Summary

Due to the physical shape of Italy and its strategic position in the Mediterranean area, the Italian corridor can be considered as the ideal enabler for efficient logistic platforms for the north-south trade in and outside of Europe. In Italy, 63% of total imports and 46% of total exports pass by sea. Italian ports are able to handle nine million containers and 65 million tons of goods a year. During the next ten years, the movement of containers is expected to increase by 75%.

This report analyzes the security of the Italian supply chain, with a major focus on maritime transportation. In Italy, the majority of cargo is transported by road (72 percent), followed by maritime (24 percent), and only approximately four percent travelling by rail. A very small portion is transported by air. The concentration of transportation by road leads to inefficiency due to the increased probability of accidents, delays and thefts. It is estimated that logistics expenses amount to 22% of gross domestic product, 6-7 percent more than that of other industrialized countries with efficient infrastructures and effective organization in the transportation of goods.

Sector operators have come to appreciate the increasing importance of efficient logistics and supply chain management especially as it relates to cost effectiveness, customer satisfaction and competitive advantage.

Market demand for security products in general has grown due to fear of threats such as terrorism, piracy, theft, illegal goods crossing borders (such as drugs, explosives or nuclear and chemical weapons) and to the impact of natural disasters and logistics failures. Additional security measures are required because only one part of the supply chain needs to be compromised for an attack to succeed. The introduction of new types of vessels and mobility patterns require that further measures be taken to maintain safety and security at sea.

Market Demand/Highlights

Supply chain security can be defined as the effort to enhance the transport and logistics system for the movement of goods. Supply chain security activities include credentialing, screening and validating of cargo, advance notification of the cargo, use of locks and tamper-proof seals, and inspection through the use of an inspection/detection systems.

This report analyzes the security of the Italian supply chain, with a major focus on maritime transportation. The majority of cargo is transported by road (72 percent), followed by maritime (24 percent), and only approximately four percent travelling by rail. A very small portion is transported by air. The concentration of transportation by road leads to inefficiency due to the increased probability of accidents, delays and thefts. It is estimated that logistics costs close to 22% of gross domestic product, 6-7 percent higher than other countries with efficient infrastructures and effective organization in the transportation of goods.

In Italy and across Europe, emphasis has been placed on homeland security, transportation and critical infrastructure protection. Key areas of interest include high-risk facilities such as port infrastructures. Port and maritime security has been a national priority. The transportation sector and maritime industry in particular should continue to perform upgrades in light of the above mentioned programs and requirements and due to the ever-changing nature of security in the transport of goods.

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Supply chain security concerns industry and trade, port authorities, terminal operators and competent authorities, and it comprehends a wide variety of aspects, including:

•   Physical security
•   Risk analysis
•   Access control
•   Education and training awareness
•   Personnel security
•   Documentation processing security
•   Procedural security
•   Incident management/investigations
•   Information security
•   Conveyance security
•   Trading partner security

This list of areas highlights the complex nature of the operations in this field and a wide range of potential business opportunities for U.S. companies.

Sector operators have come to appreciate the increasing importance of efficient logistics and supply chain management especially as it relates to cost effectiveness, customer satisfaction and competitive advantage.

Supply chain security activities revolve around international, European Union (EU) and national regulations, programs and initiatives, including:

- The International Ship and Port Facility Security Code (ISPS Code), an agreement of 148 countries that are members of the International Maritime Organization (IMO): The ISPS came into force in 2004 with requirements for security measures for ships, ports and government agencies and prescribing responsibilities to governments, shipping companies, shipboard personnel, and port/facility personnel to "detect security threats and take preventative measures against security incidents affecting ships or port facilities used in international trade." Italian port authorities successfully met the requirements for security assessments, security plans and security officers to be put in place (albeit with some delay);
- The IMO adopted resolution MSC.202(81) which required the establishment of an international system for long range identification and tracking of ships (LRIT). This automatic system consists of the ship-borne LRIT information transmitting equipment, Communication Service Providers (CSPs), Application Service Providers (ASPs), LRIT Data Centers, a LRIT Data Distribution Plan and the International LRIT Data Exchange. The European Maritime Safety Agency (EMSA) stressed that the objective of the EU LRIT system should include maritime security, Search and Rescue (SAR), maritime safety and protection of the maritime environment, taking into consideration developments within the IMO context;
- Standards for the establishment and management of supply chain security, ISO 28000:2007, released by the International Organization for Standardization (ISO);

