



# Assurance Report

Fiscal Year

**2022**



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# Executive summary

At present, Thailand has realized the importance of digital transformation, there is a need for the country to employ information technology to be a part of contry development. The Infrastructure Transparency Initiative (CoST) is considered one of the tool that using information to ensure transparency



## ✓ Data Disclosure

Every agency participating in the CoST project should disclose construction data according to CoST IDS (40 data points).

## ✓ Verifiability

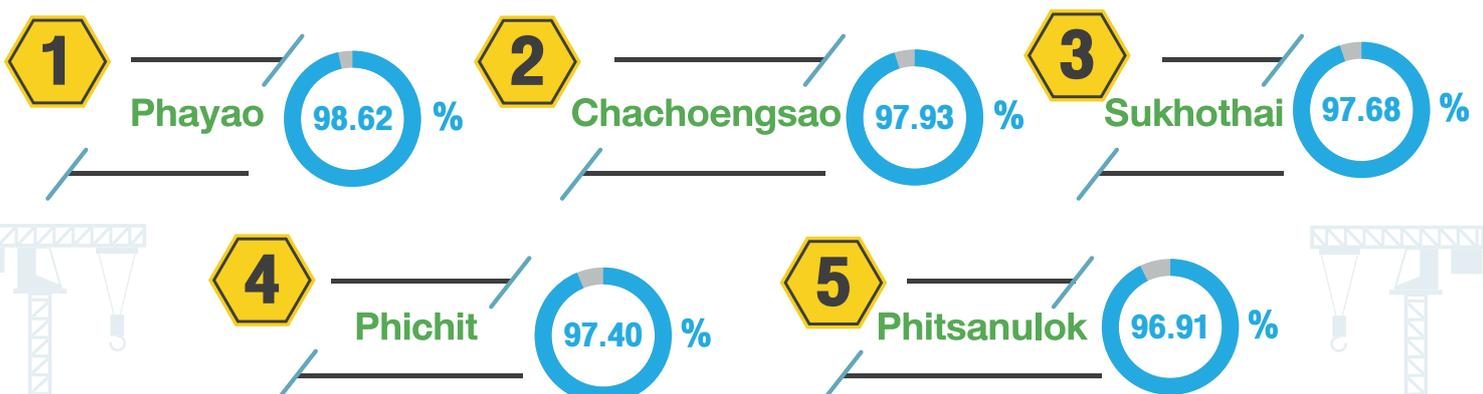
Leads to public participation by employing verification procedures which align with standard international.

## ✓ Public Participation

Encourage public Participation with the aim of changing the organization's culture of the government agencies in the area of data disclosure and verifiability.

CoST Thailand has been implemented since 2015 with **2,118** projects and a total budget of **235,065** million baht. **2,025** projects were already disclosed data on CoST Thailand website and saved approximately **11.92** percent of the budget. In **2022**, overall data disclosure was approximately **87.78** percent.

At the ministry level, it was reported that the Ministry of Industry and independent agencies had disclosed information at the highest rate of **93.55** percent. Futhermore, in term of local authority, the top 5 provinces with the highest disclosure rate were



In 2022, the Assurance Team randomly selected **15** projects whereby the Provincial CGD Office randomly selected **119** projects and up to **2,578** participation from the public also participated this procedure which can be summarized as follows:



The recommendations to CoST Thailand which are supporting factors leading to changes and **public trust are indicated below:**



#### Data Disclosure

There should be a mechanism to provide an understanding of data disclosure to procuring entities, this can raise awareness on transparency which is a key foundation in fostering the confidence of the public sector.



#### Preparation of the Project prior to Operation

There should be public relations of the project, management of expropriation, management plan of the construction and knowledge of the committee members in order to assess potential risk factors of such project.



#### Management

There should be a classification of entrepreneurs as well as an upgrading of entrepreneurs by taking the number of projects under operation, and duration into consideration to prevent any delays while ensuring the efficiency, effectiveness and worthiness of the construction.



#### Sustainability Management

Procuring entities should focus on the involvement of the project's stakeholders through various channels, both online and offline, to achieve the established objectives while avoiding any impact which cannot efficiently generate benefits for the public.

# Introduction

## Infrastructure Transparency Initiative : CoST

It is system for gathering, evaluating and disseminating information relevant to state-funded infrastructure construction projects. To ensure both the openness and the cost-effectiveness of public infrastructure, CoST also provides a means where by the public may participate in the examination of data on these projects.

**Thailand** has adopted the CoST principals to develop a comprehensive set of tools that are used to monitor the transparency of public construction projects.

1



**Multi-Stakeholders  
Group (MSG)**

2



**Disclosure**

3



**Assurance**

4

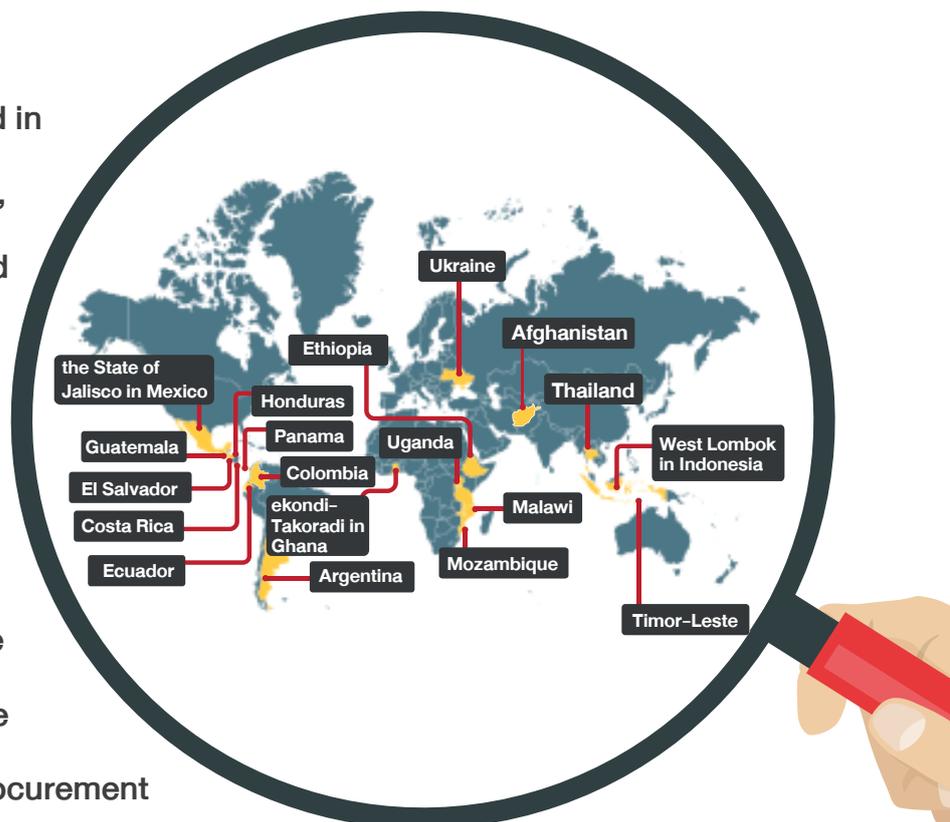


**Social  
Accountability**

## CoST

was initiated in

the United Kingdom and at present, there are 19 Members, which joined the CoST program on September 22, 2014. Five years later, by an announcement in the Royal Thai Government Gazette, the Anti-Corruption Cooperation Committee approved the implementation of the program under the Government Procurement and Supplies Management Act of 2017, with effect from October 12, 2019.





## 1.1 Details of the Notification

1



The Anti-Corruption Cooperation Committee made a formal announcement regarding **Infrastructure transparency Initiative**.

2



Adherence to the provisions of CoST has been enforced from the day following publication of the Anti-Corruption Cooperation Committee's announcement in the Royal Thai Government Gazette.

3



Under the **Infrastructure Transparency Initiative (CoST)**,

state agencies responsible for overseeing state-funded construction projects are required to engage in a continuous process of disclosing to the public all data relevant to those activities, and to do so for the entire period during which the construction is being undertaken. This data is then subject to auditing by an Assurance Team and the results of this process are presented to a CoST sub-committee.

4



As per the requirements in clause 5, state agencies responsible for managing construction projects are required to **submit basic information of the project to the CoST sub-committee within 15 working days of budget allocations being approved for the project.**

5



**A CoST sub-committee is responsible for selecting construction projects for inclusion within the CoST program, subject to the following requirements.**

**5.1** Construction projects for which procurements will be made, in Electronic Government Procurement System (e-GP), should have the following characteristics:

**(5.1.1)** The highest value of construction projects from central government agencies.

**(5.1.2)** For local government, it should meet the following criteria:

**(5.1.2.1)** The highest value of construction project from Provincial Administrative Organization.

**(5.1.2.2)** Construction project value from 7 million baht from the municipality.

**(5.1.2.3)** Construction project value higher than 7 million baht from the Subdistrict Administrative Organization.

**(5.1.2.4)** The highest value of construction projects from Special Form of a Local Administrative Organization (i.e., in Bangkok or Pattaya).

**(5.1.3)** Construction project value from 500 million baht from state-owned enterprise.

**(5.1.4)** The highest value of construction projects from other government agencies.

**5.2** The construction project will affect the public.

**5.3** There is a high degree of certainty that work will commence on the construction project.

**5.4** The project may be proposed by the government agency for themselves.

**5.5** The CoST sub-committee agrees to include the project in the CoST program.

## 6



The obligations of stakeholders involved in the CoST program are as follows:

**6.1** Procuring entities are required to fully disclose all relevant data on the project for the entire period during which construction is underway.

**6.2** The Comptroller General's Department Secretary to the CoST sub-committee (MSG), have a responsibilities to hire an Assurance Team.

**6.3** The responsibilities and duties of the Assurance Team are as follows:

**(6.3.1)** Monitoring the accuracy and completeness of disclosed data.

**(6.3.2)** Publish an Assurance Report detailing the results of the assurance results.

**(6.3.3)** Coordinate with the Secretary to the CoST sub-committee when requesting additional information from procuring entities.

**(6.3.4)** Present the Assurance Report to the CoST sub-committee.

**6.4** Once the Anti-Corruption Cooperation Committee has approved the results of the assurance results, the Comptroller General's Department will present the findings to the procuring entities and publish to the public.

**6.5** In case that the Assurance Team discovers irregularities or omissions in the data or evidence of behavior that indicates that corruption has occurred or that might lead to corruption occurring, a report should be submitted to the CoST sub-committee for its consideration.

## 7



The cabinet agreed by a resolution on January 10, 2017 that any projects enrolled into the CoST program for which work is not yet complete should continue to be covered by the program. Moreover, individuals who have been assigned responsibilities and duties under the program should continue with these, while also developing guidelines and procedures to comply with the cabinet resolution and then to apply these to future work carried out under the CoST scheme until such point as this work is complete.

# 1.2 CoST guidelines



# Chapter 2

## Overview of CoST Thailand the Fiscal Years 2015-2022

### Fiscal years 2015-2017

The implementation of CoST in Thailand began with a pilot project that was run in the fiscal year 2015. Two years later, CoST Thailand had 12 construction projects. These had a combined budget of 53,248 million baht, and all were large-scale construction projects in terms of their budgetary requirements, their effects on the environment, their consequences for local communities, and their other impacts.



**12 Projects were completed**

### Fiscal years 2018

In 2018, CoST Thailand was extended to include construction projects of central government agencies, state enterprises and local government organizations, the first time that local government had been involved in CoST Thailand. There were 126 projects with a total budget of 40,326 million baht participated in CoST Thailand.



**116 Projects were completed**



**10 projects are ongoing.**

### Fiscal years 2019

111 projects joined CoST Thailand, these had total budget allocations of 3,958 million baht.



**104 Projects were completed**



**7 projects are ongoing.**

### Fiscal years 2020

511 projects with a total budget of 66,366 million baht.



**436 Projects were completed**



**75 projects are ongoing.**

### Fiscal years 2021

656 projects with a total budget of 39,476 million baht.



