DISPLACEMENT TRACKING MATRIX (DTM) COVID-19 REGIONAL OVERVIEW ON MOBILITY RESTRICTIONS

as of 17 September 2020

IOM Regional Office for East and Horn of Africa

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BACKGROUND

The current outbreak of COVID-19 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 Points of Entry (PoEs), globally (see migration.iom.int). In the East and Horn of Africa (EHoA) region, IOM's Displacement Tracking Matrix (DTM) teams in nine of the ten countries covered by IOM Nairobi Regional Office[1] are actively collecting information on various PoEs, internal transit locations, as well as other areas of interest in an effort to better understand the extent of these restrictions, as well as the impact on different types of population groups. This report is developed as a close collaboration between IOM's divisions and units, in particular: DTM, Migration Health Division (MHD), Immigration and Border Management (IBM), and Migrant Protection and Assistance Division (MPA).

Data is collected about the following locations:

- **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)
- **Internal Transit Points** (internal transit point inside a given country, territory or area)
- **Areas of interest** (region, town, city or sub-administrative unit in a given country, territory or area with specific restrictions)
- **Sites with a population of interest** particularly affected by or at risk of COVID-19 (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travellers)

SCOPE AND COVERAGE AT A GLANCE

9 Countries in the East and Horn of Africa

327 PoEs assessed: Land Border Points (190), Blue Border Points (81), Airports (56)

21 Internal Transit Points in four (4) countries

20 Areas of interest

124 Sites with populations of interest

Countries' PoEs	Land Border Points	Blue Border Points	Airports	Total
Burundi	32	9	1	42
Djibouti	4	6	1	11
Ethiopia	31	0	5	36
Kenya	13	6	22	41
Rwanda	10	0	1	11
Somalia	21	8	13	42
South Sudan	36	2	7	45
Uganda	9	0	1	10
United Republic of Tanzania	34	50	5	89
Grand Total	190	81	56	327

[1] Burundi, Djibouti, Eritrea, Ethiopia, Kenya, Rwanda, Somalia, South Sudan, Uganda, and the United Republic of Tanzania.

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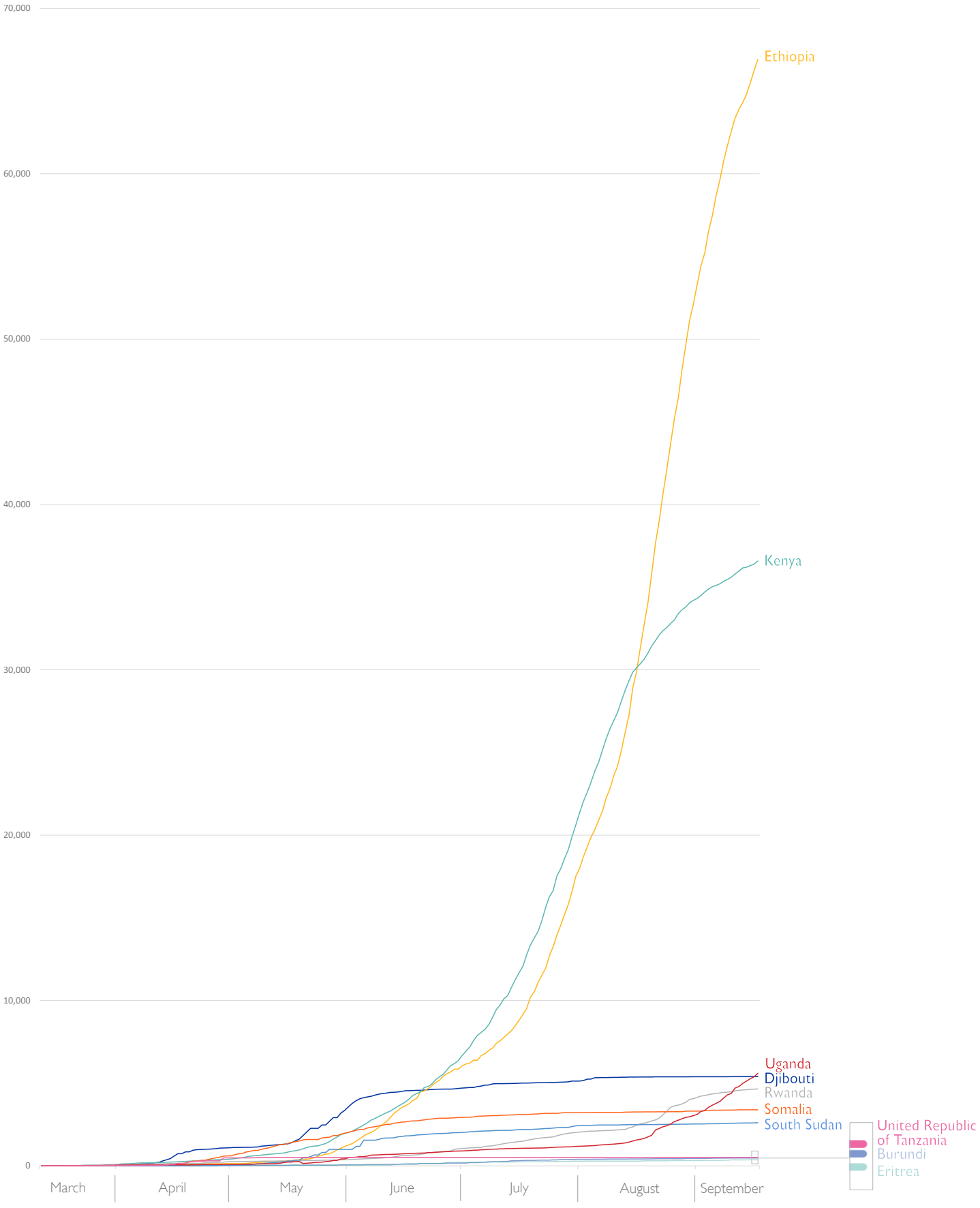
HIGHLIGHTS

Epidemiological Situation

Incidence trend of confirmed COVID-19 cases in the East and Horn of Africa as of 17 September 2020



Source: Johns Hopkins University (JHU), Ministry of Health Official Reports

Overview of confirmed COVID-19 cases, deaths and recoveries in the East and Horn of Africa as of 17 September 2020

	Burundi	Djibouti	Eritrea	Ethiopia	Kenya	Rwanda	Somalia	South Sudan	Uganda	United Republic of Tanzania
Confirmed cases	473	5,401	364	66,913	36,576	4,653	3,390	2,609	5,594	509
Deaths	1	61	0	1,060	642	23	98	49	61	21
Recoveries	374	5,333	305	27,085	23,611	2,817	2,812	1,438	2,544	183
Active cases	98	7	59	38,768	12,323	1,813	480	1,122	2,989	305

Source: Johns Hopkins University (JHU), Ministry of Health Official Reports

• The number of confirmed COVID-19 cases in the region has continued to increase, exceeding 126,000 as of 17 September 2020. The EHoA region now represents 9.1% of the total Africa COVID-19 cases. Majority of cases are through community transmission with most being asymptomatic, except Eritrea still detecting new cases among returnee citizens. As of 17 September 2020, the number of COVID-19 related deaths in the region stood at 2,016. Number of recovered cases is also increasing, with a total of 66,502 cumulative recoveries (52.6% of cases in the region), and fatality rate (1.6%) is still below the Africa (2.4%) and global (3.1%) averages, showing contained number of severity case in the region;

• Ethiopia is still experiencing an exponential rise in community transmission with between 600 and 1,000 new cases reported daily, with a total of 66,913 confirmed cases. The number of confirmed COVID-19 cases in Uganda is increasing at an alarming rate with between 200 and 400 new cases reported daily. Uganda has risen to be the third country with the highest number of cases in the region. The number of new cases reported daily in Kenya has fallen to between 100 and 400 but a high trend of local transmission continues to be seen with 35,967 (98%) of the 36,576 cases being of local transmission. In Eritrea, cases continue to be reported from tests carried out in quarantine centres among nationals who are returnees from Ethiopia, Sudan, Djibouti and Yemen through irregular routes. The number of confirmed cases in South Sudan has risen to 2,609 with new cases confirmed daily, which is a serious cause of concern due to the high presence of migrants and vulnerable people. In Rwanda, 4,174 (89.7%) of the 4,653 total cases are of local transmission, and new cases continue to be detected from tests carried out in high-risk isolated groups and areas where mass testing is carried out. Burundi continues to detect new cases from a massive testing campaign that started on 6 July 2020, where 282 new cases were reported positive from samples tested as at 17 September 2020. Djibouti and Somalia continue to experience a steady increase in new detected cases with a cumulative of 5,401 and 3,390 cases, respectively;

