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PROJECT TITLE

***WaterBus* : Measuring Time Savings and Income/Assets generated by the WaterBus Transport system**

Project Name	<i>WaterBus</i> : Measuring Time Savings and Income/Assets generated by the WaterBus Transport system
W+ Project ID	
Project Start Date	August 15, 2021
Project End Date	December 15, 2021
Date of PDD	November 20, 2021
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1. DESCRIPTION OF WOMEN'S EMPOWERMENT ACTIVITIES

1.1 Summary Description of the Women's Empowerment Activities Implemented

- a) Location of the Project: Mfangano Island, Homa Bay County, Kenya
- b) Before WaterBus, mobility in the Islands served by the WaterBus was through wooden canoes that were mainly used for fishing but also transporting passengers and cargo across. Given the recurrent violent winds and storms, the wooden canoes experienced accidents, and occasionally crashed and capsized making mobility a risky business.
- c) The W+ domains selected to measure impacts on women are: TIME SAVINGS and INCOME/ASSETS.

1.2 Project Sector and Type

This is a water transport subsector that has facilitated safe mobility for women and enabled them to create income generating activities. Under the W+ Standard domains, the project will measure time saved and incomes generated through small scale trade.

1.3 Project Implementer

Organization name	WaterBus / Globology
Contact person	Annie Wanjiru
Title	Business Development and Human Resource manager
Address of Home Office and Field Office	Plot 2-212, Nikumura Road, Pipeline Kisumu
Telephone	Phone: 0705 424732, 0725465772
Email	annie@WaterBus.online

1.4 Other Entities Involved in the Project's and women's empowerment activities

Organization name	WOCAN
Role in the project	Providing technical assistance for W+ measurement
Contact person	Dr. Jeannette Gurung
Title	Executive Director
Address	77-6412 Kepano Place, Kona, HI. 96740
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1.5 Project's Activities Start Date

The project to measure impact on women through the application of the W+ Standard followed:

- Development of the Project Idea Note (PIN) in 9 October, 2021
- Development of the Project Design Document (PDD), 15 November, 2021

1.6 W+ Domains and Crediting Periods

<i>W+ Domain and title of related activities</i>	<i>Start Date</i>	<i>End Date</i>	<i>Crediting period: Total Years/Months</i>	<i>Any Associated Standard (e.g. CDM, VCS)</i>
TIME	2019	2021	2 years	NA
INCOME & ASSETS	2019	2021	2 years	NA

1.7 Description of the Project's Activities

The project introduced a modern water transport that connects previously isolated islands to each other and the mainland. The WaterBus has enhanced safe and convenient mobility to the local island residents. The associated benefits include reduced gender-based violence, and changing norms as more women become staff and pilots of the WaterBus ; increased job and income generating opportunities, and easier access to education and health facilities in the mainland.

1.8 Project's Activity Boundary and Scope

The Mfangano WaterBus serves approximately 400 passengers a day, which amounts to 144,000 individuals a year per vessel. The majority of WaterBus users are women small- business entrepreneurs who sell fish to the mainland and import items for sale in their islands.

1.9 Conditions Prior to the Project's Initiation of Activities

Before the WaterBus , mobility in the Islands served by the WaterBus was through wooden canoes that were mainly used for fishing but also transported passengers and cargo. Given the recurrent violent winds and storms, the wooden canoes experienced accidents, and occasionally crashed and capsized, making mobility a risky business. The canoes are smaller in size and could only take a few people in at one go because of lack of space to accommodate all those who wanted to travel. Even then, if you managed to get space one way, your return could not be guaranteed because the canoe could get full or the storm would cause travel cancellation. This made travel expensive but also unpredictable.

The community in this region is a fishing community, and the fish trade constitutes their main source of income generation. While men do the fishing, majority of women are fishmongers. Before the WaterBus, women fishmongers experienced business losses because they could not deliver on time and have no storage facility to prevent fish from going bad. This was also the case among many small-scale entrepreneurs who reportedly experienced missed opportunities. The winds and storms were experienced regularly and on some occasions, all the goods would be thrown into the lake to prevent the canoes from sinking. In other situations, water would spoil the groceries and no compensation would be made.

The canoes had no travel schedule; its regularity is one advantage and most appreciated aspect of the WaterBus. With guaranteed travel schedules, women are enabled to plan their businesses hours alongside their other household chores. They also explored new islands such as Remba Island where fish stocks are available in plenty for business, thereby increasing incomes. In Ugina Village, for example, where the WaterBus terminated services, women reported decreased incomes due to reduced fish stocks. Some were even forced to discontinue businesses. As a result, some are unable to continue paying their group loans.

Currently travel is more expensive for Ugina members given that they have to use a motorbike to reach the area where they can board a WaterBus .

1.10 Compliance with Laws, Statutes and Other Regulatory Frameworks

Kenya has developed a maritime transport policy that seeks to promote public/private partnerships in maritime transport operations and infrastructure development. Kenya has been seeking to improve marine transport by establishing new and reviving transport mechanisms across the Islands and across regional shared ports between east African Countries and as well as maritime operations to enhance economic development and regional integration. The government of Kenya has also been intentional about enabling safe and affordable transport and in promoting social-cultural and sustainable communities.

