INMARSAT SAFETYLINK SYSTEM
(NMA_C26.2025.Rev.0)

(a) DEFINITION:

The following abbreviations stand for:

1. "ESAS" – Electronic Service Activation System
2. "ITU" – International Telecommunication Union
3. "LRIT" – Long Range Identification and Tracking
4. "PSA" – Point of Service Activation
5. "RAA" – Radio Accounting Authority
6. "SRSL" – Ship Radio Station Licence
7. "SSP" – Satellite Services Provider

The term "Administration" shall mean Nauru Maritime Administration

(b) PURPOSE:

This Marine Circular serves to provide guidance and clarification on the requirements for the Inmarsat SafetyLink system (the successor to the legacy Inmarsat-C terminal management system).

(c) REFERENCE:

Nauru Marine Circular NMA C9 – Inmarsat Services under Radio Accounting Authorities and Inmarsat SafetyLink Providers

(d) CONTENT:

1. The SafetyLink system replaces the traditional ESAS and introduces new roles for managing satellite terminal data, specifically separating the operational (Provider) and financial (Billing Party) functions.

Entity	Role in SafetyLink	Traditional Equivalent
SafetyLink Provider	Technical/Operational: Responsible for the technical activation, deactivation, and updating of terminal data in the Inmarsat network (e.g., vessel name, MMSI, GMDSS data).	PSA
SafetyLink Billing Party	Financial: Responsible for assuming the financial guarantee and settling all international maritime radio communication charges for the vessel.	RAA

2. For the purposes of this circular, RAAs, SafetyLink Providers and SafetyLink Billing Parties will collectively be known as SSPs.

3. All SSPs shall be approved by the Administration before providing services to Nauru-flagged vessels.

4. The Inmarsat SafetyLink Self-Service Portal must NOT be used by Ship Owners, Operators, or Masters for the activation, deactivation, or alteration of any Inmarsat mobile satellite terminal on Nauru-flagged vessels. All terminal management functions must be processed through a SSP approved by this Administration.

5. The approved SSP is solely responsible for ensuring that all terminal registration data, including, but not limited to, MMSI, EPIRB ID, GMDSS contact details, and Ship Security Alert System (SSAS) routing information, is accurately maintained and fully compliant with the latest version of the Radio Licence and safety certificates.

6. The approved SSP must comply with all requirements of ITU-T Recommendation D.90, and as a Billing Party, shall hold the financial guarantee for all public correspondence radio traffic and must pay the relevant charges in accordance with international standards.

7. Any Inmarsat mobile satellite terminal found to be activated, deactivated, or altered outside of the approved procedures outlined in this Circular, or found to be using an unauthorized SSP, shall be considered non-compliant. Such non-compliance may lead to the suspension or revocation of the vessel's SRSL.

8. The official list of approved SSPs for Nauru-flagged vessels is published and periodically updated at Nauru Marine Circular NMA C9 which can be downloaded from https://naurumaritime.com/circulars

For further assistance, please do not hesitate to contact the Administration at: flag@naurumaritime.com