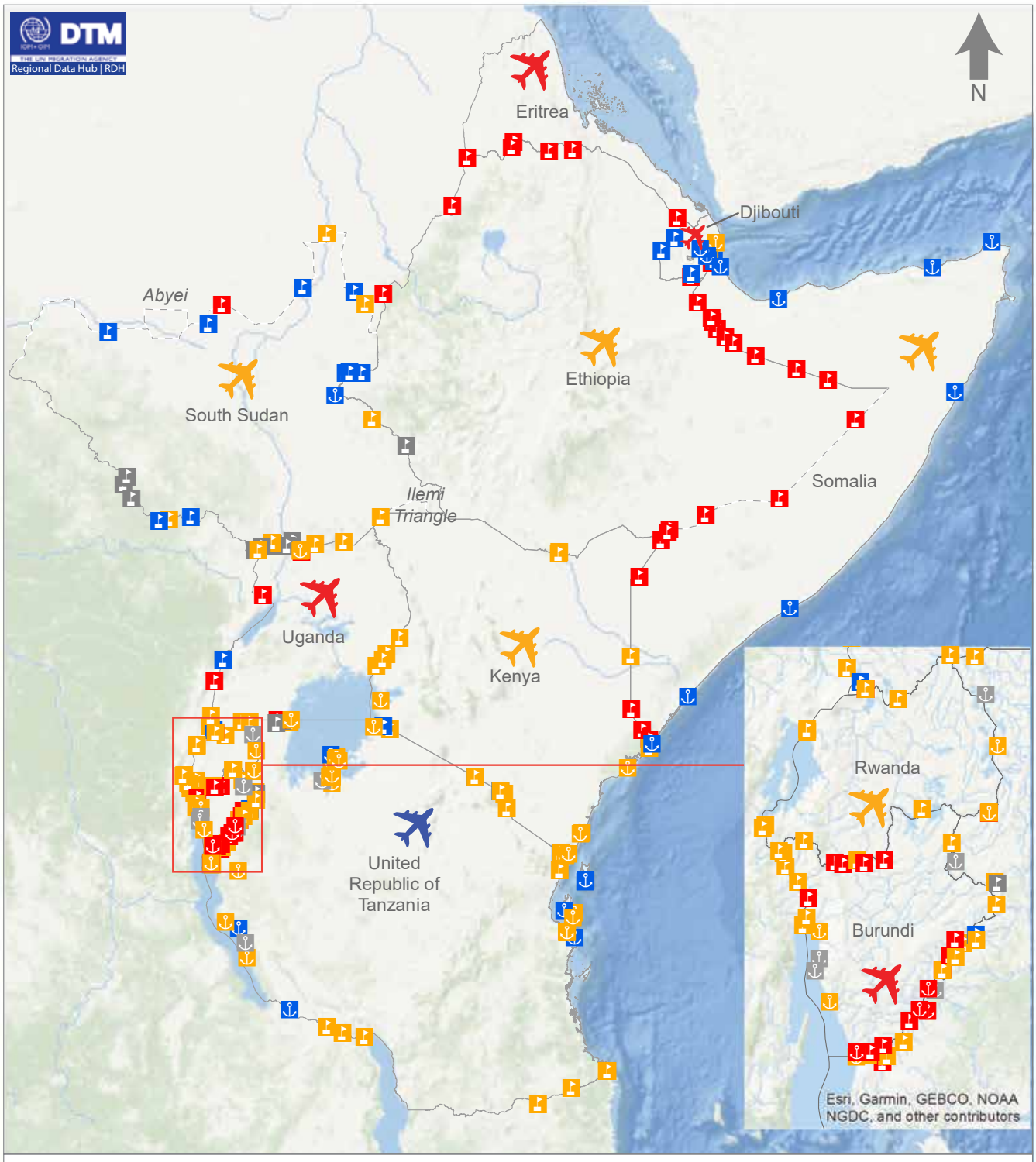
• While an increasing number of COVID-19 cases continues to be reported among truck drivers in the region, creating a major concern for the spread of the virus among border communities and along transport corridors, there has been a decreased trend of new cases detected across the region. As of 17 September 2020, a total of 3,474 truck drivers were confirmed positive for COVID-19 in the region and most of the newly reported cases are at Ugandan and Kenyan PoEs. A total of 2,899 cases (83.4%) were reported in Uganda, 374 cases (10.8%) reported in Kenya, 190 cases (5.5%) reported in Rwanda, and 11 cases (0.3%) reported in South Sudan. Many truck drivers and crew found COVID-19 positive at border points are returned to their countries of origin, creating a conducive ground for further spread. Between 20 August and 17 September, 74 Ugandan truck drivers and 125 foreign truck drivers tested positive for COVID-19 in Uganda;

• Currently, the number of positive cases among migrants and IDPs has risen to 57, with 3 reported cases in Somalia within the Baidoa camp, 54 cases in South Sudan within the major Protection of Civilian (PoC) sites in Malakal, Juba and Bentiu, which altogether host some 160,000 IDPs. IOM is working with partners and governments to implement protective measures to reduce the spread of COVID-19, improve health and hygiene conditions for staff and beneficiaries and ensure that activities can be conducted;

• IOM continues to assist member states to strengthen disease surveillance and prevention at PoEs specifically with truck drivers.

Travel Restrictions - Country Analysis

Status of PoEs in the East and Horn of Africa region as of 17 September 2020



Status of international flights*

- Not Restrictive
- Partially Restrictive
- Totally Restrictive
- Disputed Areas
- Countries East and Horn of Africa

Status of other border points

- Sea Border Point
- Land Border Point
- Closed for entry and exit
- Partial closure
- Open for entry and exit
- Unknown

Source: International Air Transport Association (IATA)
Displacement Tracking Matrix (DTM)

Date: 17 September 2020

Disclaimer: These maps are for illustration purposes only. Names and boundaries do not imply official endorsement or acceptance by IOM.

*Details of the travel restriction can be found on IATA website: https://www.iata.org/

• **BURUNDI:** On 20 March, Burundi suspends all flights in and out of the country's Melchior Ndadaye International Airport, but borders remain open and the government strongly advises citizens not to travel to countries that already have COVID-19 cases. By 30 March, Burundi blocks all cargo trucks from the East African Community (EAC) transiting through Rwanda. A week earlier, the Burundian Immigration had already been denying entry to different freights. This follows a decision by the Burundi Immigration to close its borders with Rwanda and the Democratic Republic of the Congo. Only the Tanzanian border has remained open. On 13 April, the Government of Burundi has reopened its borders for goods transiting from Rwanda and the Democratic Republic of the Congo, after two weeks of blockage on the country's northern and western borders. Exceptionally, the border with the Democratic Republic of Congo was opened on 19 May to allow 811 Congolese to return home via Gatumba border post. On 1 August, land borders reopen but only for essential travel;

• **DJIBOUTI:** On 18 March, the Government of Djibouti suspends all international flights and closes the Djibouti-Ambouli International Airport as a preventative measure, with the exception of cargo flights. Trains have also been stopped, and land borders with Ethiopia have been closed except for cargo transportation until further notice. A presidential decree ordered the partial lifting of containment measures effective on 17 May, resulting in the reopening of some shops, public services and public transport, with mandatory use of facial masks in all public or private spaces in which social distancing cannot be observed, and prohibition of gathering of more than 10 people. On 15 June, the Government of Djibouti eases some of the COVID-19 restrictions by reopening restaurants and cafes, on condition that handwashing devices are installed, and physical distance is organized. On 17 July, Djibouti-Ambouli International Airport reopens for commercial flights. All land and sea borders also reopen with strict health guidelines in regard to travellers' screening at the various. Ethiopia resumes air and land transportation services with Djibouti on 7 August;

• **ERITREA:** On 25 March, Eritrea suspends all commercial passenger flights to and from the country. This ban was initially to remain effective for two weeks until further review. On 27 March, Eritrea issues additional guidelines, suspending all public transport vehicles within cities and between regions/cities. All borders remain closed and all international flights, including humanitarian flights, are suspended until further notice;

• **ETHIOPIA:** On 20 March, the Government of Ethiopia suspends all international flights to 30 countries which are affected by COVID-19. In addition, a mandatory 14-day quarantine and testing for all incoming passengers to the country are put in place. On 23 March, the government announces the closure of ground crossing points. On 29 March, flights are suspended to more than 80 countries. On 8 April, Ethiopia declares a five-month long state of emergency. The country has shut its land borders to nearly all human traffic as part of efforts to help curb the spread of the pandemic. On 8 July, Ethiopian Airlines resume normal service to countries that eased their COVID-19 measures and are set to reopen for tourism, such as Djibouti on 7 August;

• **KENYA:** On 16 March, Kenya closes its borders to all except Kenyan citizens and legal residents. On 31 March, Kenya issues exemptions for the entry of both, humanitarian workers as well as repatriation flights. On 6 April, Kenya announces cessation of all movement by road, rail and air in and out of (a) Nairobi Metropolitan Area, and (b) the counties of Kilifi, Kwale, Mombasa, and Mandera for an initial period of 21 days – which was extended twice for 21 days on 25 April and 16 May. In addition, the Government of Kenya extends the ban on international flights. Movement by sea to or from the country along the coastline is also restricted. On 8 April, total airport closure is extended until 5 May. On 6 May, the government announces the cessation of movement in and out of Eastleigh in Nairobi, and Old Town in Mombasa, which was lifted on 6 June. On 16 May, Kenya bans all movement in and out of the country through the Tanzanian and Somali borders. Only cargo vehicles are exempted from the directive, and only truck drivers who tested negative for COVID-19 are allowed into Kenya. On 6 June, Kenya extends the current measures in Nairobi, Mombasa and Mandera for 30 days with a new countrywide curfew, in addition to extending the ban on all air travel. On 6 July, Kenya lifts restrictions on movement in and out of Nairobi, Mandera and Mombasa, and extends its curfew for another 30 days. Local flights resume on 15 July, while international flights resume on 1 August;

• **RWANDA:** On 20 March, Rwanda suspends all international commercial passenger flights for a period of 30 days. On 21 March, Rwanda announces the closure of all borders, except for cargo, goods and returning citizens, while at the same time, enforcing the implementation of movement restrictions within the country to curb the spread of COVID-19. On 4 May, the government eases the existing measures allowing some internal movements within districts (subject to conditions such as certain hours, masks, health guideline, etc.) while national and international borders remain closed. On 31 May, after reassessment by the authorities, transportation between provinces and the city of Kigali as well as passenger moto services remains closed until further notice. On 2 June, transport between different provinces and the city of Kigali is permitted, except for movement to and from Rusizi and Rubavu districts. On 15 July, movement within Rusizi district resumes but travel in an out of the district remains prohibited, except for goods and cargo. On 1 August, Rwanda reopens its airports and international flights resume;

Note: This was collected through various secondary sources, including other UN situation reports, news articles, etc.

