



COVID-19
Impact on Points of Entry :
Six Month Review of Changes in
Operational Status

OCTOBER 2020

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INTRODUCTION

The current COVID-19 pandemic has had an unprecedented impact on mobility across the globe. Containment measures have affected both international mobility and internal movements within national borders. To better understand how COVID-19 affects global mobility, the International Organization for Migration (IOM) has developed a Points of Entry Global Reference database to gather, map and track data on the restrictive measures impacting movement through international Points of Entry (PoE) and Key Locations of Internal Mobility (KLIM), which can be found, in addition to the methodology, on the [IOM migration portal](#).

This data collection system has been regularly adapted to reflect the dynamic and rapidly changing mobility landscape resulting from COVID-19 containment measures. As such, the database is able to capture the varied stages of measures issued at different times by countries, territories or areas. Regular bi-weekly reports are produced to highlight changes captured in the database. With six months of data available for analysis, this report aims to assess the state of the operational status of PoEs in April compared to September/early October 2020. Please note that data presented for October is updated as of 7th October 2020.

The General Overview presents a comparison in the variation of operational status between April and October, and the regional comparison highlights differences in operational status trends according to IOM geographic regions. The map below shows the spatial coverage of the PoEs worldwide assessed by IOM in the October update.

Data for PoEs are 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)

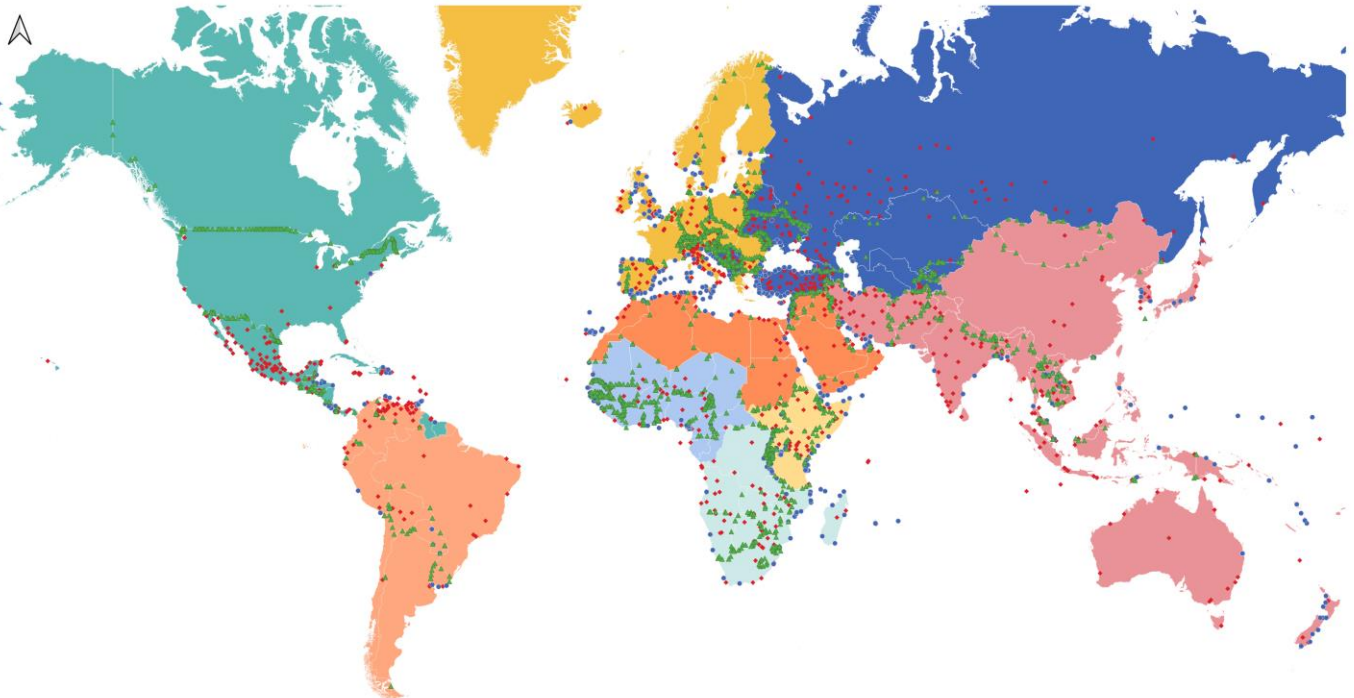
The following operational status is captured for each assessed PoE:

- 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
 - The status of the location is unknown

INTRODUCTION

IOM Regionals and PoE Coverage

The map below indicates the coverage of the PoE Global Reference Database overlaid with IOM regional offices geographic areas of responsibility. Regional analysis in this report has been conducted according to IOM regional offices geographic coverages as data is collected by regional and country level focal points according to their areas of responsibility.



Legend		
PoEs type	IOM regional offices' coverage	
• Airport	■ IOM Bangkok (Asia and the Pacific)	■ IOM Cairo (Middle East and North Africa)
• Blue Border Crossing Point	■ IOM Brussels (European Economic Area)	■ IOM Nairobi (East and Horn of Africa)
• Land Border Crossing Point	■ IOM Buenos Aires (South America)	■ IOM Pretoria (Southern Africa)
	■ IOM Dakar (West and Central Africa)	■ IOM San José (Central and North America and the Caribbean)
		■ IOM Vienna (South-Eastern Europe, Eastern Europe and Central Asia)



Disclaimer: The maps are for illustration purposes only. The boundaries and names shown, and the designations used on this map do not imply official endorsement or acceptance by the International Organization for Migration.

GENERAL OVERVIEW

PoE data for April 2020 shows that countries, territories and areas imposed widespread measures to reduce movement through PoEs during this month. This coincides with a rapid escalation in the daily number of confirmed cases of COVID-19 from March to April 2020 as documented by the [World Health Organization \(WHO\)](#). During this period the daily number of confirmed cases globally rose from 1,573 on 1st March 2020 to 75,205 on the 1st April 2020. In addition to the rapid increase in daily numbers of cases, the geographic distribution of the global daily caseload also changed significantly during this time. On the 1st March WHO reported that the majority of cases were observed in the Western Pacific region (1,171) with comparatively small numbers in the Americas (6), Europe (382) and Eastern Mediterranean (13). In contrast, by 1st April, Europe had the largest number of confirmed cases for the day (43,000) followed by the Americas (25,737) while the number of confirmed cases for the day in the other regions also increased. It is within this context in April that the IOM PoE Global Reference Database captured largescale complete and partial closures of international PoEs such as land border crossing points, airports and blue border crossing points.

Of the total PoEs assessed in April (3,164), the majority, 34 per cent (1,368 PoEs), were fully closed and 29 per cent (1,191 PoEs) were only partially operational. Only 9 per cent (381) of PoEs were fully operational while the status of 6 per cent (224) was unknown. It should be noted that, the total number of PoEs represented in the database increased significantly between April and October 2020 from 3,164 PoEs to 4,065. In total 901 new PoEs were added to the database during the six-month period and, as a result, 22 per cent of the total PoEs were not assessed in April, as they were added in the following months.

In stark contrast to the data for April, the data as of October shows a large number of fully operational PoEs, 37 per cent (1,520). The number of fully closed PoEs fell to 19 per cent (758) and the number of partially operational fell to 22 per cent (899). For 6 per cent of PoEs (260) the operational status was unknown. Furthermore, for 522 PoEs recorded in the database, the data was not updated in October, reflecting the operational status that was captured in April. The most significant change observed when comparing the data from April with the data from October is in the number of fully operational PoEs. In total, the increase from 381 to 1,520 fully operational PoEs represents a 299 per cent increase (see Table 2). While some of this increase can be attributed to the addition of new PoEs, a significant proportion represents changes in operational status. This can be seen in figure 1 on page 3. The context within which the increase in operational and partially operational PoEs was captured in October differed significantly from April. Whereas in April the closure of PoEs coincided with rapid increases in daily numbers of confirmed cases, in October the re-opening of PoEs occurred amidst further increases in the daily caseloads. On 1 October WHO reported 300,900 confirmed cases for the day with the Americas (108,859), South East Asia (95,157) and Europe (76,947) as the three regions with the highest numbers of confirmed cases for the day.