1.11 Project Implementer's Right to Engage in the Project NA

1.12 Other Forms of Environmental or Social Credit NA

1.13 Additional Information Relevant to the Project

The other mode of transport on the Island is use of motor bikes that transport people from one village to another.

2. STAKEHOLDER ENGAGEMENT AND COMMUNITY INPUT

2.1 Gender and Stakeholder Analysis

Four groups of women participated in the Focus Group Discussions (FGDs): two groups of women are from villages that are being served by the WaterBus and another two groups came from villages currently not being served given discontinuation that resulted due to a breakdown that served as a



control group. The majority of WaterBus users are women because they constitute the majority of small-scale traders as fish and groceries traders. Men are mainly in the fishing business and therefore use boats/canoes to commute to fish; many men are also engaged in the transport business, providing rides on motor cycles.

The WaterBus has enabled mobility and economic empowerment among women. It has enabled more women to start up or expand their businesses. They feel more in control of their time and mobility decisions. They also know that they do not have to travel but they can use WaterBus to bring or deliver goods.

With improved businesses, all the groups interviewed are in table banking activities as groups. Majority of members have received loans to start or revamp their businesses, while the others have been waiting. In Ugina, the business has been affected by the termination of the WaterBus in the village which has affected the savings and loan facility.

There is reportedly a decline in the fish stocks in the Lake Victoria. In Ugina however, the majority of women and men who participated in the FGD noted that when the WaterBus was operating in their village, it also used to go to Remba, a closeby island where fish stocks were consistently high. The other activities that women engage in include working in quarries excavating ballast, farming and other local trades.

Women's participation in development activities

It was clearly noted that women do not effectively participate in local development activities. Majority of women and men who attended the FGDs noted that chief's baraza's (where local decisions are made) are mainly attended by men.

2.2 Results of Initial Stakeholder Consultation

3. SELECTION OF DOMAINS

3.1 Selection of W+ Domains

W+ Domain	Benefits	Challenges/Risks
<i>Time</i>	<i>With the WaterBus, it takes a shorter time to travel from one place to another including to the markets. Majority of women noted that they go to the market in the morning and deliver orders on the same day, enabling them to take advantage of opportunities. They are also able to attend to other household chores.</i>	<i>Unreasonable expectation: When customers are traveling with children, they do not like to pay for them even though only the school going age is required to pay.</i>
<i>Income & Asset</i>	<i>Easy to access markets and goods is a major benefit for women as a result of WaterBus . The fish traders eliminate losses given that they are able to timely transport fish which is time sensitive.</i>	<i>Perception: Even though customer are guaranteed of safety of their goods, they still compare the cost of transporting goods with a canoe and WaterBus and complain of high costs</i>

3.2 Women's Empowerment Results chain

W+ DOMAIN: TIME		
ANTICIPATED OUTCOMES	INDICATORS	ACTIVITIES
Immediate outcome (ST):	<ul style="list-style-type: none"> Time saved in travel 	Travel on WaterBus
Intermediate outcome (MT):	<ul style="list-style-type: none"> Quality use of time saved (for children's education, income generating, leisure) 	
End outcome (LT):	<ul style="list-style-type: none"> Increase in time savings used for personal well-being 	

W+ DOMAIN: INCOME & ASSETS		
ANTICIPATED OUTCOMES	INDICATORS	ACTIVITIES
Immediate outcome (ST):	<ul style="list-style-type: none"> Increase in income from activities enabled by WaterBus 	Travel on WaterBus
Intermediate outcome (MT):	<ul style="list-style-type: none"> Increase in transfer of income into assets (education for children, purchase of business, technology to grow business) 	
End outcome (LT):	<ul style="list-style-type: none"> Increased perception of well-being (home 	



	ownership, self-reliance, children educated)	
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4. BENEFIT SHARING MECHANISM

There are two types of community -based systems of savings and loans for women that can be used for the benefit-sharing mechanism required for the W+ Standard:

Table banking: is a group-based funding strategy in which members form groups where they can save and borrow money immediately during meeting times. Members of a table- banking group save money each time they meet from which they can take either short- or long-term loans.

Merry go round: also known as *chama* is a small social organization where members contribute a small sum of money on a regular basis, often every week. Each time money is collected, the full sum is paid out to one of the members. By participating, members are essentially putting money away until it comes back to them as a larger sum.

5. MONITORING, EVALUATION AND REPORTING PLAN

W+ Domain selected	Title of project activities	Number of Beneficiaries	Required sample size	
			Baseline (or non-Benef.)	Beneficiaries
TIME		400 a day	20	50
INCOME / ASSETS		400 a day	20	50
Total		144,000 women a year	40	100

Signature of authorized representative submitting this Project Design Document

Name: **Annie Wanjiru Ng'ang'a**

Title : **HR & Business Dev Manager**

Signature:

Date: **11/01/2022**