• **SOMALIA:** On 15 March, Somalia bans passengers who had been to China, Iran, Italy or South Korea in the past 14 days from entering the country. On 18 March, the Federal Government of Somalia implements flight restrictions for an initial period of 15 days. Movement of people to and from the country along the coastline is also restricted. On 28 March, the ban on international flights into Somalia is extended. Flights transporting food and medical supplies require special permission 24 hours before travel, and no lorries are allowed to enter the country unless carrying medicine and food. On 29 March, Somalia imposes suspension on local flights. On 6 April, the initial international flight suspension is extended for an additional 30 days. On 10 April, following government directives, authorities in Gedo region close border crossings with Kenya and Ethiopia until further notice. Crossings into Kenya near the towns of El Wak and Bula Hawo, as well as the crossing into Ethiopia at Doolow, have been shuttered. On 5 July, domestic aviation services resume with strict health guidelines, apart from Mogadishu and Hargeisa airports. On 3 August, Somalia reopens its airspace for international flights after four months of disruptions, while domestic flights continue to operate, apart from Abudwak airport which is still closed for maintenance work. All sea ports in Somalia have remained operational, while all land border crossings remained closed, with the exception of one point at the border with Ethiopia - for trade, subject to bilateral agreements between local authorities of relevant border towns;

• **SOUTH SUDAN:** On 13 March, South Sudan suspends direct flights from affected countries, and calls for reduction of travel and restriction on social gatherings. On 23 March, Juba International Airport closes for passengers for a period of 30 days. On 24 March, South Sudan closes all airports and seals land borders for passengers, with cargo exceptions only. On 21 April, the government extends all existing restrictions until further notice as a preventive measure, including the ban on international flights and the closure of borders. On 8 May, South Sudan eases the lockdown restrictions and public transportation resumes. The land border remains closed for movement and inter-state travel also remains constrained as the travellers are required to self-quarantine for 14 days before travelling. This measure has been put in place to replace the previous testing for COVID-19 before travelling within South Sudan. On 12 May, the South Sudan Civil Aviation Authority officially announces the reopening of all airports to domestic and international flights;

• **UGANDA:** On 18 March, Uganda bans all incoming and outgoing travel to specified COVID-19 affected countries for a period of 32 days. On 22 March, Uganda suspends all passenger planes in and out of country, with cargo exceptions only. On 23 March, Uganda closes border with South Sudan for passengers, and only traffic of goods from Uganda to South Sudan is allowed. On 25 March, public transport is suspended for 14 days. On 31 March, the country orders a 14-day nationwide lockdown starting at 7PM, except for cargo planes, lorries, pickups and trains – which is extended on 14 April for another 21 days. On 10 April, Uganda introduces new measures which includes banning motorcycle taxis after 2PM. On 5 May, Uganda eases its strict measures for a 14-day period, but international borders remain closed. On 27 July, the country lifts the ban on motorcycle taxis and allows them to carry passengers, but with strict health measures. Rwanda announces the reopening of borders for Ugandan nationals stranded in other East African Community (EAC) countries to return home on 10 August. On 21 September, Uganda's international airport and land borders reopen for tourism;

• **UNITED REPUBLIC OF TANZANIA:** On 25 March, Air Tanzania suspends flights to countries which have placed a ban on flights originating from COVID-19 affected countries. Public bus services between the country and neighbouring countries have also been suspended. On 11 April, the government suspends all international scheduled and chartered passenger flights to the United Republic of Tanzania. International flights in and out of the country were only suspended over the Easter weekend. On 14 May, the government relaxes some restrictions on international flights to allow repatriation flights, operations related to humanitarian aid, medical and relief flights, technical landings where passengers do not disembark and other safety-related operations; On 18 May, Tanzanian authorities lift all restrictions on air travel and systematic quarantine measures imposed on passengers, and international commercial flights resumed mid-June. Only those who are showing symptoms of COVID-19 will be placed in quarantine, unless they have proof of a negative test. Also, the United Republic of Tanzania announces an indefinite ban on cargo drivers from Kenya in an escalated response to the recent directive by Kenya's government on mandatory COVID-19 screening at border points.

Note: This was collected through various secondary sources, including other UN situation reports, news articles, etc.

LEVEL OF RESTRICTIONS

Although a majority of the PoEs had some level of restrictions imposed on them, there is a higher proportion of open PoEs as compared to previous months due to ease of COVID-19 related restrictions in the region. A total of 120 PoEs (37%) were partially closed, while 100 (31%) were open for travel in both directions, which is a significant increase from 79 (24%) in the previous month. A further 83 PoEs (25%) were closed for both entries and exits, and another 24 (7%) had unknown operational status.

Location Type	Partial Closure	Closed for entry and exit	Open for entry and exit	Unknown	Total
Land Border Point	75	72	27	16	190
Blue Border Point	44	6	23	8	81
Airport	1	5	50	0	56
Total	120	83	100	24	327

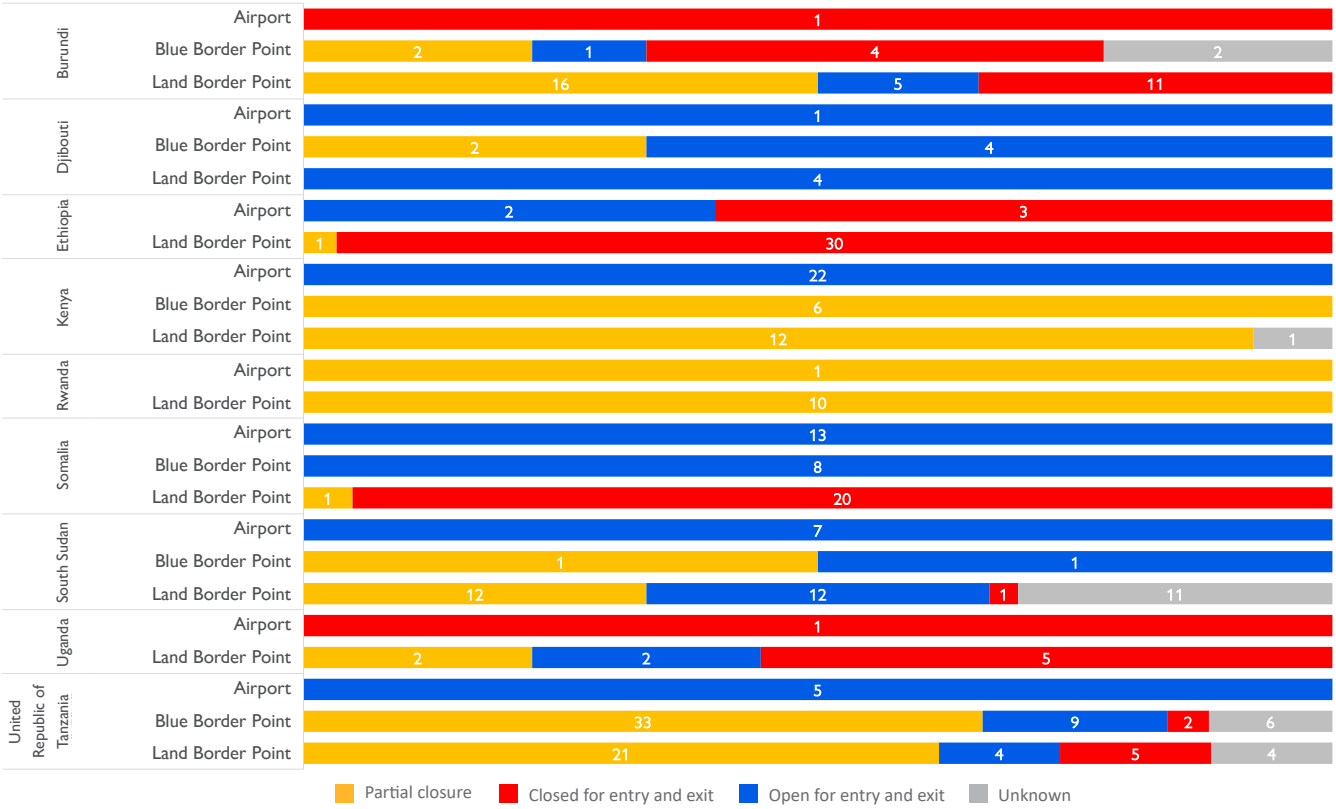
Situation Overview

• Of all PoEs assessed, 37 per cent were partially closed, 25 per cent were closed for both entries and exits, while 31 per cent were open for both, with another 7 per cent with unknown operational status. Most countries had a combination of all, and quite a few PoEs have been opened up as restrictions on movements eased in the past weeks. Airports, in particular, have largely resumed movements in both directions, with around 89 per cent of all assessed airports now open. A majority of land border points still have some sort of restrictions, with only 14 per cent open for movement in both directions, and blue border ports have the largest proportion of partial closures (54%);

• Rwanda still had the highest proportion of partially closed points (100%), Ethiopia the largest proportion of completely closed points (92%) as it experiences a surge in COVID-19 cases, and Djibouti had the largest proportion of open points (82%) as the cases dropped significantly;

• Overall, most PoEs were likely to have some level of restrictions, with most of the 37 per cent of partially closed PoEs open for commercial traffic only (49%), or open to returning nationals and residents of the country (44%), while 7 per cent were closed for exit only. Airports were more likely to have concrete restrictions in place - none had unknown operational status, while eight (8) blue border ports and 16 land border points had unknown operational status.