**516 Projects were completed**



**140 projects are ongoing.**

# Number of construction projects participating in the CoST project in the fiscal year

# 2022

## 702 Projects

Central government agencies

77 Projects

State enterprises

8 Projects

Bangkok Metropolitan Administration

1 Projects

Local governments

611 Projects

other

5 Projects



### Roads and bridges

492 Projects | Value  
5 485 9,794  
1 - million baht



### Buildings and museums

94 Projects | Value  
58 31 11,127  
1 4 million baht



### Amenities and public facilities

32 Projects | Value  
3 28 849  
- 1 million baht



### Public utilities

56 Projects | Value  
5 47 5,098  
4 - million baht



### Ports

2 Projects | Value  
1 1 147  
- - million baht



### Irrigation works

24 Projects | Value  
5 19 3,704  
- - million baht



### Airports

2 Projects | Value  
1 - 974  
1 - million baht



291 Projects are ongoing.

Over the fiscal years 2015 to 2022, **2,118 projects** with a combined budget of **235,065 million baht** have been enrolled into the CoST Thailand. The procuring entities disclosed all relevant data in the CoST system that has been made available on the Comptroller General's website. ([url CoST Thailand](http://url.CoST.Thailand))

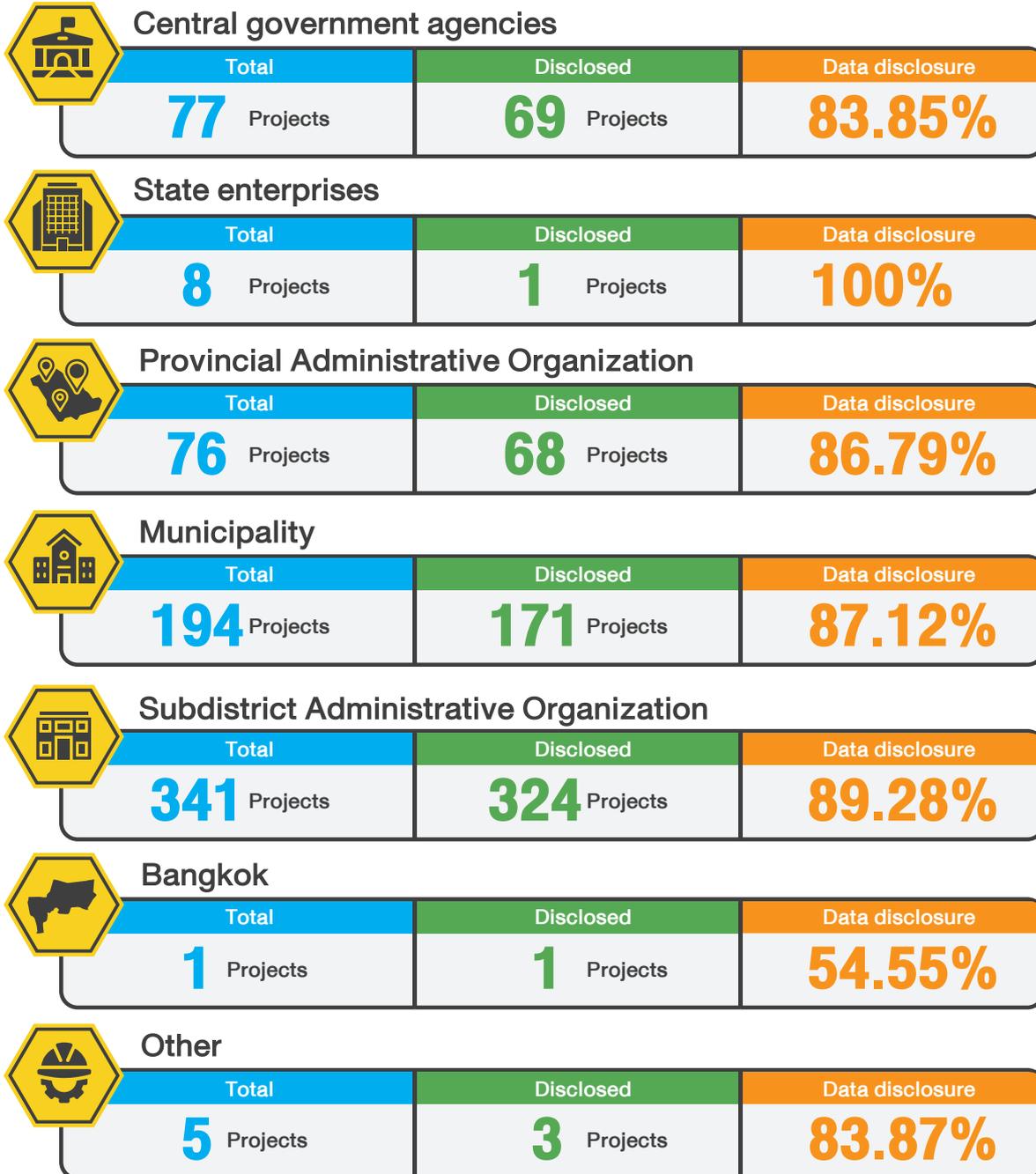
In the 2015–2022 fiscal year, 2025 projects were disclosed in the CoST system, divided into **1,970** projects that were procured and **55** projects are not procured yet. The average data disclosure rate is **88.05%**.

Status information during contract management and project termination

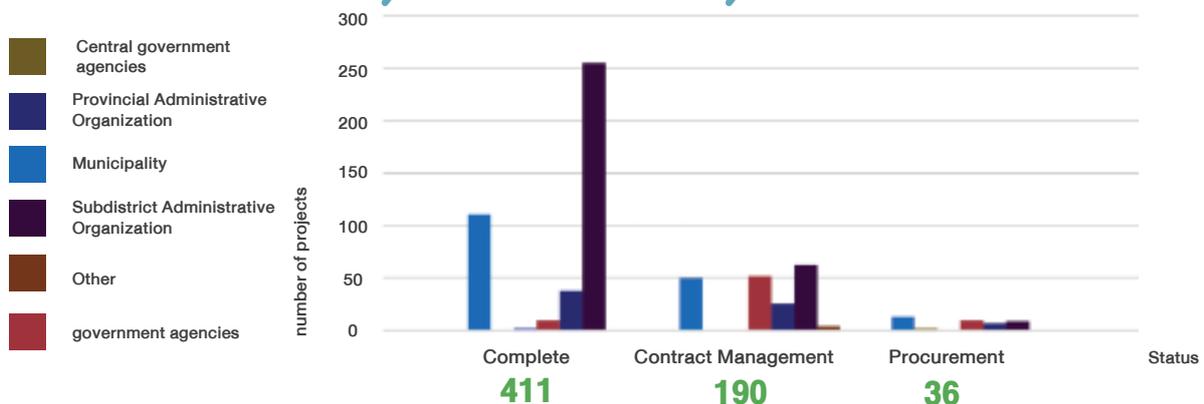
Fiscal year	Projects	Budget	Focal Price	Value of contracts	Saving Form Budget	Saving Form Focal Price
2015-2017	12 7 central government agencies, 2 state enterprises, 3 local governments	53,248 million baht	49,519 million baht	43,764 million baht	17.81%	11.62%
2018	126 26 central government agencies, 11 state enterprises, 89 local governments	40,326 million baht	40,121 million baht	36,742 million baht	8.89%	8.42%
2019	111 22 central government agencies, 1 state enterprises, 88 local governments	3,958 million baht	3,977 million baht	3,286 million baht	16.98%	17.37%
2020	507 92 central government agencies, 4 state enterprises, 411 local governments	65,620 million baht	64,421 million baht	58,980 million baht	10.12%	8.45%
2021	613 100 central government agencies, 3 state enterprises, 510 local governments	30,721 million baht	29,362 million baht	27,658 million baht	9.97%	5.80%
2022	601 60 central government agencies, 1 state enterprises, 537 local governments, 3 Other	15,033 million baht	15,141 million baht	13,564 million baht	9.77%	10.42%
<b>Total</b>	<b>1,970</b> 307 central government agencies, 22 state enterprises, 1,638 local governments, 3 Other	<b>208,906</b> million baht	<b>202,541</b> million baht	<b>183,994</b> million baht	<b>11.92%</b>	<b>9.15%</b>

## 2.1 Number of the projects of each agency, separated by the project's status

### Disclosure of CoST projects by agency type



### Summary



## Data disclosure by Area

**1** central area

Regional Office		
Total	Disclosed	Data disclosure
<b>46</b> Projects	<b>38</b> Projects	<b>81.23%</b>

**6** Upper Central Region and the lower North

Regional Office		
Total	Disclosed	Data disclosure
<b>88</b> Projects	<b>83</b> Projects	<b>93.09%</b>

**2** Eastern area

Regional Office		
Total	Disclosed	Data disclosure
<b>84</b> Projects	<b>69</b> Projects	<b>88.55%</b>

**7** western area

Regional Office		
Total	Disclosed	Data disclosure
<b>32</b> Projects	<b>27</b> Projects	<b>85.34%</b>

**3** Eastern area lower north

Regional Office		
Total	Disclosed	Data disclosure
<b>142</b> Projects	<b>131</b> Projects	<b>86.92%</b>

**8** upper southern area

Regional Office		
Total	Disclosed	Data disclosure
<b>54</b> Projects	<b>50</b> Projects	<b>88.30%</b>

**4** Eastern area upper north

Regional Office		
Total	Disclosed	Data disclosure
<b>91</b> Projects	<b>86</b> Projects	<b>88.89%</b>

**9** lower southern area

Regional Office		
Total	Disclosed	Data disclosure
<b>106</b> Projects	<b>101</b> Projects	<b>86.26%</b>

**5** northern area

Regional Office		
Total	Disclosed	Data disclosure
<b>43</b> Projects	<b>41</b> Projects	<b>90.14%</b>

**Bangkok**

Total	Disclosed	Data disclosure
<b>17</b> Projects	<b>12</b> Projects	<b>76.94%</b>

Note: Details of each regional Office are in Annex 2

## Data disclosure by project type



### Roads and Bridges

**463**

Projects

Budget

**6,368**

million baht

Average Price Competition

**6.74%**

Data disclosure



Average number of bidders



3.56 per project



### Buildings and Museums

**78**

Projects

Budget

**9,129**

million baht

Average Price Competition

**9.52%**

Data disclosure



Average number of bidders



3.74 per project



### Public Utilities

**47**

Projects

Budget

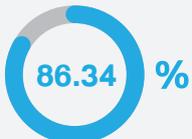
**822**

million baht

Average Price Competition

**5.28%**

Data disclosure



Average number of bidders



3.42 per project



### Irrigation works

**24**

Projects

Budget

**3,703**

million baht

Average Price Competition

**10.31%**

Data disclosure



Average number of bidders



3.38 per project



### Ports

**2**

Projects

Budget

**147**

million baht

Average Price Competition

**5.78%**

Data disclosure



Average number of bidders



5 per project



### Amenities and Public Facilities

**22**

Projects

Budget

**652**

million baht

Average Price Competition

**4.65%**

Data disclosure



Average number of bidders



3.63 per project



### Airports

**1**

Projects

Budget

**140**

million baht

Average Price Competition

**7.29%**

Data disclosure



Average number of bidders



4 per project



## Data disclosure by Ministry

Office of the Prime Minister			
<b>1</b> Projects	Budget	<b>882</b> million baht	Data disclosure <b>77.27%</b>
Average number of bidders	<b>8</b>	Average Price Competition	<b>-</b>

Ministry of Commerce			
<b>1</b> Projects	Budget	<b>17</b> million baht	Data disclosure <b>93.94%</b>
Average number of bidders	<b>3</b>	Average Price Competition	<b>19.49%</b>

Ministry of Defence			
<b>1</b> Projects	Budget	<b>9.5</b> million baht	Data disclosure <b>74.19%</b>
Average number of bidders	<b>3</b>	Average Price Competition	<b>0.00%</b>

Ministry of the Interior			
<b>568</b> Projects	Budget	<b>7,493</b> million baht	Data disclosure <b>88.20%</b>
Average number of bidders	<b>3.48</b>	Average Price Competition	<b>6.54%</b>

