

IOM COVID-19
IMPACT ON
POINTS OF ENTRY
BI-WEEKLY ANALYSIS
16 DECEMBER 2020

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 dtmccovid19@iom.int

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COVER PHOTO:

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“IOM volunteers use megaphones to disseminate key COVID-19, hygiene best practice and mental health and psychosocial support messages to those facing increased mobility restrictions in the Rohingya settlements.”

TABLE OF CONTENTS

METHODOLOGY & DEFINITIONS	3
EXECUTIVE SUMMARY	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

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 11 December 2020. Data for 29 per cent of the PoEs has been updated since the beginning of December, 52 per cent of the PoEs has been updated during the month of November, while information for 5 per cent of the PoEs has been updated during the month of October and 10 per cent in September. The remaining 4 per cent was last updated before September. 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 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.

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 between 13 March and 11 December 2020. Data for 29 per cent of the PoEs has been updated since the beginning of December, 52 per cent of the PoEs has been updated during the month of November, while information for 5 per cent of the PoEs has been updated during the month of October and 10 per cent in September. The remaining 4 per cent was last updated before September.

Points of Entry (PoEs):

- A total of 4,207 PoEs were assessed in 182 C/T/As: 1,056 (25%) airports, 2,457 (58%) land border crossing points and 694 (17%) blue border crossing points.
- Overall, 20 per cent of the assessed PoEs were fully closed (- 3 p.p. compared to the previous reporting period), 28 per cent partially operational (no change compared to the previous report) and 46 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 South America (38%, a 2 p.p. decrease compared to two weeks ago) and the Middle East and North Africa (30%, a 2 p.p. decrease compared to two weeks ago);
 - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (81%, i.e. a 6 p.p. decrease compared to the previous reporting period), followed by East and Horn of Africa (58%, i.e. no change compared to the previous reporting period) and South-Eastern Europe, Eastern Europe and Central Asia (50%, i.e. a 1 p.p. increase on a fortnightly basis);
 - About 25 per cent of the assessed land border crossing points, globally, were fully closed. For airports and blue border crossing points this was reported as 15 and 14 per cent, respectively, with a 2 p.p. decrease for land border crossing points and airports in the past two weeks;
 - The share of fully operational PoEs increased for airports (68%, i.e. a 3 p.p. increase compared to the previous reporting period) and land border crossings points (35%, i.e. a 1 p.p. increase compared to two weeks ago), while remained stable for blue border crossing points (49%, i.e. no change on a fortnightly basis).

