

**IOM COVID-19  
IMPACT ON  
POINTS OF ENTRY  
BI-WEEKLY ANALYSIS  
23 SEPTEMBER 2020**

# PUBLISHER

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Please send any feedback, comments and suggestions related to the Covid-19 Mobility Tracking dashboards and outputs to the DTM Covid-19 Team at [dtm-covid19@iom.int](mailto:dtm-covid19@iom.int)

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# Methodology & Definitions

To better understand and capture how COVID-19 affects global mobility, IOM has developed a global database which maps, tracks and analyses the impact the pandemic is having on Points of Entry (PoE) 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, 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 points of entry/border crossings (airports, blue border crossing points and land border crossing points). It will be implemented in all countries currently captured in the database but will aim to reach every country in the world and all border crossings/points of entry. All data collected through previous versions of the module collected 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 Bi-Weekly Analysis report serve to present the 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 Points of Entry. 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 Points of Entry (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 18 September 2020. Data for 13 per cent of the PoEs has been updated since the beginning of September, while information for 14 per cent of the PoEs has been updated in August, with 13 per cent of the PoEs updated in July, while 21 per cent of the data was last updated during the month of June. The remaining data was last updated before June (19% in May, 11% in April and 10% 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
- PoE: Point of Entry
- p.p.: Percentage Point<sup>1</sup>
- 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 18 September 2020. Data for 13 per cent of the PoEs has been updated since the beginning of September, while information for 14 per cent of the PoEs has been updated in August, with 13 per cent of the PoEs updated in July, while 21 per cent of the data was last updated during the month of June. The remaining data was last updated before June (19% in May, 11% in April and 10% in March).

## Points of Entry (PoEs):

- 3,899 PoEs were assessed in 173 C/T/As, including 975 Airports, 2,322 Land Border Crossing Points and 602 Blue Border Crossing Points.
- Overall, 27 per cent of the assessed PoE were fully closed (+4 p.p. compared to the previous report), 29 per cent partially operational (-6 p.p. compared to the previous report) and 36 per cent fully operational (+2 p.p.), 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 South America (64%, no relative change compared to two weeks ago), followed by West and Central Africa (55%, a 30 p.p. increase compared to the previous report), Southern Africa (48%, no relative change) and the Middle East and North Africa (42%, no relative change compared to two weeks ago);
  - The European Economic Area remained the IOM Region with the highest percentage of fully operational PoEs (85%, i.e. a 7 p.p. increase compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (48%, i.e. a 5 p.p. increase on a fortnightly basis);
  - 34 per cent of the assessed land border crossing points globally were fully closed, while this percentage was respectively 20 and 16 for blue border crossing points and airports, with an increase for land border crossing points and slight decreases for airports and blue border crossing points (+ 7 p.p. for land border crossing points and - 1 p.p. for airports and blue border crossing points on a fortnightly basis);
  - The share of fully operational PoEs increased for airports (54%, i.e. a 1 p.p. increase compared to the previous report) and blue border crossing points (39%, i.e. a 9 p.p. increase on a fortnightly basis) while remained stable for land border crossings points (28%, i.e. no relative change compared to two weeks ago).