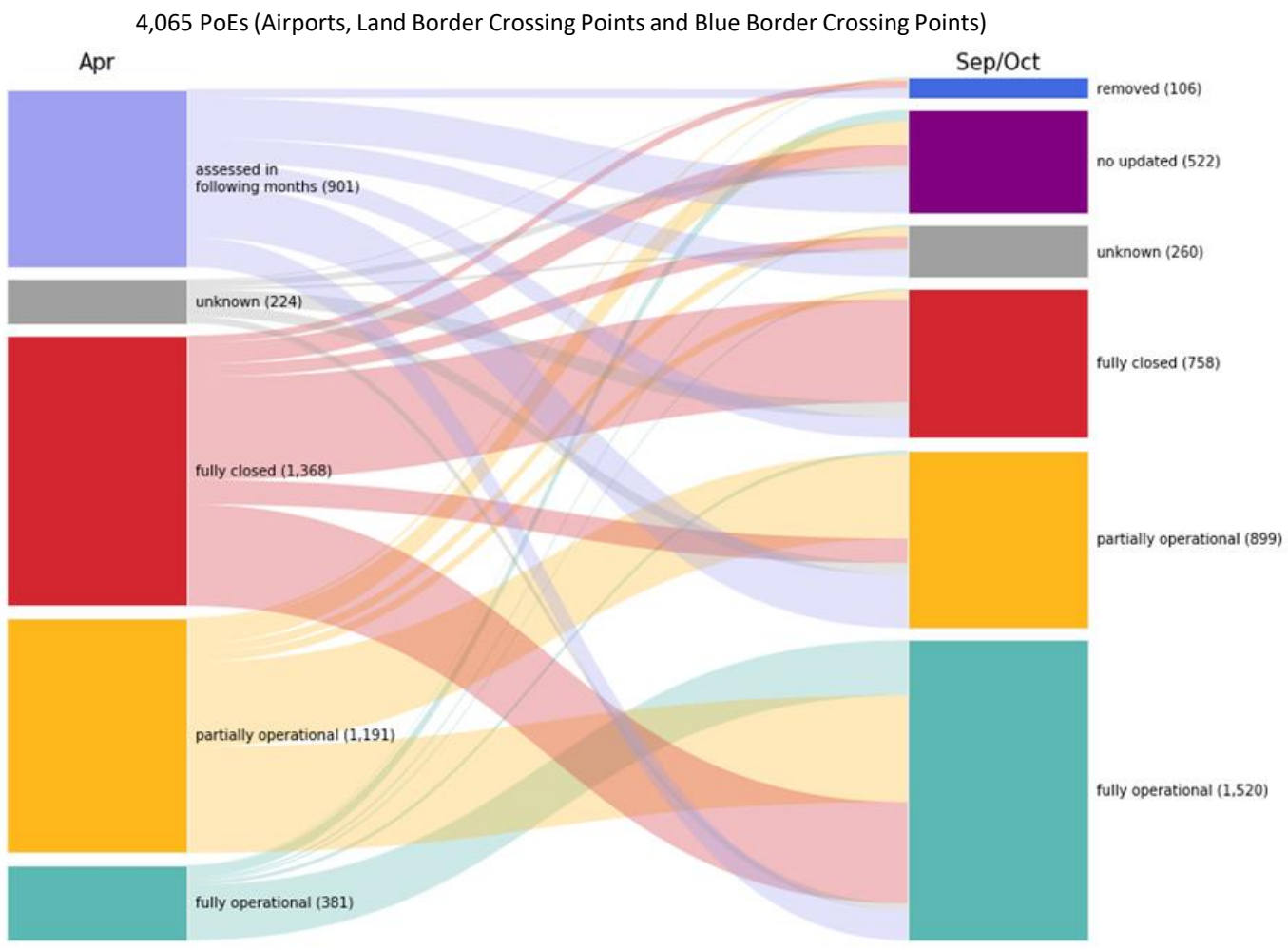
Table 1. Percentage change in the number of PoEs by operational status