I. PoE Scope and Coverage: Numbers at a glance

4,207

Assessed Points of Entry

182

Assessed C/T/As

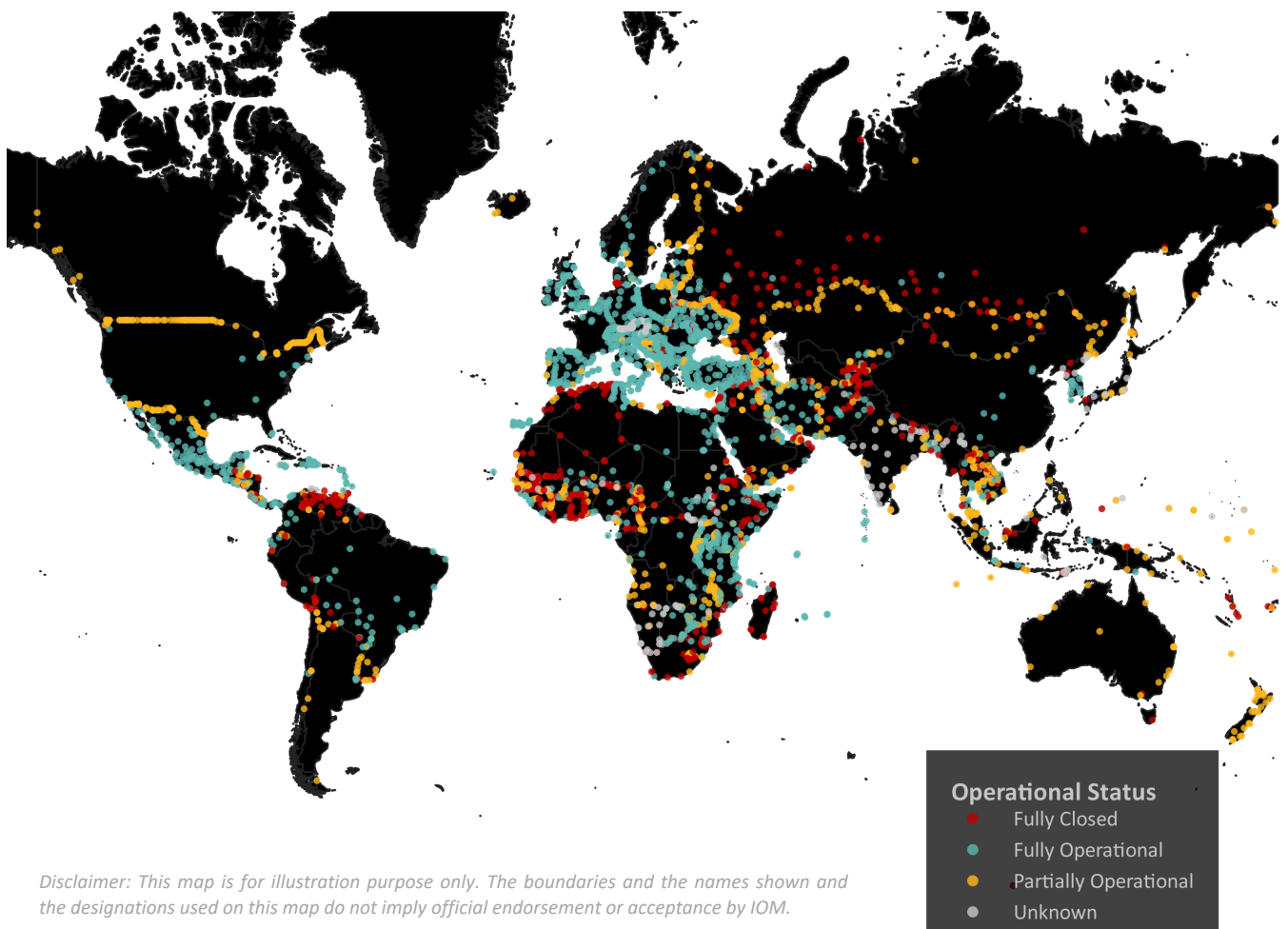
To better understand how COVID-19 has affected the various travel restrictions and disruptions hampering global mobility, this report looks at IOM's global mobility database to map and gather data on the locations, status and different restrictions at PoEs globally, including airports, blue border crossing 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 **11 December 2020**.

IOM has assessed **4,207** total PoEs in **182 countries, territories and areas**, so far. Of these PoEs, 2,457 (58%) were land border crossing points, 1,056 (25%) were airports and 694 (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, **20 per cent** were reported as **fully closed** and **46 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 **South America** (38%). Conversely, the lowest number of fully closed assessed locations were found in Central and North America with 7 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



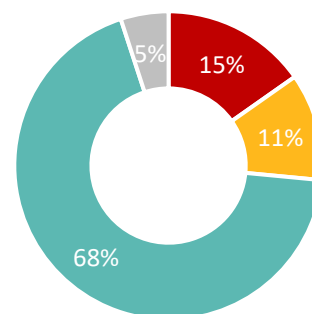
2. Overview of Airports

IOM assessed **1056 airports** (an increase of 6 airports from the previous assessment) in **178 countries, territories and areas**. Of the assessed airports, **15 per cent** or 161 airports were reported to be **fully closed** (a decrease of 2 p.p. compared to the previous report). Airports with **partially operational** status were reported for **11 per cent** or 119 airports (a decrease of 2 p.p. compared to the previous report). For **68 per cent** (723) 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 (53) of assessed airports (for more details, see Table 3 in the Annex).

