

*(English version)*

**Question for written answer E-001108/24  
to the Commission  
Stefania Zambelli (PPE)  
(15 April 2024)**

*Subject:* Review of the 100ml limit in cabin baggage at European airports

An increasing number of European airports are abolishing the 100 ml limit for cabin baggage, thanks to up-to-date computerised tomography (CT) X-ray technologies. Such airports, including both Milan airports, have installed up-to-date security screening scanners, which make it possible to distinguish, thanks to artificial intelligence, water and other substances which may appear dangerous and/or explosive.

By way of reminder, the 100 ml limit for liquids was introduced in 2006 as a temporary measure to combat the threat of terrorism. Now, 18 years on, and although a keen focus must be maintained on this threat, it is important to ask whether that measure should be reviewed, so as to make travelling increasingly comfortable and straightforward for EU citizens while also guaranteeing security at European airports. Adopting these scanners at all EU airports would certainly be a step in that direction.

In view of the above:

1. Are there plans to relax the 100 ml limit for liquids in cabin baggage?
2. Should Member States and EU airports be helped to equip themselves with CT technologies in order to guarantee safety and comfort for all passengers?

Submitted: 15.4.2024

**Answer given by Ms Vălean on behalf of the European Commission  
(28 June 2024)**

The threat of liquid explosives to civil aviation still remains. Security measures to counter that threat must therefore remain <sup>(1)</sup>. The Commission has no current plans to lift restrictions on liquids.

Cooperation with international partners on any possible relaxation of liquid restrictions is also important in this context. Innovative technologies can indeed improve the performance of the EU aviation security system, as well as the passenger travel experiences.

To this end, the Commission is working with Member States and airports to introduce innovative technologies in EU airports. A gradual approach is needed to minimise the impact on operations and finances.

Member State may support its airports in their efforts to introduce CT (computed tomography) technologies as long as such support complies with EU State aid rules.

In particular, investment aid for large airports (i.e. with more than five million passengers per year) is possible only in very exceptional circumstances and would have to be scrutinised in detail by the Commission.

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<sup>(1)</sup> The regulation currently in force is Commission Implementing Regulation (EU) 2015/1998 of 5 November 2015 laying down detailed measures for the implementation of the common basic standards on aviation security.