MOBILITY RESTRICTIONS ON COUNTRIES’/AREAS’ POINTS OF ENTRY IN RESPONSE TO COVID-19

Data available of 138 countries/areas as of 31 March 2020
1. OVERVIEW

The current outbreak of COVID-19 has affected global mobility in the form of various travel disruptions, restrictions and blockages. To better understand how COVID-19 affects global mobility, DTM has developed a global mobility database mapping the locations, status and different restrictions of points of entry and exit, globally.

Between 8 and 31 March 2020, data was collected on 2,183 locations across 138 countries and territories across Europe, South and Central America, Africa, Middle East and Asia.

Of the 2,138 locations, 262 did not have any movement restrictions imposed at the time of data collection. These locations were excluded from the analysis. Moreover, this report does not include internal transit locations (126 in total).

As a result, 1,795 locations are included in the analysis. These locations include: 732 land border crossings, 293 airports, 178 blue border ports (including sea, river and lake ports), 169 areas (including regions, cities, towns or sub-administrative units).

For the purposes of this analysis, countries and territories are grouped in four geographical regions: 39 countries in Africa, 23 in Central, South America and North, 38 countries and territories in Europe and 37 countries in the Middle East and Asia.* These regions are further divided in subregions to offer a more detailed overview of the situation.

*The residents are further divided in subregions to offer a more detailed overview of the situation.
In total, at 998 international land border crossings at least one restriction was reported. Of these, 451 were in Europe, 244 in Africa, 175 in the Middle East and Asia, and 128 in Central and South America.

Among these assessed land border crossings 724 had restrictions in place for movement on either entry and exit. There were 135 locations which did not have movement restrictions in place and 139 locations had restrictions imposed on either entry or exit.

Those border crossings which had no movement restrictions had other restrictions in place. Approximately one third these locations had restrictions for certain nationalities to disembark and had had medical measures in place.

Overall, 17 per cent of all border locations had mobility restrictions imposed for certain nationality groups. Forty per cent of locations in the Americas had these restrictions, while in other regions less than 20 per cent of locations had them in place.

Changes in documents required to pass through the location or changes in visa requirements were not widely implemented measures in assessed locations. Across four regions, less than ten per cent of all locations had these two measures in place.

Medical measures were implemented in 27 per cent of all locations. Across all regions, the highest share of border locations that had medical measures implemented were in the East Asia (79%).

---

**Legend**

- **Central Africa**
- **Eastern Africa**
- **Horn of Africa**
- **Northern Africa**
- **Southern Africa**
- **Western Africa**
- **Central America**
- **South America**
- **North America**
- **Central Europe**
- **European Union**
- **Central Asia**
- **East Asia**
- **South Asia**
- **South East Asia**
- **Gulf States**
- **Middle East**

**Legend**

- **Certain nationalities restricted**
- **Changes in identification documents**
- **Changes in visa requirements**
- **Medical measures**
3. LAND BORDER CROSSINGS - 2

MEDICAL MEASURES

Among all land border crossings with medical measures implemented, routine medical screening, as well as COVID-19 screening were the most common. Half of all border locations had routine medical screening implemented and half had COVID-19 screening in place. Only 13 per cent of all location has quarantine spaces available.

The situation deferred at the regional level. Almost all locations in Central Europe had routine medical checks, while not more than 5 per cent of all location had any of other medical measures in place. In the European Union, half of all locations had COVID-19 screening implemented and 23 per cent had routine medical screening in place. In the majority of all locations in Eastern Africa (92%) routine medical checks were implemented, and 85 per cent had COVID-19 screening in place. Half of all locations in the Middle East had routine medical checks implemented.

AFFECTED POPULATION CATEGORIES

Overall, irregular migrants were reported to have been affected in half of the assessed locations, followed by returnees (affected in 40% of all border crossing) and internally displaced persons (affected in 20% of all locations).

