The geography of the Anthropocene differs between the land and the sea

D.E. Bowler[1,2*], A.D. Bjorkman[3], M. Dornelas[4], I.H. Myers-Smith[5], L. M. Navarro[2,6], A. Niamir[1], S.R. Supp[7], C. Waldock[8], M. Vellend[9], S. A. Blowes[2,10], K. Böhning-Gaese[1], H. Bruelheide[6,2], R. Elahi[11], L.H. Antão[4,12], J. Hines[2,13], F. Isbell[14], H.P. Jones[15], A.E. Magurran[4], J. S. Cabral[2,16], M. Winter[2,17], & A.E. Bates[8,18]

[1]Senckenberg Biodiversity and Climate Research Centre, Senckenberganlage 25, D-60325 Frankfurt am Main, Germany.

[2]German Centre for Integrative Biodiversity Research (iDiv) Halle-Jena-Leipzig, Deutscher Platz 5e, 04103 Leipzig, Germany

[3]Section for Ecoinformatics & Biodiversity, Department of Bioscience, Aarhus University, DK-8000 Aarhus, Denmark.

[4]Centre for Biological Diversity, University of St Andrews, Sir Harold Mitchell Building, St Andrews, KY16 9TH Scotland, UK.

[5]School of GeoSciences, University of Edinburgh, Edinburgh EH9 3FF, UK

[6]Institute of Biology/Geobotany and Botanical Garden, Martin Luther University Halle–Wittenberg, Am Kirchtor 1, 06108 Halle, Germany.

[7]Denison University, Data Analytics Program, Granville, OH 43023 USA

[8]Ocean and Earth Science, National Oceanography Centre Southampton, University of Southampton, Waterfront Campus, European Way, Southampton, SO14 3ZH, United Kingdom

[9]Université de Sherbrooke, Sherbrooke, QC Canada J1K 2R1

[10]Department of Zoology, George S. Wise Faculty of Life Sciences, Tel Aviv University, Tel

Aviv 69978, Israel

[11]Hopkins Marine Station, Stanford University, Pacific Grove, CA 93950, USA

[12]Department of Biology and CESAM, Universidade de Aveiro, Campus Universitário de

Santiago, 3810-193, Aveiro, Portugal

[13]Institute of Biology, Leipzig University, Deutscher Platz 5e, 04103 Leipzig, Germany

[14]Department of Ecology, Evolution, and Behavior, University of Minnesota Twin Cities, Saint

Paul, Minnesota 55108, USA

[15]Department of Biological Sciences and Institute for the Study of the Environment,

Sustainability, and Energy. Northern Illinois University, DeKalb, IL 60115, USA.

[16]Ecosystem Modeling, Centre for Computational and Theoretical Biology, University of

Würzburg, Würzburg, Germany

[17]Leipzig University, Ritterstraße, 26, 04109 Leipzig, Germany

[18]Department of Ocean Sciences, Memorial University of Newfoundland, St. John's A1C 5S7,

Canada

*Correspondence to: diana.e.bowler@gmail.com

Abstract

1. Climate change and other anthropogenic drivers of biodiversity change are unequally distributed across the world. The geographic patterns of different drivers, and the spatial overlap among these drivers, have important implications for the direction and pace of biodiversity change, yet are not well documented. Moreover, it is unknown if the geographic patterns of drivers differ between the terrestrial and marine realm, as expected due to marked differences in how humans interact with the land and ocean.

2. We compiled global gridded datasets on climate change, land-use, resource exploitation, pollution, species invasions, and human population density. We used multivariate statistics to examine the spatial relationships among the datasets and to characterize the typical combinations of drivers experienced by different parts of the world.

3. We found stronger positive correlations among drivers in the terrestrial than in the marine realm, leading to areas of high intensities of multiple drivers on land. Climate change tended to be negatively correlated with other drivers in the terrestrial realm (e.g., in the tundra and boreal forest with high climate change but low human use and pollution) whereas the opposite was true in the marine realm (e.g., in the Indo-Pacific with high climate change and high fishing).

4. We show that different regions of the world can be defined by anthropogenic threat complexes (ATCs), distinguished by different sets of drivers with varying intensities. The ATCs can be used to test hypothesis about the pattern of biodiversity change, especially the joint effects of multiple drivers. More generally, our global analysis highlights the broad conservation priorities needed to mitigate the effects of anthropogenic change on

61   biodiversity responses, with different priorities emerging on land and in the ocean, and in

62   different parts of the world.

