

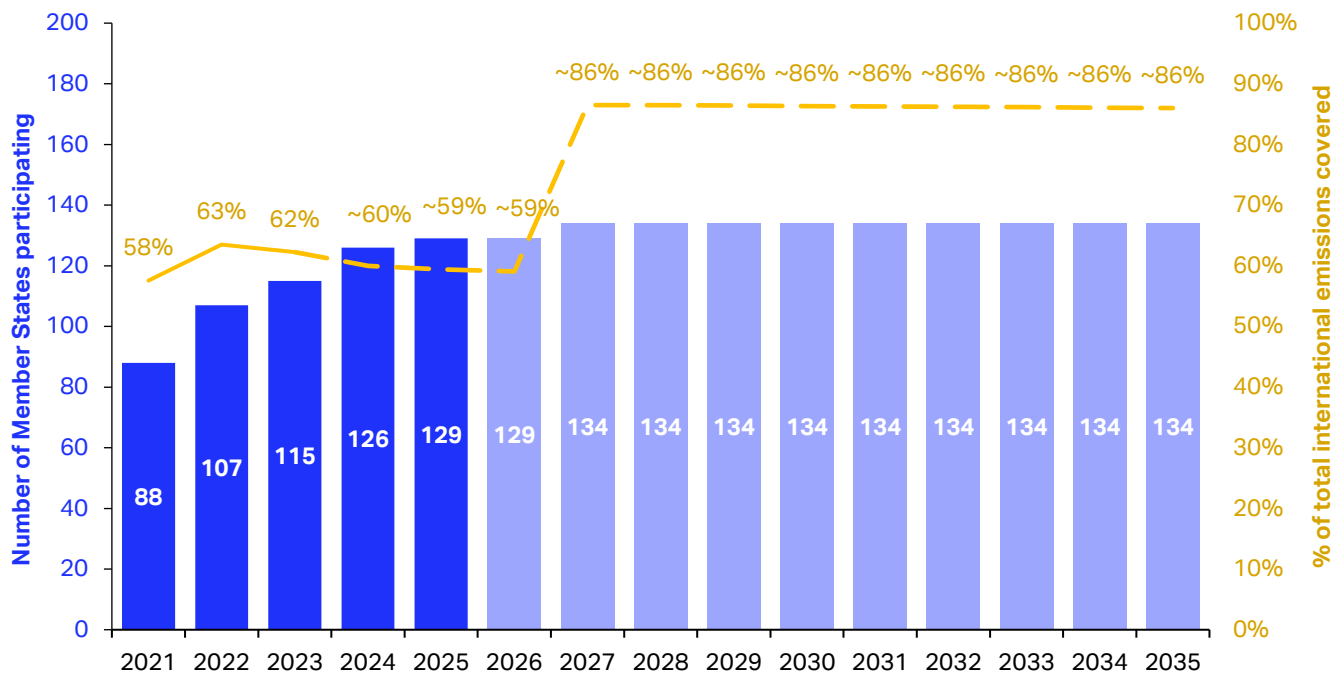


Chart of the Week

9 May 2025

Growing commitment to CORSIA

Historical and projected minimum participation of ICAO Member States in CORSIA and the corresponding coverage of international aviation emissions



Source: IATA Sustainability and Economics, Versions of the [ICAO document – CORSIA States for Chapter 3 State Pairs](#), and [CORSIA Central Registry](#)

- As CORSIA is a route-based mechanism, more States participating in CORSIA imply higher coverage of international aviation emissions under the scheme. The chart illustrates the number of historical and the minimum number of States projected to participate in CORSIA from 2021 (bars), along with the associated implications regarding the proportion of international aviation emissions covered under the scheme (line).
- The growing commitment to CORSIA is evident, with the number of volunteering States increasing from 81 in 2021 to 129 in 2025. Between 2021 and 2023, about 60% of international aviation emissions occurred on routes between two States participating in CORSIA. From 2027 onwards, CORSIA will likely cover at least 85% of international aviation emissions. This estimate includes the fact that States with a share of at least 0.5% of international air transportation in 2018, measured in Revenue Tonne Kilometers (RTKs) are required to join CORSIA from 2027, as established in Assembly Resolution A41-22. It is important to note that if any State with high international traffic volumes, such as Brazil, China, India, the Russian Federation, and Vietnam, were to join CORSIA early in 2026, it would have a material impact on CORSIA's coverage in that year. Voluntary participation is also expected to increase among States currently not obliged to, and this will extend CORSIA's coverage.
- As more countries join CORSIA, so does its potential to contribute to international air transportation's decarbonization. Furthermore, ensuring CORSIA's success in its capacity of being the only global market-based mechanism to address global civil aviation emissions is paramount, as these international emissions cannot be addressed at the regional or national levels without causing an unworkable and fragmented patchwork of policies.

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