   The Authorized Economic Operator (AEO) as part of the World Customs Organization SAFE framework of standards: The growth of global trade and increasing security threats to the international movement of goods have forced Customs administrations to increasingly shift their focus to securing the international trade flow and away from the traditional task of collecting customs duties. Common criteria are outlined in EC regulation 648/2005 and EC regulation 1875/2006 and came into force January 1, 2008. An AEO is defined as: "a party involved in the international movement of goods in whatever function that has been approved by or on behalf of a national Customs administration as complying with WCO or equivalent supply chain security standards. AEOs include, inter alia, manufacturers, importers, exporters, brokers, carriers, consolidators, intermediaries, ports, airports, terminal operators, integrated operators,

warehouses and distributors". The European AEO program is open to all operators in the supply chain and differs from the other programs in that it has a wider scope, as it encompasses customs simplified procedures and security thus relating to compliance with all customs legislation, including customs duties. The AEO program aims to reduce customs inspections by up to 90%, which should streamline traffic, allow for fewer customs inspections, facilitate procedures, overall strengthen controls and, at the same time, facilitate trade.

The number of applications for AEO certification by Italian operators is lower than in other countries (21 versus, for example, 192 in the Netherlands). Italian regions with the most requests are Lombardy, Trentino-Alto Adige and Emilia-Romagna. At a European level, the most active countries, based on an analysis of the applications for certification, are the Netherlands (192 applications), Switzerland (92 applications), Germany (82 applications) and Great Britain (61 applications). As of July 2009 traders must provide customs authorities with advance information on goods brought into or out of the customs territory of the European Community (entry and exit summary declarations). Failure to respect these procedures will mean goods cannot be loaded on ships bound for the EU. The risk management system will be fully computerized by 2009. The regulation also requires customs authorities to exchange information electronically on exports in order to speed up export procedures. This requirement has aroused concern and perplexity among Member States regarding the new procedures and the requirement of each individual government to develop its own software. Italy has not yet announced when it will look into this matter. Suspect loads entering Italian borders must therefore be checked.

- The Container Security Initiative, and C-TPAT, programs led by U.S. Customs and Border Protection in the Department of Homeland Security (DHS) focused on screening containers at foreign ports: In response to the 9/11 attacks, the U.S. introduced the Customs-Trade Partnership Against Terrorism (C-TPAT) initiative to reduce the risk of weapons of mass destruction entering its ports undetected. Under C-TPAT, importers are required to take all reasonable steps to ensure the integrity of their supply chains. There are 700 overseas ports that ship to the U.S., although it is the 56 CSI (Container Security Initiative) ports that generate 86% of the container traffic entering the U.S. Italy currently has five CSI ports that include Genoa, La Spezia, Livorno, Naples and Gioia Tauro. Additional information on the maritime industry and port structure in Italy may be found in the Market Research Library: Italy: Port Projects -- Expansion projects, investments and opportunities for U.S. companies in Italian ports (soon to be updated).
- In the 9/11 Implementation Bill of 2007, Congress enacted a mandate requiring that 100 percent of all maritime cargo be scanned prior to entering the United States. Following much debate, DHS has strived to put in place a policy that is more industry-friendly, including a 10 plus 2 ruling that requires that CBP receive ten data submissions, plus a vessel stow plan as well container status messages from a shipper prior to the shipment of cargo to the United States. This system should allow for more flexibility, cost-efficiency and a better idea of what is cargo contains, without having to turn to invasive scanning.
- Pilot initiatives by companies in the private sector to track and monitor the integrity of cargo containers moving around the world using technologies such as RFID and GPS.
- The GALILEO European satellite radio navigation and positioning program: The system was launched by the European Commission and developed jointly with the European Space Agency and should be operational by 2013. Gallileo will have multiple applications in many areas including maritime, road and rail transportation.
- Trans-European Transport Networks (TEN-T): a planned set road, rail, air and water transport networks designed to serve the entire continent of Europe. Projects for a trans-continental railway, the development of short-sea shipping as an alternative to road transport (Motorways of the Sea project) and financial incentives for increasing the capacity of inland navigation routes.

