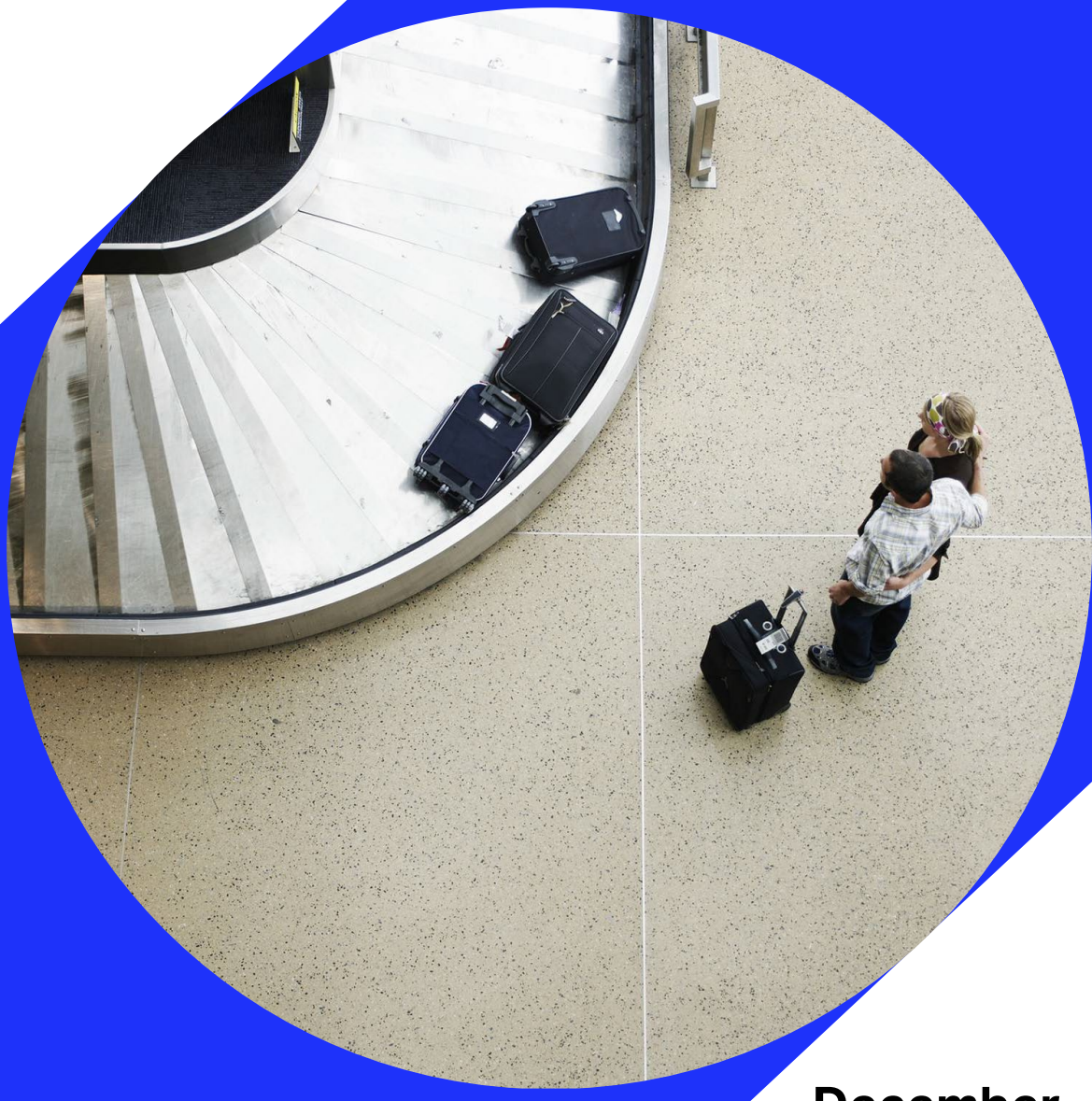
IATA Resolution 753 Implementation Status 2025 Annual Report



December 2025

Executive Summary

Overall Progress Toward 2025 Targets in Baggage Tracking

The report covers implementation plans defined by 205 IATA member airlines. Total airlines in scope were 256 (only schedule operating passenger airlines) and at the end of 2025 a total of 80.1% of IATA member airlines have defined an implementation plan for baggage tracking according to the requirements of Resolution 753.