Introduction

Human activities are reshaping biological communities and impacting ecosystem functioning across the Earth (Pereira *et al.* 2010; Barnosky *et al.* 2011; Dornelas *et al.* 2014; Isbell *et al.* 2017). Meeting the global challenge of the conservation and sustainable use of nature requires not only quantifying biodiversity change, but also identifying the underlying causes of change (Tittensor *et al.* 2014; Isbell *et al.* 2017). Climate change, habitat change, exploitation, pollution and alien species have been recognized as the most important and widespread causes (Butchart *et al.* 2010; Pereira, Navarro & Martins 2012; IPCC 2013). However, the realized impacts of these drivers on species' populations depend on the extent of exposure, which varies in space and time, and species' sensitivity, which tends to be species-specific (Foden *et al.* 2013). Many studies have examined species sensitivity and the role of functional traits in determining sensitivity (Foden *et al.* 2013). By contrast, fewer studies have compared the exposure patterns of different drivers or examined the overlap among them for different regions of the world. Hence, an important, but so far missing, step towards understanding the global patterns of biodiversity change is characterizing the exposure patterns of biological communities to environmental change.

Global maps of pressures such as the terrestrial human footprint (Sanderson *et al.* 2002; Venter *et al.* 2016), marine pressures (Halpern *et al.* 2008; Halpern *et al.* 2015a) and river threats (Vorosmarty *et al.* 2010) highlight the geographic hotspots of anthropogenic threats to biodiversity. These maps have estimated that at least 75% of terrestrial land has been exposed to some sort of land-use change (Venter *et al.* 2016), while nearly the whole ocean is exposed to multiple pressures including climate change (Halpern *et al.* 2015a). Supporting the significance of these maps for biodiversity, they also explain variation in ecological patterns; for instance,

reduced animal movement was found in areas with a higher human footprint across different

species (Tucker *et al.* 2018).

The relative importance of different drivers for biodiversity change and ecosystem

services is a key component of both policy-oriented assessments such as IPBES framework

(Diaz *et al.* 2015) and conservation targets such as CBD Aichi Biodiversity Targets (Tittensor *et*

al. 2014). Yet, global maps, such as the human footprint, show the summed pressure of different

drivers related to human activities and ignore any relationships among them. Hence, areas of

high human pressure can be caused by different combinations of underlying drivers, each of

which may have contrasting impacts on biodiversity. Hence, unpacking the spatial patterns of

different drivers, and assessing the extent of their overlap, is essential for better understanding of

their impacts, in isolation and in combination, on biodiversity. For many drivers, it can be

hypothesized that exposure patterns maybe inter-linked due to related local or regional human

activities, driven by local human population density (Ellis *et al.* 2010). In contrast, climate

change is expected to be distributed differently than other variables because it is an outcome of

processes at regional and global scales (IPCC 2013).

Here, we present the spatial relationships among some of the main hypothesized drivers

of biodiversity change, and show how they overlap in different biogeographic regions, across the

entire surface of the world. We selected global spatial gridded datasets on variables that

characterize dimensions of different anthropogenic drivers (Tables 1 and S1–S2). We conducted

our analysis at the global scale to identify the most general patterns emerging across ecosystems.

Although the specific variables differ among realms, we aligned each variable to the dominant

drivers that are common across both realms (Table 1). We quantified the strengths of the

relationships among the intensities of the different variables related to climate change, habitat

conversion and exploitation (grouped together as 'human use'), pollution and species invasions.

Based on these relationships, we defined 'anthropogenic threat complexes' that typify the

combinations of drivers impacting different regions of the world. Studies mapping drivers of

biodiversity change have so far considered the terrestrial and marine realms separately. By

employing a standardized analysis for both the terrestrial and marine realms, out study highlights

similarities and differences in anthropogenic environmental changes across the world, including

across realms.

Methods

Approach to data selection

We selected variables included in previous studies on global drivers of change based on known

impacts (Table 1) (Sanderson *et al.* 2002; Halpern *et al.* 2008). We further searched for data on

other relevant variables following the IUCN threats categories (Table S1) (Salafsky *et al.* 2008).

We focused on a land versus ocean comparison and thus did not specifically consider freshwater

threats (Vorosmarty *et al.* 2010). Biodiversity change driver variables were obtained from

publically available datasets and as much as possible were based on data between 1990 and 2010

(except climate change, and forest loss; see below). The terrestrial datasets came from various

sources (Table S2). Most of the marine datasets came from the landmark study of Halpern et al.