# I. PoE Scope and Coverage: Numbers at a glance

3,899

Assessed Points of Entry

173

Assessed C/T/As

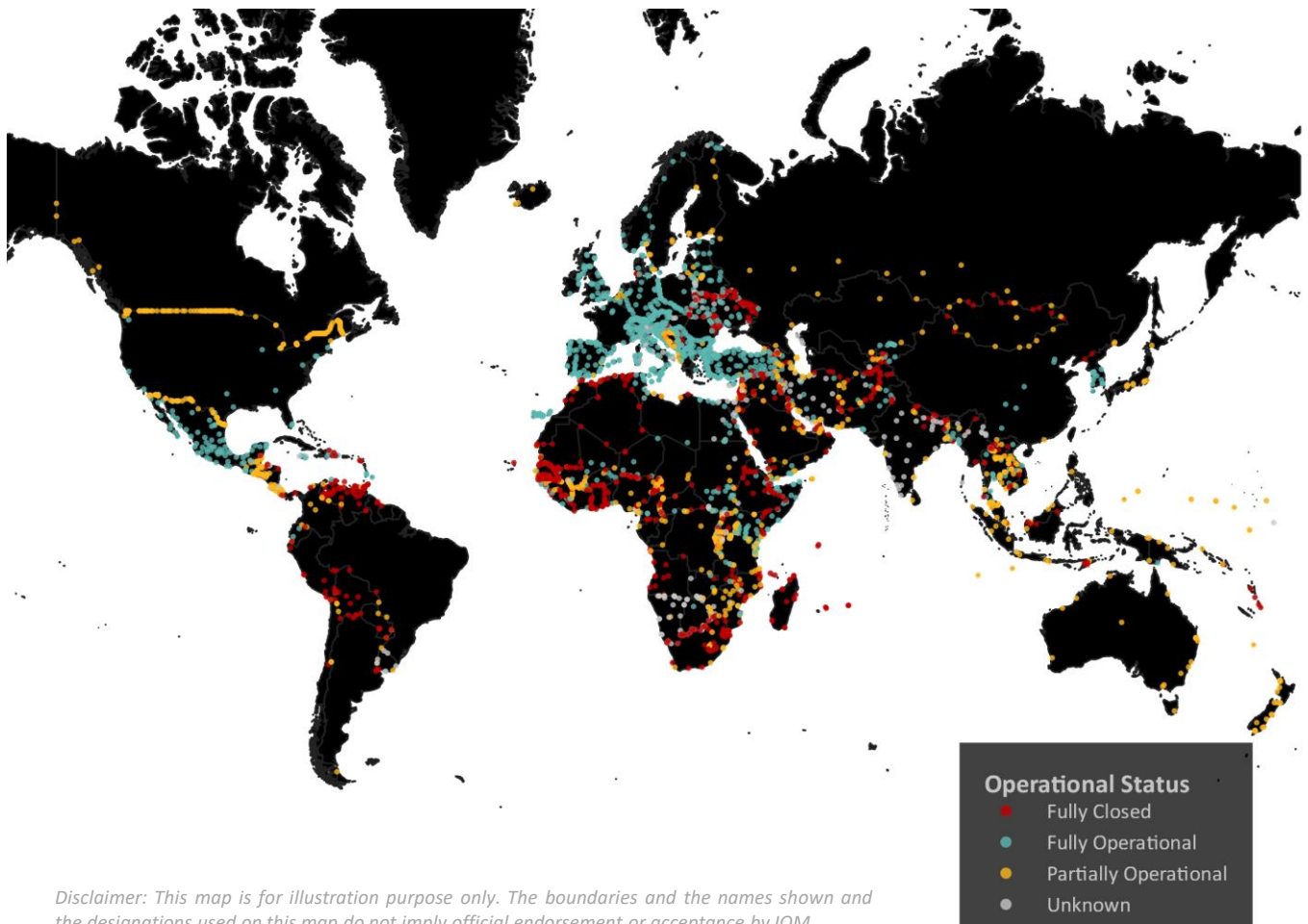
The current COVID-19 pandemic has affected global mobility in the form of various travel disruptions and restrictions. To better understand how COVID-19 affects global mobility, IOM has developed a global mobility database to map and gather data on the locations, status and different restrictions at 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 **18 September 2020**.

IOM has assessed 3,899 total PoEs in **173 countries, territories and areas** so far. Most of these PoEs (60%) were land border crossing points, 25 per cent were airports and 15 per cent were blue border crossing points (sea-, river and lake ports). More details can be found in Table 1.

Of all assessed PoEs, **27 per cent were reported as fully closed and 36 per cent were reported to be fully operational**. Another **29 per cent were partially operational**. More details can be found in the annex, Table 3. At the regional level, the highest rate of fully closed assessed PoEs were located in South America (64%), followed by West and Central Africa (55%). Conversely, the lowest number of fully closed assessed locations were found in Central and North American with 7 per cent and European Economic Area with 4 per cent. More details can be found in annex, Table 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.*