In 2025, notable progress has been achieved in the implementation of Resolution 753 across member airlines. For implementation at airlines HUB, 53 additional airlines have defined plans at their hub airports, where the major baggage operation occurs, bringing the total to 92. Furthermore, 44 airlines have committed to full compliance at their HUB by the end of 2027, increasing the total to 71. Despite this positive momentum, 41 member airlines currently have no HUB implementation plan, underscoring the need for a targeted engagement strategy at senior leadership level to drive alignment and accelerate adoption of long overdue industry target of 100% baggage tracking by IATA member airlines.

Similarly, network-wide implementation has also progressed well in 2025, with 46 new airlines establishing plans for baggage tracking implementation in at least 30% of their networks, raising the total to 78. By year-end, 12 airlines have achieved full compliance across all networks. However, 28 airlines have indicated no intention to implement baggage tracking before 2027, which calls for proactive engagement at the highest level. While overall progress is encouraging, addressing the challenge of no implementation plan by some member airlines will be critical to achieving industry targets and drastically reduce baggage mishandling.

Regional Snapshot

Region	Plans Submitted (Dec 2025)	Airlines in Scope	Implementation plans submitted by Dec 2025	Implementation plans submitted by Dec 2024	Marginal increment in 2025
Africa-Middle East	46	50	92%	53.8%	+38.2%
Asia-Pacific	33	49	67.3%	54.3%	+13%
Europe	55	80	68.8%	18.9%	+49.9%
America	33	36	91.7%	69.2%	+22.5%
North Asia	38	41	92.7%	42.1%	+50.6%
Total	205	256	80.1% (Global)	47.6% (Global)	+32.5% (Global)

Table 1: Regional performance of baggage tracking

North Asia and Europe recorded the most significant progress in 2025. North Asia achieved the highest overall performance, with 92.7% of airlines submitting implementation plans, followed by Africa–Middle East (92%) and the Americas (91.7%). reflecting strong regional commitment and leadership in advancing Resolution 753 compliance. Europe also demonstrated remarkable improvement, with a nearly 50 percentage point increase compared to 2024, the largest year-over-year gain among all regions. While Europe's overall completion rate stands at 68.8%, which is below the global average of

80.1%, this sharp improvement signals strong momentum and a clear commitment to closing the gap in the coming years.

Airports Infrastructure:

IATA, with support from ACI, has also been collecting data on airport infrastructure availability, as airlines rely heavily on airport systems to enable baggage tracking. Out of a targeted 380 airports, data was successfully gathered from 262 airports, representing 68.9% coverage by the end of 2025. A summary of infrastructure availability by airport size is presented in the following table.

Airport Type	Response received (Dec 2025)	Tracking capability Ratio	Response Rate from the total targeted (Dec 2025)
Mega (>40M Pax)	61	82%	96.8%
Major (25-40M Pax)	47	80.9%	95.9%
Large (15-25M Pax)	56	71.4%	84.8%
Medium (5-15M Pax)	98	56.1%	48.5%

Table 2: Airports infrastructure availability by size

The data indicates that airport infrastructure availability exceeds airline implementation levels across all airport categories. While airlines have achieved an average Resolution 753 implementation rate of 54% (refer to figure 3), infrastructure readiness is significantly higher. This disparity underscores the need for proactive engagement to encourage airlines to leverage existing airport capabilities and accelerate baggage tracking implementation where infrastructure is already in place.

Industry Readiness for the new IATA Baggage Community System (BCS) & Transition from legacy to Modern Baggage Messaging (MBM

Attempts were made to gauge interest for the new Baggage Community System (BCS) that is presently under development by IATA, findings show that 83.2% of airlines expressed interest in the BCS platform. Of these, 38.4% indicated a willingness to adopt an IATA provided service without any preconditions, supporting their transition to modern baggage messaging and partner integration. Meanwhile, 50% noted that their interest would depend on factors such as cost.

