

History



1861

RINA, one of the oldest classification and certification societies in the world, was founded in Genoa in 1861 under the name [Registro Italiano](#). It was established as a national ship classification society to cover the risks of loss and damage to the hulls and rigging of sailing vessels.

The creation of Registro Italiano responded to the need for Italian maritime operators, particularly maritime insurance companies, to have their own classification company. This unified the regional fleets under a single flag and provided Italy's fleet with a voice in the international maritime community.

In the decade following its establishment (1861-1871), Registro Italiano expanded significantly across Italy. The number of operational agencies grew from 13 to 49, and the number of classed vessels increased fivefold, from 340 in 1861 to 1,500 in 1866. A few years later, an office was opened in Shanghai, marking the beginning of an ambitious international expansion.

1910

In collaboration with state representatives from the maritime industry, the [Registro Nazionale](#) was founded. Following its merger with Registro Italiano, the organization became known as Registro Nazionale Italiano.

The chairmanship of the new organization was assigned to representatives of the Genoa Chamber of Commerce and the Consiglio Superiore della Marina Mercantile (Board of Governors of the Italian Merchant Navy).

1919

During [World War I](#), maritime and merchant trade declined sharply, negatively impacting the industry and reducing Registro Nazionale Italiano's operations. However, in the immediate post-war years, the resurgence of maritime activity and international cooperation revived the sector.

In 1919, the first international agreements were signed with the British Corporation Register, the American Bureau of Shipping, and Teikoku Kaiji Kyokai, promoting mutual representation and harmonization of rules and regulations across different countries.

1921

On June 9, 1921, after extensive negotiations, [Registro Italiano Navale](#) merged with Veritas Adriatico (formerly Austro-Hungarian Veritas).

The management of the new entity was divided between Genoa, which held administrative control, and Rome, where the register was officially based. Two technical departments were established in Genoa and Trieste, overseeing the Tyrrhenian and Adriatic seas, respectively.

Our experience. Your growth.

1956

World War II, like the First World War, caused a significant downturn in maritime trade. However, it also prompted RINA to reorganize its technical and logistical operations to meet post-war demands.

Between 1956 and 1960, the Italian fleet grew considerably, and RINA extended mutual agreements with other classification societies. During this period, RINA joined prominent international organizations, including the International Institute of Welding (IIW), the International Organization for Standardization (ISO), the International Electrotechnical Commission (IEC), and the International Ship Structures Congress (ISSC).

1968

In 1968, the **International Association of Classification Societies (IACS)** was founded by Registro Italiano, American Bureau of Shipping, Bureau Veritas, Det Norske Veritas, Germanischer Lloyd, Lloyd's Register of Shipping and Nippon Kaiji Kyokai.

1970

To address the evolving needs of the merchant maritime sector and the rapid development of related industrial technologies, Registro Italiano Navale strengthened its technical capabilities. In 1970, the organization also expanded into the industrial sector, creating a dedicated team to acquire and deliver services in this field.

1999

In 1999, **RINA S.p.A.** was established in Genoa by Registro Italiano Navale. The new company, in compliance with national, European, and international regulations, undertook inspection, control, certification, and research activities related to materials, projects, technologies, products, and installations. These activities spanned the maritime sector as well as other industries, including assignments from public administrations and other authorities.

In November 2000, RINA's operational committee decided on an important revision of the organizational structure. By January 1, 2001, RINA S.p.A. became fully operational, with its functions divided into Marine Certification, Industry and Certification divisions.

2001

Following an in-depth analysis of possible alliances and collaborations with international classification bodies, including the American ABS and the French Bureau Veritas, RINA decided to pursue a vision of remaining strong and independent, opting against mergers in 2001.

2002

On June 1, 2002, **Ugo Salerno** was appointed CEO and General Manager of RINA. His tenure was extended in 2012 when he was also appointed Chairman of the Group.

2012

In 2012, RINA underwent an organizational restructuring to encourage cross-sector collaboration within the company's various business areas. This was also the year of significant acquisitions, including [D'Appolonia](#), a leading Italian engineering consulting firm, and [Simtex S.r.l.](#), the leading private Romanian company for the certification of management systems and products.

2013

In 2013, RINA completed the incorporation of [Is.me.Cert S.r.l.](#), a certification body for agri-food production in southern Italy.

2014

In 2014, RINA acquired [Centro Sviluppo Materiali \(CSM\)](#), a center of excellence in materials and application technology research, and Hayes Stuart, a Canadian ship inspection company.

2015

In 2015, the Group expanded further by acquiring 100% of [QIC Inc.](#), a leading company for inspections in the American oil & gas sector, and SC Sembenelli Consulting, a company specializing in large-scale geotechnical and hydraulic infrastructure projects.

2016

In 2016, RINA acquired 100% [Edif Group Limited](#), a UK-based global leader in engineering inspection and consulting services.

2017

In 2017, RINA launched a [new company logo](#) to present a unique and recognizable identity in the market. That same year, D'Appolonia was rebranded as RINA Consulting.

2021

With the aim of consolidating the company's expertise in space, defense, and cybersecurity, RINA acquired [Interconsulting Engineering](#), a company specializing in the design and development of integrated systems and applications, particularly high-tech avionics solutions. RINA also acquired [Cyber Partners](#), a consulting firm highly specialized in cybersecurity.

In addition, RINA acquired [Logimatic Solutions](#), a leading software house in Denmark. With this acquisition, RINA added the Sertica software to its portfolio of marine offerings for fleet management.



2022

At the end of 2022, RINA acquires 100% of [Patrick Engineering](#), the Chicago-based engineering consultancy firm specialising in infrastructure, transport and renewable energy.

2023

In August, [Registro Italiano Navale](#), [Fondo Italiano d'Investimento](#) and [RINA S.p.A.](#) announced the signing of an agreement aimed at the entry of the fund into the share capital of RINA S.p.A. The agreement finalized in December, involved an equity injection of 180 million euros. Registro Italiano Navale retained majority ownership, while Fondo Italiano d'Investimento and a group of co-investors took a minority stake of up to 33%. Company management also participated with about 2.5% of the capital.

Simultaneously, the new board of directors of RINA S.p.A. took office, appointing [Carlo Luzzatto](#) as [Chief Executive Officer and General Manager](#). [Ugo Salerno](#) remained in office as [Executive Chairman](#), with responsibilities for communication and institutional relations.