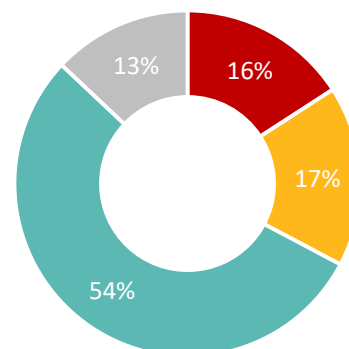
## 2. Overview of Airports

IOM assessed **975 airports** (13 more than in the previous report) in **168 countries, territories and areas**. Of the assessed airports, **16 per cent** or 154 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 **17 per cent** or 168 airports, which represents a decrease of 2 p.p. compared to the previous report. For **54 per cent** (527) of the assessed airports, the operational status was reported to be **fully operational** (an increase of 1 p.p. compared to the previous report). Information was not available for the remaining 13 per cent (126) of assessed airports (for more details, see Table 3).

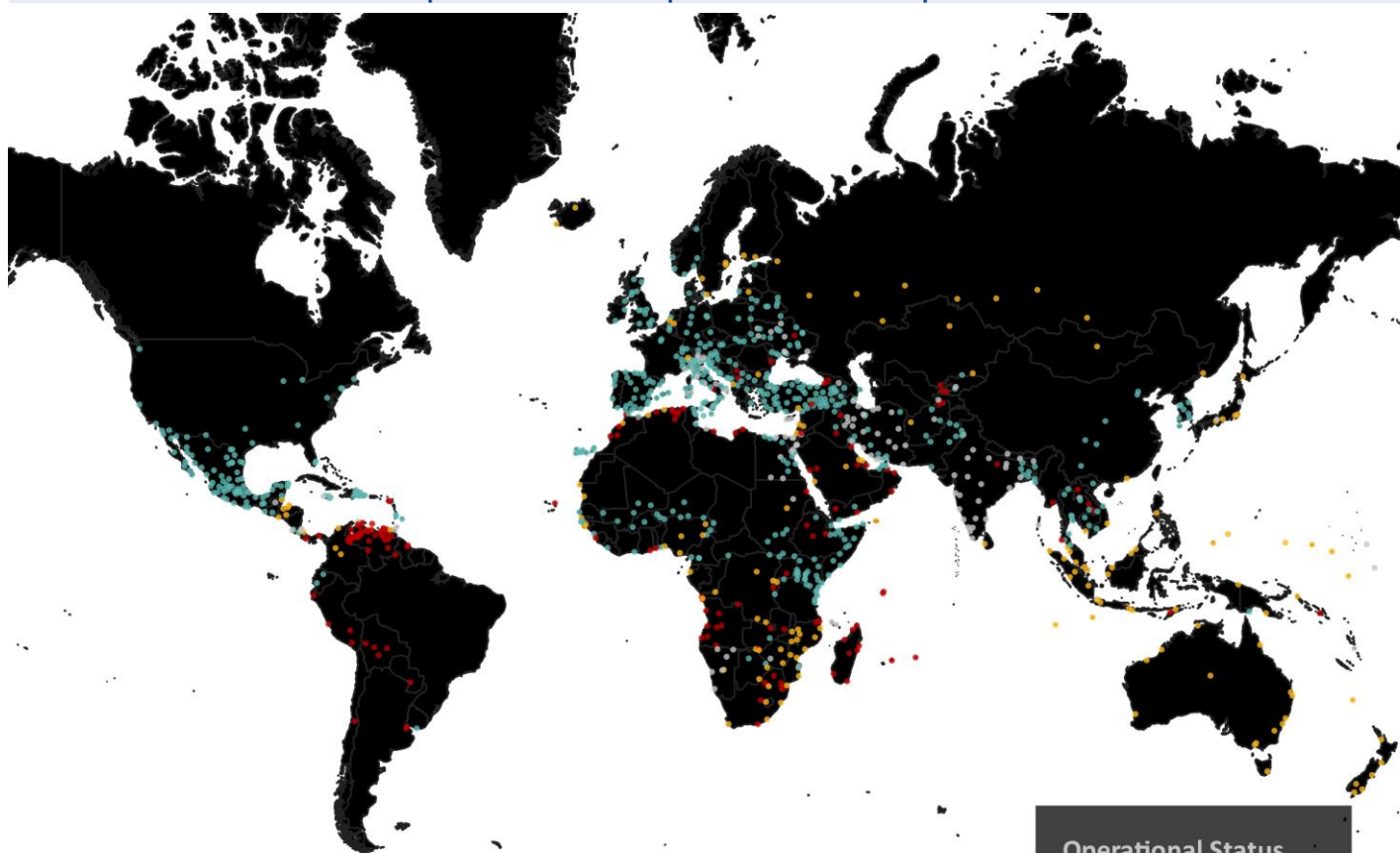
Of the total 154 assessed fully closed airports, the top IOM regions that reported the highest percentage of fully closed airports remained the same compared to the last update. South America was the IOM region with the highest share of fully closed airports (46 out of 54, 85% of the total, with no change compared to the previous update). Another IOM region following South America with high shares of fully closed airports was Southern Africa with 37 out of 82 or 45 per cent (no change on a fortnightly basis). On the opposite side, East and Horn of Africa was now the region with the highest share of fully operational airports (50 out of 56, 89% of the total). The European Economic Area followed, with 156 out of 193, 81% of the total (and increase of 5 p.p. from the previous assessment).