(Halpern *et al.* 2008). For interpretation and presentation purposes, variables were grouped by

which global driver of change they were most directly related to, i.e., climate change, habitat

conversion, exploitation, pollution or species invasions. Because habitat conversion and

exploitation were difficult to classify separately across terrestrial and marine ecosystems, we

combined both into a single "human use" category.

Climate change

Climate change has multiple components (IPCC 2013), hence we characterized climate change

by several variables using global spatiotemporal gridded temperature data for the terrestrial

(Harris *et al.* 2014) and marine realm (Rayner *et al.* 2003). We used data between 1950 and

2010, since 1950 has been proposed as the start of the Anthropocene (Waters *et al.* 2016).

Temperature trends were estimated by fitting simple linear regression models to annual

temperature means of each grid and extracting the coefficient for the effect of year. Temperature

divergence, following ideas by (Nadeau & Fuller 2015), was inferred from the t-static of this

linear regression and represents the significance of the trend, i.e., the trend after accounting for

the degree of annual variability in temperature. Velocity of climate change (Loarie *et al.*, 2009)

was calculated as the ratio between the temporal temperature trend and the local spatial gradient

in temperature. Trends of extreme temperatures were calculated by whichever was largest of the

temporal trends in mean temperature of the warmest or coolest month. To characterize further

climate change trends, we also included aridity for the terrestrial realm and ocean acidification

for the marine realm. Aridity trend was estimated by taking monthly and annual datasets on

potential evapotranspiration and precipitation, and calculating their ratio (Zorner *et al.* 2008),

and then the temporal trend of the annual monthly average of this ratio. Ocean acidification,

from the Halpern layers, was based on the change in aragonite saturation state between 1870 and

2000–2009 (Halpern *et al.* 2008).

Human use

In the terrestrial realm, we used human use variables related to different types of land conversion

or use: cropland, pasture land, cattle density, urban land and forest loss. Data on crop land,

pasture land and urban/built land cover were taken from different databases, primarily based on

satellite imagery – crop land (Fritz *et al.* 2015), pasture land (Ramankutty *et al.* 2008) and urban

land (Friedl *et al.* 2010). We additionally included information on forest loss since deforestation

itself is a recognized threat (Barlow *et al.* 2016; Vijay *et al.* 2016). Forest loss, based on FAO

wood harvest statistics, was calculated as the loss of primary forest for the same time frame as

our climate change statistics, i.e., between 1950 and 2010 (Hurtt *et al.* 2011). We also included

data on cattle density, which was based on sub-national livestock data that were statistical

downscaled using multiple predictors (Robinson *et al.* 2014). In the marine realm, human use

variables were based on different commercial fishing activities separated by gear types (e.g.,

dredging or castnets), which determine their selectivity and impact on the surrounding seascape

(Halpern *et al.* 2008). These fishing types were pelagic low-bycatch, pelagic high-bycatch,

demersal habitat-modifying, demersal non-habitat-modifying low-bycatch, and demersal non-

habitat-modifying high bycatch. These data were based on FAO and other commercial catch data

sources and downscaled based on an ocean productivity model (Halpern *et al.* 2008).

Pollution

Nitrogen from both fossil fuel combustion and agriculture is one is the biggest pollutants

impacting biodiversity (De Schrijver *et al.* 2011; Erisman *et al.* 2013). We included data on

nitrogen pollution for the terrestrial realm in the form of atmospheric nitrogen (Dentener 2006)

and fertilizer use (Potter *et al.* 2010), and for the marine realm as fertilizer use (Halpern *et al.*

2008). We also included data on pesticide use in both realms (Halpern *et al.* 2008; Vorosmarty *et*

al. 2010), another important component of agricultural intensification that negatively affects

biodiversity (Geiger *et al.* 2010). Country-specific estimates of fertilizer use and pesticide were

downscaled to a raster grid by the data providers according to the crop land maps; thus, these

datasets were not fully independent of the cropland data. We also included a layer reflecting the

extent of ocean pollution, based on the distribution of shipping lanes (Halpern *et al.* 2008).

Finally, we included night-time light pollution detected by satellite imagery (Halpern *et al.*

2015a), which were also included in previous terrestrial and marine threat maps (Halpern *et al.*

2015a; Venter *et al.* 2016).