Italy has a fairly strong domestic safety and security industry with a reputation for high quality products well distributed across the various security equipment product lines. U.S.- made technology is

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recognized globally as advanced and sophisticated, thus providing a competitive advantage. Security products with innovative features are in demand, coupled with strong after-sales service that should be carefully considered when choosing a local partner. Because of the economic impact due to the high cost of security management systems, it is important that products and technological content be of the highest quality. A good reputation for excellence in support will create additional opportunities in the market.

Companies that are currently operating in the supply chain security field with operations in Italy include: Cotecna (Switzerland), Bureau Veritas (Belgium), Lloyd's Register (United Kingdom) , Intertek Group plc (United Kingdom), SGS Group (Switzerland), Cosec (Switzerland).

Market Data

Worldwide container traffic is projected to grow to 400-460 million containers in 2010, and 510-610 million containers in 2015. EU Member States have over 600 significant ports along their thousands of kilometers of coastline, and these handle around 90% of EU external trade and around 35% of trade between EU countries. There are more than 20,000 commercial ships at sea in European waters. On an annual basis, 1.600 million tons of cargo is transported by sea and eight million tons of cargo is transported by air into and out of the European Community. The number of companies affected by intra-EU supply chain regulation is 4.7 million of which 600.000 are exclusively involved in logistics operations. 85% of these logistic operators are micro enterprises with less than ten employees, whereas 60% of freight transport activities is initiated by large enterprises. The initial cost to industry to implement security management in the intra-EU supply chains is about 48 Billion Euro, while the annual cost to maintain security management also will be in the order of 36 Billion Euro.. A more systematic approach to quality, environmental and safety management has proven to yield substantial gains in efficiency to industry which may go as high as 8 or 9% of return on assets

The EU is now making considerable efforts to encourage the integration of existing transport modes and the use of intermodal systems: the development of sustainable, innovative and interoperable regional and national transport and logistics networks, infrastructures and systems. Intra-Community maritime transport and inland waterway transport are two key components of intermodality which must provide a means of coping with the growing congestion of road and rail infrastructure and of tackling air pollution. Up until now these two modes have been underused, even though the Community has huge potential (35.000 km of coastline and hundreds of sea and river ports) and virtually unlimited transport capacity. The European Commission has published guidelines regarding transportation policy and has suggested that, to help establish this trans-European shipping network, priority should be given at the national level to ports which have good connections to the inland network, particularly along the Atlantic and Mediterranean coasts, and which could form part of an authentic logistics chain.

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Due to the physical shape of Italy and its strategic position in the Mediterranean area, the Italian corridor can be considered as the ideal enabler for efficient logistic platforms for the north-south trade in and outside of Europe. More than 80 million passengers pass through Italian ports every year. The Italian interport system includes 19 working structures, mainly localized in Northern Italy, and 17 structures are in the works in Central and Southern Italy. In Italy, 63% of total imports and 46% of total exports pass by sea. Italian ports are able to handle nine million containers and 65 million tons of goods a year. During next ten years, movement of containers will increase by 75%, as ro-ro (roll/on, roll/off) cargo movements will step up. Nowadays, this infrastructure engages 1,021 companies and 60,000 employees. Italian fleet ranks first in Europe and thirteenth in the world.