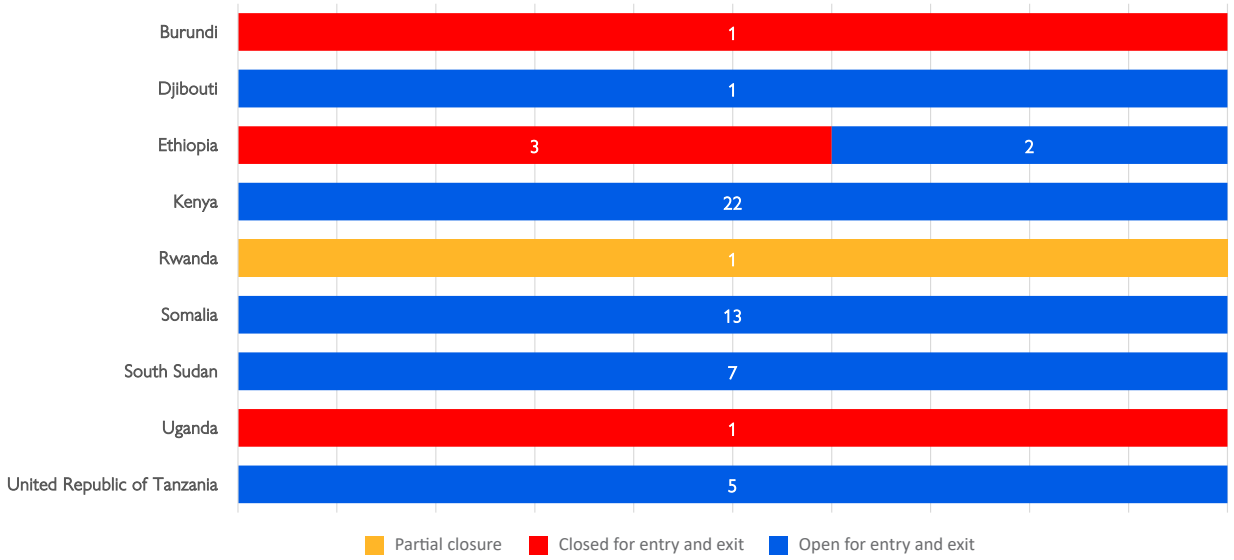
Operational status of assessed PoEs



Overview of Airports

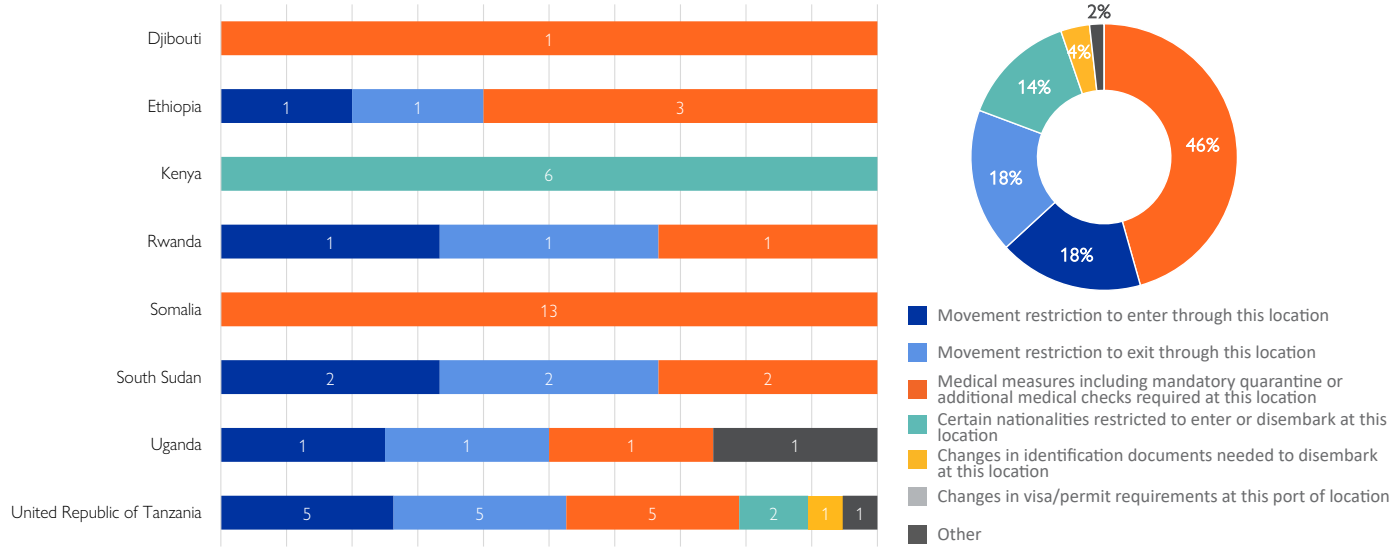
• **Operational status:** Restrictions have been eased at most airports, and only one (1) airport in Uganda, one (1) in Burundi, and three (3) in Ethiopia are reported to remain closed for both entry and exit travel; only one (1) airport in Rwanda remains partially closed, allowing returning nationals only. As the next chart shows, all remaining airports, 50 out of 56, are now open.

Operational status - Airports



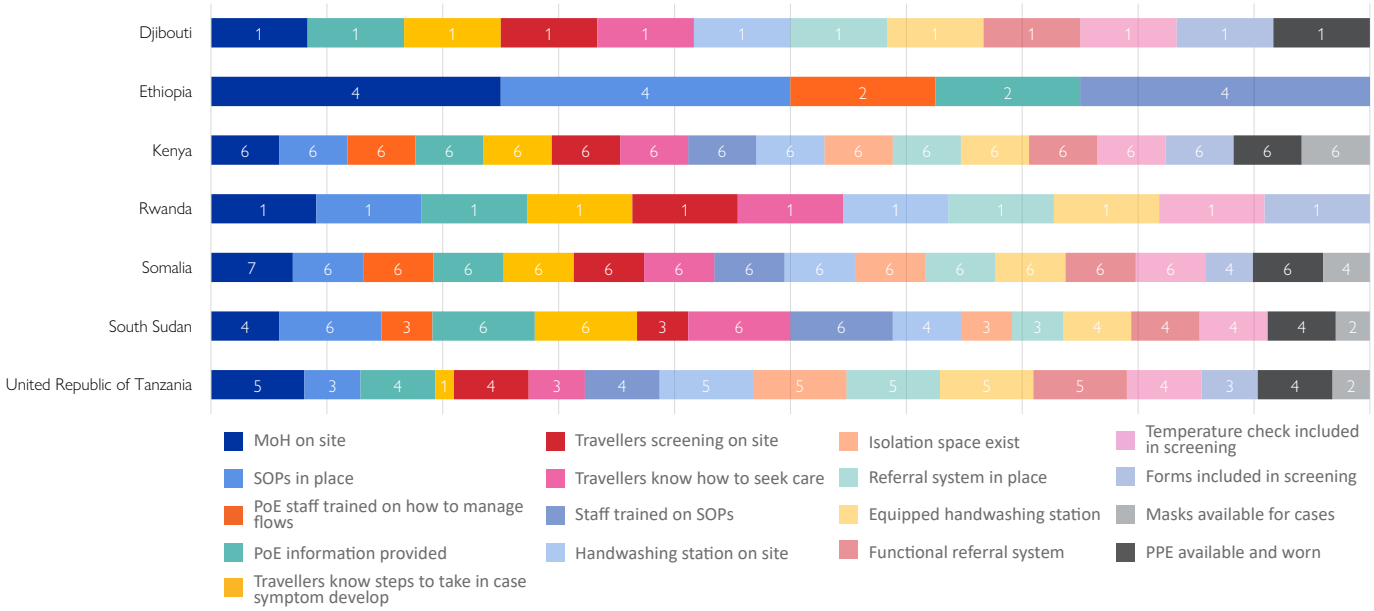
• **Type of restrictions:** As the airports ease restrictions on travel, other measures that were also put in place to ensure that movement happens in a safe manner were expanded, with particular attention paid to the implementation of medical measures. As the chart below shows, 26 airports now require mandatory quarantine and/or additional medical checks (46%), while other measures are also still in place. Overall, restriction on entry and exit movements was the second most often utilized method, implemented in 10 airports respectively, while restrictions on certain nationalities were imposed at eight (8) locations. Partial restriction on movements were imposed in eight (8) airports, where only certain nationalities were allowed, while another one (1) implemented changes in identification documents needed to disembark at the particular location, and two (2) had other measures in place. No information was available about restrictions imposed at the airport in Burundi.