Ministry of Finance			
<b>7</b> Projects	Budget	<b>241</b> million baht	Data disclosure <b>88.10%</b>
Average number of bidders	<b>4.43</b>	Average Price Competition	<b>7.56%</b>

Ministry of Justice			
<b>4</b> Projects	Budget	<b>1,519</b> million baht	Data disclosure <b>83.99%</b>
Average number of bidders	<b>2.33</b>	Average Price Competition	<b>6.14%</b>

Ministry of Tourism and Sports			
<b>4</b> Projects	Budget	<b>50</b> million baht	Data disclosure <b>79.03%</b>
Average number of bidders	<b>3.00</b>	Average Price Competition	<b>3.19%</b>

Ministry of Labour			
<b>1</b> Projects	Budget	<b>58</b> million baht	Data disclosure <b>75.76%</b>
Average number of bidders	<b>4</b>	Average Price Competition	<b>11.95%</b>

Ministry of Social Development and Human Security			
<b>1</b> Projects	Budget	<b>4.8</b> million baht	Data disclosure <b>72.73%</b>
Average number of bidders	<b>1</b>	Average Price Competition	<b>0.00%</b>

Ministry of Higher Education, Science, Research and Innovation			
<b>22</b> Projects	Budget	<b>1,896</b> million baht	Data disclosure <b>87.70%</b>
Average number of bidders	<b>4.29</b>	Average Price Competition	<b>13.30%</b>

Ministry of Agriculture and Cooperatives			
<b>9</b> Projects	Budget	<b>3,945</b> million baht	Data disclosure <b>79.93%</b>
Average number of bidders	<b>3.78</b>	Average Price Competition	<b>13.52%</b>

Ministry of Public Health			
<b>6</b> Projects	Budget	<b>1,403</b> million baht	Data disclosure <b>84.07%</b>
Average number of bidders	<b>6.83</b>	Average Price Competition	<b>16.39%</b>

Ministry of Transport			
<b>5</b> Projects	Budget	<b>1,945</b> million baht	Data disclosure <b>84.74%</b>
Average number of bidders	<b>6.20</b>	Average Price Competition	<b>10.76%</b>

Ministry of Industry			
<b>1</b> Projects	Budget	<b>8.3</b> million baht	Data disclosure <b>93.55%</b>
Average number of bidders	<b>5</b>	Average Price Competition	<b>15.07%</b>

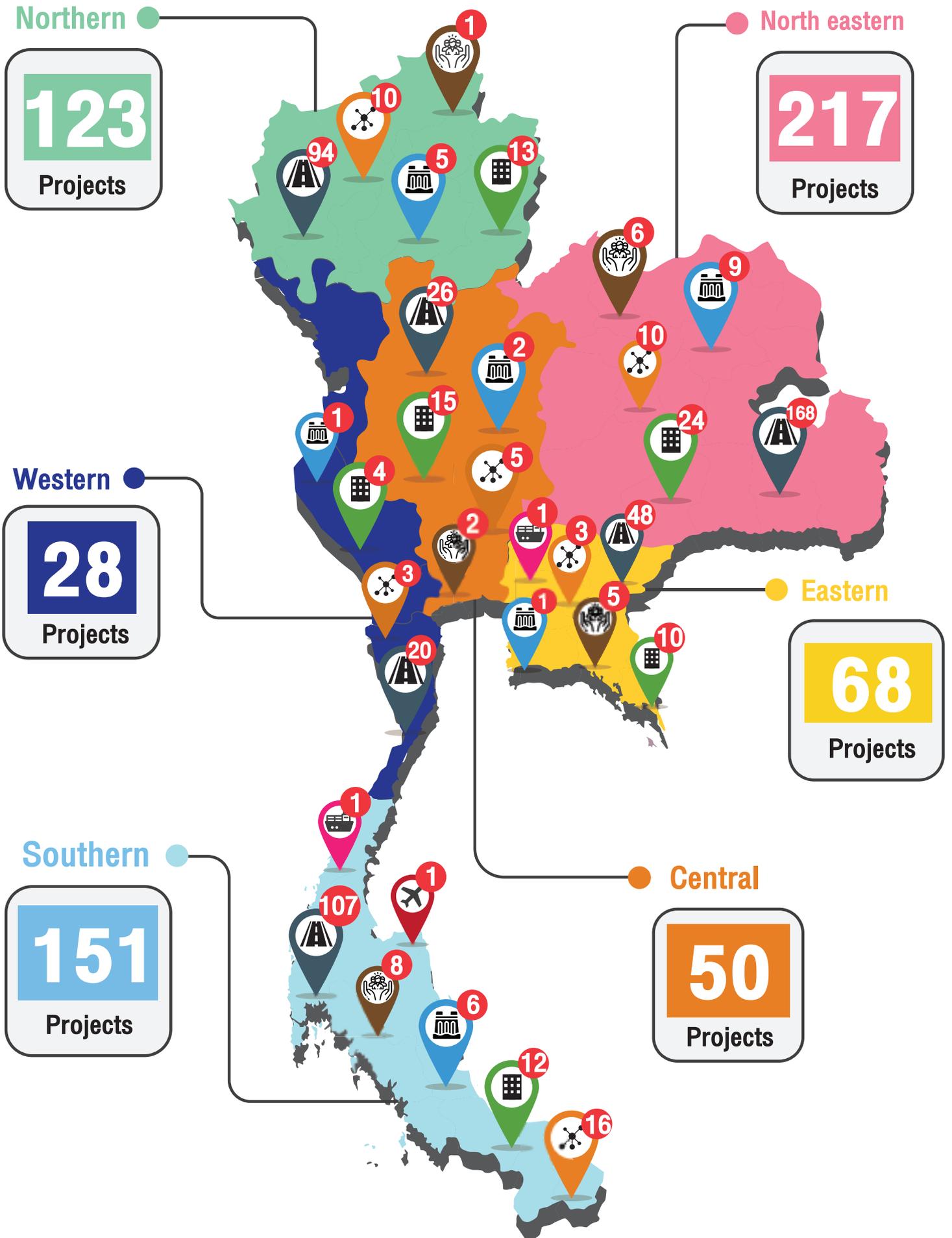
Ministry of Natural Resources and Environment			
<b>3</b> Projects	Budget	<b>219</b> million baht	Data disclosure <b>91.40%</b>
Average number of bidders	<b>2.67</b>	Average Price Competition	<b>6.07%</b>

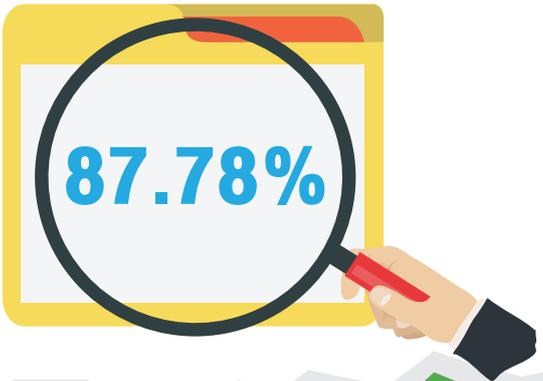
Ministry of Culture			
<b>1</b> Projects	Budget	<b>942</b> million baht	Data disclosure <b>63.64%</b>
Average number of bidders	<b>-</b>	Average Price Competition	<b>-</b>

Ministry of Digital Economy and Society			
<b>1</b> Projects	Budget	<b>201</b> million baht	Data disclosure <b>54.55%</b>
Average number of bidders	<b>-</b>	Average Price Competition	<b>-</b>

Independent Public Agencies			
<b>1</b> Projects	Budget	<b>131</b> million baht	Data disclosure <b>93.55%</b>
Average number of bidders	<b>4.00</b>	Average Price Competition	<b>23.50%</b>

## Data Disclosure by Area

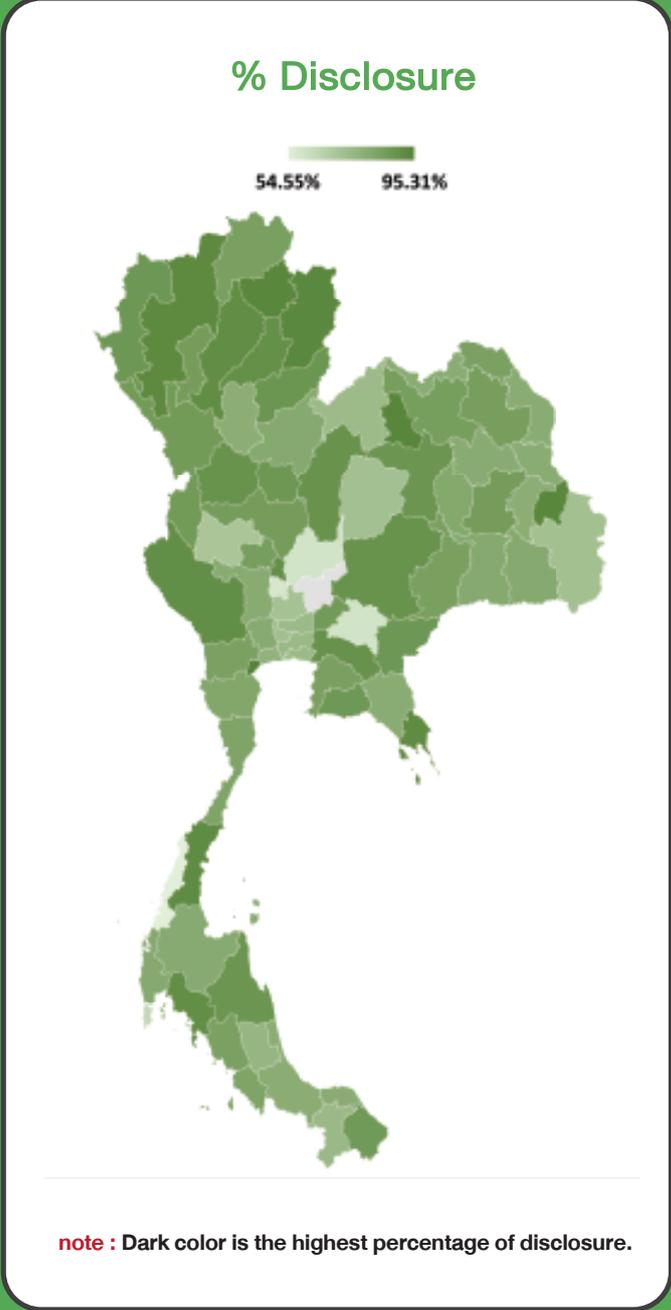




Data disclosure rates of the local government are high at the average

and the top 5 provinces are

- 1** Phayao 98.62 %
- 2** Chachoengsao 97.93 %
- 3** Sukhothai 97.68 %
- 4** Phichit 97.40 %
- 5** Phitsanulok 96.91 %



There are **53** projects with 100% data disclosure in the fiscal year 2022.

