Frequently Asked Questions:

This is a dynamic document of Frequently Asked Questions (FAQs). You can ask questions, and they will be answered in due course. Please follow these steps:

1. Add your question to the table below.
2. Check back regularly to see if your question has been answered.
3. Once your question has been answered, it will be added to the list below of FAQs.

**Note:** Please do not edit any question or answer other than your own to maintain the integrity of the document. Also, add extra rows if necessary.

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| **Date** | **Question** | **Answered Y/N?** |
| EXAMPLE:  28/06/2023 | **EXAMPLE**: How do I size elements in Kumu based on the number of connections? | **EXAMPLE** Y |
| 30/08/2023 | In the ISA excel document, can we add to the possible categories? For example, we would like to add something about market pressures to Exercise 3, and Greenhouse emissions to Exercise 2(b) so that market-based mitigation solutions (for example) could be analysed later as a leverage point. In addition, it is likely that stakeholders will perceive other pressures that we have not yet envisioned, so it would be helpful to be able to add several categories (as there is only a single ‘Other’) category. | Y |
| 30/08/2023 | Is information from the legislative audit only inputted to Kumu in comment columns? How is it used in general? I would have expected compliance with certain legislature or other mandates (e.g., sustainability reporting) to be included more quantitatively under “Pressure” or “Need” - can it be instead done this way? | Y |
| 30/08/2023 | I am also a little confused about the Needs – Exercise 5 category sheet. Many societal needs are driving dynamics in the fishery through mechanisms like ecolabeling and sustainability finance. But exercise 5 does not have an adjacency matrix.... can I custom design this section to be more dynamics and have feedbacks, for example with Goods and Benefits (through ‘Income’). Then I think information in the last column of Exercise 5 would instead go into a BOT (?). | Y |
| 18/09/2023 | What is the difference between indicators for Drivers and Goods and Benefits? | Y |
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# FAQs:

EXAMPLE:

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| **Q:** | How do I size elements in Kumu based on the number of connections? |
| **A:** | Want to know which element is the most well-connected? Here's where combining metrics and sizing comes in handy.   1. Click on the Metrics icon in the bottom right corner of the map 2. Select "Social Network Analysis" 3. Choose a metric from the dropdown list   Click the large button "Discover ..." (e.g. "Discover the connectors/hubs" for the "degree" |

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| **Q:** | In the ISA excel document, can we add to the possible categories? For example, we would like to add something about market pressures to Exercise 3, and Greenhouse emissions to Exercise 2(b) so that market-based mitigation solutions (for example) could be analysed later as a leverage point. In addition, it is likely that stakeholders will perceive other pressures that we have not yet envisioned, so it would be helpful to be able to add several categories (as there is only a single ‘Other’) category. |
| **A:** | Yes, the categories are tailorable; if you change the indicators or the name of the element, you will get a pop-up that looks like the image below, prompting you to double-check it is site/issue/goal specific to ensure it is fit for purpose in the approach.      The other category can be selected multiple times in the element column to tailor and add your site/issue/goal-specific indicator.  I wanted to provide some clarity on the application of the approach: The exercises relate to DAPSI(W)R(M) elements to establish a causal structure. So, it is important here to distinguish activities, pressures, marine processes and functioning, and where things such as market pressures may fall under in the application. Pressures result from [human] activities - defined as the mechanisms (as rate processes) of change, in the way in which activity will change the natural and societal systems by modifying the structure and functioning of the system (Elliott et al., 2022). Hence, market pressures may be better suited as an Activity as the increase (pressure) of fisheries markets may increase greenhouse gas emissions (the pressure) on the marine process and functioning of the area.  For further information on the distinction, please see this paper: Elliott, M., Burdon, D., Atkins, J. P., Borja, A., Cormier, R., de Jonge, V. N. & Turner, R. K. (2017) "And DPSIR begat DAPSI(W)R(M)!" - A unifying framework for marine environmental management. Mar Pollut Bull, 118(1-2), 27- , <https://doi.org/10.1016/j.marpolbul.2017.03.049> |