Invasions

There are no high-resolution gridded richness maps of alien species (Dyer *et al.* 2017; van

Kleunen *et al.* 2019); however, we used maps of human transport connectivity as a proxy of

human-mediated propagule pressure of alien species related to human movement and trade,

which is known to be an important determinant of invasion success (Hulme 2009; Seebens *et al.*

2015). We used spatial datasets of connectivity based on transport infrastructure (including data

on road and rail networks and navigable rivers) in the terrestrial realm and cargo volume at ports

in the marine realm (Table S1). For the terrestrial realm, information on alien species distribution

is available at a regional, sub-national and national levels for some taxonomic groups, including

birds (Dyer *et al.* 2017) and plants (van Kleunen *et al.* 2019). To assess the validity of our

connectivity proxy, we used these datasets, representing taxa with low and high mobility, to test

the correlation between alien species richness and mean connectivity at the spatial scale of the

distribution data. Since we found a significant rank correlation for both datasets (birds, ρ=0.42;

plants, ρ=0.46), our terrestrial proxy variable was reasonably well justified given the coarseness

of the distribution data (see Fig. S1 for more details). For the marine, there are no readily

available spatial datasets on alien species. However, transportation infrastructure (via ships) is

also regarded as an important factor for biological invasions in the marine realm, via ballast

water, sediments and biofouling (Davidson *et al.* 2018). Moreover, cargo volume at ports was

included as the proxy for invasion species in Halpern *et al.* (2008).

Human population

We also included "human population density" as a separate driver (CIESIN 2017) accounting for

the effects of human activities not falling into the other categories, such as tourism/recreation

activities (Salafsky *et al.* 2008). By including it, we could also assess the relationship between

human population density and the other drivers.

Justification for layer exclusion

We did not use data for some variables that were previously included in the terrestrial human

footprint or the Halpern layers. The human footprint includes data on roads, railways and

navigable waterways (Venter *et al.* 2016). Although we did not separately include these data,

these data were already included in our connectivity variable (for invasions). In the marine

realm, we excluded a shipping lane variable since the ocean pollution variable was already based

on the distribution of shipping lanes (Halpern *et al.* 2008). Additional available Halpern marine

layers that we did not use were: UV radiation, oils rigs (based on night lights, already included),

inorganic pollution (highly correlated with other land-based coastal pollutants that were already

included) and artisanal fishing (data poor and mostly modelled) (Halpern *et al.* 2008).

Geographic region data

Data on the spatial distribution of terrestrial biomes were taken from WWF (Olson *et al.* 2001).

Marine regions were defined by combining coastal/shelf region polygon data – MEOW

(Spalding *et al.* 2007) and ocean polygon data (naturalearthdata.com). We did not use marine

ecosystem data as used by others (Halpern *et al.* 2015a) because the ecosystems spatially

overlapped in our coarse 2-D global raster grid, when, in reality, different ecosystems occur at

different depths in the water column.

Data processing

We harmonized each dataset to a standard global grid. The resolutions of the original datasets

were approximately at a 100 km square grid (or 1°) or finer resolution; hence, we aggregated all

datasets to a standard grid of 100 km square grid cells by taking the mean value of the grid cells.

Atmospheric nitrogen deposition was only available at a courser resolution (see Table S1);

however, we disaggregated this also to 100 km. Datasets were bound between latitudes of -58

and 78 to avoid edge effects. Datasets were re-projected onto a common equal-area map

projection (Eckert IV; ESPG = 54012). Missing values in some of the human activity datasets

were in remote regions (e.g., very high latitudes) with likely absent or low variable values and

were imputed as zero. Greenland was excluded due to missing data in several of the datasets.

Because each dataset comprised data in different units (e.g., temperature data in °C and

fertilizer data in kg/ha), it was not possible to directly compare their absolute values. Instead, we

ranked the values of each dataset and scaled them between 0 and 1 for ease of interpretation (Fig.

S2 show the distributions of the original values of each variable and Fig. S3 shows global maps

of the ranked and scaled data). This processing also reduced the large skew in the absolute values

of many of the datasets. For all datasets, larger values reflected a greater potential exposure of

that variable on biodiversity. Transformations were needed in only one case to achieve this – we

inverted terrestrial accessibility (i.e., $values^{-1}$).