## 1 Sukhothai

11 Projects

Information as of September 30, 2022

number	Projects	Project Owner
1	Asphaltic concrete paved road repair and construction project Ban Tung Plor – Ban Fai Sri Chaliang route, Si Satchanalai district, route code sor tor thor 1-0012	Sukhothai Provincial Administrative Organization
2	Asphaltic concrete road construction project route code sor tor thor 52-020 Ban Klong Dan Moo 5 Ban Suan subdistrict	Ban Suan Subdistrict Administrative Organization
3	Asphaltic concrete road construction project Rath Rut route, Ban Sam Lang, Moo 4,	Khao Kaeo Si Somboon Subdistrict Municipality
4	Asphaltic concrete road repair and construction project route code sor tor thor 62-047 Ban Wat Bote – Ban Na Klang, Moo 5, 7 Mueng Bang Klang subdistrict, Sawankaloke district, Sukhothai	Mueang Bang Klang Subdistrict Municipality
5	Asphaltic concrete road repair and construction form Liab Kun Klong Mueang Chang to Kun Klong Nhon Ya Plong route, Ban Pong Kae, Moo 7, Krai Nok subdistrict, Kong Krailas district, Sukhothai	Krai Nok Subdistrict Administrative Organization
6	Reinforced concrete road construction Nhong Beung Moon route, Moo 4, Dong Duey subdistrict, Kong Krailas district, Sukhothai	Dong Duey Subdistrict Administrative Organization
7	Asphaltic concrete road construction project, Ban Na Pa Dum, Moo 7, Na Cherng Keree subdistrict	Na Cherng Keree Subdistrict Administrative Organization
8	Asphaltic concrete road construction project route code sor tor thor 46-009 Ban Wang Daed, Moo 5, Ban Dan subdistrict, Ban Dan Larn Hoi district, Sukhothai	Ban Dan Subdistrict Administrative Organization
9	Para-asphaltic concrete paved road construction project Nai Dong – Wat Kong Charoen route, route code sor tor thor 54-012, Tung Saliem district, Sukhothai	Ban Mai Chai Mongkol Subdistrict Administrative Organization
10	Para-asphaltic concrete road repair and construction project, rural highway code sor tor thor 86-005, Ban Nikhom Pattana, Moo 8, Ban Bueng Sanid, Moo 10 Nong Jik subdistrict	Nong Jik Subdistrict Administrative Organization
11	Asphaltic concrete paved road construction project, 0.04 meter thick, Bor Kaya – Fai Kumnan Prom, Moo 2, Ban Klong Pak Rao, Nong Ao subdistrict, Si Satchanalai district, Sukhothai	Nong Ao Subdistrict Administrative Organization

## 1 Phayao

6 Projects

number	Projects	Project Owner
1	Asphaltic concrete road surface repair and construction project, Moo 3 and Moo 4 (Huay Pong route), Charoen Rath subdistrict, Mae Jai district, Payao	Charoen Rath Subdistrict Municipality
2	Asphaltic concrete road construction project, Ban Lao That route, Moo 4 to Ruam Jai Pattana Municipality, Mae Jai district, Payao	Ban Lao Subdistrict Municipality
3	Asphaltic concrete road construction, Ban Rai Aoy route to Ban Dong Boon Nak route, Ban Lao subdistrict, Mae Jai district, Payao	Ban Lao Subdistrict Municipality
4	Asphaltic concrete paved road repair and construction project, rural highway code por yor thor 18-004, Ban Mai Nakorn route, Moo 8 – Mae Yian waterfall phase 5, Mueang Payao district, Payao	Ban Mai Subdistrict Municipality
5	Reinforced concrete road construction, Got Pa Ngiew – Sun Koo route	Phra Tat Khing Kaeng Subdistrict Administrative Organization
6	Reinforced concrete road construction, route code por yor thor 5-0017 Ban Don Moon, Moo 5, Jun subdistrict, Payao	Jun Subdistrict Municipality

## 1 Chachoengsao

4 Projects

number	Projects	Project Owner
1	Reinforced concrete road construction from Liab Beung Mon Thong route to Liab Beung Mon Thong route, Ban Klong Sib Pad, Ban Klong Sib Gao, Moo 1, 2 and 10, Mon Thong subdistrict	Mon Thong Subdistrict Administrative Organization
2	Asphaltic concrete road construction project, route code Chor Shor Thor 90-0002, from Moo 6 route (behind Wat Ban Sai) to Ban Beung Bang Sai route, Moo 6, Bang Nam Prieu district, Chacherngsao	Yotaka Subdistrict Administrative Organization
3	Project to develop the infrastructure system to support industrial and commercial sectors. The major activity involves with laying water pipes near Plang Yao station – Tung Sadao station, Chacherngsao	Provincial Waterworks Authority
4	Asphaltic concrete road improvement and repair project, Moo 13, 15 and 16, Bang Nam Prieo subdistrict, Chacherngsao	Bang Nam Prieo Subdistrict Administrative Organization

**1** Sakon Nakhon **4** Projects

number	Projects	Project Owner
1	Reinforced concrete road construction, route code sor nor thor 79-001 from Ban Mone route to Ban Noan Sang Pai route, Moo 3, Sawang Dandin district, Sakon Nakhon	That Thong Subdistrict Administrative Organization
2	Reinforced concrete road construction, route code sor nor thor 916 from Ban Pa Rak Nam route, Wat Hin Hom to Ban Sukkasem route, Ban Pa Rak Nam Moo 11 Khok Si subdistrict	Khok Si Subdistrict Municipality
3	Reinforced concrete road construction project, route code from Ban Chiang Krue route to Ban Noan Ben route, Ban Chiang Krue, Moo 1, Chiang Krue subdistrict, Mueang Sakon Nakhon	Chiang Kruea Subdistrict Municipality
4	Reinforced concrete road construction project, route code sor nor 07230 Ban Pak Kham Pu – Ban Oon Koke, Nikom Nam Oon district, Sakon Nakhon	Sakon Nakhon Provincial Administrative Organization

**1** Phichit **3** Projects

number	Projects	Project Owner
1	Water reservoir dredging project at Ban Nern Puang, Moo 11, Kao Jed Look subdistrict, Tub Klor district, Phichit	Phichit Provincial Administrative Organization
2	Para-asphaltic concrete road repair and construction project, rural highway code por jor thor 18-025 from DK2 route Ban Laem Son to Moo 2, Bang Klarn subdistrict, Phichit	Bang Klarn Subdistrict Municipality
3	Reinforced concrete road construction project, rural highway code por jor thor 45-003 route C101 Ban Ta Bua Moo 8-4, Ta Bua subdistrict,	Ta Bua Subdistrict Administrative Organization

**1** Phitsanulok **2** Projects

number	Projects	Project Owner
1	Asphaltic concrete paved road repair project, rural highway code por lor thor 4-0002, National Highway 1248 from Ban Nam Pai, Moo 8, to Ban Rong Kok, Moo 11, Na Bua subdistrict	Nakornthai Subdistrict Municipality
2	Concrete road construction project, rural highway code por lor thor 67-008 from paved road of Ban Pa – Woong Phorn route to paved road of Moo 8, Ban Beung Sai, Moo 2, 6 and 8	Ban Pa Subdistrict Administrative Organization

**1** Phetchabun **2** Projects

number	Projects	Project Owner
1	Asphaltic concrete road repair and construction project, rural highway code por chor thor 50-001, Ban Wang Chanang, Moo 1 Tai Dong subdistrict, Wang Pong district, Phetchabun	Tai Dong Subdistrict Administrative Organization
2	Asphaltice concrete pavement repair and construction project, rural highway code por chor thor 87-001, Ban Nhong Kratoom, Moo 9, Wichian Buri district, Phetchabun	Phu Toey Subdistrict Administrative Organization

**1** Uttaradit **2** Projects

number	Projects	Project Owner
1	Asphaltic concrete road surface expansion project, highway no.1213, highway no.11 intersection Moo 8, Ban Had Sue Ten, Kung Tapao subdistrict, Uttaradit	Kung Tapao Suddistrict Municipality
2	Asphaltic concrete pavement improvement project, Moo 8, Namrid subdistrict, from Mueang district to Moo 4 Nanokgok subdistrict, Lublae district, Uttaradit	Namrid Subdistrict Municipality

**1** Nakhon Phanom **2** Projects

number	Projects	Project Owner
1	Reinforced concrete road construction project from Ban Kok Hai route to Ban Pone Kor route, Moo 10, Mueang Nakhon Phanom district, Nakhon Phanom	Dong Kwang Subdistrict Administrative Organization
2	Bidding project for the construction, improvement and repair of electric pumping station, Ban Don Nang Hong Ta, Moo 7, That Phanom district, Nakhon Phanom	Don Nang Hong Subdistrict Administrative Organization


**Surin**


number	Projects	Project Owner
1	Asphaltic concrete pavement repair and construction project by pavement in-place recycling method, route code sor ror thor 47-005, tor lor 2375 Koke Klang subdistrict – Ban Tan Tawan	Kok Klang Subdistrict Administrative Organization
2	Reinforced concrete road construction project, Ban Nong Khon, Moo 5 – Ban Nong Maew, Moo 15, Rattanaaburi district, Surin	Berd Subdistrict Administrative Organization



**Rayong**


number	Projects	Project Owner
1	Project to inform the construction cost of connected and autonomous vehicle (CAV), Pa Yub Nai subdistrict, Wang Chan district, Rayong	Department of Science Service (DSS)



**Surat Thani**


number	Projects	Project Owner
1	Reinforced concrete road construction project, Ton Bok route, Moo 6, Khao Niphon subdistrict, Wiang Sa district, Surat Thani	Khao Niphon Subdistrict Municipality



**Chumphon**


number	Projects	Project Owner
1	Reinforced concrete road construction project from Sarn Chao route to Ton Chan bridge route, Ban Tung Khun Phrom, Moo 13, Ban Kuan subdistrict, Lang Suan district, Chumphon	Ban Kuan Subdistrict Administrative Organization



**Yasothon**


number	Projects	Project Owner
1	Reinforced concrete road construction project from Ban Nong Hin route, Moo 7 – Ban Nong Sala intersection, Na Samai subdistrict	Nong Hin Subdistrict Administrative Organization



**Udon Thani**


number	Projects	Project Owner
1	Reinforced concrete road construction, route code or dor thor 70-002, Ban Don Kaen route, Moo 7, Phen district, Udon Thani	Kok Klang Subdistrict Administrative Organization



**Uthai Thani**


number	Projects	Project Owner
1	Paved road construction project, rural highway code or nor thor 61-044, Hin Ngoan – Kao Taparp, Moo 5, Ban Nong Seeliam Sukruetai subdistrict, Huay Kot district, Uthai Thani	Sukruetai Subdistrict Administrative Organization



**Chainat**


number	Projects	Project Owner
1	Asphaltic concrete road construction hiring project, rural highway code chor nor thor 34-040, from Kun Klong Chonphratarn MC route on the left side to Ban Don Chan route, Ban Laem Thong	Nong Sang Subdistrict Municipality



1 Nakhon Sawan		1 Projects	Project Owner
number			
1	Asphaltic concrete road surface improvement project, starting from Paholyothin intersection, south side along the length of Taweechai road to Soi Taweechai 10, Taklee subdistrict, Nakornsawan		Taklee Municipality

1 Narathiwat		1 Projects	Project Owner
number			
1	Reinforced concrete road construction, rural highway code nor tor thor 35-007, Balong route, from Sagor route to Beeloh route, Ban Sakor, Srisakorn district, Narathiwat		Sagor Subdistrict Administrative Organization

1 Pattani		1 Projects	Project Owner
number			
1	Village water supply system construction project, very large ground water type, Moo 2, Ban Pu Mee Nam Poong		Yamoo Subdistrict Administrative Organization

1 Samut Songkhram		1 Projects	Project Owner
number			
1	Asphaltic concrete paved road repair and construction project, route code sor sor thor 6-0001, Ban Klong Ta Ja, Moo 3-5, Bangyeerong subdistrict, Bang Khonthi district, Samutsongkram		Bangyeerong Subdistrict Municipality

1 Mukdahan		1 Projects	Project Owner
number			
1	Asphaltic concrete road construction project from Nong Pia Farn route to Nong Nang Ong route, connecting with Nong Ian subdistrict, Ban Pone, Moo 7, Ban Lao subdistrict		Ban Lao Subdistrict Administrative Organization