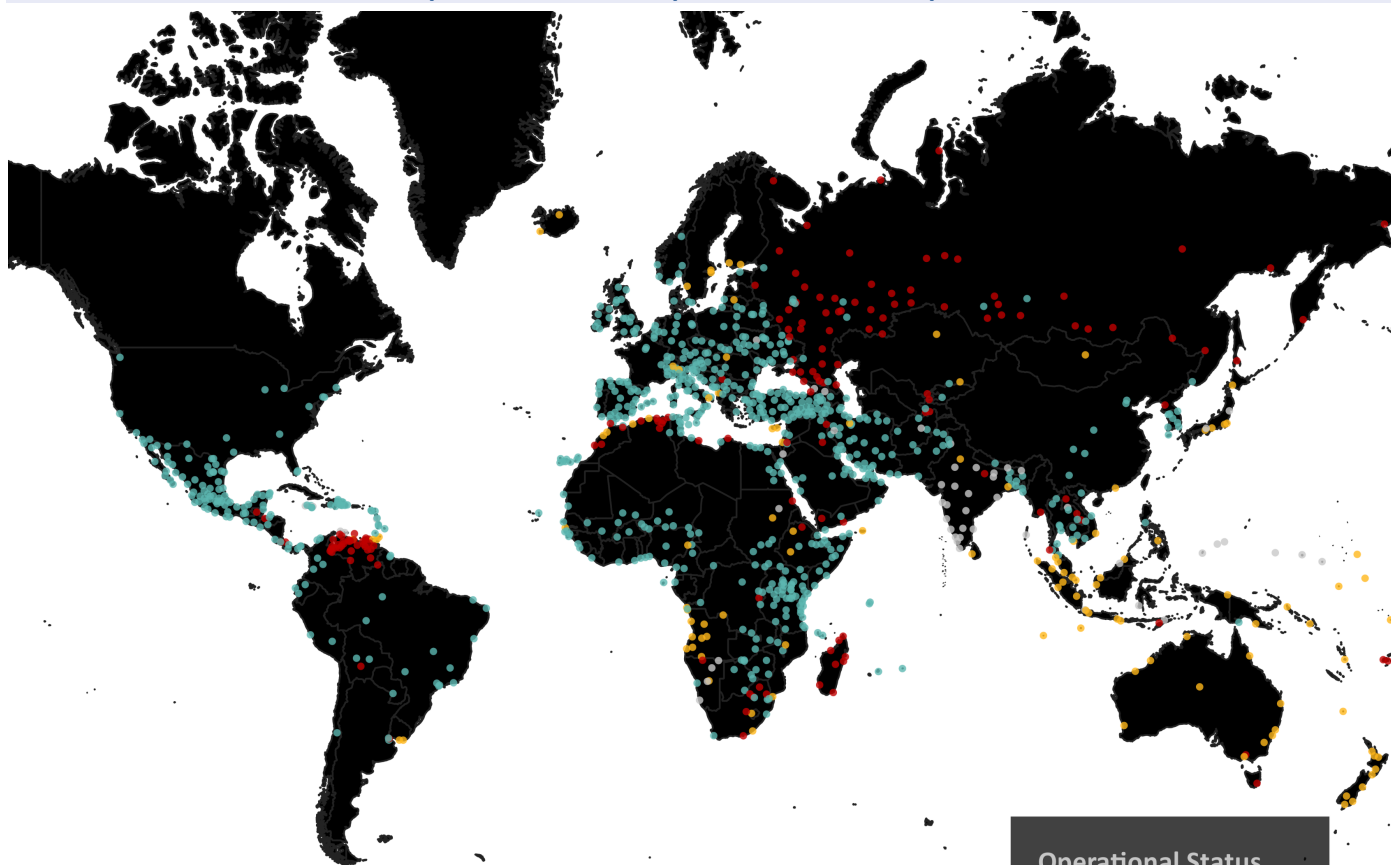
Of the total 161 assessed fully closed airports, the top IOM region that reported the highest percentage of fully closed airports was South America (36 out of 68, or 53%, of assessed airports are closed: a decrease of 5 p.p. compared to the previous update). Following South America, another IOM region with a high proportion of fully closed airports was South-Eastern Europe, Eastern Europe and Central Asia, with 72 out of 196 closed airports or 37 per cent. 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

- 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.