Operational status	Number of PoEs in April	Number of PoEs as of 7 th October 2020	% Change
Unknown	224	260	16%
Fully closed	1368	758	-45%
Partially operational	1191	899	-25%
Fully operational	381	1520	299%

GENERAL OVERVIEW

The Sankey diagram below illustrates the changes in operational status described on the previous page. Please note that the category ‘assessed in the following months’ describes the PoEs which were added to the database after April and were assessed between May and October 2020. In addition to this, the diagram indicates that 106 PoEs were removed from the database during the reporting period. This was done as updated information from data sources indicated that classifications for some PoEs should be changed (e.g. internal transit point from a PoE to a key location of internal mobility).

Figure 1. Change in operational status of PoEs from April to October

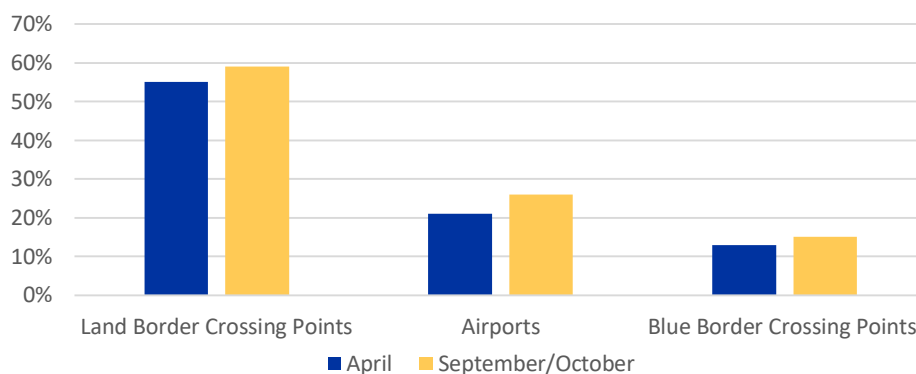


TYPES OF POE AND REGIONAL OVERVIEW

TYPES OF POE

- Comparing April to October, Land Border Crossing Points were the largest proportion of PoEs in the database, while the second largest proportion of assessed PoEs both in April and October, were airports.

Figure 2. Percent of PoE type in April vs. October



- For airports, the most common operational status in April was partially operational (with 299 out of 1,077 assessed airports) compared to October where the most common operational status reported was fully operational (with 501 out of 1077 assessed airports)
- Conversely for all assessed blue border crossing points, the most common operational status recorded in April was fully operational with 245 out of 628 points, whereas in October the most common operational status recorded shifted to partially operational with 212 out of 628 assessed blue border crossing points.

NOTABLE SHIFTS IN REGIONAL OPERATIONAL STATUS

- IOM regional office for the European Economic Area reported the biggest increase in fully operational PoEs when comparing April to October, resulting in 512 new PoEs recorded as fully operational (from 145 to 687). Similarly, the IOM Regional Office for South-Eastern Europe, Eastern Europe and Central Asia reported increases in fully operational PoEs, specifically 51 in April to 429 in October (378 new PoEs added in the months following April). This shift comes mainly from PoEs which were previously recorded as fully closed and partially operational.
- IOM's regional office for East and Horn of Africa and the regional office of Southern Africa reported the highest number of PoEs for which operational status data was not updated in October with 147 and 211 points, respectively. The third region with the most points that were not updated is IOM regional office of Central and North America and the Caribbean, with 95 points not updated.
- IOM's regional for West and Central Africa reported the highest number of fully closed PoEs (234 points) in October, however, it was the fourth region back in April (168 points) behind South-Eastern Europe, Eastern Europe and Central Asia (346 points), European Economic Area (262 points) and Asia and the Pacific (185 points).
- IOM's regional office for the Middle East and North Africa reported a significant decrease in the number of fully closed PoEs, 38 per cent, from 138 to 86 PoEs recorded as fully closed.
- For an overview of shifts in operational status for each IOM region, please refer to the Annex.