Data analysis

To examine the relationships among the intensities of different variables, we calculated

Spearman's rank correlation coefficients (ρ) for each pairwise combination of variables across all

grid cells in each realm. We chose this statistic because it only uses the rankings of the data

values and is equivalent to the commonly used Pearson's correlation on ranked data. We used

Dutilleul's modified t-test to account for spatial autocorrelation in each dataset before testing the

significance of the correlations (Dutilleul, Pelletier & Alpargu 2008). We also used Moran's I

and correlograms to determine the extent of spatial autocorrelation within each variable

(Bjornstad, Ims & Lambin 1999). For the marine realm, correlations were also examined

separately for grid cells whose centroid overlapped with oceanic or coastal regions. To assess the

importance of the drivers in different parts of the world, we calculated the average drivers values

for each region. To do this, we first calculated the mean of the values for each driver for each

grid cell. We then plot the distribution of these mean values across all grid cells within each

terrestrial biome and marine region.

We used k-medoid clustering, with the partitioning around the medoids algorithm with

Manhattan distances (Maechler *et al.* 2018), for clustering grid cells according to their extent of

exposure of all the variables. We applied the cluster analysis to the dataset of all 16 variables for

each realm. We selected the number of clusters by comparing the changes in dissimilarly and

cluster silhouette width with increasing cluster number. However, we limited the cluster number

to <10. To slightly smooth the maps, we used a moving window to assign each cell the mode of

its 3 x 3 cell neighborhood. Although, driver combinations vary in a continuous manner, we

chose a clustering method that produces discrete grouping to provide the simplest description of

the main groupings in the data. Finally, to repack the datasets into cumulative driver maps across

the entire surface of the world, we summed the number of driver variables for which each grid

cell was in the upper 10% of values (based on all values greater than zero). Analyses were run in

R v. 3.4.1 (R Core Team 2018), mostly using the packages raster (Hijmans 2017), SpatialPack

(Vallejos, Osorio & Bevilacqua 2018) and cluster (Maechler *et al.* 2018).

Sensitivity analyses

To examine the effect of the grain size of our global grid, we repeated the data processing steps

except harmonizing the datasets to a global grid of 500 km resolution and repeated the analysis

of correlations (similar results were obtained – see Fig. S4). To check the effects of ranking the

data values because of the skewed data distributions, we repeated the data processing steps by

logging the values (to the base 10) rather than ranking them, after bounding values above the

upper and lower 2.5% of quantiles to the values of the upper and lower 2.5% quantiles. This

alternative data transformation does not affect the correlation coefficients because Spearman's

correlations only uses the ranks of the data. We repeated our remaining analysis with this

alternative transformation, calculating the average variable intensities for different terrestrial and

marine regions, and the clustering analysis (generally similar results were obtained – see Fig. S5

and S6). Since the distributions are still skewed after logging, the patterns are strongly affected

by extreme values with this approach, especially in the marine realm.

Results

We found that drivers of biodiversity change were more spatially coupled in the terrestrial than

in the marine realm (Fig. 1, Fig. S7). On land, 40% of the possible pair-wise relationships

between variables (excluding climate change-related variables) showed positive correlation

strengths of at least 0.7. Thus, terrestrial areas with high intensities of one variable also tended to

have high intensities of other variables. Moreover, correlations were found between different

types of drivers. High crop land cover was associated with high pollution, high connectivity and

high human population density. Of the terrestrial land cover trend variables, only urban land

cover trend displayed any strong correlations with the other variables. Conversely, in the marine

realm, we found fewer correlations – only 15% of the possible pair-wise relationships (excluding

climate change-related variables) showed a strong positive correlation (> 0.7) – and these

relationships were mostly within, rather than between, different driver types; for instance, among

different types of human use (e.g., pelagic and demersal fishing; Fig. 1). Across all variables,

oceanic regions showed fewer correlations compared to coastal regions (Fig. S8). Spatial

autocorrelation was present in all variables and tended to reach greater distances in the marine

human-uses and climate-change variables (Figs S9 and S10), and shorter distances in the coastal-

based marine variables, but the correlations among drivers remained statistically significant (all

$P<0.05$) after accounting for autocorrelation. In neither realm were there strong negative

correlations among variables (Fig. S11 shows the full correlation matrix).

