

**Interview with Dr. Oldenburg Nazaruk,
Head of release of chemical products /
Material Data Sheet
from BMW on their IMDS experience**

16 years of IMDS use – taking stock

A brief reflection: The International Material Data System (IMDS) was brought into production in 2000 as an innovative joint car-manufacturer-data base, in order to help the OEMs to document and report the material input, to support the recyclability and reusability of materials in a vehicle and to document the use of Substances of Concern (SoC).

And now, in 2016? In the meantime, the IMDS has become used world-wide – primarily by 35 automobile manufacturers representing about 60 different brands, and all Tier 1 to Tier n automotive suppliers of materials and components—virtually anyone in the automotive supply chain. IMDS has developed as the globally applied standard for the declaration of ingredients in the automobile industry.

After 16 years of operation, it's time to take stock of what has been achieved. The BMW Group's representative Dr. Oldenburg-Nazaruk (Head of release of chemical products/Material Data Sheet), has actively helped to shape the IMDS since the beginning and has contributed to its today's success.

Dr. Oldenburg-Nazaruk, what have you achieved so far as OEM with the central application IMDS? Which advantages does IMDS offer from your perspective – in comparison with other approaches, which were also used at the beginning?

Our supplier assemblies very often consist of many small single parts, which are assembled to a larger part, e.g. a steering wheel, or a seat. In the beginning it was a big challenge for us and our long supply chain to collect the material information and to enter this into IMDS. IMDS today is a common part of our processes. The data collected is an important base for us as OEM but also our suppliers to follow up on compliance to the material restrictions as well as legal requirements, e.g. concerning material restrictions.

In summary: transfer of data for material reporting in the automobile industry today is possible, more cost-efficient, in less time and better quality by using IMDS than any decentralized solution could have realized.

Which enhancements are planned? And how will IMDS develop? Are there open issues which need to be addressed?

As an IT solution, the IMDS is a living system – as a member of the IMDS-Steering Committee we, the company BMW Group actively contribute to the realization of enhancements in IMDS. At the moment, the upcoming IMDS Release 11.0 is our main topic – especially because the new function “IMDS Chemistry Manager” enables further analysis and documentation for additional areas of legislation (Biocides and REACH). Such a central tool is even more important as the number of regulations is increasing. The long effort and continuous collection in a unified data format of the IMDS pays for the automobile industry. The information available helps us amongst other thing to comply with reporting requirements. We will further work on the task to fulfil future requirements with a respective advance time and to free new efficiency potential in the processes.

Many thanks, Dr. Oldenburg-Nazaruk for your assessment!