Type of restrictions implemented - Airports



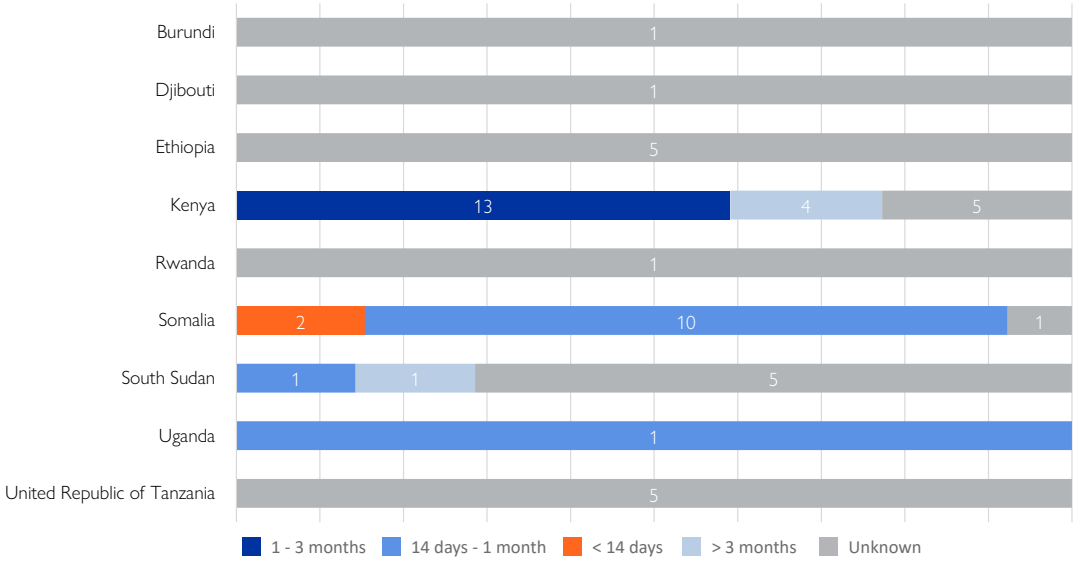
• **Public health measures:** In terms of public health measures, a representative of the Ministry of Health (MoH) was present at 50 per cent of assessed airports. About 46 per cent of airports had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers, with presence of trained staff in the same proportion of airports. About 39 per cent each had health screening, with temperature checks, and referral systems in place. In addition, 30 per cent of airports also had staff trained to manage flow of passengers in an organized manner during the epidemic. As part of the SOPs and training of staff, the staff would also be required to provide information to passengers on steps to take in case symptoms develop, which was also the case in 38 per cent of the airports. Similarly, the staff in 41 per cent of airports was also required to provide information on how the traveller could seek health care in case symptoms worsened. About 41 per cent of airports had handwashing stations on site, all of which were equipped, and 36 per cent had isolation rooms to quarantine suspected cases. The next chart shows the breakdown by country for each measure.

Public health measures - Airports



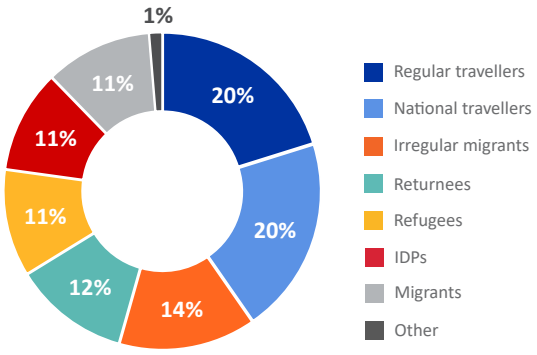
• **Estimated duration of restrictions:** Although changes in many measures have been recorded, and airports are beginning to ease restrictions, information on how long various measures will be in place is still difficult to obtain in the current climate where the situation remains highly fluid. As the chart below shows, the duration of the restrictions was unknown for almost half of the airports: 24 out of 56. Only 13 airports in Kenya were estimated to remain at current level of restrictions for one to three months. Remaining airports were closed for 14 days to one month (12), for more than three months (5), or for less than 14 days (2).

Estimated duration of restrictions - Airports



• **Population affected:** Most airports saw an even distribution of population groups affected by these measures. As the chart below shows, restrictions imposed at airports affected different population groups.

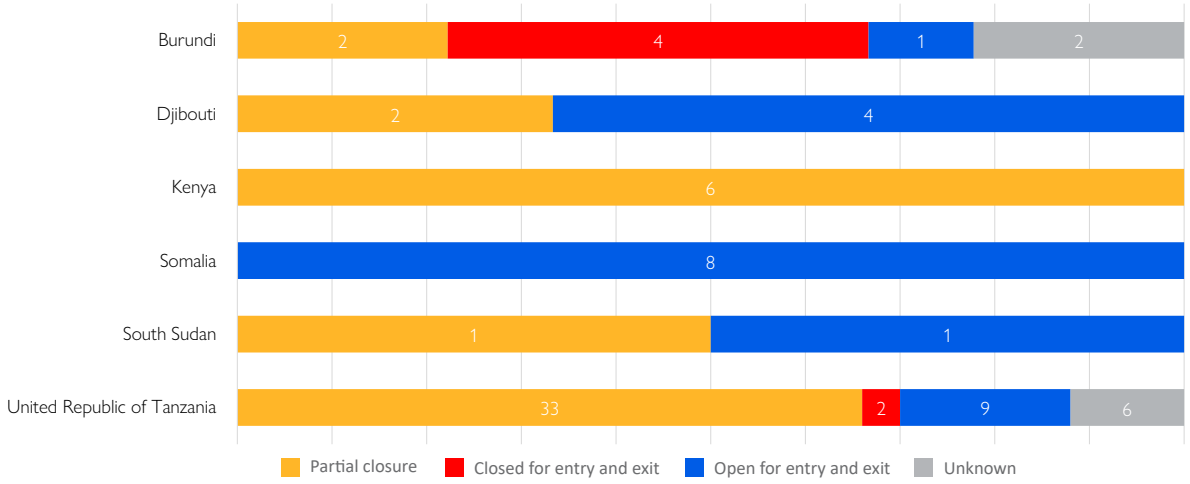
Population affected - Airports



Overview of Blue Border Points

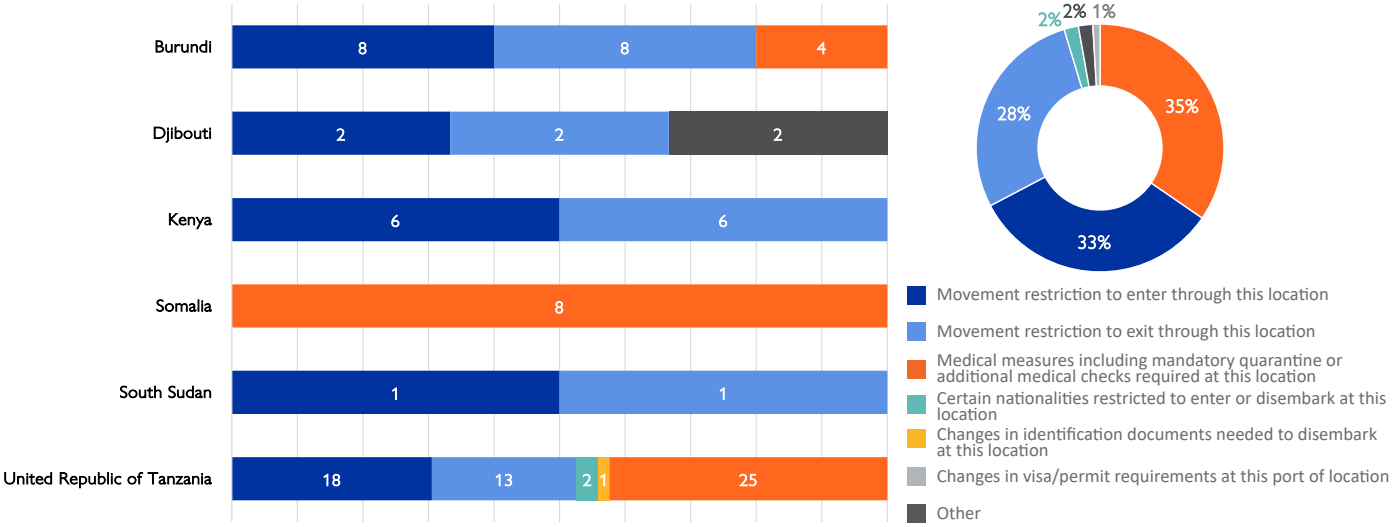
• **Operational status:** Similar to airports, most Blue Border Points (sea, lake and river) had some level of restriction imposed on them, but 23 out of the 81 had none (28%), and were reported to be open for both entry and exit travel. As the chart below shows, 44 out of 81 were partially closed (54%), while six (6) were closed for all travel (7%), and another eight (8) had unknown operational status (10%).