Annex: Regional Diagrams

Diagram 1: April to October in IOM Asia and the Pacific Region

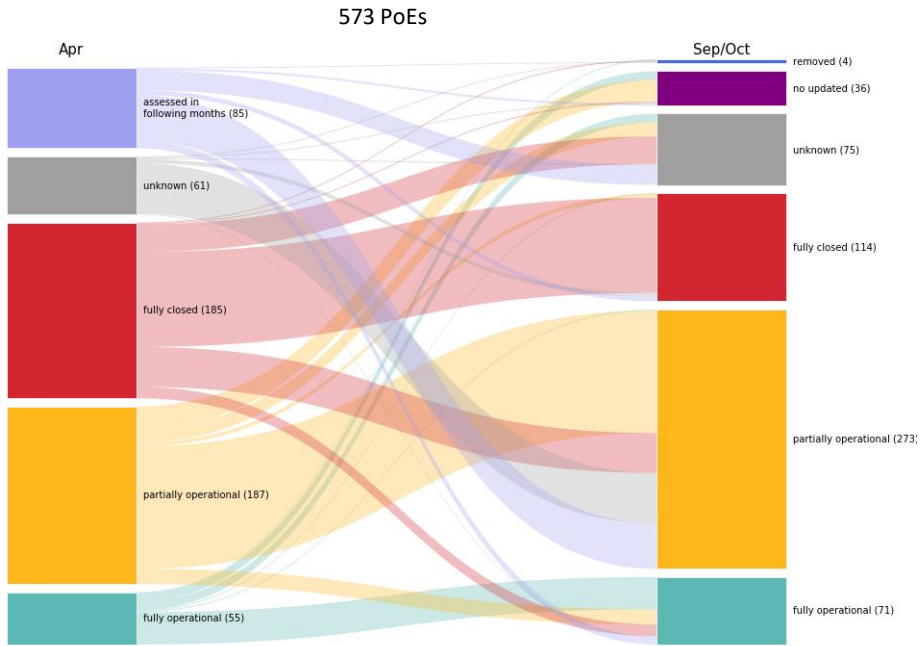
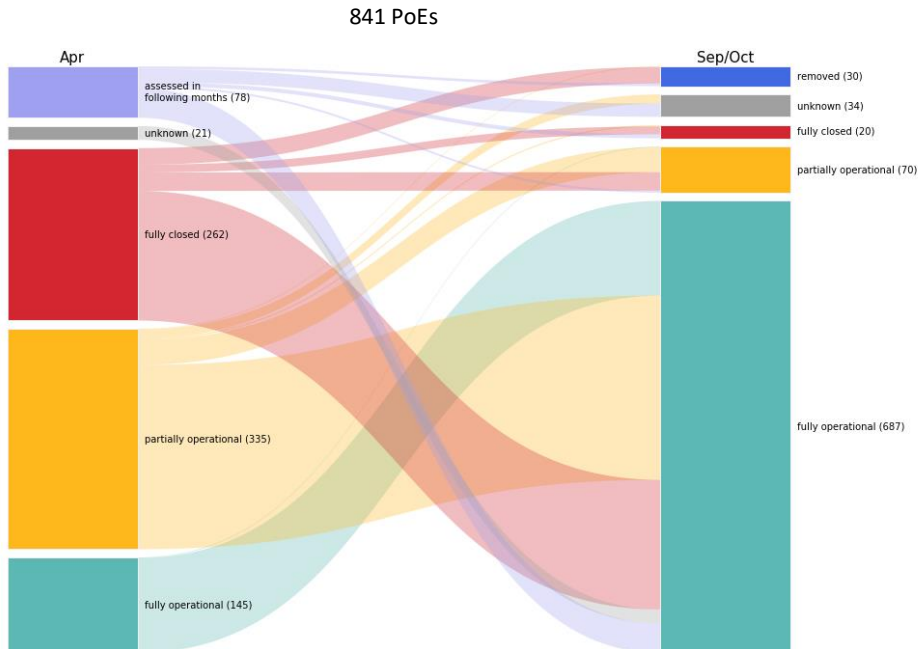