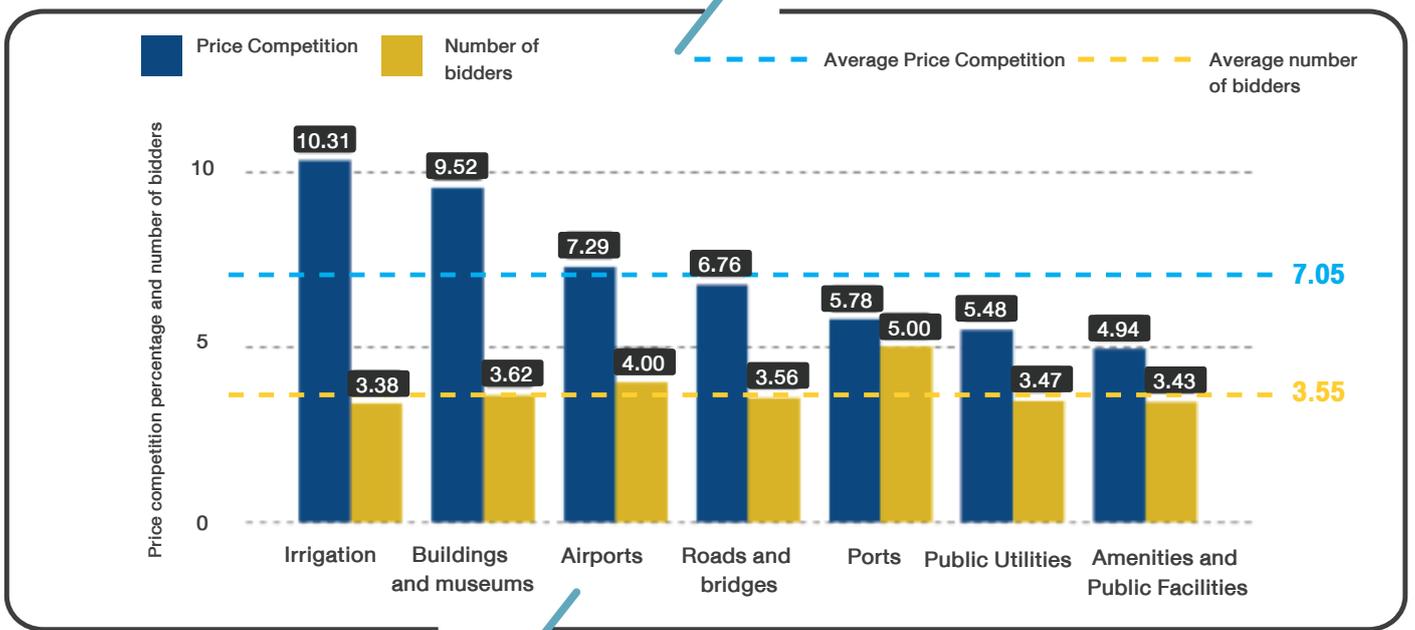
1 Samut Prakan		1 Projects	Project Owner
number			
1	Repair work of subsided road, sor bor 4010 route, connecting with tor lor 3243 - Bang Khun Thian subdistrict, Phra Samut Chedi district, Samutprakarn		Department of Rural Roads

1 Buriram		1 Projects	Project Owner
number			
1	Asphaltic concrete road construction project, Ban Koke Samakkee route, Moo 13, Thai Charoen subdistrict - Ban Rerng Kaew, Moo 8		Thai Charoen Subdistrict Administrative Organization

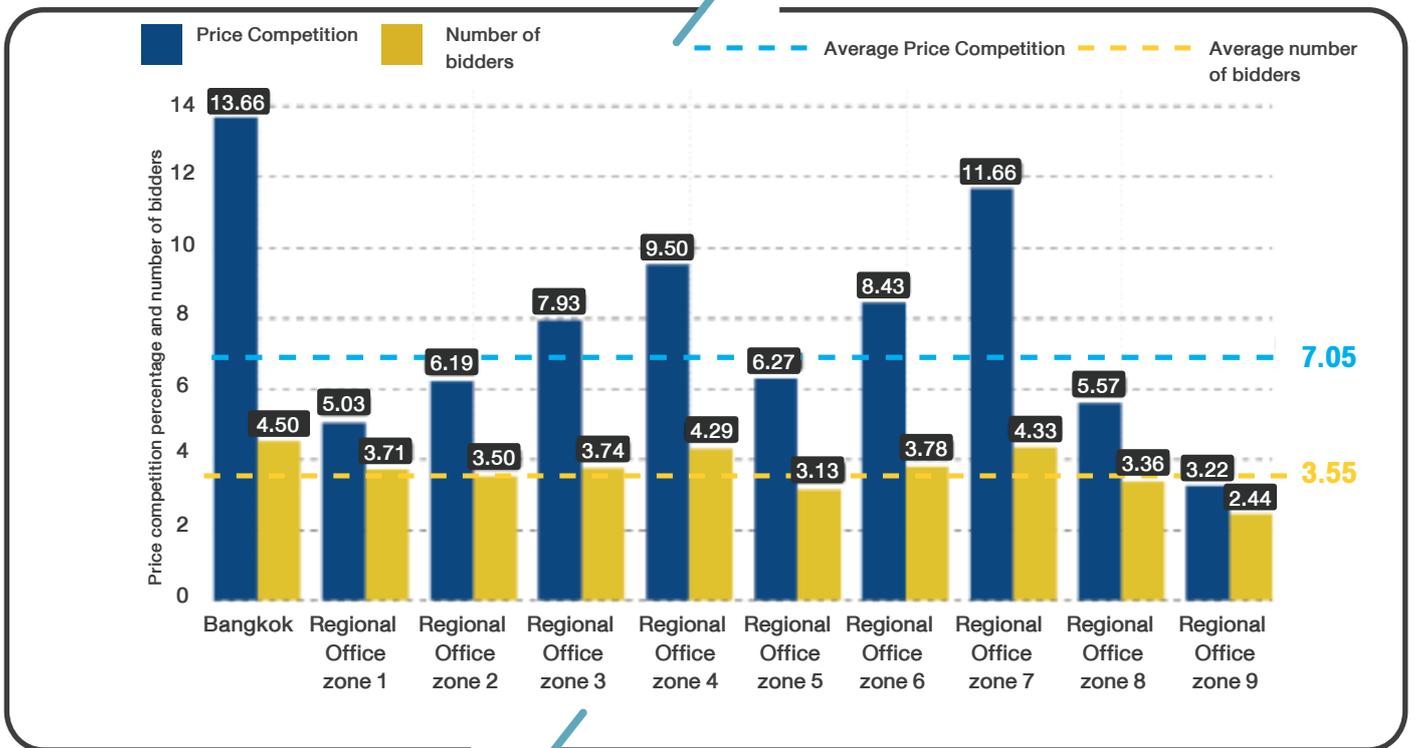
1 Kamphaeng Phet		1 Projects	Project Owner
number			
1	Public swamp dredging project, Moo 4, Klong Pikrai subdistrict, Pran Kratai district, connecting with Moo 14, Nong Luang subdistrict, Lan Krabue district, Kamphaengphet		Kamphaengphet Provincial Administrative Organization

# 2.2 Project Overview of CoST Thailand

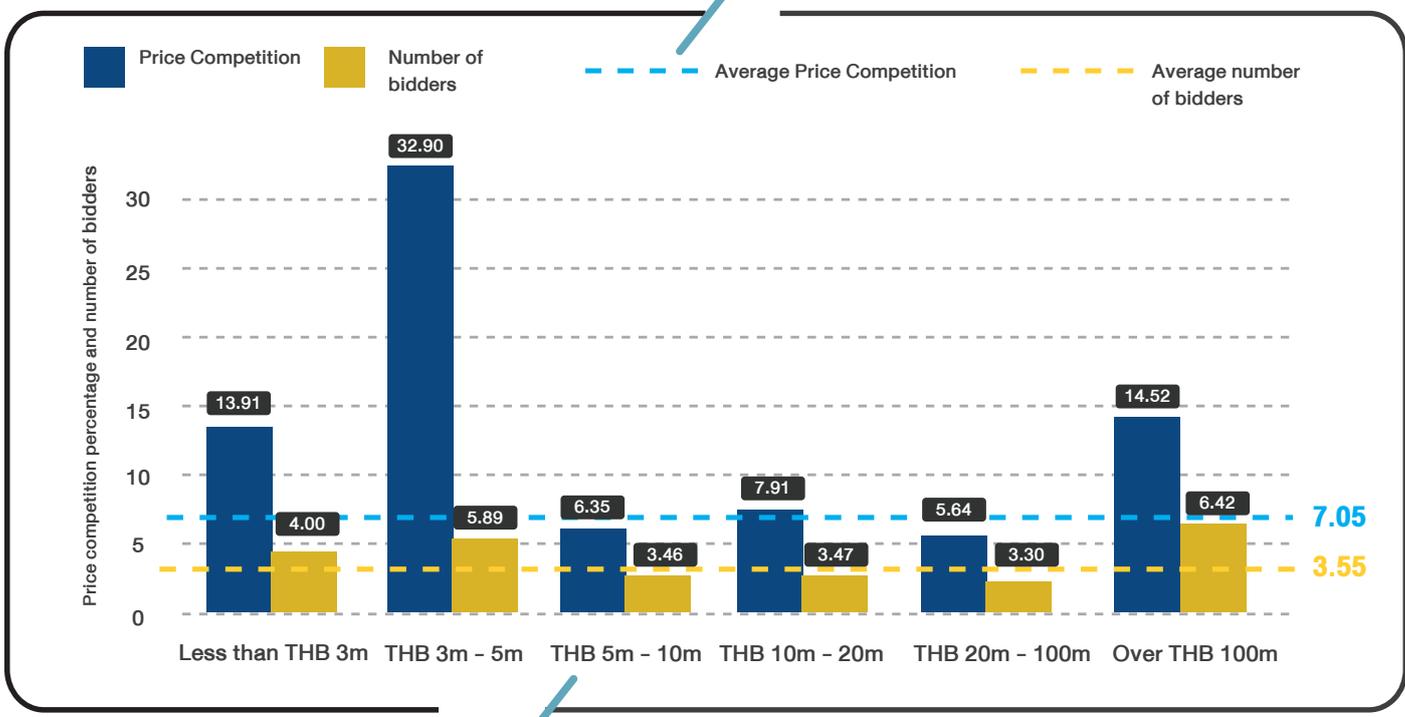
Relation between the average number of bidders and percentage of price competition divided by the project can be concluded that the project types such as irrigation project, museum and airport have a percentage of price competition higher than the average. High competition may cause the winner to submit a much lower price than the estimated price, resulting in a deficit or lack of liquidity which in turn, may impact the contract management and delay.



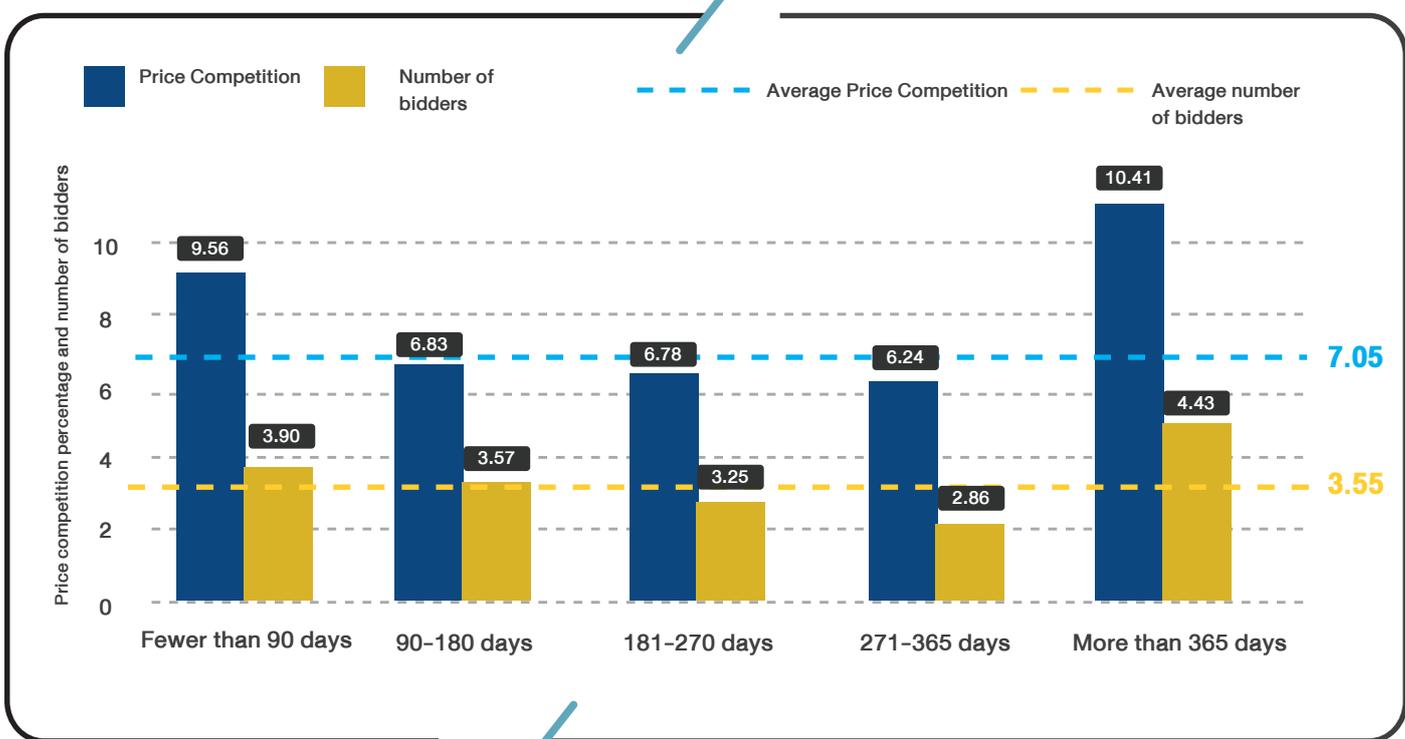
The relation between an average number of bidders and percentage of price competition divided by can be concluded that CGD Regional Office zone 3, 4, 5, 6, 7 and Bangkok Metropolitan, have higher price competition compared to other areas.