### Operational status at assessed airport

- Fully closed
- Partially operational
- Fully operational
- Unknown



### Global map of assessed airports and their operational status



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

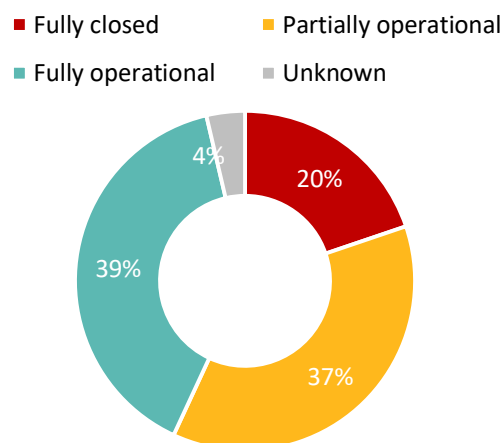


### 3. Overview of Blue Border Crossing Points (sea-, river and lake ports)

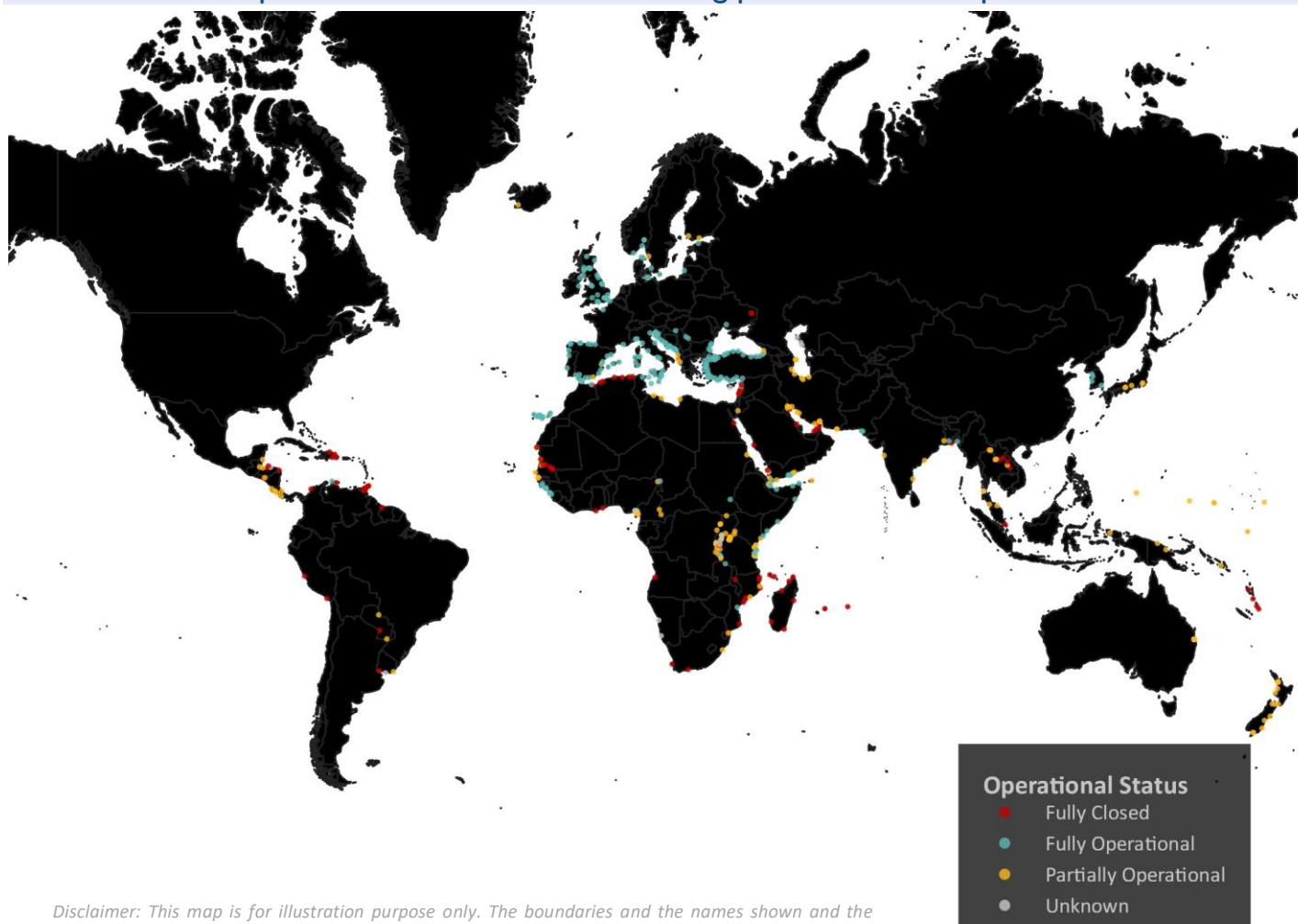
IOM assessed a total of 602 **blue border crossing points** in **96 countries, territories and areas**. The operational status of the assessed blue border crossing points varied slightly, with **20 per cent** (or 119 locations) which were reported to be **fully closed**. The portion of **partially operational blue border crossing points** was reported at 37 per cent (223 ports), a decrease of 8 p.p. compared to two weeks ago. Finally, 39 per cent (237 locations) were reported as **fully operational**, an increase of 9 p.p. on a fortnightly basis. Information was not available for 4 per cent (23 locations) (for more details. see Table 3).

Southern Africa remained the IOM region with the highest share of fully closed blue border crossing points (23 out of 35, 66% of the total: no relative change compared to the previous update), closely followed by Central and North America and the Caribbean (22 out of 34, 65%: no change on a fortnightly basis) and South America (5 out of 10 assessed blue border crossing