Diagram 2: April to October in IOM European Economic Area Region



Annex: Regional Diagrams

Diagram 3: April to October in IOM South America Region

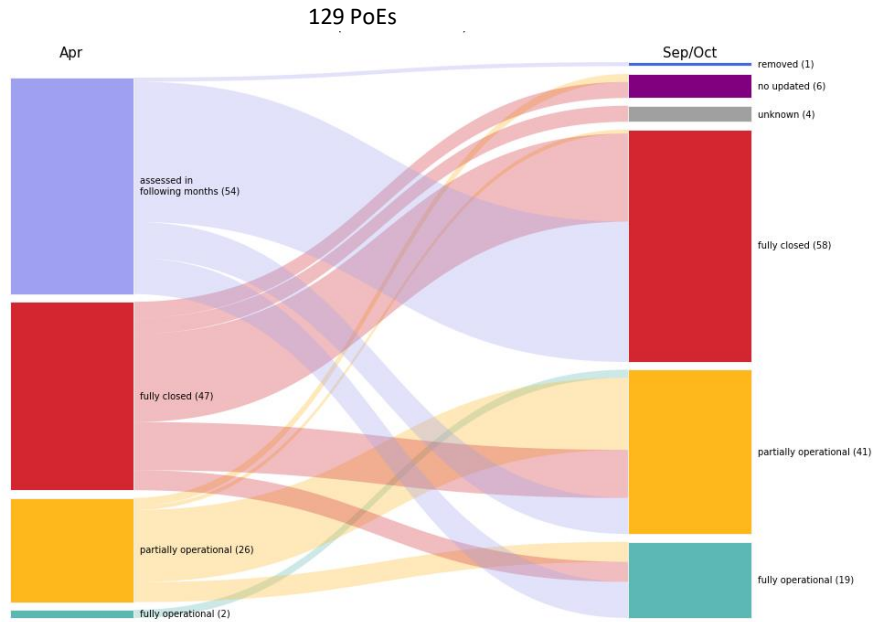
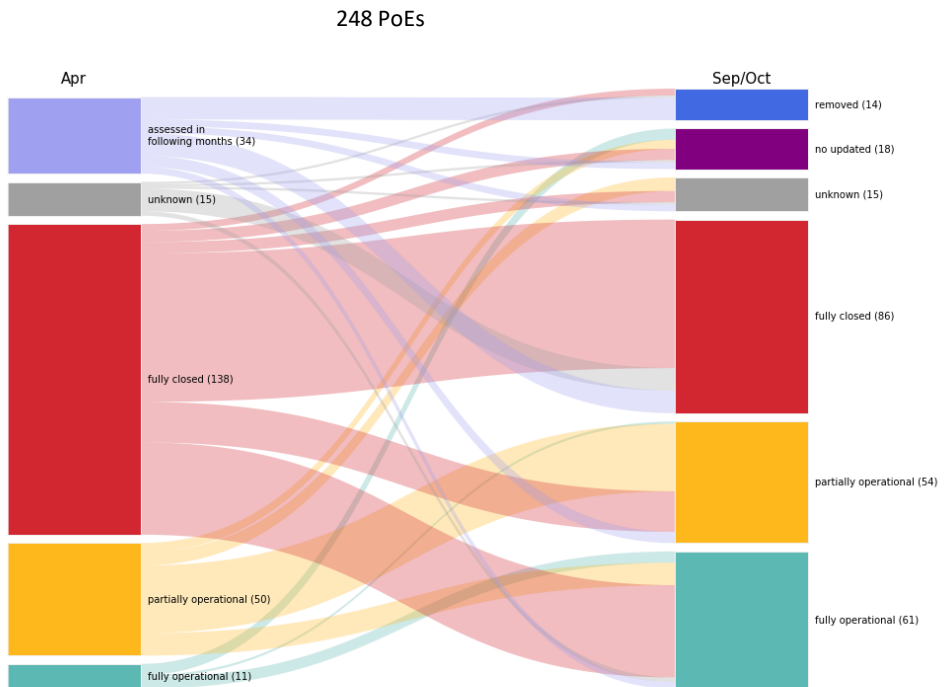