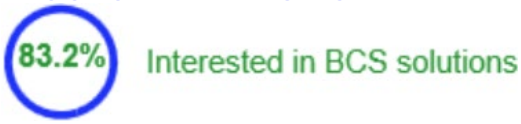


Figure 1: IATA BCS interest

One of the key challenges cited for the lack of visibility on industry wide baggage tracking implementation has been the absence of a dynamic, real-time global Resolution 753 compliance tracker. When assessing interest in such a solution, 75.3% of airlines confirmed their willingness to use this service, signaling strong demand for baggage tracking compliance visibility.

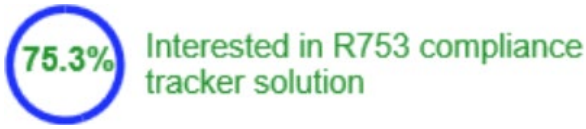


Figure 2: R753 compliance tracker solution

1. Preface

1.1 Introduction

IATA Resolution 753 (R753), an implementation standard for end-to-end baggage tracking, came into effect in June 2018 and establishes a comprehensive framework for improving baggage handling by mandating airlines to demonstrate the delivery and acquisition of baggage whenever custody changes, focusing on recording these events at a minimum of 4 core tracking points (acceptance, transfer, load, and arrival). Additionally, airlines are required to provide an inventory of baggage upon the departure of a flight and be capable of exchanging baggage messages with other airlines. The primary objective of this resolution is to enhance operational efficiency to reduce baggage mishandling and create transparency throughout the baggage journey.

1.2 Benefits

The benefits of Resolution 753 include helping to prevent and reduce mishandling by ensuring that the custody of every bag is tracked during each phase of the baggage process. This not only minimizes the likelihood of baggage mishandling but also enhances passenger satisfaction by enabling real-time updates about baggage status throughout the journey. Issues related to baggage fraud will also be addressed by closing gaps in the baggage journey, accelerating reconciliation and flight readiness for departures, and helping airlines measure compliance with service-level agreements (SLAs). The tracking data can also be used as evidence for an automatic interline proration process by ensuring accurate claim allocation across interline carriers during mishandling.

1.3 Report Scope

This report aims to provide a clear overview of the current status of airline implementation of Resolution 753, including their plans for hub and network deployment, as well as airport infrastructure availability. It further highlights key implementation challenges and gives insights into member interest in transitioning to modern baggage messaging, along with IATA's role in supporting this transition.

For IATA member airlines, a total of 256 carriers fall within the scope of Resolution 753, excluding all-cargo operators and non-scheduled carriers. The 2025 target is to achieve an 80% response rate from these airlines by having members complete and return their R753 implementation plans. To support this effort, the IATA Ground Operations team developed a comprehensive implementation plan template, which has been distributed to all applicable airline members across regions.

For airports, a detailed online survey on infrastructure tracking capabilities has been developed and shared through IATA regions, with the support of ACI. In scope, there are 380 airports categorized by annual passenger traffic as mega (>40M pax per annum), major (25-40M), large (15-25M), medium (5-15M). The goal for 2025 is to achieve 100% data availability for airports in the mega, major, and large categories, and 40% for airports in the medium category.

2. General

2.1 Airlines

Airline implementation of Resolution 753 remains uneven across regions, as shown in Table 1. Based on the implementation plans received, 46% of airlines have not yet started, revealing significant compliance gaps that may be driven by infrastructure limitations, lack of awareness, resource constraints, or competing priorities.

Conversely, 29% of airlines have implemented Resolution 753 both at their hub and across at least 30% of their network, demonstrating a great approach to baggage tracking. These carriers are more advanced in aligning with global standards and likely benefit from mature infrastructures and systems. Additionally, 16% have implemented the resolution only at their hub, often as an initial step where they have greater control over infrastructure and operations, while 9% have done so only at the network level, typically where infrastructure is already available or interline requirements drive adoption.

While nearly one-third of airlines show significant progress, the high rate of non-implementation underscores the need for focused industry support, stronger coordination to expand adoption, and continued IATA engagement until the majority achieves compliance.