The relation between the average number of bidders and percentage of price competition divided by value of contract has shown that the contract value between 3-5 million baht has a very high price competition at 32.90 percent with the percentage of bidders attend the bidding at approximately 5.89. Such competition range is the price range prior to the specification had been made that construction operators who may participate tendering must be registered with CGD

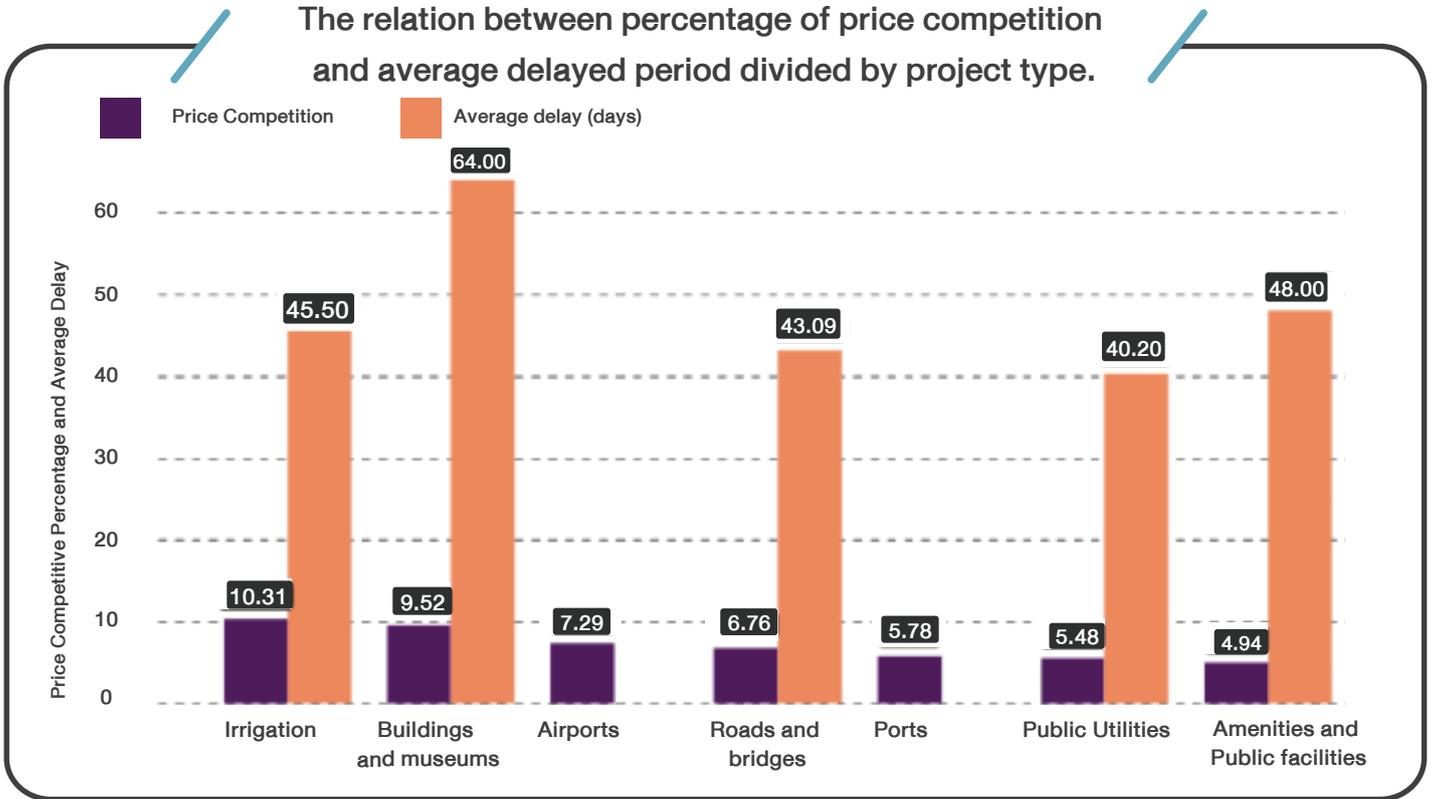


When considering the period of construction contract, it was reported that 365-day period projects were attract the bidder and have the highest price competition at 10.41 percent. This also reflects that a project with over a 12-month period seems more promising to the entrepreneur since a longer duration will facilitate the economic liquidity, compared to a shorter duration project.

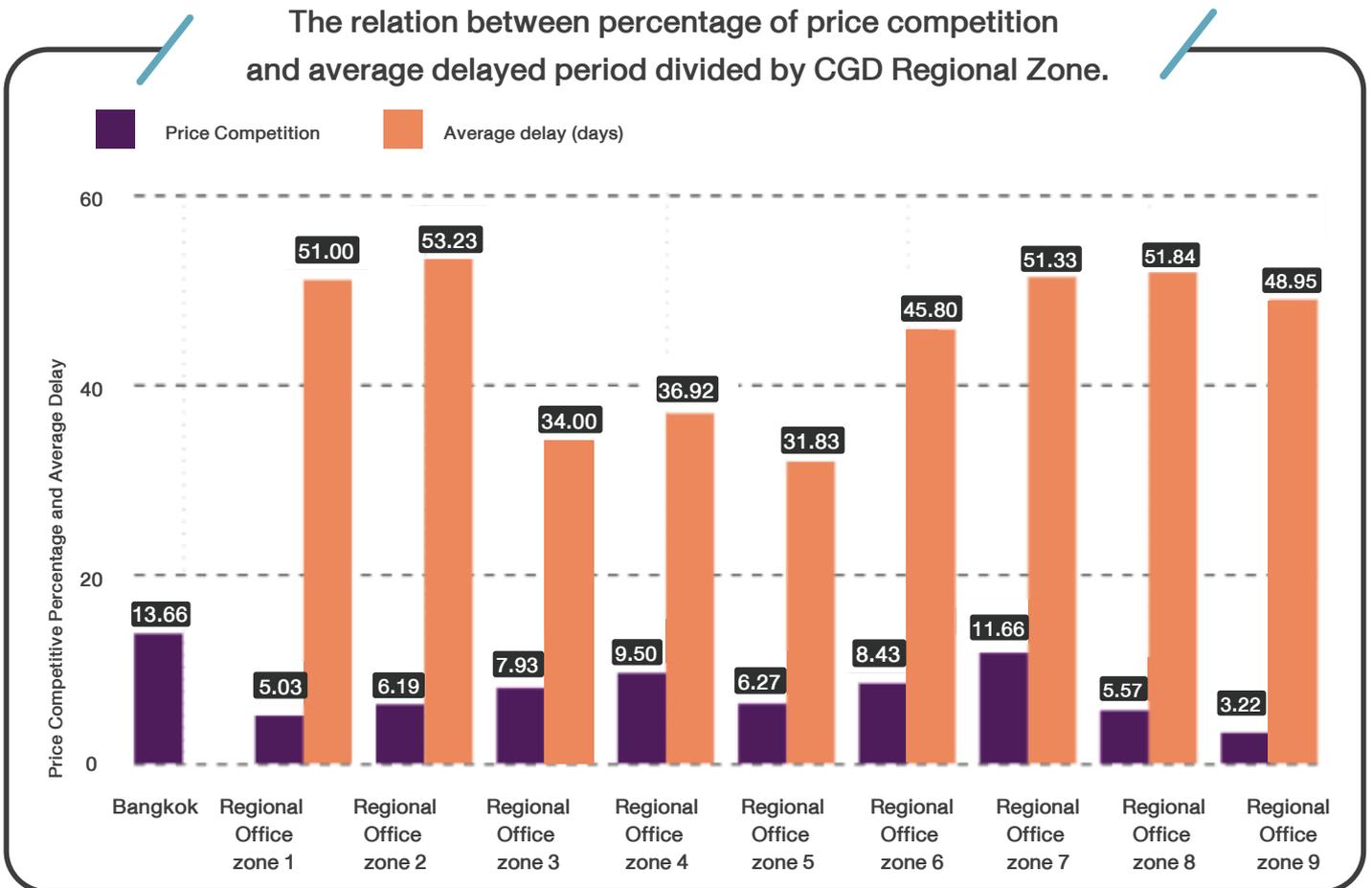


There are 227 time-overrun projects in total, among which 194 projects are those under contract management and 33 projects have already been completed. The types of projects with the highest rate of delay 64 days beyond deadline are buildings and museums. The second most delayed project type is the facilities work and tourist attraction with 48 days delayed beyond the deadline. In terms of area, the central region reported the highest rate of project delay, followed by the western and eastern regions consecutively.

The relation between percentage of price competition and average delayed period divided by project type.



The relation between percentage of price competition and average delayed period divided by CGD Regional Zone.



# Chapter 3 Results of Assurance Site Visits

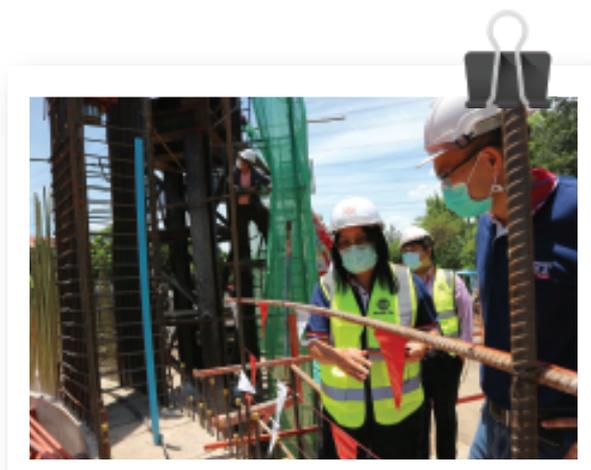
For the fiscal year 2021, the CoST MSG select



should be selected for Assurance site-visit.



Key features of 15 construction projects are similar. For example, data disclosure, both in terms of quantitative and qualitative, is at a good level. The number of people sharing opinion were 170 there were 90 males and 80 females.



However, there are significant different issues among 15 projects due to the wide variation factors.