The port of Trieste was the number one Italian container port, as published by Confetra (Italian Transport and Logistics Federation) in Oct. 2008. In the context of declining air and rail transport, ports are holding up (+6% compared with 2007). In container transport, Trieste (+32.9%) is followed by Savona (17.2%), then Venice (+13.9%) and Livorno (+12.2%). Less impressive growth figures can be seen for the ports of La Spezia (+8.4%), Cagliari (+1.9%), Gioia Tauro (+1.7%) and Naples (+1.1%). Transport has diminished for Taranto (-2.4%), Genoa (-4.8%) and especially Salerno (-9.2%).

In Italy, the Port of Genoa has always been a center of economic and industrial affairs, and its importance reaches far beyond the regional borders of Liguria. It can accommodate any type and size of ship and handle any type of dry and liquid cargo through its 13 connected terminals. To guarantee a perfect functionality of the Port, the main objective of the P.O.T. (Operational Triennial Plan) for the period 2006-2008 was to develop the whole port area through the construction of new infrastructure and the improvement of some of the available services. In addition, the Port Authority of Genoa, in conjunction with the local government authorities, has given the go-ahead to an ambitious seaport and airport redevelopment plan drafted by one of the world's leading architects, Renzo Piano, to cater for the future vessel upsizing and the enormous surge in trade flows through the Mediterranean. The focal point of the plan is the relocation of the international airport to a new artificial island and the conversion of its existing space into a cargo facility capable of handling the largest projected containerships. The plan will transform the entire 20 kilometer coastline, streamlining the existing layout of the port and double the operating surface area from 200 to 400 hectares.

In May 2008, the President of Piedmont Region signed an agreement with Genoa's port authority in order to realize and manage an intermodal hub in Alessandria connected with the Ligurian Ports system. Concurrently, Insiel, a system integrator based in Friuli Venezia Giulia, recently announced the use of a new system for the integration and rationalization of terrestrial and maritime goods flows. The SEC project (Safe and Efficient Cargo), sponsored by the Transport Department of Friuli Venezia Giulia Region, aims

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to trace the flow of goods of the main logistic infrastructures and to automatically manage the relevant documents, such as docking demands and boarding/landing requests by truck drivers passing through Trieste harbor.

In October 2008, the European Intermodal Association (EIA) organized the *Italian Intermodal Day* focusing on the Berlin-Palermo corridor. This is one of the most important axes of Italy and covers almost the entire Italian territory, while it can be considered as an ideal European link between industrial and consumer markets towards the Mediterranean region. It is a growing concern to search intermodal ways to by-pass congestion in Western Europe and provide business alternatives to road-only solutions. The liberalization of access to infrastructure is an ongoing crucial topic on the European and national government agendas, as are fundamental criteria to develop efficient transport services. Numerous business opportunities can be found and developed on the corridor, and speeding up the process of liberalization will also allow newcomers to take advantage of new possibilities.

Best Prospects

In terms of determining the types of products, technology and services that will be required, it is important to take into account the various international and national programs in the realm of maritime security that are outlined in the market highlight section of this report.   This will include technology that provides solutions to several fundamental issues, including harmonization of advance cargo information, risk management, and outbound inspection of high-risk cargos. Several product categories that may find opportunities include:

- Information technology/data management software and systems;
- Detection and inspection equipment, including non-intrusive inspection (NII) equipment using x-ray and gamma ray technologies; radiation scanning technology.
- Localization and tracking products, such as RFID and GPS technologies;
- Access control equipment;
- Surveillance equipment;
- Tamper-proof locks and seals.

Prospective Buyers

End-users in the logistics chain and in port operations includes port authorities, port operators, terminal operators, industry, customs, shipping companies and several law enforcement agencies including the Capitanerie di Porto (the lead agency for maritime security issues), Guardia di Finanza, Polizia di Stato, Arma dei Carabineri.