Operational status - Blue Border Points



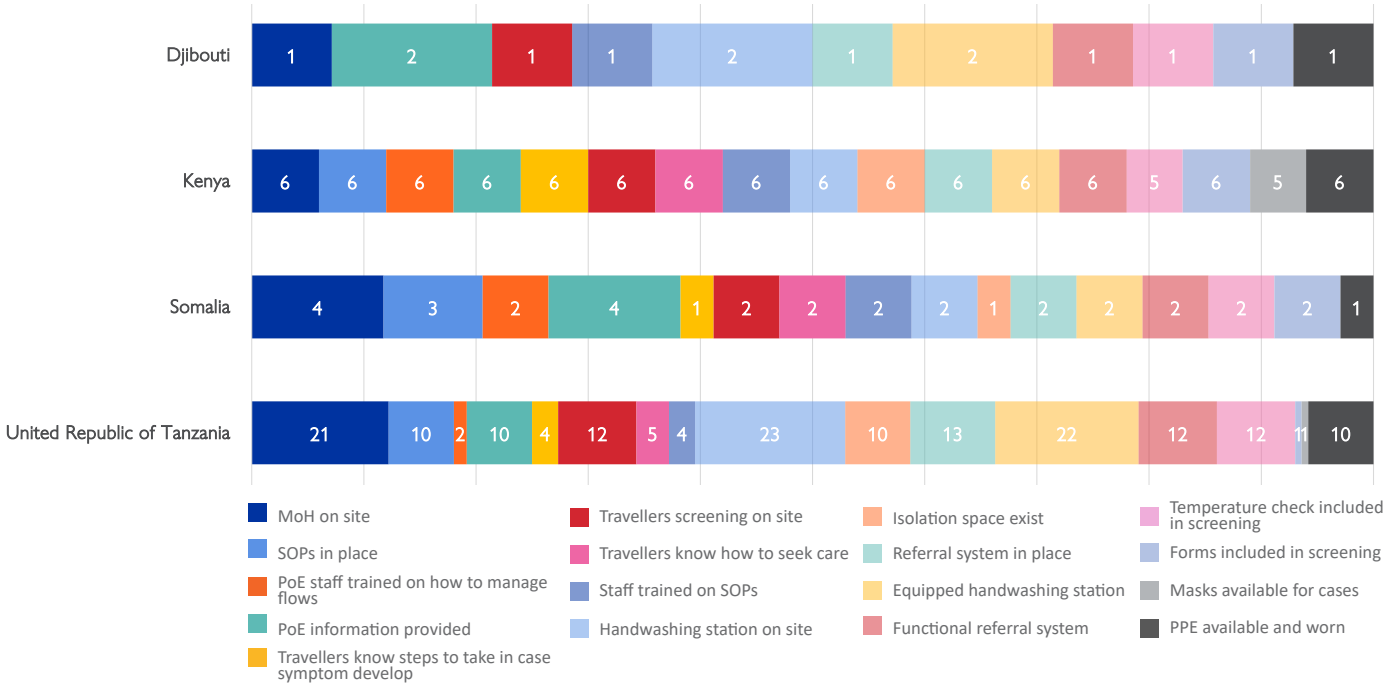
• **Type of restrictions:** Overall, imposition of mandatory medical measures on travelling passengers was the most often utilized method, implemented in 37 ports, while restriction on entry movements was the second most often utilized method, implemented in 35 ports, and restrictions on exit were imposed in 30 locations. Only two (2) ports had restrictions allowing certain nationalities to travel through, while one (1) implemented changes in identification documents needed to disembark at this location, and none changed visa requirements. Two (2) locations in Djibouti had other measures in place.

Type of restrictions implemented - Blue Border Points



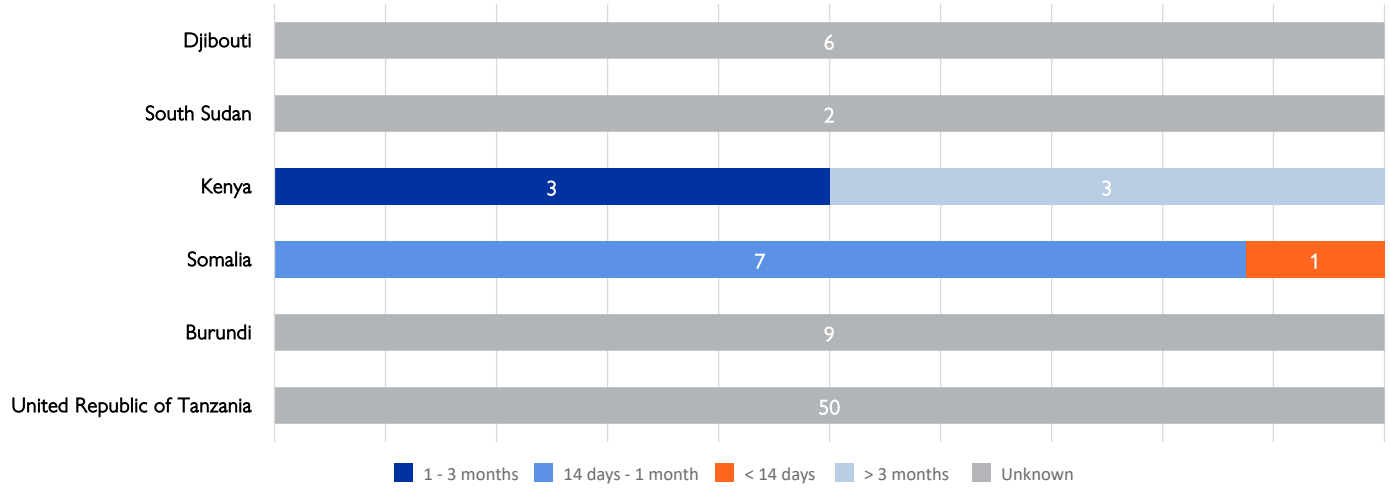
• **Public health measures:** Like in airports, risk mitigation measures for Blue Border Points to ensure safe movements included the presence of a Ministry of Health (MoH) representative (40% ports), equipped handwashing stations (40% ports), traveller screening on site (26% ports), functioning referral systems in places (26% ports), and provided information about COVID-19 to travellers in the form of posters, leaflets, announcements on prevention, handwashing, symptoms, where to go if unwell, etc (27%). About 23 per cent had Standard Operating Procedures (SOPs) in place to managing flows, occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. About 12 per cent of ports had staff trained to manage flow of passengers in an organized manner during the epidemic. In 11 locations, the staff was also able to provide information to passengers on steps to take in case symptoms develop, while 16 per cent of locations had staff that could guide the travellers on next steps in case symptoms worsened. About 25 per cent of ports had health screening, including temperature checks, while 22 per cent had Personal Protective Equipment (PPE) equipment available, and isolation spaces, respectively. The next chart shows the breakdown by country for each measure.

Public health measures - Blue Border Points



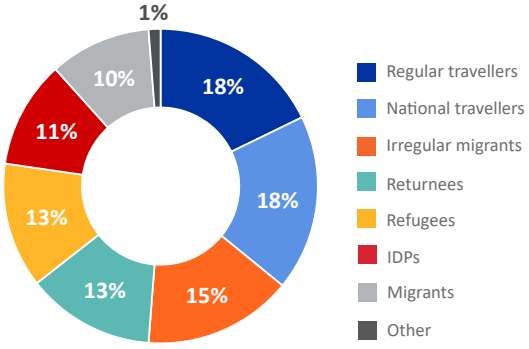
• **Estimated duration of restrictions:** As the chart below shows, majority of the ports had unknown duration for these measures (66 out of 81), while only one (1) port in Somalia was estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (7), for one to three months (3), or for more than three months (3).

Estimated duration of restrictions - Blue Border Points



• **Population affected:** As the chart below shows, restrictions imposed at airports affected different population groups.

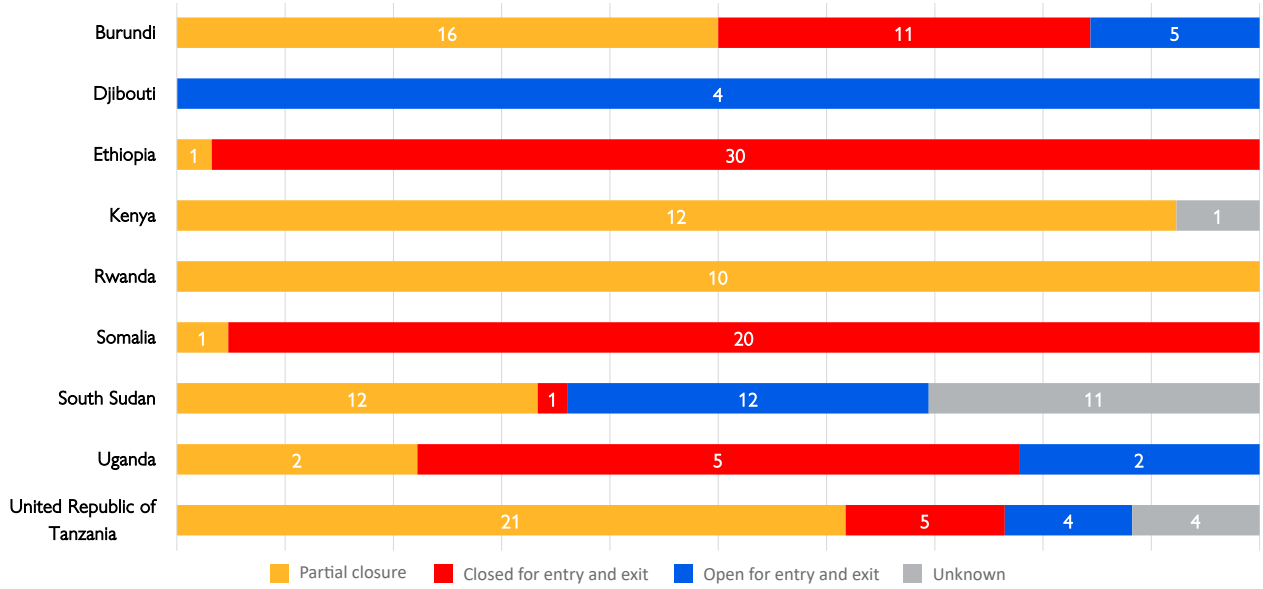
Population affected - Blue Border Points



