To minimize manual data entry efforts into other systems, a supplier initiative is underway to discuss a way of using IMDS data, under certain circumstances, in Third-Party-Systems. This is currently not permitted according to the IMDS Terms of Use.

These discussions began in 2014 between the IMDS Steering Committee and Supplier Alliance (SUAL) and in cooperation with CLEPA and JAPIA. In February 2015, the results from these discussions were introduced to the IMDS Sponsor Group.

IMDS is the established, leading system for material data reporting, used by the entire automotive supply chain worldwide. From the beginning, suppliers agreed on and continue to support data collection, standardization and data quality. With increasing globalization, reporting requirements from other industries and regions continue to grow. With a focus on efficient compliance reporting, the extended use of existing IMDS data is inevitable.

The following scenario describes a case where the re-use of IMDS data is necessary so that suppliers don’t need to manually re-enter data: A supplier uses an identical component which is currently reported in IMDS, but for another industry branch. Today, the data would need to be manually re-entered into another system. To avoid this manual effort, the re-use of the data is required.

The IMDS Steering Committee / IMDS Sponsor Group agreement with the supplier associations is the re-use of existing IMDS data for In-house systems of IMDS-AI users. This defines the controlled export via the IMDS-AI interface. It excludes collecting new data in IMDS to forward to other systems. Additionally, each supplier takes proactive measures to protect their and their suppliers’ confidential business information.
An amendment is needed because the IMDS data re-use is not currently allowed by today’s IMDS Terms of Use. The final changes to this document have been discussed with SUAL and agreed upon. The revised amendments are as follows:

**New IMDS Terms of Use**

The IMDS Terms of Use informs the user that the data entered might be forwarded to other systems under certain conditions.

This is done as defined in the IMDS-AI Terms and Conditions. The data-forwarding company is responsible to adhere to the agreed-upon rules. These Terms and Conditions also define the criteria which need to be met by the target system. These criteria can be found on the IMDS Information pages.

### 2. Suppliers’ statement on the changes of the IMDS Terms of Use

“As supplying all vehicle manufacturers worldwide and other industry sectors, automotive suppliers have to report materials to all kind of customers and have to use the relevant reporting systems.

Allowing IMDS data to be used in other reporting systems meeting strict requirements to ensure confidentiality and allowing reciprocal transfer is highly welcome by the CLEPA and JAPIA. This is a big improvement avoiding duplication of work, will improve data quality and is a strong support to our MDS reporting.

We hope the other systems not meeting the IMDS owners’ requirements will be updated so that materials reporting soon becomes global.”

(Louis Sylvain AYRAL, Technical Director CLEPA)

### 3. FAQ on SVHC explanation from IMDS Release 10.0

SVHC (Substances of Very High Concern) are substances that have hazards with serious consequences, e.g., they cause cancer, or they have other hazardous properties and/or remain in the environment for a long time with their amounts in animals gradually building up.

REACH, Article 57 is defining the criteria for such SVHCs as follows:

- Substances which are carcinogenic, mutagenic or toxic for reproduction (CMR) category 1A or 1B in accordance with Regulation (EC) No 1272/2008 (the CLP regulation);
- Substances which are persistent, bio-accumulative and toxic (PBT) in accordance with the criteria set out in Annex XIII of the REACH Regulation;
- Substances which are very persistent and very bio-accumulative (vPvB) in accordance with the criteria set out in Annex XIII of the REACH Regulation;
- Substances giving rise to an equivalent level of concern to substances meeting the above criteria.

There are many thousands of substances known to fulfill one of the above SVHC criteria. However, there is no exhaustive and legally binding list of all these SVHCs available. It is the aim of REACH to reduce the risk caused by such SVHCs by adding these on one or both lists that are defined in the REACH Regulation:

- the so called ‘Candidate List’ for Authorisation
- the ‘Annex XIV Authorisation List’.

However, legal obligations only occur for SVHCs that are already listed – first of all on the Candidate List. This list today “only” contains 163 substances.

The Question mark sign next to the abbreviation REACH SVHC has been implemented to avoid confusion and to make clear that the IMDS filter function “SVHC” is not showing all SVHCs but only those which are already added to the Candidate List.
Your participation

Please help us with your feedback. If you would like to contribute to this Newsletter with articles and comments concerning the IMDS and environmental issues in your company, please contact us by email. For suggestions, further information and questions, please contact imds-newsletter@hp.com

5. Who to contact at the automobile manufacturers?

Anadolu ISUZU       E. Sener         Renault         Renault IMDS
Otomotiv           D. Pearson         Renault Samsung  Coordinator
Aston Martin Lagonda Dr. K. Oldenburg-Nazark         SAIC
BMW                Chris Sidney         Scania         Frank Schlüter
FCA US LLC        V. Ackermann         Shanghai GM      Shanshan Feng
Daimler               Xin Bao        Shanghai         Shen Jian
FAW-VW            K. Zardo            Volkswagen       Chae-Eun Lee
Fiat                S. Riewer         Ssangyong
Ford               SUBARU IMDS         Motor Company
Fuji Heavy Industries Coordinator
General Motors      Anne Grützner     Suzuki          Coordinator
GM India            Kirankumar Jagatap    Tata Motors      M. Hatwalne
GM Korea           Hyunkyung Kim       Tesla Motors     E. Shen
Honda               Honda IMDS         Toyota          V. Aubert
Honda-Sundiro      Akira Iwatake       UD Trucks       K. Kuwahara
Hyundai            T. Unger            Volkswagen      VW IMDS
Isuzu               Y. Hara            Volvo Car      Coordinator
Jaguar Land Rover   M. Griffin         Corporation     I. Rade
Mazda               T. Tomita         Volvo Group     Volvo Group IMDS
Mitsubishi          T. Isogai            Coordinator
Nissan             N. Hattori         Wuyang-Honda
Porsche            M. Weck            Honda Motors    IMDS Coordinator

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