points, 50%: a decrease of 6 p.p. compared to the previous assessment). The European Economic Area region continued to be the IOM region with the highest share of fully operational blue border crossing points with 129 fully operational locations out of the 137 assessed blue border crossing points in the region (94% of the total, i.e. a 6 p.p. increase compared to the previous report). Only South-Eastern Europe, Eastern Europe and Central Asia also had a share of fully operational blue border crossing points above 50 per cent, with 54 of 79 fully operational or 68%.

**Operational status at assessed blue border crossing points**



**Global map of assessed blue border crossing points and their operational status**



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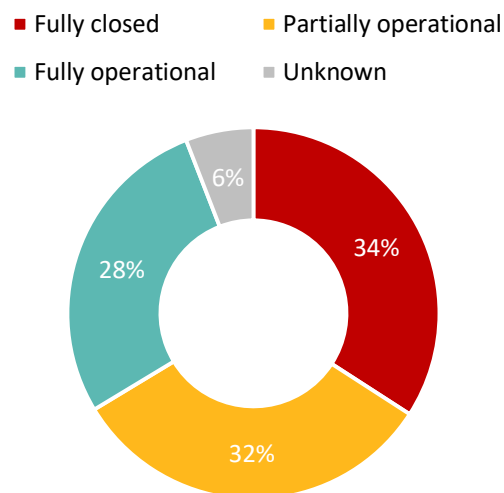
## 4. Overview of Land Border Crossing Points

Among the **2,322 assessed land border crossing points** in 128 countries, territories or areas, the majority is either **fully closed** or **partially operational** (34% and 32% of the total, respectively), while **28 per cent** of the assessed locations were **fully operational** without any restriction. Compared to the previous report, it is noticeable an increase of 6 p.p. in fully closed land border crossing points with a corresponding decrease of 7 p.p. in partially operational locations, respectively (for more details, see Table 3).