Overview of Land Border Points

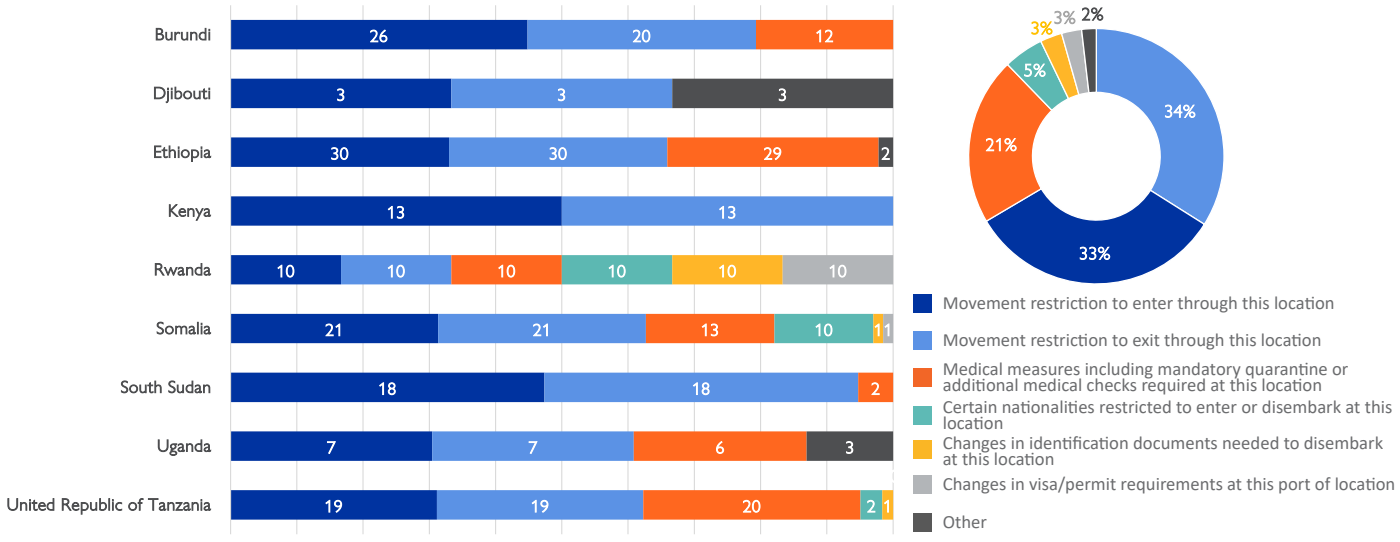
• **Operational status:** As the following chart shows, Land Border Points make up the overwhelming majority of all PoEs assessed, and of the 190 ports, a little less than half were partially closed (75), while more than a third were closed for both entry and exit (72), and only 27 were open for both (up from 15 ports last month). Another 16 ports had unknown operational status.

Operational status - Land Border Points



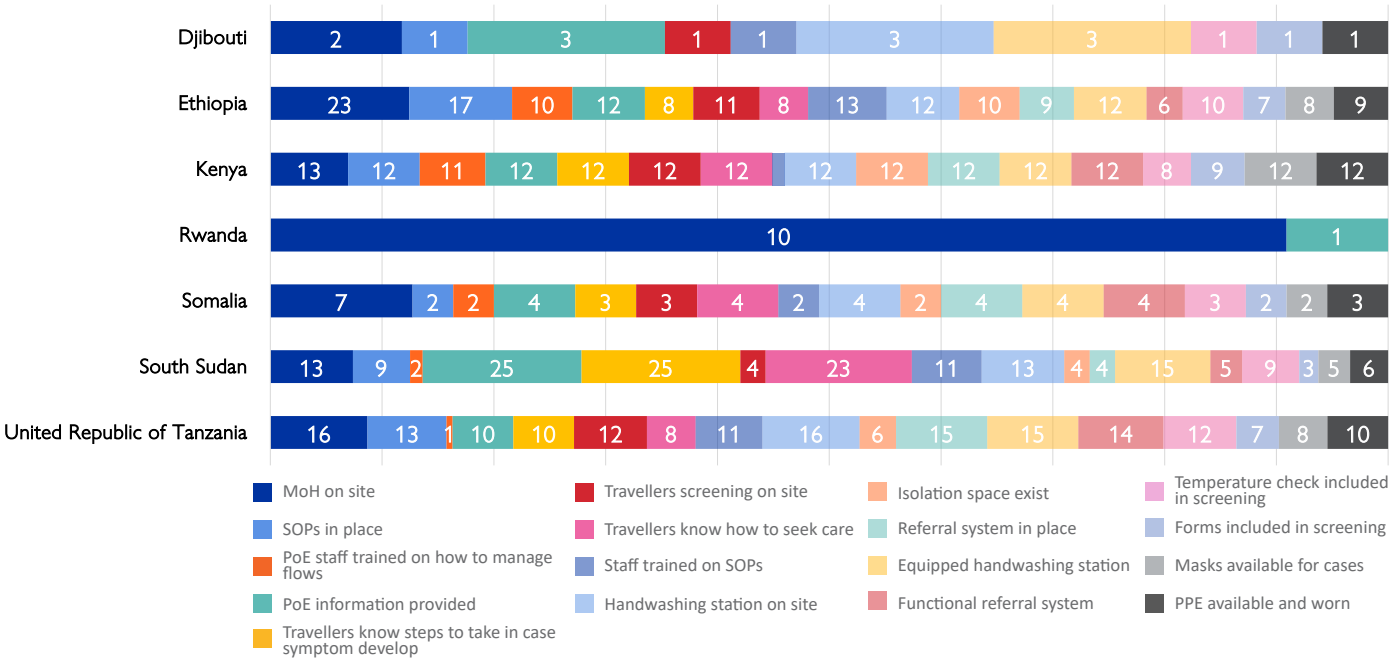
• **Type of restrictions:** Restriction on exit movements was the most enforced measure, implemented in 147 ports (77%), while restrictions on entry were imposed in 141 locations (74%), and 92 ports imposed mandatory medical measures on travelling passengers (49%). About 22 ports had restrictions on which nationalities could travel through, while 12 implemented changes in identification documents needed to disembark at this location, and 11 changed visa requirements.

Type of restrictions implemented - Land Border Points



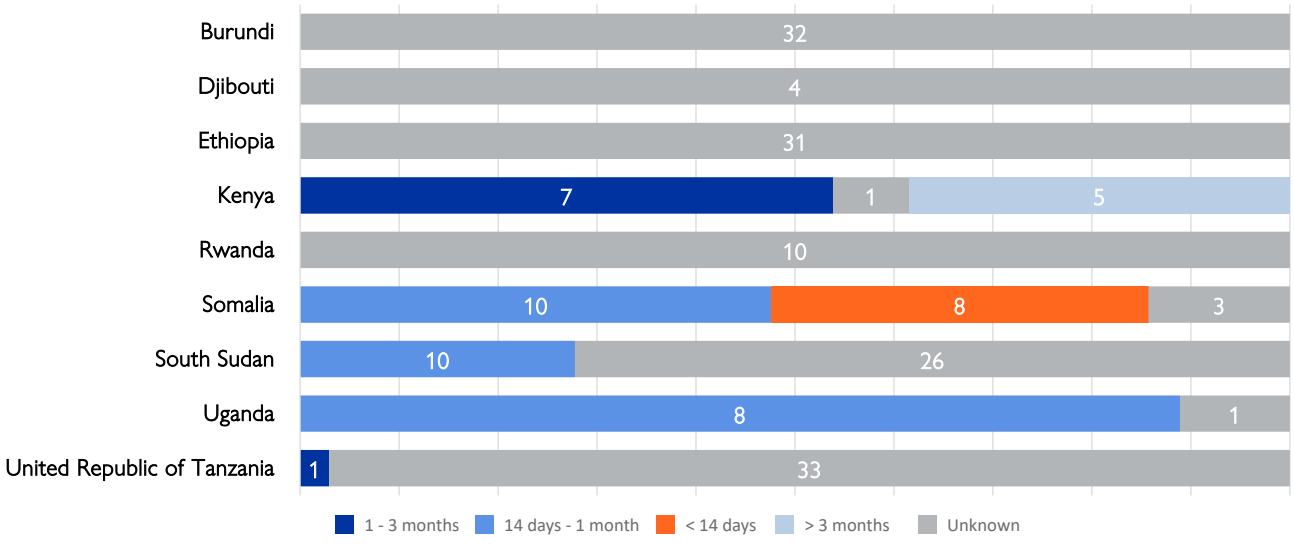
• **Public health measures:** Similar to airports, the most utilized measures at Land Border Points to ensure safe movements was the presence of a Ministry of Health (MoH) representative (44% of ports), while 28 per cent had Standard Operating Procedures (SOPs) in place to managing flows, though only 21 per cent of these had staff trained in occupational health and safety of staff (Infection Prevention Control, IPC), and detection (health screening), registration, notification, management and referral of ill travellers. Only 14 per cent of ports had staff trained to manage flow of passengers in an organized manner during the epidemic. The staff was also able to provide information to passengers on steps to take in case symptoms develop (31% of ports), and on how the traveller could seek health care in case symptoms worsened (29% of ports). Similary, 23 per cent each had screening for travellers on site, and had functional referral systems in place. About 32 per cent of ports had functioning handwashing stations, and 22 per cent had Protective Personal Equipment (PPE) equipment available. The next chart shows the breakdown by country for each measure.