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| **Q:** | Is information from the legislative audit only inputted to Kumu in comment columns? How is it used in general? I would have expected compliance with certain legislature or other mandates (e.g., sustainability reporting) to be included more quantitatively under “Pressure” or “Need” - can it be instead done this way? |
| **A:** | In general, the Legislation audit can give insights to complement the learning process undertaken throughout the ISA. On the master data sheet of the ISA, there are columns for notes on governance; this would include compliance with legislation and targets and mandates to provide applied information to the elements of the approach. Moreover, mandates can indicate the drivers of activities – such as a driver for clean water being (a quantitative policy target) for (households with fresh water) in the region for the period that warrants activities such as water abstraction or waste management.    Both the Governance and Administration tools aim to support the ISA in regard to the response measures to clarify and establish what rules are in place and who implements or changes these rules. This provides the information to potentially:   * Evaluate if there is sufficient and appropriate legislation in place to protect the marine environment and regulate activities/sectors. This helps identify any gaps or issues that need to be addressed through response measures. * Assess if existing laws and policies are adequately implemented, enforced, and integrated. This can reveal where better management or enforcement of current rules may be needed. * Understand the complexity of the governance system across sectors and levels (international, regional, national). Mapping this out visually helps identify fragmentation, overlaps, or conflicts. * Determine if the administration and institutions have the capacity and resources to effectively carry out marine management under the legislative frameworks. Gaps may point to the need for response measures. * Facilitate coordination and information exchange between the entities involved in marine governance. * Inform the development of streamlined and transparent governance systems that better integrate across sectors, laws, and jurisdictions. |

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| **Q:** | I am also a little confused about the Needs – Exercise 5 category sheet. Many societal needs are driving dynamics in the fishery through mechanisms like ecolabeling and sustainability finance. But exercise 5 does not have an adjacency matrix.... can I custom design this section to be more dynamics and have feedbacks, for example with Goods and Benefits (through ‘Income’). Then I think information in the last column of Exercise 5 would instead go into a BOT (?). |
| **A:** | The Needs within the approach are the Drivers, so the last two pages of the ISA Excel document are the adjacency matrices of Activities -> Drivers and Drivers -> Goods and Benefits. Using the BOT graphs to understand the behaviour of the indicator of the need (Driver), you can complete this adjacency matrix to see how elements influence the SES. |

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| **Q:** | What is the difference between indicators for Drivers and Goods and Benefits? |
| **A:** | When considering indicators of Drivers and Goods and Benefits, consider viewing the demand aspect as the Driver, while the Goods and Benefits provided represent the supply side.  **Drivers:**  *Definition:* The early work of Maslow (1943) proposed a range of basic human needs for an individual as a five-tier hierarchical structure, and it is proposed here that such needs reflect the Drivers within the DAPSI(W)R(M) framework. These are primarily socio-economic and demographic forces that provoke changes in levels of consumption and production, ultimately exerting pressure on the environment.    *Example:* A primary driver in the marine environment could be the increasing demand for fish as a primary protein source due to population growth and dietary preferences.  *Indicator:* Proportion and/or number of households located below 2m above sea level, which reflects the vulnerability to rising sea levels due to climate change, which is itself driven by human activities.  **Goods and Benefits:**  *Definition:* These refer to the outputs, outcomes, or advantages provided by the environment, often in response to the pressures or demands exerted by the drivers. They represent the 'supply' side of the equation.  *Example:* Marine ecosystems, such as coral reefs, provide numerous goods and benefits, including tourism opportunities, fish breeding grounds, and storm surge protection.  *Indicator:* The number of tourists visiting a marine protected area annually can indicate the recreational and economic benefits of a healthy marine ecosystem.  **The relationship between Drivers and Goods and Benefits**  Drivers are the causes; they represent the human-induced pressures or demands put on the environment due to societal behaviours and needs. Whereas Goods and Benefits are the effects and products of the ecosystem services; they depict what the environment provides in return, either as a direct response to those Drivers which warrant Activities or as inherent products of ecosystem services. An example is that an increasing coastal population (Driver) demands more seafood. In return, through human Activities, the marine ecosystems provide fish as a resource, food for human consumption (Goods and Benefits). However, overfishing (Activities) might deplete fish stocks, reducing the ecosystem's capacity to provide this benefit in the long term.  For further information, see: Elliott, M., Burdon, D., Atkins, J. P., Borja, A., Cormier, R., de Jonge, V. N. & Turner, R. K. (2017) "And DPSIR begat DAPSI(W)R(M)!" - A unifying framework for marine environmental management. Mar Pollut Bull, 118(1-2), 27- , <https://doi.org/10.1016/j.marpolbul.2017.03.049> |

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| **Q:** |  |
| **A:** |  |

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| **Q:** |  |
| **A:** |  |

Thank you for your questions; feel free to ask any questions you might have about this FAQ or related topics! If you need further information, send an email to: [gemma.smith@iecs.ltd](mailto:gemma.smith@iecs.ltd)