Strong correlations between climate change and other drivers were not observed in either

realm (Fig. 1, Fig. S11), as expected based on the broader spatial scale at which carbon

emissions affect climate. However, there were still significant weak correlations, with the

direction of these correlations differing systematically between realms (Fig. 2). Temperature

change was negatively associated with the average intensity of other variables in the terrestrial

realm ($\rho = -0.26$, P<0.01, Fig. 2), but positively associated with the average intensity of other

variables in the marine realm ($\rho = 0.21$, P<0.05; Fig. 2). Terrestrial biomes exposed to strong

climate change, such as the tundra, boreal forest and deserts, have experienced relatively low

human use (Fig. 3, Fig. S12) while terrestrial biomes, such as tropical dry broadleaf forest, with

high intensities of human use, pollution and invasions have had lower intensities of climate

change. In contrast, marine areas exposed to strong climate change have also been strongly

exposed to other drivers, especially fishing (Fig. 3). The central and western Indo-Pacific

emerged as regions particularly at risk by being exposed to both rapid climate change and

multiple human uses. Overall, temperate broadleaf and mixed forest and the Central Indo-Pacific

regions were most impacted by multiple drivers in the terrestrial and marine realms, respectively,

while deserts and the South Pacific Ocean were the least impacted by multiple drivers.

The cluster analysis defined six terrestrial and six marine regions according to their

similarity of exposure to the different driver variables (Fig. 4). These exposure patterns can be

regarded as 'anthropogenic threat complexes' (ATC) that characterize the typical combinations

of environmental change. ATCs I and VII represent terrestrial and marine areas ranked with

higher exposure to climate change than to other drivers (dark orange regions in Fig. 4), while the

reverse is true for ATCs V and XI (blue regions). ATCs III (terrestrial) and VII and IX (marine)

are regions exposed to relatively high intensities of many variables (grey regions) while ATCs

VI and XII (light orange regions) represent areas generally exposed to lower intensities of most

variables. The largest terrestrial ATC was ATC 1 (29% of terrestrial grid cells), which defines

regions exposed to high climate change and lower intensities of other drivers. The largest marine

ATC was VIII (20% of marine grid cells), which defines regions exposed to high climate change

as well as high fishing activities.

The global maps (Fig. 5) show areas exposed to high intensities of multiple drivers and

connect the ATCs to previous cumulative human impact maps produced separately for the

terrestrial (Sanderson *et al.* 2002; Venter *et al.* 2016) and marine realms (Halpern *et al.* 2008;

Halpern *et al.* 2015a). Regions with the highest cumulative intensities across all variables tended

to be within ATCs III and V (terrestrial), areas with especially high pollution, human population

and connectivity, and VIII and IX (marine), areas with high intensities of almost all drivers. By

contrast, regions with the lowest cumulative intensities include ATCs I and VI (terrestrial) and X

and XII (marine), which have lower human uses, pollution and invasions, but still could have

high exposure to climate change.

Discussion

Spatial relationships between different land use changes in the terrestrial realm are likely based

on the land requirements to support proximal human populations (Ellis *et al.* 2010). Venter *et al*.

(2016) already linked spatial variation in the human footprint to land suitable for agriculture. In

the marine realm, different human uses (i.e., fisheries) largely occur in different areas, explaining

the weaker correlations. For instance, demersal fisheries mostly occur over the continental shelf,

whilst pelagic fisheries can be either continental or oceanic. Coastal regions were intermediate in

patterns between terrestrial and oceanic regions, suggesting that the prevalence of human

presence may contribute to the differences between the two realms (Halpern *et al.* 2015b).

Correlations among drivers have important implications because they indicate that

regional biological communities are often jointly impacted by different pressures. When multiple

drivers simultaneously act on a community, they could have additive, synergistic or antagonistic

effects (Travis 2003; Hof *et al.* 2011; Garcia-Valdes *et al.* 2015). Our analysis indicates where

interactive effects have most opportunity to occur. In fact, disentangling the independent

contributions of different drivers to biodiversity change may be difficult when multiple drivers

overlap, e.g., within temperate broadleaf and mixed forest. Although spatial heterogeneity at

smaller spatial scales (e.g., neighboring sites with different land cover) can be used to estimate

the local effect of drivers such as habitat conversion (Newbold *et al.* 2015), correlated large-

scale drivers may affect regional species pools and hence still influence local community

dynamics (Harrison & Cornell 2008). As we found fewer strong correlations among different

driver variables in the marine realm (Fig. 1), separating the effects of different drivers may be

more feasible in marine, especially in open ocean, ecosystems.