Market Entry

Education and training of end-users is important. For this reason, it would be wise for U.S. companies wishing to enter the Italian market to seriously consider operating with a direct presence through an agent or distributor. Entry is often by direct sales to end users through an agent/distributor, or through an indirect distribution channel (retailers, wholesale dealers, installers, etc.). Most manufacturers make use of a well-rooted distribution network that covers all related services as installation, routine maintenance and after sales support. Distribution practices and industrial competence play an important and very delicate role in the security sector. Customer care and appropriate installation skills are fundamental requirements for a representative, while competitive prices, reliability, good performance and support are equally necessary on behalf of suppliers. A good method of market entry is the selection of an integrated management system that can be advantageous also from the technical point of view since it will have the responsibility of providing technical support and training.

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To bid for government contracts, foreign firms must either be legally established or have an authorized representative in Italy prior to bidding. This representation is required to provide installation, training and maintenance services, especially for complex equipment.

Imports are carried out by specialized importers/distributors with a distribution network seeking compatible products to broaden their line. It is important that agents or sales representatives have good working relations with technical personnel within the public and industrial sectors.

Marketing of U.S. security products can be successful if there is a high technological content. Important technical aspects include interoperability and integrated, multifunctional solutions. Experience, quality, performance, dependability, flexibility, ease of use, customization of application software and prices are also determining factors for successful marketing. The presence of a nationwide service organization that can guarantee installation and maintenance will prove a definite advantage, especially because customers generally will require training, support and maintenance.

Financing and trade practices in this sector adhere to normal Italian business standards. The majority of financial transactions are handled through private agreements and banking institutions. While some U.S. manufacturers request payment upon receipt of the goods, more successful sellers are offering terms allowing settlement of the account from 60 to 120 days following the date of invoice, which is the most common practice in Italy. In some cases, due to the cost of this equipment and time necessary to obtain an export license, payment is often after one year. The use of irrevocable letters of credit for the Italian market has declined appreciably in recent years. Although such instruments are still required by American exporters, especially when the Italian customer's credit reputation is not well-known, the growing reluctance of Italian firms to provide letters of credit has required American exporters to turn to other methods to assure payment or lose the sale to other suppliers in the competitive Italian market. The Italian businessperson is reluctant to pay a high fee for a letter of credit when other suppliers or means of payment are available. American firms have put to greater use the export credit insurance and guarantee programs available through the Foreign Credit Insurance Association (FCIA).

Further information regarding business customs can be found in the Country Commercial Guide: www.buyusainfo.net/docs/x_5961812.pdf. Market research performed in these areas can be found in the Market Research Library (MRL): www.export.gov/mrktresearcg/exp_mr_index.asp.

Market Issues and Obstacles

As mentioned in the highlights section, there are several important programs to be taken into consideration in terms of market issues. In addition to these, it is important to note that EU Member States responsible for European Affairs met last year to discuss how an Integrated Maritime Policy can best ensure a sustainable future for oceans and seas. The ministers recognized the need to reinforce the maritime governance, with regard to the coordination between European Community's agencies in charge of sea-related issues, and the cooperation within different sea basins, taking into account region-specific challenges. Member States supported the initiative to establish the European network for maritime surveillance, with a view to ensure better interoperability of surveillance systems in use and to streamline the surveillance activities carried out by Member States.

On a more operational level and with regard to technical requirements, safety and security equipment must comply with the official technical standards. Details on these standards can be obtained by contacting the American National Standards Institute. ANSI is the official U.S. depository for all ISO member-countries and has English translations of foreign standards. U.S. firms may request a standard search for a fee. Questions related to the update are discussed with our major trading partners and international organizations such as the World Customs Organization in the context of the SAFE Framework of Standards.

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The "CE" (*Conformité Européenne*) mark is mandatory for a wide range of products sold in the EU. As a member of the EU, Italy applies product standards and certification approval process developed by the European Community. The European Commission describes the CE mark as a "passport" that allows manufacturers to trade industrial products freely within the internal market of the EU. The CE mark is not a quality mark and does not indicate conformity to a standard; rather, it indicates conformity to the legal requirements of EU directives.