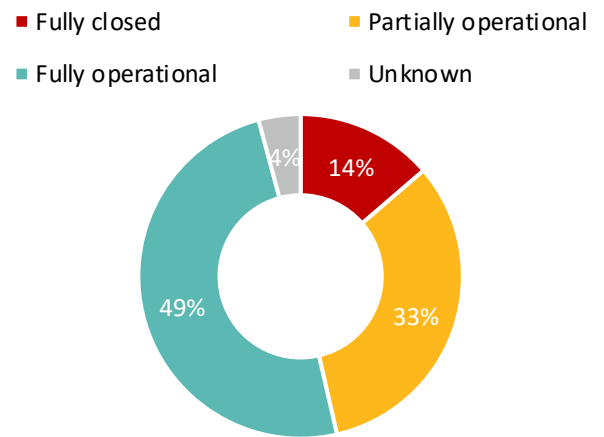
- Operational Status**
- Fully Closed
 - Fully Operational
 - Partially Operational
 - Unknown

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

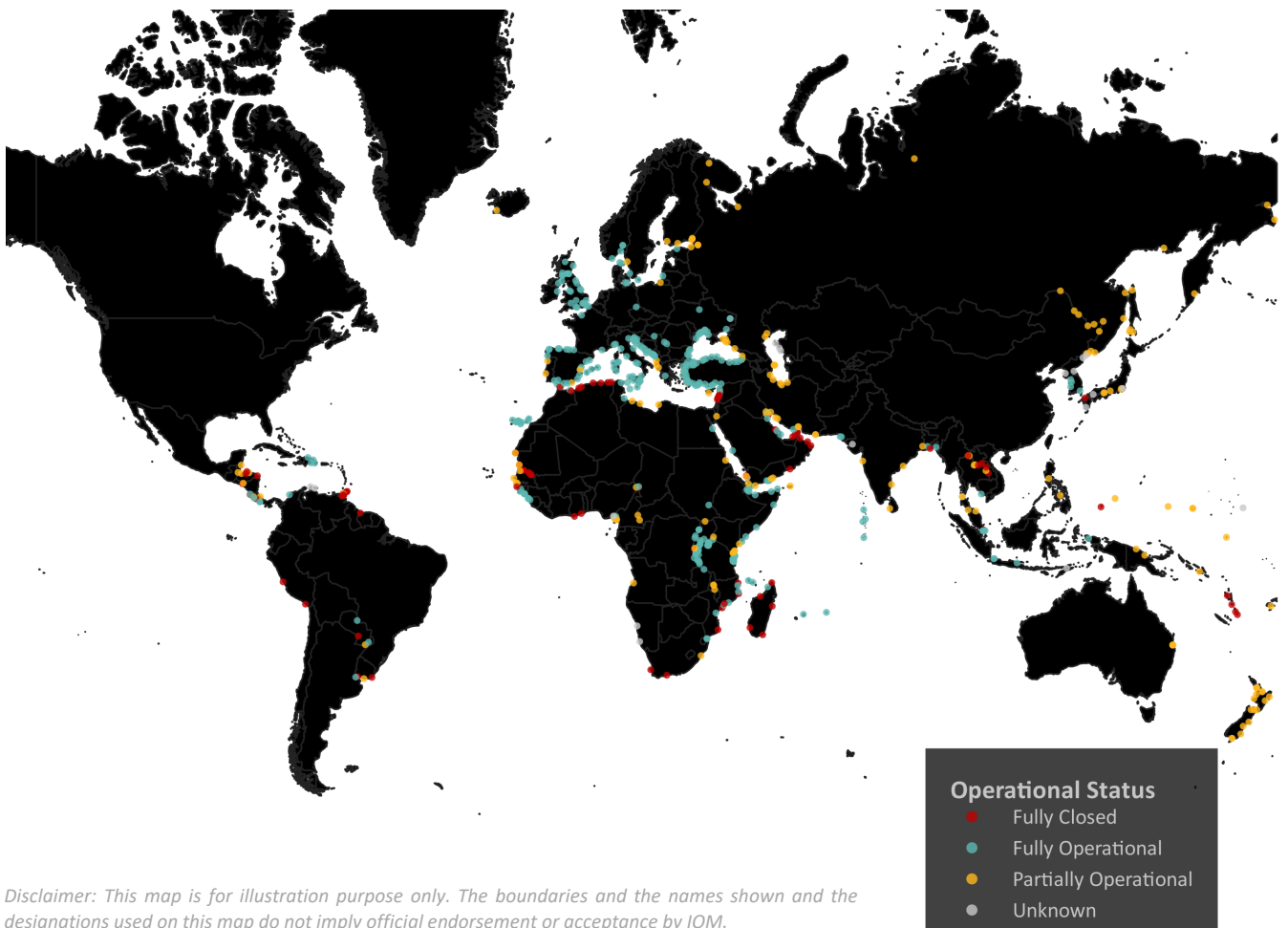
IOM assessed a total of **694 blue border crossing points in 111 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly, with **14 per cent** (or 95 locations) reported to be **fully closed**. The portion of **partially operational blue border crossing points** was reported at **33 per cent** (227 ports, a 1 p.p. decrease compared to two weeks ago). Finally, **49 per cent** (343 locations) were reported as **fully operational** (no change from the previous report). Information was not available for 4 per cent (29 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 (19 out of 37, 51% of the total, no change on a fortnightly basis), followed by Middle East and North Africa, and South America, each with 45 per cent (25 out of 55 and 5 out of 11, respectively). 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 ports 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



