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634. Humanity has come a long way since we received the good news about Christ and found in him, and in the unity of the Spirit, the help for sharing the sufferings and the glory of God. This has produced in us a sense of responsibility, of eagerness and zeal for social justice, of concern for the poor, of a conscientious solidarity with our brothers and sisters everywhere. All the achievements of the Christian life aim at this end. This witness is, in fact, a clear response to the needs of our world. The Church fully accepts its responsibility for this new task, a task that we can also say is the biblical theme of the Church. Since the time of Jesus, the Church has been the working place and the means of evangelization of the world of every age. With the help of the Holy Spirit, in her mission and by the witness of her life, the Church has always been at the service of the "non-religious" society, for the most diverse people, whom she is called to bring to Christ. By her own mission, the Church has always offered the "non-religious" people a living witness to the truth: the truth that has been, is and will be proclaimed by the Church: the truth of God, the truth of freedom, the truth of human dignity. The Church does not want to abandon the responsibility entrusted to her for the poor and suffering of this world, as though she were more concerned with the desires of the world than with the interests of God. The Church is not against progress, but she does not want man to be reduced to a thing, to a mere thing of production, to a thing of use. The Church sets herself against every reductionism and dehumanization of man. The Church wants each one to be able to live like a human being, to treat others as human beings: she proclaims the truth, the love and the hope of God: "the truth that has been, is and will be preached by the Church", the truth of the kingdom of God, the kingdom of God "which is at hand", the kingdom of heaven, in which the true society can be lived.

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Second-tier authorities began at the same time. In 1973, the US Society of Automotive Engineers (SAE) developed an Automotive Emission Standards and Test Procedure (ASE) to replace the J1199. In 1984 the European Union established its own, SAE J-series vehicle and engine test procedures (DOT, 1981) in response to the US testing methods. In the sections that follow, we've used the United Kingdom as a use case for market segmentation, based on Monitor Deloitte's GrowthPath Action Segmentation. 35 Although there are significant differences worldwide when it comes to the structure of the automotive industry, the retail market, the readiness for EV adoption and consumer attitudes and behaviours, the principles of segmentation

outlined below can be applied to many major markets. For those where they cannot, the central tenet remains true: Refreshing your consumer segmentation approach can benefit EV sales, stimulating the overall growth of the market. For example, rather than being driven by the whims of consumers, automotive markets have a significant degree of inertia. By inertia, we mean that the prices and supply-and-demand dynamics of vehicle sales will not change very quickly. In effect, a firm must strike before the target is set. And once the target is set, the forces of supply and demand are sluggish to change. Consequently, once companies get into a market, they have to fight for share against competitors who are on the same page. In North America, the annual production of new-vehicle models ranges from 1.6 million in Canada to 10 million in the United States. There are more than 19,000 different car models available in the US alone. Most of these models come from four or five automobile manufacturers. For each model, the market is further segmented on the basis of the largest regional automaker within that model. A longer-term view of the automotive market is provided by the peak sales of each model, which are typically about seven years apart. The statistical tables at the end of this chapter detail the relative market share and the peak sales of major car models for the US market.

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