Public health measures - Land Border Points



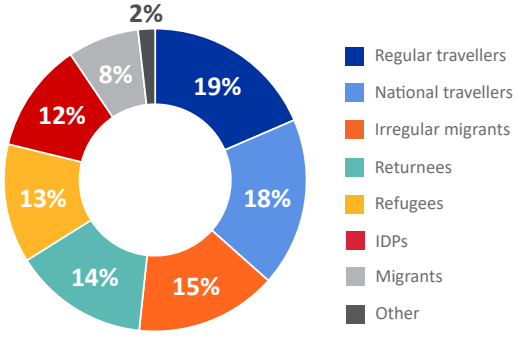
• **Estimated duration of restrictions:** As the chart below shows, almost all of the ports had unknown duration for these measures (141 out of 190) while only eight (8) ports in Somalia were estimated to remain at current level of restrictions for less than 14 days. Remaining ports were closed for 14 days to one month (28), for one to three months (8), or for more than three months (5).

Estimated duration of restrictions - Land Border Points



• **Population affected:** As the chart below shows, restrictions imposed at airports affected different population groups.

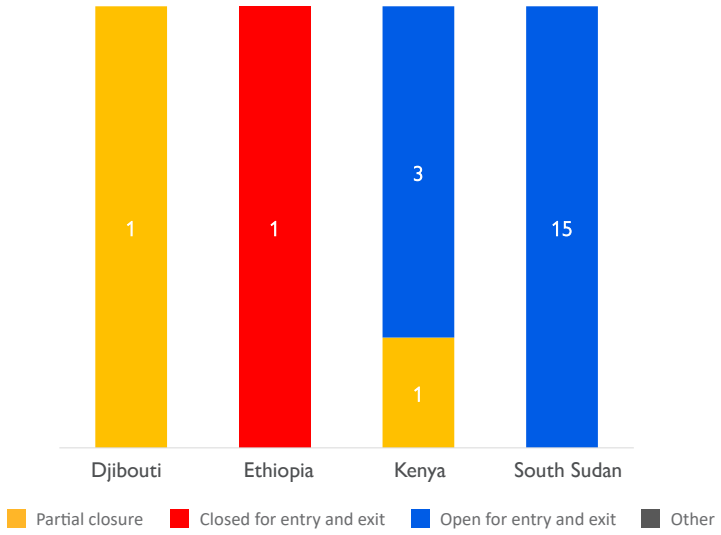
Population affected - Land Border Points



Overview of Internal Transit Points

• **Operational status:** Apart from international borders, DTM teams also assessed 21 internal transit points, including major bus stations close to international borders, in four (4) countries. As the chart below shows, most locations were open for both entry and exit (18), while two (2) were partially closed, and only one (1) was closed in both directions (in Ethiopia).

Operational status - Internal Transit Points

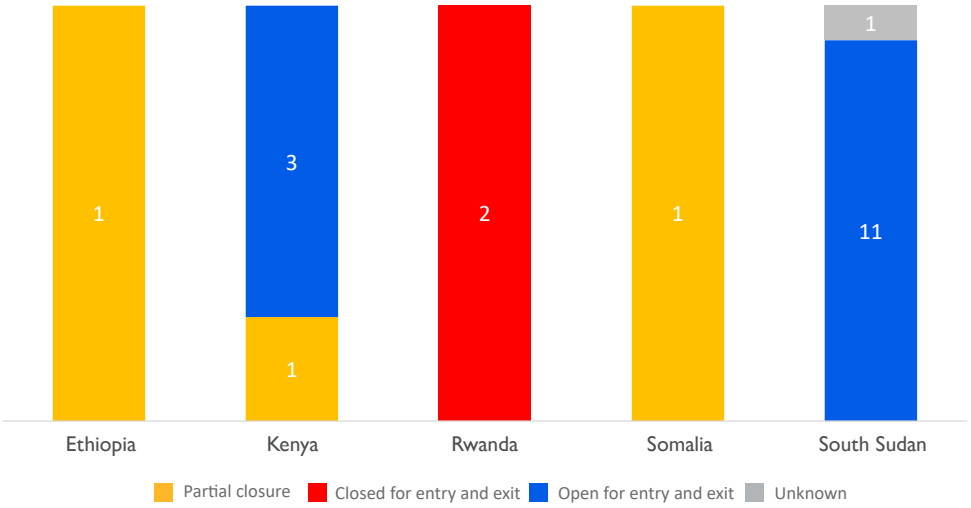


• **Type of restrictions:** In terms of movement restrictions, the partially closed sites were open only for returning nationals, while the rest were either completely closed (1) or completely open (18). Regular movement was impacted in five (5) locations, while nationals of the country were also impacted by these restrictions in five (5) sites. IDPs were impacted in four (4) sites, while migrants were impacted in three (3) sites. Returnees were impacted in four (4) sites, while refugees and irregular movements were impacted in three (3) sites each. There were also certain public health measures in place at these transit locations, and information about COVID-19 was provided at 18 sites, while equipped handwashing stations in 11 sites. Standard Operating Procedures (SOPs) were implemented in 4 locations, and staff was trained in both locations, while referral systems were in place and functional in eight (8) locations. Isolation spaces existed in seven (7) locations, and three (3) had Personal Protective Equipment (PPE) available.

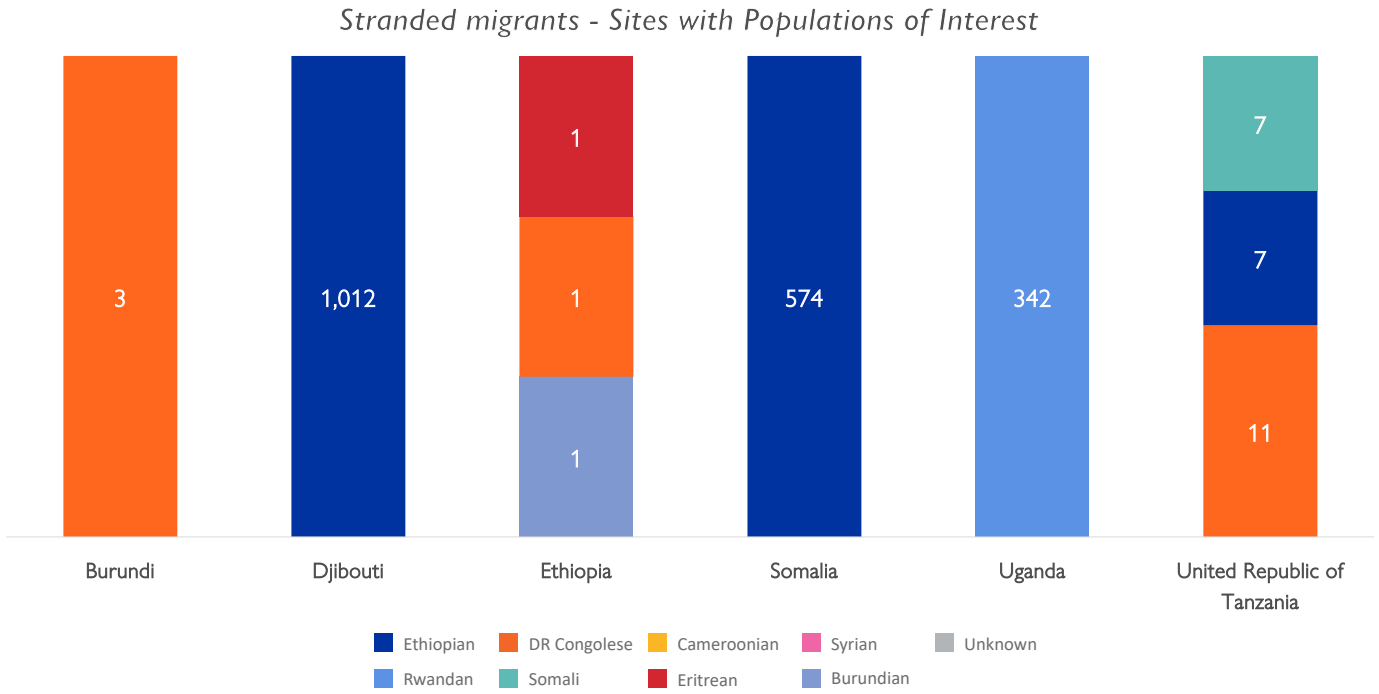
Overview of Areas and Sites of Interest

• **Operational status:** Areas and sites of interest may include regions, towns, cities, or sub-administrative units in a given country, territory or area to which special restrictions apply. DTM assessed 20 such locations in five (5) countries, and most were open for entry and exit (14) while only three (3) were partially closed, two (2) were closed for both entry and exit, and one (1) had unknown operational status.

Operational status - Areas of Interest



• **Stranded migrants:** Similarly, 124 sites with a population of interest (stranded, repatriated and returning migrants, IDPs, nationals, asylum-seekers and regular travellers) were also assessed in eight (8) countries, with most locations being in Djibouti (39), followed by Burundi (37), Ethiopia (19), and South Sudan (18). These sites had the presence of IDPs, as well as migrants from different countries stranded due to border closures. The chart below shows the various 1,959 persons of various nationalities stranded in the eight (8) countries.



Social distancing at an IOM water point in Garasbaley IDP site in Daynile . Photo: © IOM Somalia 2020