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

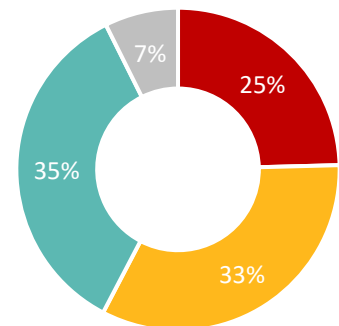
Among the **2,457 assessed land border crossing points** in 130 countries, territories or areas, the **fully closed** and **partially operational** made up **25** and **33 per cent** of the total, respectively, while **35 per cent** of the assessed locations were **fully operational** without any restriction. The operational status of the remaining 7 per cent was unknown. Compared to the previous report, it is noticeable a decrease of 2 p.p. in fully closed land border crossing points and a corresponding 1 p.p. increase in fully operational locations and locations whose status was unknown (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 225 out of 358 assessed locations completely closed, corresponding to 63 per cent of the total number of land border crossing points assessed in this region (a 1 p.p. increase compared to the previous reporting period). Other IOM regions with a high proportion of fully closed land border crossing points include East and Horn of Africa (69 out of 190, 36% of the total, i.e. no change compared to two weeks ago) and Asia and the Pacific (82 out of 244, 34% of the total, i.e. a 4 p.p. decrease on a fortnightly basis).

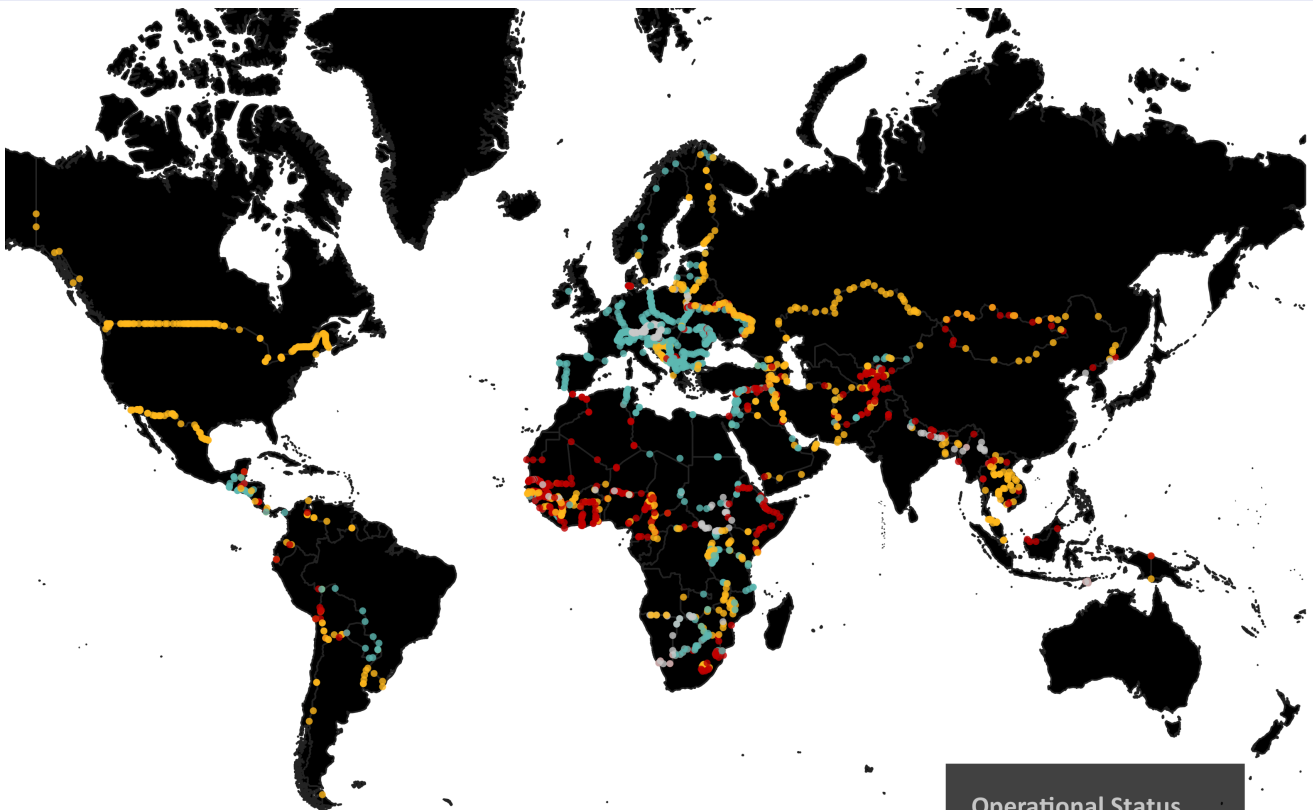
Although with a significant decrease, the highest percentage of fully operational land border crossing points among IOM regions remains in the European Economic Area with 348 out of the 476 assessed land border crossing points that are currently fully operational (73% of the total, i.e. a 11 p.p. decrease compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (238 out of 534, 45% of the total, i.e. a 1 p.p. increase compared to the previous report) and Middle East and North Africa (57 out of 128, 45% of the total, i.e. a 14 p.p. increase 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.