The applicable products testing and certification requirements for individual product categories are specified in the various EU directives. The CE mark relates only to the mandatory health, safety, and environmental requirements established by the EU; it does not indicate conformity to European product standards. Thus, national marks of conformity with product standards remain compatible with the CE mark, and both may be applied to the product. It should be noted, however, that the CE mark does replace all national safety marks for the regulated products. All these measures should produce faster and better targeted customs controls that facilitate legitimate trade but tighten minimum security and safety requirements. They involve putting in place a new risk management framework; granting the status of authorized economic operator to reliable traders; introducing the requirement for pre-arrival and pre-departure information to be given to the customs authorities; and facilitating information exchange between customs administrations.

Moreover, security equipment must comply with the official technical standards pertaining to electrical and electronic equipment by various Italian public and private agencies, which includes ISO (International Organization for Standardization)9000 standards and further standards set by ISPESL (Istituto Superiore per la Prevenzione e la Sicurezza sul Lavoro), CEI (Comitato Elettrotecnico Italiano), and UNI (Ente Nazionale Italiano di Unificazione). Details concerning standards can be obtained contacting the American National Standards Institute. ANSI is the official U.S. depository for all ISO member-countries and has English translations of foreign standards. U.S. firms may request a standard search for a fee. Other issues to bear in mind include the use of 220 voltage and 50Hz in Italy. In addition, there are high voltage and vibration standards of the International Electrotechnical Commission (IEC) to be adhered to for certain projects in the marine and railways sectors.

Certifying authorities that can provide further information are listed in the key contacts section.

Trade Events

A valuable way to explore the Italian market and introduce new products or services in Italy is through participation in specialized trade shows. In Italy there are several specialized trade fairs that may be of interest in the supply chain security sector. The most important trade fair in the general security sector in Italy is "Sicurezza", a bi-annual event held at the Milan fairgrounds. This show is considered the most comprehensive international exhibition in the sector of safety, anti-intrusion, firefighting and environmental protection in Italy. The 14th edition of this biennial exhibition was held in November 25-28, 2008, at the new Milan fair complex, Rho-Pero. This trade fair runs simultaneously with Sicurtech Expo that focuses on technologies for firefighting, workplace safety and hygiene and civil defense. Both shows are organized by Fiera Milano Tech S.p.A. and are promoted by the Italian associations ANIE (Italian Federation of Electrotechnical and Electronics industries), ANCISS (National Association of Manufacturers, Installers and of Security equipment) and ANIMA (Federation of the Italian Associations of Mechanical and Engineering Industries). The U.S. Commercial Service organized U.S. pavilions at the 2004, 2006 and 2008 editions. Additional information about this trade show can be found by consulting the fair's organizer website: http://www.fieramilanotech.it/?id=MTkzLXotei1JVEEg .

Other shows that focus on safety and security include:

Ambiente Lavoro, Bologna, Organizer: Senaf www.senaf.it/default_eng.asp

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Videogov Summit, Different locations, Organizer: Wireless srl
www.videogov.com/index.php?option=com_content&task=view&id=13&Itemid=45 www.gowireless.it/

TechFOr – International Exhibition on Technologies for Law Enforcement Agencies www.techfor.it

Resource & Key Contacts

Following is a list of associations, ministries, law enforcement agencies, and show organizers.

AILOG: Associazione Italiana di Logistica e di Supply Chain Management
(Italian Association of Logistics and Supply Chain Management)
www.ailog.it

Assologistica: Associazione Italiana Imprese di Logistica
(Italian logistics companies association)
www.assologistica.it

CONFETRA: Confederazione Generale Italiana dei Trasporti e della Logistica
(Italian General Confederation for Transport and Logistics)
www.confetra.com

SOSLOG: Associazione per la Logistica Sostenibile
(Association for Sustainable Logistics)
www.sos-logistica.org

FEDERTRASPORTO: Federazione Nazionale dei Sistemi di Trasporto
(National Federation of Transport System)
www.federtrasporto.it