The situation varied substantially by region. Irregular migrants in the East Asia (100% of all locations), Horn of Africa (90%), Western (75%) and Southern Africa (73%) were reported to be the most affected.
4. WATER PORTS

In total, 197 water ports that had at least one restriction were assessed. Out of these, 93 were in Europe, 39 in Africa, 27 in the Middle East and Asia, and 38 in Central and South America.

One hundred and ten water ports had restrictions for movement imposed to and from them. Sixteen ports did not have movement restrictions in place and the remaining 71 sea ports had restrictions imposed on either moving from or to them.

Overall, 18 per cent of all water ports had restrictions for certain nationality groups. The highest share of water ports that had restrictions imposed for certain nationalities was among locations in the Horn of Africa (80%).

Seventeen per cent of all locations had medical measures in place. The highest share of water ports that had medical measures in place was among locations in Western Africa (where all locations had medical measures in place) and the Middle East (67%).
5. AREAS AND AIRPORTS

AREAS

In total, 190 areas* that had at least one movement restriction were assessed. Out of these, 81 were in Europe, 13 in Africa, 67 in the Middle East and Asia, and 29 in Central and South America.

Most of assessed areas had several restrictions in place. Schools were closed in almost all (91%) areas. In 88 per cent of all areas public events were cancelled, while 72 per cent had restricted operating hours for public establishments, such as restaurant or cafes. Remote work was implemented in 67 per cent of all areas assessed.

The Middle East and Asia had the highest share of areas that had remote work arrangements implemented (78%), while Europe had the lowest (53%).

Europe had the highest share of areas that had implemented restricted working hours for public establishments (80%).

AIRPORTS

In total, 410 airports, domestic and international that had at least one movement restriction were assessed. Out of these, 130 were in Europe, 121 in Africa, 104 in the Middle East and Asia and 55 in Central and South America.

Approximately 77% of airports assessed had restriction in place and one in third had medical measures, such as routine medical checks or COVID-19 screening in place.

6. METHODOLOGY

To better understand how COVID-19 affects global mobility, Displacement Tracking Matrix (DTM) has developed a global mobility database mapping the locations, status and different restrictions of Points of Entry (PoE) by country or territory, globally. These points include airports, land border crossing points, water border crossing points (including sea, river and lake ports), internal transit points and areas of interest (including regions, cities, towns or sub-administrative units). Data is collected by utilizing DTM’s local expertise from IOM offices globally who adhere to a systematic and structured approach to data collection.

Data collected by DTM includes information on types of restrictions, measures applied and the population category affected by such measures. This information is collected for each type of observation point, which includes points of entry, transit points, and areas.

The aim of the data analysis is to provide a country-level understanding of the restrictions catalyzed by the COVID-19 outbreak and to help identify and develop response at national and sub-national level. For more information on the categorization of the major types of restrictions, please see the methodology document on the COVID-19 portal.

Limitations of this analysis and data collection mechanism are related to the extremely time sensitive nature of the data being collected. Restrictions, and who they affect, are continually changing, and it is often difficult to collect accurate information about changing restrictions in real time. Considering this, all DTM data made available has clear and transparent timestamps and dates, in order to reflect the reality of the situation at the specified time. For the detailed geographical overview, please refer to the Regional Atlas.

As of 26 March 2020 data for the baseline assessment of Points of Entry (PoE) has been collected and processed for 138 countries/territories/areas. For the purpose of this analysis, the countries and territories were divided in four broad geographical regions.


---

* Areas include: regions, cities, towns or sub-administrative units
Mobility restrictions on points of entry to countries and territories in response to COVID-19

Map 1: Locations by type and country/territory/area

DTM COVID-19
Location type by Country / Territory / Area
Locations assessment coverage as of 29 Mar 2020

Source Data: IOM, IOM
Map Production Date: 29 Mar 2020
www.iom.int | dtmsupport@iom.int
Mobility restrictions on points of entry to countries and territories in response to COVID-19