- Operational Status**
- Fully Closed
 - Fully Operational
 - Partially Operational
 - Unknown

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	624	100%	213	34%	244	39%	167	27%	39
Central and North America and the Caribbean	437	100%	141	32%	259	59%	37	8%	22
West and Central Africa	449	100%	44	10%	358	80%	47	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	253	100%	70	28%	128	51%	55	22%	17
South America	144	100%	68	47%	65	45%	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%	203	66%	38	12%	15
Total	4207	100%	1056	25%	2457	58%	694	16%	182

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

Location Type	March	March (%)	April	April (%)	May	May (%)
Airport	0	0	7	1%	0	0%
Blue border crossing point	0	0	9	1%	0	0%
Land border crossing point	0	0	32	1%	0	0%
Total	0	0	48	1%	0	0%
Location Type	June	June (%)	July	July (%)	August	August(%)
Airport	2	0%	0	0%	75	7%
Blue border crossing point	5	1%	0	0%	0	0%
Land border crossing point	29	1%	0	0%	24	1%
Total	36	1%	0	0%	99	2%
Location Type	September	September(%)	October	October(%)	November	November(%)
Airport	29	3%	13	1%	598	57%
Blue border crossing point	103	15%	14	2%	312	45%
Land border crossing point	276	11%	176	7%	1286	52%
Total	408	10%	203	5%	2196	52%
Location Type	December	December(%)	Total	Total (%)		
Airport	332	31%	1056	100%		
Blue border crossing point	251	36%	694	100%		
Land border crossing point	634	26%	2457	100%		
Total	1217	29%	4207	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	111	18%	289	46%	127	20%	97	16%	624
Central and North America and the Caribbean	29	7%	224	51%	174	40%	10	2%	437
West and Central Africa	239	53%	125	28%	71	16%	14	3%	449
East and Horn of Africa	75	22%	42	12%	199	58%	28	8%	344
European Economic Area	12	2%	75	9%	643	81%	68	9%	798
Middle East and North Africa	77	30%	53	21%	114	45%	9	4%	253
South America	54	38%	46	32%	44	31%	0	0%	144
South-Eastern Europe, Eastern Europe and Central Asia	184	22%	233	27%	421	50%	11	1%	849
Southern Africa	79	26%	72	23%	132	43%	26	8%	309
Total	860	20%	1159	28%	1925	46%	263	6%	4207

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total
	#	%	#	%	#	%	#	%	#
Airport	161	15%	119	11%	723	68%	53	5%	100%
Blue border crossing point	95	14%	227	33%	343	49%	29	4%	100%
Land border crossing point	604	25%	813	33%	859	35%	181	7%	100%
Total	860	20%	1159	28%	1925	46%	263	6%	100%