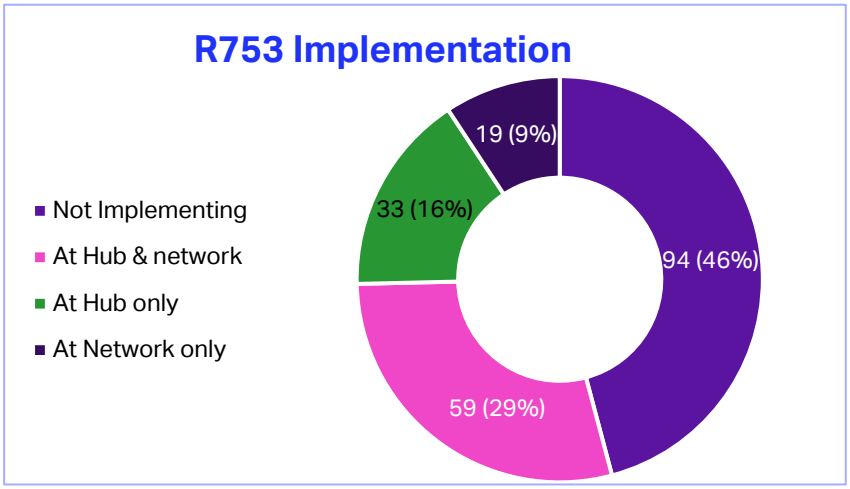


Figure 3: Airlines Baggage Tracking Implementation Status

✈ *Note: Network-level implementation is considered achieved if more than 30% of the airline's network is compliant.*

2.2 Airports

Airport tracking capability shows a strong correlation with airport size. Mega airports lead with an 82% tracking capability ratio, followed closely by major airports at 80.9%. Large airports report slightly lower readiness at 71.4%, while medium airports trail at 56.1%, highlighting clear infrastructure gaps among smaller facilities.

Airport Type	Tracking capability Ratio
Mega	82%
Major	80.9%
Large	71.4%
Medium	56.1%

Table 3: Airport tracking capability

The chart below on tracking technologies (Figure 4) indicates that optical barcode scanning is the most widely used tracking technology, implemented in 94.5% of airports where infrastructure is available. Among the 88 airports using more advanced technologies such as RFID and Optical Character Recognition (OCR), 60% are mega and major airports. This trend suggests that the larger the airport, the more sophisticated and advanced the tracking technology in use.

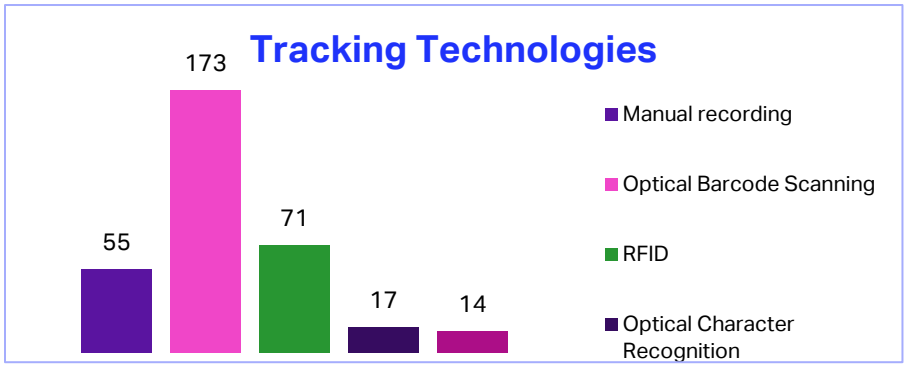


Figure 4: Airports Tracking Technology

3. Regional Insights

3.1 Infrastructure

As part of the assessment, airlines were asked to report on the availability of baggage tracking infrastructure and messaging capabilities across their networks. Implementation progress was then compared against these self-reported capabilities to evaluate alignment between technical readiness and operational rollout.