FEDESPEDI: Federazione Nazionale delle Imprese di Spedizioni Internazionali
(National Federation of international shipment companies)
www.fedespedi.it

FEDIT: Federazione Italiana Trasportatori
(Italian Transporter Federation)
www.fedit.it

RINA S.p.A.: Registro Italiano Navale
(Operational company of Registro Italiano Navale)
www.rina.it

UIRNET S.p.A.: Sistema Nazionale degli Interporti
(Italian Interportual System)
www.uirnet.it

AGENS: Agenzia Confederale dei Trasporti e Servizi
(Confederal Agency of Transports and Services)
www.agens.it

ANTEP: Associazione Nazionale Terminalisti Portuali
(National Association of Port Operators)
www.fedespedi.it

ASSOPORTI: Associazione Porti Italiani
(Association of Italian ports)

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www.assoporti.it

ASSTRA: Associazione Trasporti
(Transport Association)
www.asstra.it

A.I.PRO.S.: Associazione Italiana Professionisti della Sicurezza
(Italian Association of Professionals in the Security Sector)
www.aipros.it

FISE: Federazione Imprese di Servizi
(Federation of Service Enterprises)
www.fise.org

ANCISS: Associazione Italiana Sicurezza ed Automazione Edifici
(National Association of Manufacturers, Installers and of Security equipment – part of ANIE)
www.anciss.it

ANIE: Federazione Nazionale Imprese Elettrotecniche ed Elettroniche
(Italian Federation of Electrotechnical and Electronics Industries)
www.anie.it

ANIMA: Federazione delle Associazioni Nazionali dell'Industria Meccanica varia ed Affine
(Federation of the Italian Associations of Mechanical and Engineering Industries)
www.anima.it

Comando Generale dell'Arma dei Carabinieri
(Special Police Corps controlled by the Ministry of Defense)
www.carabinieri.it

Comando Generale della Guardia di Finanza
(Branch of the Army under jurisdiction of the Ministry of Finance)
www.gdf.it

Ministero dell'Interno, Dipartimento della Pubblica Sicurezza
(Italian Ministry of the Interior, Public Security Department)
www.mininterno.it/dip_ps/index.htm

Certifying Authorities in the United States

ANSI: American National Standards Institute   http://web.ansi.org/default.htm

NCSCI: National Center for Standards and Certification Information   http://ts.nist.gov

NTIS: National Technology Information Service   www.ntis.gov

OEURA: Office of EU and Regional Affairs   www.ita.doc.gov

UL: Underwriters Laboratories Inc.   www.ul.com/about/index.html

Certifying authorities in Italy

CEI: Comitato Elettrotecnico Italiano
(Italian Electrical Standards Agency)
www.ceiunit.it

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IMQ: Istituto Italiano Marchio di Qualita'
(Italian Institute for Quality)
www.imq.it

ISPESL: Istituto Superiore per la Prevenzione e la Sicurezza sul Lavoro
(National Institute for Occupational Safety and Prevention)
www.ispesl.it

UNI: Ente Nazionale Italiano di Unificazione
(Italian Agency for Standards Certification)
www.uni.com

Trade Publications

Italian on-line journal of Logistics Information: www.logisticamente.it

Italian on-line journal of Supply Chain Management: www.logimaster.it/logimanews_list.php

Antifurto and Annuario della Sicurezza published by: EPC s.r.l. www.sicurezza.com/epc/index.htm

Essecome, Sicuritalia, Doors, Sicur, and Bankindex published by: EDIS Edizioni Specializzate s.r.l.
www.sicurezza.com/edis/index.htm

Lavoro Sicuro, Fire, Sicurezza and Automazione Industriale published by: Gruppo Editoriale JCE
www.abbonamenti.jce.it/

For More Information

The U.S. Commercial Service in Rome, Italy, can be contacted via e-mail at:
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www.buyusa.gov/italy/en, www.buyusa.gov/europe/security.html

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