### Projects 1

#### Tha Toom Subdistrict Administrative Organization

Reinforced concrete road construction with 2 intervals and total distance of 1,872 meters or equivalent to reinforced concrete area of not less than 11,232 square meters, Tha Toom district, Surin

Budget  
**8 million baht**

Data disclosure  
**90.91%**

Number of bidder  
**2**

Price competition  
**0.22%**

% Delays  
**4.00**



### Projects 2

#### Department of Water Resource

Kud Talad Yao Water Resource Restoration and Conservation project (monkey cheek area), Ma Feung subdistrict, Ban Jarn, Phuthaisong district, Buriram

Budget  
**325 million baht**

Data disclosure  
**93.94%**

Number of bidder  
**5**

Price competition  
**18.59%**

% Delays  
**10.86**



### Projects 3

#### Sakonnakorn Provincial Administrative Organization

Reinforced concrete road construction project, sor nor 07230 Ban Phak Kham Pu – Ban Oon Koke route, Nikhom Kham Oon district, Sakonnakorn

Budget  
**7 million baht**

Data disclosure  
**100%**

Number of bidder  
**3**

Price competition  
**4.96%**

% Delays  
**12.00**



### Projects 4

#### Rajamangala University of Technology Thanyaburi

Innovation Demonstration School, secondary school, one building

Budget  
**159 million baht**

Data disclosure  
**93.55%**

Number of bidder  
**8**

Price competition  
**15.42%**

% Delays  
**On plan**



### Projects 5

#### Department of Rural Road

Subsided embankment repair and construction project, sor nor A010 route connecting with tor lor 3243 – Bang Khun Tien county, Phra Samut Jedi district, Samutprakarn with a total distance of 0.540 kilometer

Budget  
**35 million baht**

Data disclosure  
**100%**

Number of bidder  
**2**

Price competition  
**0.04%**

% Delays  
**16.67**



### Projects 6

#### Ban Pah Subdistrict Administrative Organization

Reinforced concrete road construction project, rural highway code por lor thor 67-008, from Ban Pah asphalt road – Woong Prai to the asphalt road Moo 6 Phitsanulok district, Phitsanulok

Budget  
**9 million baht**

Data disclosure  
**100%**

Number of bidder  
**5**

Price competition  
**2.04%**

% Delays  
**On plan**



### Projects 7

#### Nong Prue Subdistrict Administrative Organization

Reinforced concrete road improvement project, rural highway code chor bor thor 87-004, Ban Nue Boh Kru route – Song Dhama, coupled with water drainage pipes installation, Moo 2 and 5, Panas Nikhom district, Chonburi

Budget  
**9 million baht**

Data disclosure  
**90.32%**

Number of bidder  
**5**

Price competition  
**20.19%**

% Delays  
**On plan**



### Projects 8

#### Chumphon Municipality

Primary health service center construction project, Chumphon Municipality

Budget  
**51 million baht**

Data disclosure  
**93.55%**

Number of bidder  
**2**

Price competition  
**2.08%**

% Delays  
**On plan**

Projects **9**
**Wastewater Management Authority**

Water quality management and efficiency enhancement project in wastewater management area, Songkhla Municipality, Bo Yang subdistrict, Mueang Songkhla district

Budget

**691 million baht**

Data disclosure

**93.55%**

Number of bidder

**3**

Price competition

**4.99%**

% Delays

**On plan**Projects **10**
**Department of Rural Road**

Intersection road construction project, tor lor 1020 – Ban Kiew Kaew, Terng Jun district, Chiang Rai

Budget

**1,200 million baht**

Data disclosure

**96.77%**

Number of bidder

**3**

Price competition

**0.07%**

% Delays

**On plan**Projects **11**
**Institute of Dermatology**

Institute of Dermatology building project, ready to be demolished, Tung Phayathai subdistrict, Ratchatewi district, Bangkok, one building

Budget

**1,148 million baht**

Data disclosure

**94.29%**

Number of bidder

**3**

Price competition

**12.00%**

% Delays

**3.23**Projects **12**
**Ramathibodi Hospital, Mahidol University**

Clinical Anatomy building construction project, Chakri Naruebodindra Medical Institute, Bang Pla subdistrict, Bang Phli district, Samutprakarn, one project

Budget

**948 million baht**

Data disclosure

**96.77%**

Number of bidder

**6**

Price competition

**21.03%**

% Delays

**On plan**Projects **13**
**Ratchaburi Provincial Administrative Organization**

Lighting system installation project on rural highway ror bor thor 1-0037, Ban Rang Muang – Ban Nhong Chanang route, Pak Chong subdistrict, Chom Bueng district, Ratchaburi

Budget

**11 million baht**

Data disclosure

**90.32%**

Number of bidder

**7**

Price competition

**17.15%**

% Delays

**On plan**Projects **14**
**Samut Songkhram Provincial Administrative Organization**

Asphaltic concrete traffic surface improvement and repair project, Ban Bang Noi Nai – Ban Ar Ma Pattana route (sor sor thor 1-0032), Chom Pluak subdistrict, Samut Songkhram

Budget

**12 million baht**

Data disclosure

**90.32%**

Number of bidder

**9**

Price competition

**28.43%**

% Delays

**On plan**Projects **15**
**Bangkok**

Prem Prachakon canal drainage tunnel construction project from Bang Bua Canal into the Chao Phraya river,

Budget

**9,600 million baht**

Data disclosure

**93.94%**

Number of bidder

**3**

Price competition

**14.01%**

% Delays

**On plan**

## Tha Tum Subdistrict Administrative Organization

### Projects

# 1

Construction of reinforced concrete roads, 2 sections, a total distance of 1,872 meters or reinforced concrete area of not less than 11,232 square meters, and 1 public relations sign, Tha Tum District, Surin.

#### Budget

8,748,400.00 baht

#### Focal price

8,709,004.76 baht

#### Value of contracts

8,690,004.00 baht

#### Plan

70%

#### Completed

0.5%

#### Duration

120 Days

### Objectives

To solve problem concerning people's trouble due to road traffic, to ensure safety of both lives and assets of local people of Tha Toom Subdistrict Administrative Organization. So people living in Tha Toom subdistrict will have a standardized road for transportation.

### Detail of the project

Reinforced concrete road construction, **2 sections**, with a total distance of **1,872 meters**.

- First section, traffic surface of **6 meters** wide and **897 meters** in distance
- Second section, traffic surface of **6 meters** wide and **975 meters** in distance

### Procurement

There were **32** interested document buyers but only **2 bidders** attended the bidding. The competition was only **0.22 percent**, which was considered very low, compared to other construction projects.

- ✓ The winner was Chalmchai Surin Construction Limited Partnership.

### Quality

The project owner sent a material sample to the credible agency for further testing, and it was expected to appropriately manage the construction work.

### Problems and obstacles

- 1 The project was being delayed and the contractor entered the construction site **101 days** later than expected.
- 2 During nighttime, there was not enough lighting at the construction site.
- 3 There were no traffic sign warnings near the construction site.

### Construction status

Delayed beyond the deadline.

## Recommendations

- 1 Since it was rainy season during the construction period, the Division of Public Works must supervise the construction more strictly to ensure its compliance with every construction procedure.
- 2 Improvement of the existing road or construction of new road, there at least, should be a survey conducted regarding traffic congestion and types of vehicles using this road to compliment the design while ensuring its consistency with the usage and utmost benefits for people.
- 3 The project owner should supervise and monitor any potential impacts arising from noise pollution and dust from the construction.

## Public opinions

- 1 Citizen Want the agency to install a traffic sign and additional lighting on this road.
- 2 There is worry about flooding. Because this road is a flooded waterway.
- 3 There is concern about road users who may drive faster and may cause accidents.

## Response of the agency

- 1 The agency will consider this issue.
- 2 The agency had informed that water drainage due to flood would be handled and excess water would be drained into the farm which was vacant at that moment.
- 3 The agency prepared to find appropriate measures to control and monitor drivers and people travelling on this road.

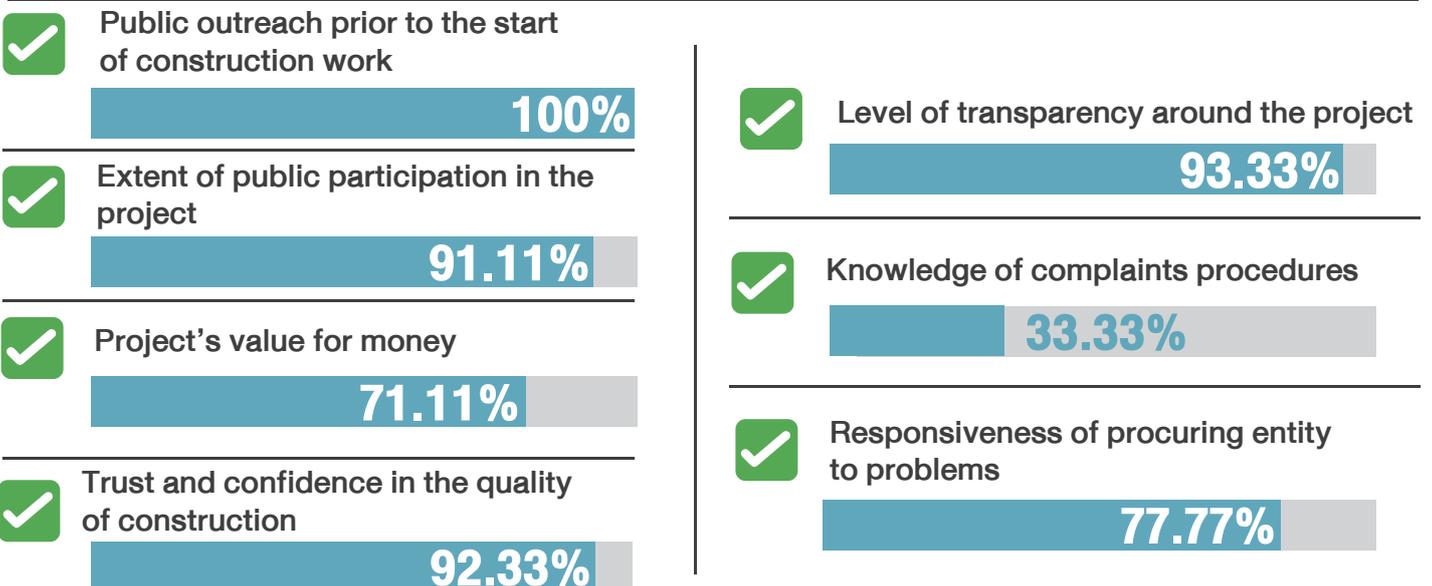
## Summary of public opinions

8 individuals

Men  6

Women  2

with an average age of 53



## Photo



## Remarks of the construction project



- Very delayed beyond the plan since the agency did not have any plans concerning the contractor's operation. There was only one letter to rush the operation process. Only one conversation between the parties involved, resulting in an intermittent operation.



- No clear inspection plan according to BOQ had been established.



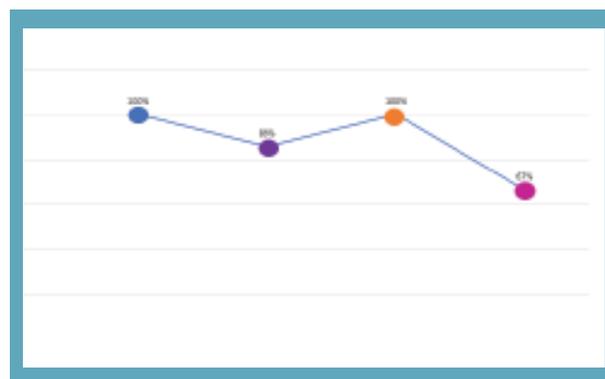
- The agency did not have any operation plans in the construction site during Covid-19 outbreak. The agency hired a third party to be responsible for the design; thus, such third party did not really understand the problem of such area and the acceptance Committee from the public has insufficient knowledge and understanding.



- No lighting and traffic signs, which were considered important and required by the public.

## Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

90.91%

## The Department of Water Resources

Projects  
**2**

Kut Talad Yao Water Source Conservation and Restoration Project Mapfueng Subdistrict, Ban Chan District, Phutthaisong District, Buriram.