Climate change emerged from our analysis as a spatially distinct driver of biodiversity

change. As climate change is only weakly associated with other drivers, there is considerable

opportunity to disentangle climate change impacts from those of other drivers. In areas where

other drivers are weak, climate change has the potential to be the dominant driver of change, for

instance in deserts, tundra and boreal forests. Consequently, climate change impacts on species

abundances, range limits and community compositions (Parmesan & Yohe 2003; Poloczanska *et*

al. 2013) may be easier to isolate than those of other drivers. Locations in which climate change

is the main driver of change in a community are likely to be especially common in the terrestrial

realm in which climate change was negatively correlated with other drivers. Indeed, high-latitude

regions that are experiencing pronounced climate change (IPCC 2013; Pithan & Mauritsen 2014)

have historically undergone less human settlement and agriculture. By contrast, the positive

correlation between climate change and other drivers in the marine realm indicates there may be

more opportunity for interactive effects. The Indo-Pacific and North Sea are areas with both

rapid temperature change and also intense fishing activity (Ramirez *et al.* 2017).

Given the strong spatial correlations among many drivers of biodiversity change,

attributing biodiversity change to human drivers may be most successful if focused on

complexes of environmental change, rather than on each variable individually. Our classification

of ATCs helps regard anthropogenic environmental change as a series of at least 12 natural

experiments across the globe. The differential associations of drivers, summarized by the

proposed ATCs, provide an informed baseline for studies aiming at understanding the joint

effects of multiple drivers on biodiversity and ecosystem services. Moreover, our approach could

be used to inform the design of quasi-experimental observatories that aim to test the additive and

joint effects of different drivers. Observatories could be selected along different driver gradients

(keeping all but one driver constant) or within different driver combinations. Study regions that

are most suitable to isolate the effects of a specific driver could be selected from within

geographic clusters dominated by the driver of interest, to reduce the confounding effects of

other drivers in the landscape. The ATCs could be further used in macroecological studies of

driver impacts. For example, examination of the relationships between the ATCs and the

distributions of threatened species or local/regional estimates of biodiversity change may help to

identify the most harmful combination of drivers.

Management at specific locations is clearly aided by assessing the local magnitudes of

different drivers. However, there are a number of advantages of having knowledge on the large-

scale driver patterns. First, these large-scale patterns allow local management to be modified

according to the wider anthropogenic land- or seascape context, which affects the regional

species pool and hence potentially biodiversity changes at smaller-scales (Harrison & Cornell

2008). Second, managers may only have access to partial data at local scales; thus, the typical

combinations of drivers that we identify can help managers predict the extent to which other

drivers should be of concern. Finally, by characterizing regions of the world in terms of the

nature of environmental change, the ATCs suggest how information and data might be pooled

and synthesized across regions, and even across realms. Regions exposed to the same ATC,

regardless of location, would benefit from exchanging knowledge about prioritization strategies

and management of the multiple drivers, as well as implementing cross-border strategies to

minimize their impact.

Data on global drivers of biodiversity change are still limited (Joppa *et al.* 2016). Many

of the recognized threats to biodiversity, such as by the IUCN (Salafsky *et al.* 2008), are not

available as high-resolution global datasets, such as the effects of energy production and mining,

hunting, and other forms of human disturbance (Salafsky *et al.* 2008). Rather than use proxy

variables, spatially-explicit maps of the number of alien species would have improved our

analysis. Ongoing projects, such as the Copernicus project (http://www.copernicus.eu/), will

greatly increase the availability of high resolution spatiotemporal datasets on different variables

(Skidmore *et al.* 2015) in the coming years for attribution of biodiversity change to the

underlying drivers.

Quantifying exposure to environmental change is the first step towards determining

which species, in which places, are most impacted by human activities. However, the realized

outcome of different drivers on biodiversity will ultimately depend on both a combination of the

magnitude of exposure to drivers and species' sensitivities to environmental change (Foden *et al.*

2013). We intentionally focused on exposure patterns, and as such our results are not species-

specific and are therefore potentially relevant for any taxa or ecosystem. Unlike exposure,

sensitivities vary among taxa according to characteristics such as their life history, traits and

niche breadth among others (Sunday *et al.* 2015) and therefore should be examined separately

for different taxa. Hence, despite similar exposure patterns, we can expect a diversity of

biodiversity responses within each ATC due to variation in species' sensitivities. We also

avoided making any complex assumptions about the relationships between the absolute values of

each driver variable and its impact on organisms. We rather assumed that all variables were

similarly important and that higher variable values would have a stronger impact on biodiversity.

Further work will need to integrate the role of species traits and consider the absolute magnitudes

of each driver to make species or community-level predictions.