In North Asia, where Chinese carriers represent the majority, implementation reached 74%, primarily driven by 84% infrastructure availability at the hubs of these carriers. This strong hub infrastructure helped offset gaps in lower network infrastructure availability, resulting in a positive overall performance for the region

In Europe, the situation is reversed. Airlines report relatively high infrastructure availability (58%) and the highest messaging capability of any region (78%), yet implementation remains at just 45%. This indicates that while the necessary infrastructure is in place, adoption across networks is progressing slowly. Likely contributing factors include resource constraints, lower prioritization due to limited awareness, and an inability to fully recognize the potential cost-saving benefits of baggage tracking.
Similar gaps between infrastructure availability and Resolution 753 adoption is also evident in other regions: the Americas (58% adoption vs. 61% infrastructure availability), Africa and the Middle East (54% vs. 57%), and Asia-Pacific (42% vs. 43%). A comparable disparity is observed when comparing implementation status to messaging capability in these regions. As in Europe, in these three regions, resource limitations, lower prioritization, and awareness gaps appear to be key factors influencing the slower pace of implementation despite infrastructure readiness (refer to figure 5).

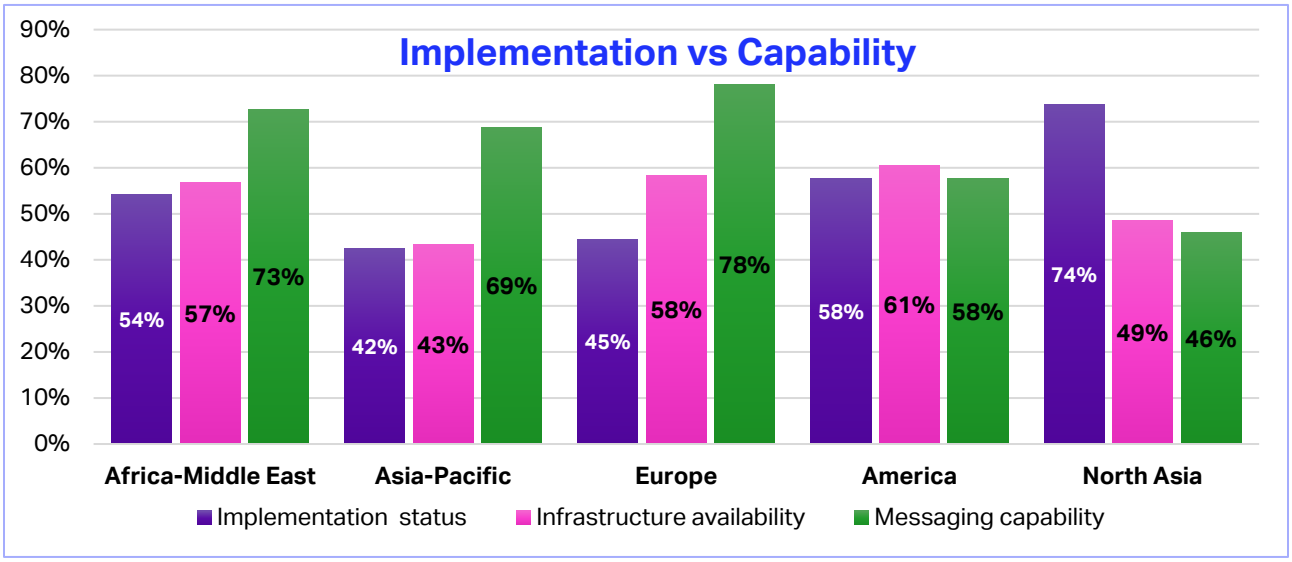


Figure 5: Regional airlines implementation vs airport capability

Notes:

- *Implementation is considered achieved if airline is compliant at hub and/or above 30% of its network*
- *Infrastructure and messaging capability are considered available if they are supported in over 30% of an airline's network.*

3.2 Readiness for BCS & MBM

Interest in MBM, BCS, and the R753 compliance tool is generally highest in regions where Resolution 753 implementation is still limited. Africa–Middle East and Asia-Pacific, which showed lower implementation levels in earlier sections, report strong interest in all three support tools, indicating a clear intent to accelerate their compliance through digital solutions.