Diagram 4: April to October in IOM Middle East and North Africa Region



Annex: Regional Diagrams

Diagram 5: April to October in IOM West and Central Africa Region

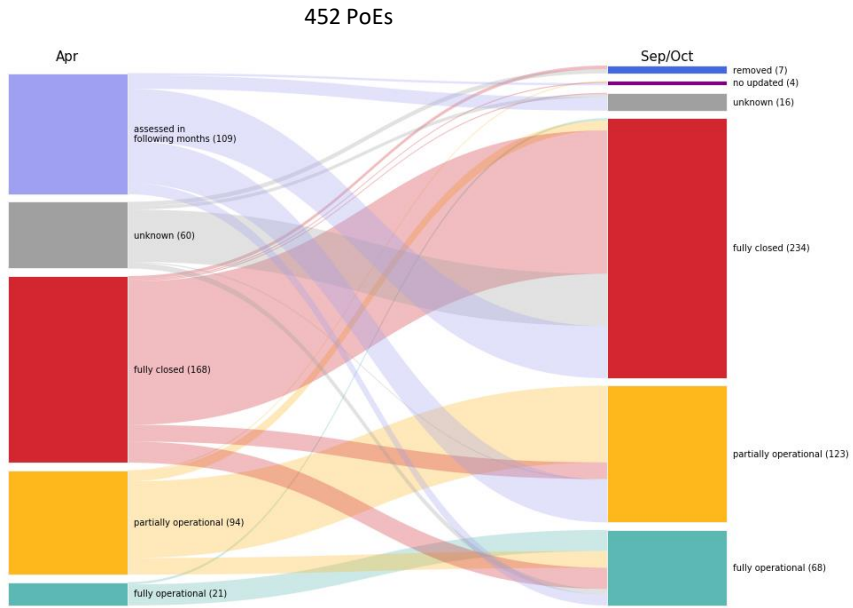
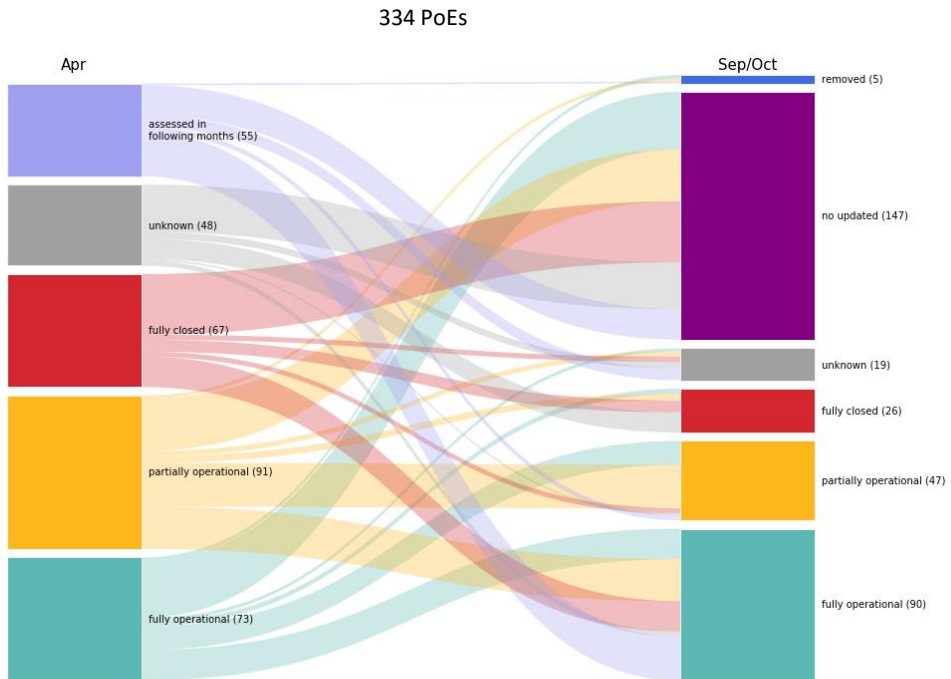