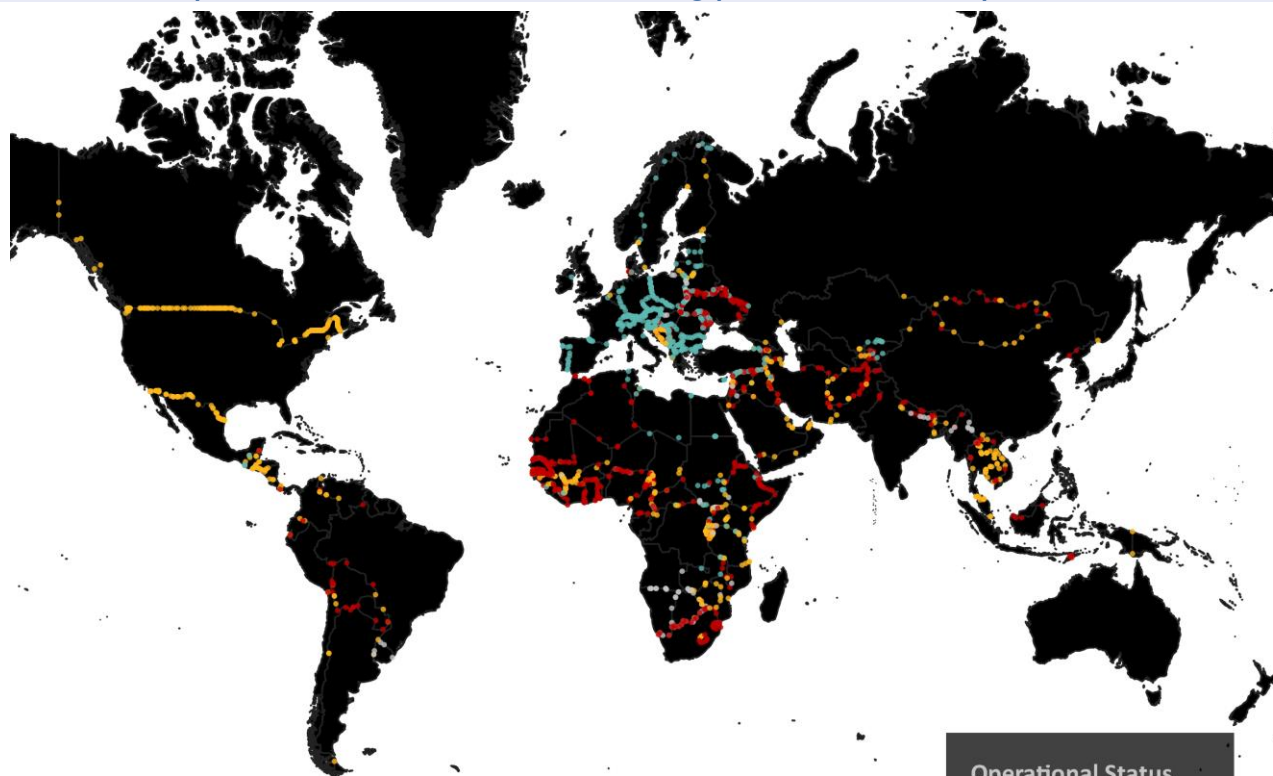
West and Central Africa is the IOM region reporting the highest share of fully closed land border crossing points: 228 out of 359 assessed locations were completely closed, corresponding to 64 per cent of the total number of land border crossing points assessed in this region (a 40 p.p. increase compared to the previous reporting period). Other IOM regions with a high proportion of fully closed land border crossing points include Southern Africa (93 out of 204, 46% of the total: no relative change on a fortnightly basis), South-Eastern Europe, Eastern Europe and Central Asia (200 out of 433, 46%: a 4 p.p. increase compared to the previous report), South America (24 out of 54, 44%: no relative change) and Asia and the Pacific (95 out of 222: 43% of the total, i.e. no relative change on a fortnightly basis).