Our macroecological approach to mapping the drivers of biodiversity change contributes

to the development of broad conservation policy targeted toward the mitigation of specific driver

complexes. A central focus of modern ecology is to understand global patterns of biodiversity

change. Yet, all too often, scientists and managers are reading, citing, and focusing on system

and realm-specific influences of global change drivers. By using a cross-realm approach, we

hope to encourage information exchange across regions of the world that are exposed to similar

suites of drivers, regardless of environmental realm, and the development of joined-up

conservation policies across the terrestrial-marine interface.

Data availability

Table S2 shows the sources of each dataset and links to where each dataset can be downloaded.

Datasets produced during our analysis (raster layers shown in Figures 4 and 5) are available as

georeferenced TIFF files in the SOM.

Code availability
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R script to harmonize the raster to a standard grid is found here:

https://github.com/bowlerbear/harmonizeRasters

R script for the subsequent analysis is found here:

https://github.com/bowlerbear/geographyDrivers

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Author contributions

DB performed the analyses and wrote the first outline of the paper with AEB. All authors designed the study and helped draft the manuscript.

Fig. 1 Strong and positive relationships among anthropogenic drivers of biodiversity change. We find a higher number of correlations between drivers in the terrestrial versus the marine realm. Each link represents a significant and strong positive correlation with strength >0.7 between two variables across 100 square km grids covering the world.

Fig. 2 Relationships between climate change and other drivers. Comparing the relationships

between each variable and temperature change (air or sea surface temperature – SST) or the

velocity of climate change (VOCC), we find weak negative (>-0.3) correlations in the terrestrial

realm and weak positive (<0.4) correlations in the marine realm. The length of each bar shows

the correlation coefficient between temperature change (upper bar) or VOCC (lower bar) and

each variable. * denotes statistical significance after accounting for spatial autocorrelation.

Fig. 3 Regions of the terrestrial and marine realms are exposed to distinct combinations of drivers. The violin plots show the distribution of values for each driver in each terrestrial and marine region. Violins with a median greater than the global median of each driver (centered on the dashed zero line) are colored in a darker color shade. Regions are presented in declining order of the sum of the driver means. Names of the terrestrial regions were shortened for

presentation purposes. Figure S12 shows the full distributions for each individual driver variable in each region as well as gives the full names of the terrestrial regions.

Fig. 4 Geography of the Anthropocene. Different geographic regions of the world are exposed to different Anthropogenic Threat Complexes (numbered I to XII). These regions were obtained by k-medoid clustering of their similarity of exposure to different drivers of biodiversity change. ATCs are colored to reflect a dominant variable and are harmonized across realms to facilitate comparison. The bars in the legend show the intensities (between the lower and upper quartiles) of each variable in each complex from 0 (no impact) to 1 (highest impact). White regions were not included in the analysis of each realm. Fig. S13 provides a larger plot of the legend.

Fig. 5 Regions of the world exposed to high intensities of multiple drivers. The number of the 16 driver variables that each grid cell was in the highest 10% of values within each realm. Regions in the darkest orange are exposed to high intensities of multiple variables, while those in off-white are exposed to lower intensities (i.e., within the 90% quantile) of all. The same is shown for each of the separate drivers, i.e., the intensity of the color is scaled by the number of variables within each driver (Table 1) with a value in the highest 10%. Note: Greenland was not included in the analysis due to missing data in several of the datasets. Larger versions of the driver plots are presented in Fig. S14.

Table 1 Anthropogenic drivers of biodiversity change and their respective variables based on available global spatial datasets (Tables S1 and S2). Variables in the same line do not necessarily represent the equivalent variable in each realm.

Anthropogenic driver of biodiversity change	Associated variables	
	Terrestrial	**Marine**
Climate Change	Temperature trend Temperature divergence Change in climate extremes Velocity of climate change Aridity trend	Temperature trend Temperature divergence Change in climate extremes Velocity of climate change Ocean acidification
Human use (land/sea use or change, resource extraction, exploitation)	Crop cover Pasture cover Urban cover Forest loss Livestock density	Destructive demersal fishing Low by-catch demersal fishing High by-catch demersal fishing Low by-catch pelagic fishing High by-catch pelagic fishing
Human population density	Population density	Coastal population density
Pollution	Atmospheric nitrogen deposition Nitrogen fertilizer application Pesticide application Light pollution	Ocean pollution Fertilizer coastal pollution Pesticide coastal pollution Light pollution
Invasions	Connectivity (transport infrastructure)	Port cargo volume

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