Diagram 6: April to October in IOM East and Horn of Africa Region



Annex: Regional Diagrams

Diagram 7: April to October in IOM Southern Africa Region

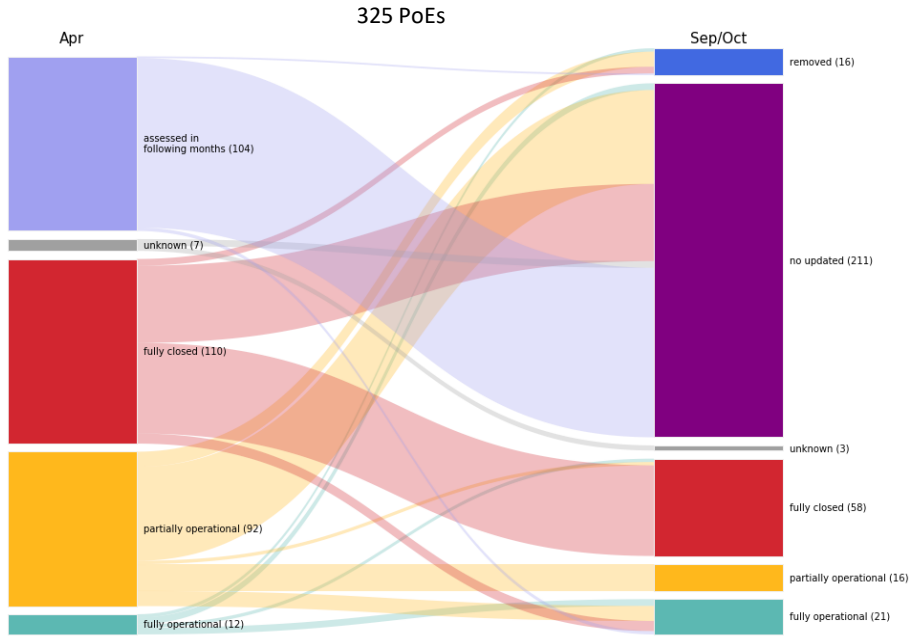
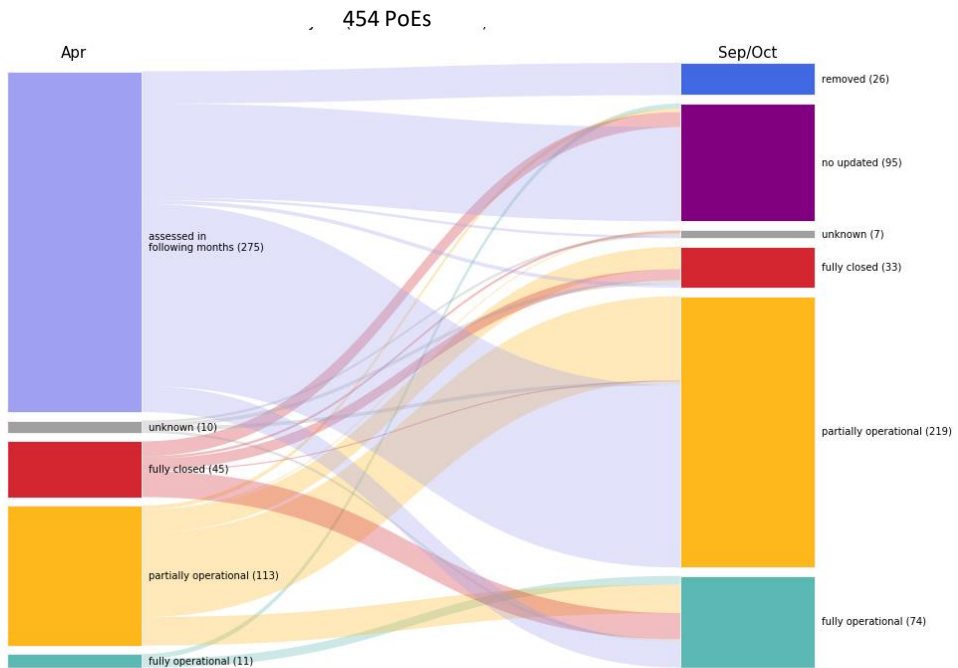


Diagram 8: April to October in IOM Central and North America and the Caribbean Region



Annex: Regional Diagrams

Diagram 9: April to October in IOM South-Eastern Europe, Eastern Europe and Central Asia Region