The highest percentage of fully operational land border crossing points among IOM regions was in the European Economic Area with 402 out of the 482 assessed land border crossing points that are currently open (83% of the total, a 7 p.p. increase compared to the previous report), followed by South-Eastern Europe, Eastern Europe and Central Asia (165 out of 433, 38% of the total: i.e. a 4 p.p. decrease compared to the previous report), while the share of fully operational land border crossing points is below 15 per cent for all the other IOM regions.

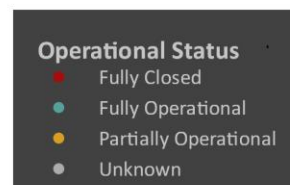
**Operational status of assessed land border crossing point**



**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.*



# 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	560	100%	203	36%	222	40%	135	24%	37
Central and North America and the Caribbean	427	100%	135	32%	258	60%	34	8%	18
Central and West Africa	447	100%	44	10%	359	80%	44	10%	20
East and Horn of Africa	327	100%	56	17%	190	58%	81	25%	9
European Economic Area	813	100%	194	24%	482	59%	137	17%	28
Middle East and North Africa	244	100%	77	32%	120	49%	47	19%	17
South America	118	100%	54	46%	54	46%	10	8%	10
South-Eastern Europe, Eastern Europe and Central Asia	642	100%	130	20%	433	67%	79	12%	19
Southern Africa	321	100%	82	26%	204	64%	35	11%	15
<b>Total</b>	<b>3899</b>	<b>100%</b>	<b>975</b>	<b>25%</b>	<b>2322</b>	<b>60%</b>	<b>602</b>	<b>15%</b>	<b>173</b>

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

Location Type	Airport	Blue Border Crossing Point	Land Border Crossing Point	Total
March	79	61	254	394
March (%)	8%	10%	11%	10%
April	85	90	254	429
April (%)	9%	15%	11%	11%
May	138	177	410	725
May (%)	14%	29%	18%	19%
June	118	59	633	810
June (%)	12%	10%	27%	21%
July	301	88	119	508
July (%)	31%	15%	5%	13%
August	113	39	379	531
August(%)	12%	6%	16%	14%
September	141	88	273	502
September (%)	14%	15%	12%	13%
<b>Total</b>	<b>975</b>	<b>602</b>	<b>2322</b>	<b>3899</b>
<b>Total (%)</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>	<b>100%</b>

# 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	121	22%	290	52%	74	13%	75	13%	560	100%
Central and North America and the Caribbean	29	4%	59	7%	687	85%	38	5%	813	100%
Central and West Africa	75	64%	31	26%	3	3%	9	7%	118	100%
East and Horn of Africa	102	42%	69	28%	50	20%	23	9%	244	100%
European Economic Area	245	55%	132	30%	52	12%	18	4%	447	100%
Middle East and North Africa	83	25%	120	37%	100	31%	24	7%	327	100%
South America	153	48%	91	28%	13	4%	64	20%	321	100%
South-Eastern Europe, Eastern Europe and Central Asia	32	7%	261	61%	119	28%	15	4%	427	100%
Southern Africa	225	35%	87	14%	310	48%	20	3%	642	100%
<b>Total</b>	<b>1065</b>	<b>27%</b>	<b>1135</b>	<b>29%</b>	<b>1408</b>	<b>36%</b>	<b>285</b>	<b>7%</b>	<b>3899</b>	<b>100%</b>

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

Location Type	Fully closed		Partially operational		Fully operational		Unknown		Total	
	#	%	#	%	#	%	#	%	#	%
Airport	154	16%	168	17%	527	54%	126	13%	975	100%
Blue border crossing point	119	20%	223	37%	237	39%	23	4%	602	100%
Land border crossing point	792	34%	749	32%	644	28%	137	6%	2322	100%
<b>Total</b>	<b>1065</b>	<b>27%</b>	<b>1135</b>	<b>29%</b>	<b>1408</b>	<b>36%</b>	<b>285</b>	<b>7%</b>	<b>3899</b>	<b>100%</b>