By contrast, regions like North Asia, where airlines have already made significant progress—particularly at hub level—show more moderate interest, especially in the compliance tool. Similarly, the Americas, with relatively balanced implementation and infrastructure, show lower engagement with the R753 tool, suggesting that some carriers may not see added value in additional support mechanisms.

These patterns suggest that regions further behind in R753 implementation are more interested in the BCS tool, a solution for transitioning to MBM and R753 compliance tracker tool. While more advanced regions may rely on existing substitute systems or internal strategies to sustain compliance.

Region	Interest for MBM	Interest for R753 compliance tool	Interest for BCS
Africa-Middle East	91.1%	86%	94.9%
Asia-Pacific	97%	90.6%	90.9%
Europe	86.8%	80.8%	83%
America	84.8%	48.4%	71.9%
North Asia	74.1%	61.5%	70.8%

Table 4: BCS and MBM Readiness s

4. Implementation challenges

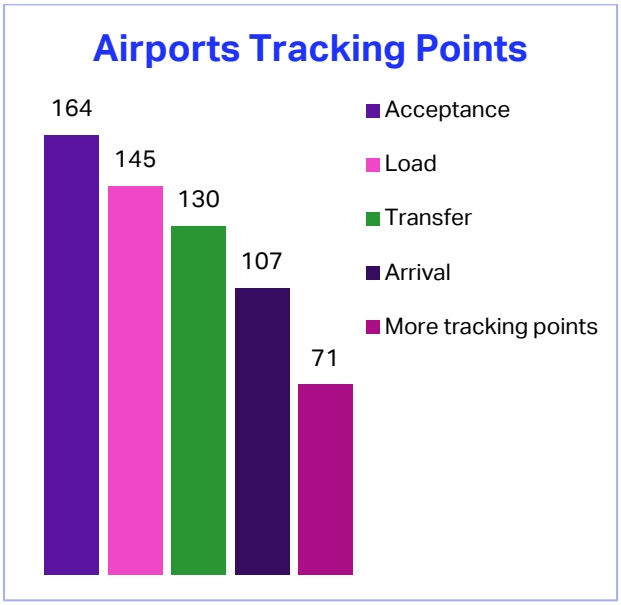


Figure 6: Airports tracking points

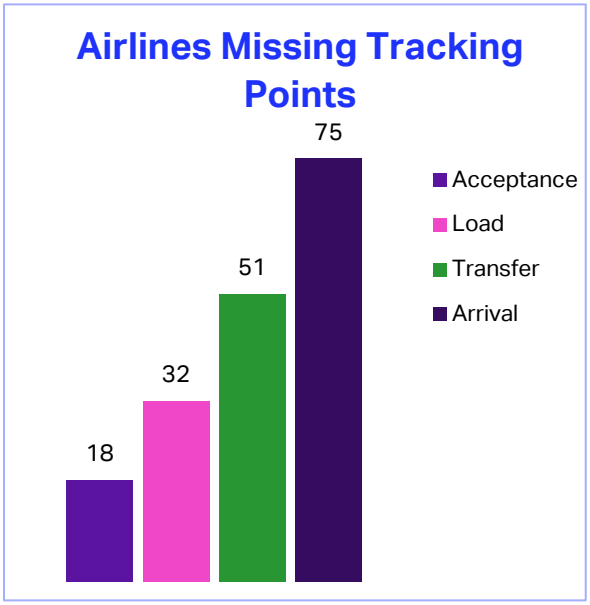


Figure 7: Airlines missing tracking points at hub

Resolution 753 implementation continues to face significant challenges, primarily due to gaps in tracking coverage and broader adoption barriers. While most airports report having baggage tracking infrastructure at the acceptance point, this capability declines significantly as the baggage progresses through later stages of its journey. As shown in Figure 6, 164 airports are equipped with tracking infrastructure at acceptance, but infrastructure availability steadily decreases at subsequent stages and drops sharply by 35% at the arrival stage, leaving only 107 airports with arrival tracking capability. This lack of arrival tracking infrastructure is also reflected in the airline survey responses, where the highest number of airlines (75, as shown in Figure 7) identified arrival tracking as a key operational challenge. Such gap prevents full end-to-end baggage tracking and remains a major obstacle for carriers working toward full compliance. However, infrastructure limitations are not the only reason for slow adoption. Several additional factors continue to hinder progress:

1. Cost Constraints: Many airlines cite the cost of IT system upgrades and infrastructure investment as a major barrier. Expenses related to integrating baggage tracking into existing operational systems and ensuring compatibility with interline partners often compete with other priorities.
2. Lack of Awareness and Knowledge: A significant number of carriers are not fully aware of the scope of Resolution 753 or its benefits. Misunderstanding the operational and financial advantages (such as reduced mishandling and improved interline proration) has led to low prioritization at senior levels.
3. Misconception About Airport Infrastructure: Some airlines believe that implementation is delayed due to insufficient airport infrastructure. However, data collected from 262 airports shows that infrastructure availability exceeds airline adoption rates, indicating that the challenge lies more in airline readiness than airport capability.

4. Limited Interline Exposure for Smaller Airlines: Smaller carriers with fewer interline agreements often perceive full compliance as unjustifiable, given their limited share of interline traffic. This perception reduces their willingness to invest in end-to-end baggage tracking solutions.

These combined factors (operational gaps, cost pressures, awareness issues, and misconceptions) underscore the need for targeted engagement and industry-wide education to accelerate adoption. Addressing these challenges will be critical to achieving full Resolution 753 compliance and delivering the intended benefits of improved baggage handling and passenger experience.

5. Conclusion

Industry progress toward Resolution 753 advanced significantly in 2025, with 80.1% of IATA member airlines submitting baggage tracking implementation plans. Despite this milestone, actual deployment remains uneven and will require focused action over the coming years. The report shows only 29% of airlines have implemented tracking at both hub and network levels, while 46% have not started the implementation. Regional performance shows sharp contrasts where airlines in North Asia lead with 92.7% R753 implementation plan defined, followed by airlines in Africa–Middle East (92%) and the Americas (91.7%), whereas members in Asia-Pacific lags at 67.3%. European airlines, despite strong infrastructure presence and messaging capability, reported only 45% implementation, underscoring a gap between infrastructure readiness and actual implementation of the standard.

Airport infrastructure readiness generally exceeds airline adoption, with mega airports achieving 82% tracking capability and major airports at 80.9%. Large airports report 71.4%, while medium airports trail at 56.1%, revealing clear disparities by size. Across all airports surveyed, 164 support tracking at acceptance, but this drops sharply by 35% on arrival, leaving only 107 airports equipped for end-of-journey tracking. This gap in arrival tracking is mirrored in airline implementation plan, where 75 carriers cite arrival as the most challenging tracking point, making end-to-end compliance incomplete.

The R753 implementation plan completion exercise by member airlines further revealed key challenges slowing actual implementation: high IT and integration costs, limited awareness of Resolution 753's scope and benefits, misconceptions about airport infrastructure availability, and perceived lack of justification for smaller carriers with limited interline exposure.

These benefits include significant cost savings through reduced mishandling and more accurate interline baggage proration. Despite these hurdles, interest in digital solutions such as MBM, BCS, and compliance tracking tools remains high in regions with lower implementation, signaling readiness to accelerate compliance through technology.

To achieve full compliance by 2027, the industry must prioritize expanding network-level implementation, closing infrastructure gaps at medium airports, and accelerating the transition to modern messaging systems. Proactive engagement with the 41 member airlines lacking hub plans and the 28 carriers delaying implementation beyond 2027 is essential. Leveraging existing airport capabilities, promoting cost-benefit awareness, and deploying compliance tracking tools will be critical to bridging these gaps. To support these priorities, IATA will intensify engagement with member airlines through targeted awareness campaigns, cost-benefit workshops, and technical guidance. We will also work closely with airports to dispel misconceptions about infrastructure readiness and facilitate collaboration between carriers and airport operators. Furthermore, IATA will accelerate the rollout of digital enablers such as the Baggage Community System (BCS), Modern Baggage Messaging (MBM), and the global compliance tracker to help airlines overcome cost and integration challenges. These actions will ensure that industry stakeholders have the tools, knowledge, and support needed to achieve full compliance by 2027.