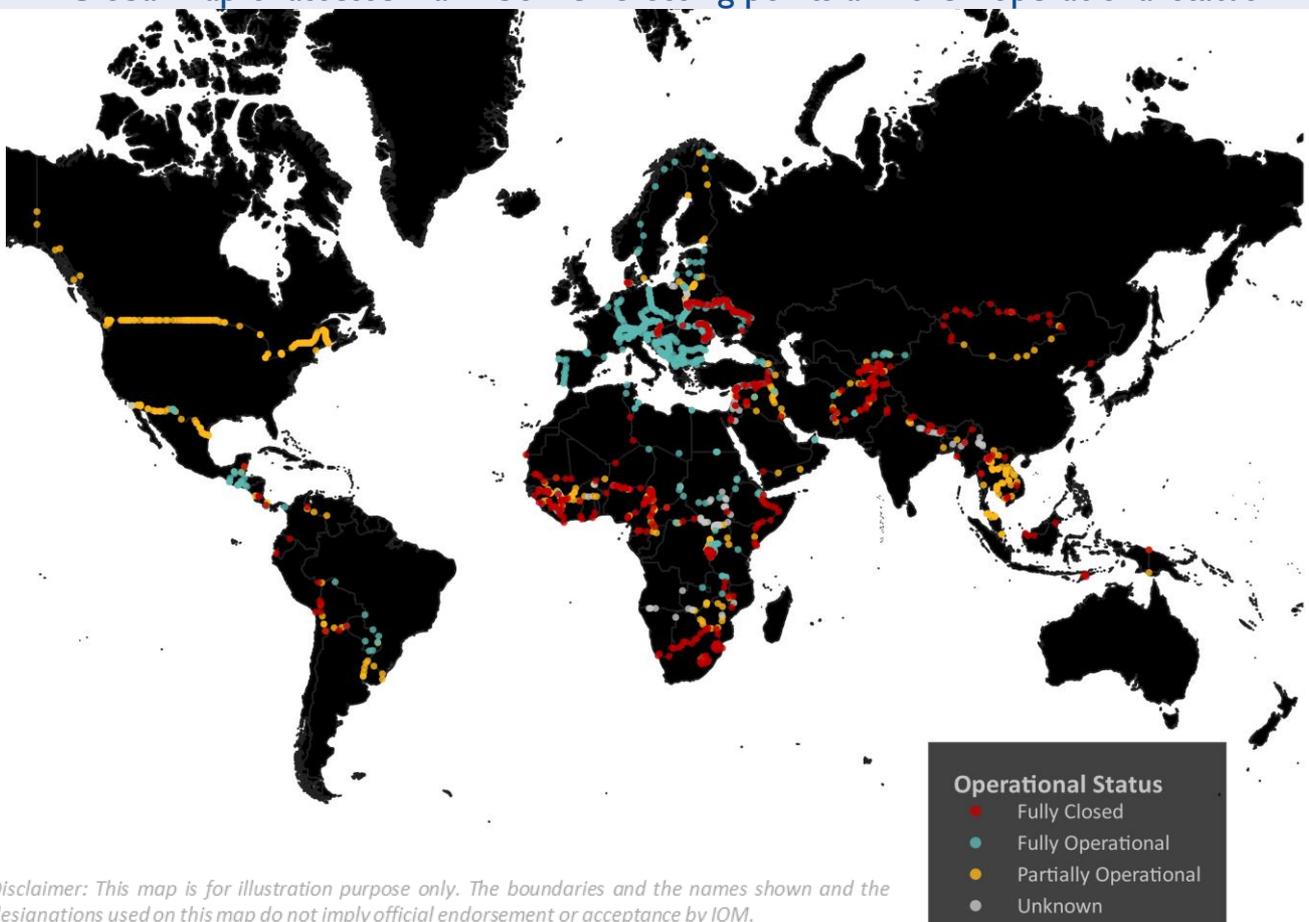
Operational Status
- Fully Closed
- Fully Operational
- Partially Operational
- Unknown

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 1: 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	584	100%	211	36%	225	39%	148	25%	37
Central and North America and the Caribbean	437	100%	141	32%	259	59%	37	8%	22
West and Central Africa	443	100%	44	10%	354	80%	45	10%	21
East and Horn of Africa	344	100%	73	21%	190	55%	81	24%	9
European Economic Area	798	100%	183	23%	476	60%	139	17%	30
Middle East and North Africa	245	100%	70	29%	127	52%	48	20%	17
South America	140	100%	64	46%	65	46%	11	8%	10
South-Eastern Europe, Eastern Europe and Central Asia	849	100%	196	23%	534	63%	119	14%	19
Southern Africa	309	100%	68	22%	206	67%	35	11%	15
Total	**4149**	**100%**	**1050**	**25%**	**2436**	**59%**	**663**	**16%**	**180**

Table 1.2: Percentage of update of PoE data by month

Location Type	March	March (%)	April	April (%)	May	May (%)
Airport	18	2%	36	3%	31	3%
Blue border crossing point	6	1%	12	2%	19	3%
Land border crossing point	32	1%	65	3%	114	5%
Total	56	1%	113	3%	164	4%

Location Type	June	June (%)	July	July (%)	August	August(%)
Airport	2	0%	6	1%	75	7%
Blue border crossing point	7	1%	0	0%	0	0%
Land border crossing point	29	1%	0	0%	24	1%
Total	38	1%	6	0%	99	2%

Location Type	September	September(%)	October	October(%)	November	November(%)
Airport	106	10%	96	9%	680	65%
Blue border crossing point	211	32%	68	10%	340	51%
Land border crossing point	705	29%	323	13%	1144	47%
Total	1022	25%	487	12%	2164	52%

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	117	20%	292	50%	118	20%	57	10%	584
Central and North America and the Caribbean	27	6%	223	51%	177	41%	10	2%	437
West and Central Africa	235	53%	124	28%	70	16%	14	3%	443
East and Horn of Africa	75	22%	42	12%	199	58%	28	8%	344
European Economic Area	18	2%	77	10%	693	87%	10	1%	798
Middle East and North Africa	78	32%	61	25%	92	38%	14	6%	245
South America	56	40%	46	33%	38	27%	0	0%	140
South-Eastern Europe, Eastern Europe and Central Asia	187	22%	231	27%	420	49%	11	1%	849
Southern Africa	148	48%	71	23%	26	8%	64	21%	309
Total	**941**	**23%**	**1167**	**28%**	**1833**	**44%**	**208**	**5%**	**4149**

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	183	17%	133	13%	680	65%	54	5%	100%
Blue border crossing point	101	15%	226	34%	322	49%	14	2%	100%
Land border crossing point	657	27%	808	33%	831	34%	140	6%	100%
Total	**941**	**23%**	**1167**	**28%**	**1833**	**44%**	**208**	**5%**	**100%**