

RMI COUNTRY COORDINATOR- JOB DESCRIPTION

1. Purpose of Job:

- 1.1 Provide support and leadership to facilitate the mobilization of all stakeholders and key players in the Road Sector within and outside the country to pursue RMI principles through policy, institutional, financial and legal reforms in order to build the capacity to commercialize the Road Sector.
- 1.2 Advocate and participate in carrying out a structured and prioritized program of activities to provide cost effective maintenance on a sustainable basis and thereby improve accessibility and mobility at minimum cost to create the enabling environment to reduce poverty and promote economic growth through self reliance.

2. Reporting to:

- 2.1 RMI National Steering Committee
- 2.2 RMI Committee of Ministers
- 2.3 Roads Board
- 2.4 RMI Team Leader and
- 2.5 Any others.

3. Liaison with:

RMI Country Coordinator will work with and through the following:-

- 3.1 Road Agencies & Ministries/Departments
- 3.2 Road user Organizations.
- 3.3 Providers of services to the Road Sector.
- 3.4 Donor Community.
- 3.5 Development Agencies.
- 3.6 World Bank RMI Team Leader.

4. Key Tasks:

- 4.1 **Act as an agent of change** by advocating and undertaking timely interventions individually or collectively to achieve the mission of RMI through the implementation of the four building blocks.
- 4.2 **Initiate and manage interventions** to sensitize stakeholders and key players to facilitate change in the commercialization of the road sector on a continuous basis.
- 4.3 **Disseminate information periodically** to sensitize and mobilize support in the pursuit to Excellence in the Road Sector through implementation of the RMI concept of “bringing roads into the market place put them on a fee for service basis and manage them like a business”.
- 4.4 **Work with and through road user and government representatives** on the RMI National Steering Committee/Roads Board to institutionalize the reforms.
- 4.5 **Identify problems and bottlenecks** and seek timely assistance from internal and external agencies to promote change.
- 4.6 **Advise/lobby with relevant authorities** to take timely actions to pursue reforms in the Road Sector.
- 4.7 **Provide feed back and reports periodically** to inform stakeholders and key players of the state of art including the impeding and impelling forces to the reforms and solicit required support and interventions.
- 4.8 **Innovate and facilitate implementation** of road maintenance interventions, appropriate and cost effective, to each country specific needs experience and situations.
- 4.9 **Share experience with other countries in pursuing road sector reforms** in order to learn from each other to promote networking for regional integration and global development.

5. Performance Indicators for RMI

The performance of RMI in each country will be based on the following indicators:-

- 5.1 Composition of Road Fund Board and Road Agency Boards – percentage of private sector and public sector members and the chairmanship.
- 5.2 Adequacy of maintenance funding – percentage of funding to requirement with breakdown of funding to different Agencies.
- 5.3 Percentage of road network under regular maintenance.

- 5.4 Unit cost of maintenance for different interventions.
- 5.5 Percentage share of local firms in road maintenance works.
- 5.6 Technical and financial audits undertaken.
- 5.7 Conditions of road network – percentage of road network in good, fair and poor condition.
- 5.8 Percentage contribution to GDP by the Road Sector.
- 5.9 Number of Ministries and Road agencies dealing with roads.

6. Location of RMI Coordinator:

- 6.1 CEO of Road Fund Board or
- 6.2 CEO of Highway Authority or
- 6.3 CEO of RMI National Steering Committee or
- 6.4 Any senior government official in RMI/Policy implementing ministry.

7. Input:

Submit reports on the performance of RMI through key tasks undertaken as outlined under 4, before end of each quarter, evaluating the performance of each country through the performance indicators suggested under 5.

8. Funding:

RMI Country Office recurrent administrative cost to be funded by Government.