 <b>Budget</b> <b>325,170,000.00</b> baht	 <b>Focal price</b> <b>322,918,834.48</b> baht	 <b>Value of contracts</b> <b>262,900,000.00</b> baht
 <b>Plan</b> <b>96.5%</b>	 <b>Completed</b> <b>85.88%</b>	 <b>Duration</b> <b>895</b> Days

### Objectives

To be employed as water reservoir for consumption and agriculture during drought season. To be used as a monkey cheek to relieve flood problem as well as to conserve and restore water reservoir.

### Detail of the project

A monkey cheek type water reservoir to be employed during rainy season to relieve flood problems in people's agricultural area. Also, it is a source of local plants and animal species as well as a recreational area.

### Procurement

There are **20** interested document buyers but only **5 bidders** participated in the bidding process. The competition accounted for **18.59 percent**. It had been informed that the winner was well-equipped in terms of labor, equipment and machinery.

The winner was able to procure local construction materials, resulting in a very low cost.

### Quality

In term of project management, there was a construction supervisor and the agency at a department level with experiences in inspecting the equipment, tools and work quality. There was quality testing of materials and construction work; thus, we can be certain that the quality of this construction project will be comply with the established standards.

### Problems and obstacles

**1** In burrowing soil and making ridge, this incurred an impact on untreated water used to make tap water for nearby villages. However, people living in the area reported that the impact was insignificant.

**2** Problem of fuel price in 2022 caused some earthmoving workers to quit their job as it was not worth the wages and there might be some delays as well.

### Construction status

Delayed beyond the plan of approximately **10.86%** because of an increase in fuel price.

## Recommendations

- 1 The project should provide knowledge to local people to be responsible for managing the water gate to ensure suitable water management. The project supervisor should regularly inspect the operation accuracy of the monkey cheek in order to minimize flood burden while enabling farmers to have adequate water for consumption during drought season.
- 2 The project should establish the management guidelines and assistance plan to support the community in the long-term.

## Public opinions

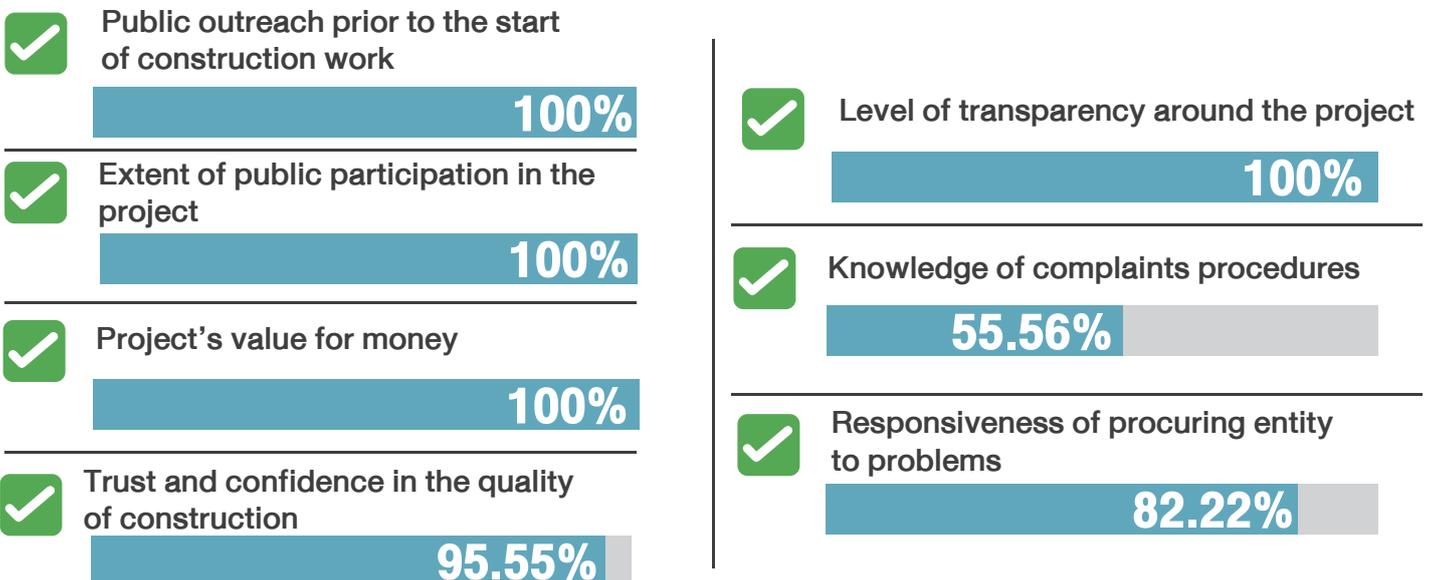
- 1 Request for more solar cells lighting to be installed in the project area.
- 2 There was an opinion that the project was beneficial to the community. Apart from water which was adequate for daily consumption, there was an opportunity for additional income. Therefore, the project management team had been highly admired.

## Response of the agency

- 1 The agency informed that for lighting installation, the community leader must submit the letter to the Local Administrative Organization since the agency could not proceed with such matter.
- 2 The agency informed that the operation of such project was in line with its mission, and they were happy to complete this project to ensure the utmost benefits for the public.

## Summary of public opinions

9 individuals    Men  7    Women  2    with an average age of **51-60**



### Photo



### Remarks of the construction project



● The agency must cooperate with local agencies after the project completion to ensure the utmost benefits for local people.



● Since the project used solar power in supplying energy for water pump and water distribution machine, this might not facilitate future maintenance while there was no preventive weed barrier that may intrude solar cell panel. The agency should educate the local agency some difficulties in terms of maintenance.



● Some workers were affected by Covid-19 infection, resulting in a one-month delay of construction work and it was predicted to be completed by December 2022.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate



## Sakon Nakhon Provincial Administrative Organization

Projects

3

The reinforced concrete road construction project, route Sakon Nakhon.Rd., 07230, Ban Phak Kham Phu - Ban Un Khok, Nihom Nam Un District Sakon Nakhon.

Budget

7,053,000.00 baht

Focal price

7,384,533.98 baht

Value of contracts

7,018,000.00 baht



Plan  
100%



Completed  
100%



Duration  
150 Days

## Objectives

To ensure that the road will be available so that people can travel more conveniently, faster and safer.

## Detail of the project

Reinforced concrete road construction, **6 meters** of traffic surface, **0.50 meter** of non-asphaltic shoulder with a total distance of **2,000 kilometers** or equivalent to **12,000 square meters** of reinforced traffic surface area.

## Procurement

There were **9 interested** document buyers and only **3 bidders** attended the bidding which was equivalent to only **4.96 percent** price competition and considered very low, compared to other construction projects.

✓ The winner : Trimurati Civil (1999) Limited Partnership

## Quality

The construction project was good inspected and controlled for its quality. However, water had flown through some parts of the road, resulting in eroded pavement which had already been built. Thus, the project owner must emphasize on the quality control of the pavement construction.

## Problems and obstacles

- 1 During nighttime, there was insufficient lighting at the construction site and there was no traffic sign or warning sign near the construction site.
- 2 There was a slight delay in terms of construction regarding Covid-19 outbreak, resulting in labor shortage.

## Construction status

✓ Completed as stated in the contract.

### Recommendations

- 1 For improving the existing road or constructing a new road, at least the survey regarding traffic volume and types of vehicles travelling along this route must be conducted. This information can be used to complement road design to ensure its appropriateness and relevance for its utilization. Completely constructed road was even and wide traffic surface. Therefore, more cars might use this road with a high speed which in turn, additional safety measures are also required.
- 2 The project should evaluate preliminary economic feasibility to illustrate that the project was of any use for the public.

### Public opinions

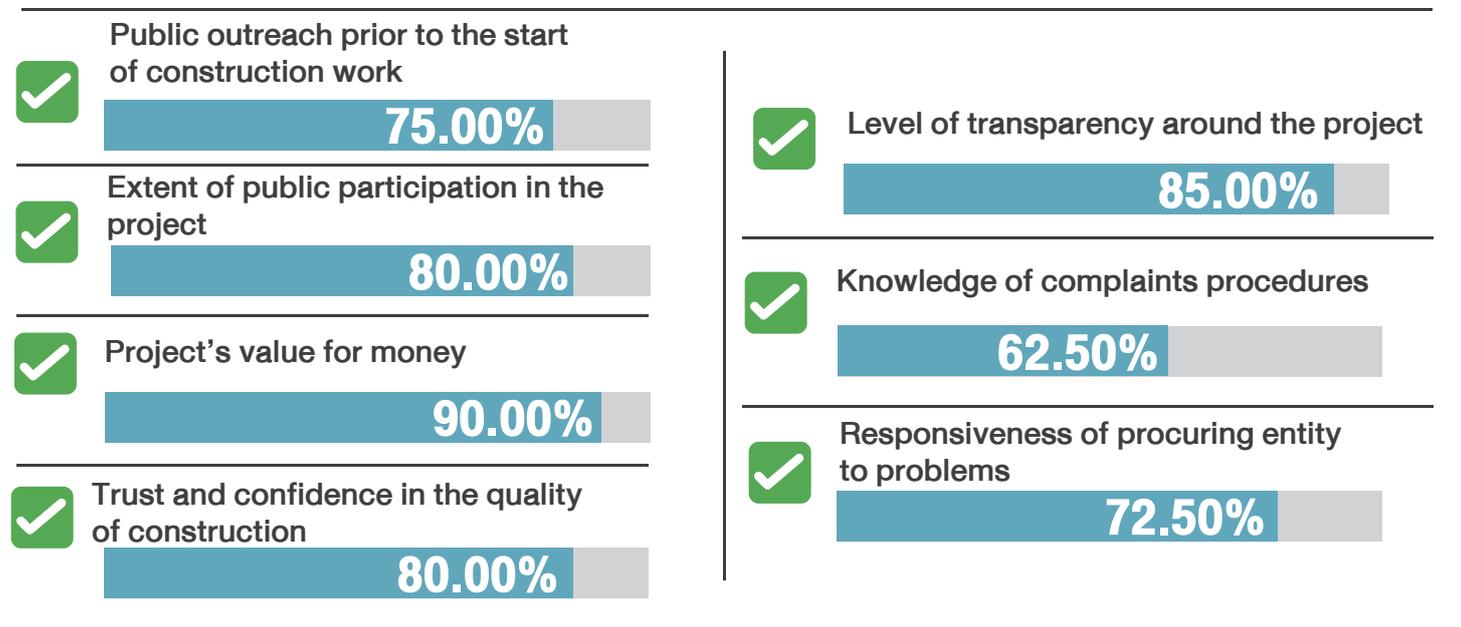
- 1 Can the agency improve this road from the beginning to its end ?
- 2 There was a need for more lighting on road.

### Response of the agency

- 1 The agency informed that they would request for road improvement to the end of the route in the next fiscal year.
- 2 The agency informed that this road will be transferred to the Subdistrict Administrative Organization after completed. Thus, lighting could not be installed in this phase.

### Summary of public opinions

8 individuals    Men  6    Women  2    with an average age of 41-50



### Photo



### Remarks of the construction project



- This project was the responsibility of the Provincial Administrative Organization and was not directly situated in the construction site. Therefore, maintenance may not get enough attention while the entire road was about 4 kilometers long but only 2 kilometers of this road was newly constructed. Thus, it was not convenient to travel the entire route and it was expected that there might not be too much traffic compared to the past.



- In a case where additional budgets cannot be requested to construct the remaining 2-kilometer road, the government might lose benefits of constructing this route and could not achieve the established goal as well as does not worth the investment.



- Some materials used to make pavement lacked the specification of qualification. Thus, it could not be entirely inspected. Besides, some parts of this road had been eroded by water, so the agency must emphasize on quality control of pavement construction to minimize potential damages as this may affect the structure of the main road as well.



- There was a lack of labor because of Covid-19 outbreak.



- Require additional safety measures; for example, additional traffic signs, more lighting in some key areas and line marking on the road for safety purposes.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

100%

## Rajamangala University of Technology Thanyaburi

**Projects**  
**4**

**Innovation Demonstration School Building Construction Project**  
Secondary level, amount 1 house



**Budget**  
**159,599,200.00** baht



**Focal price**  
**165,517,216.86** baht



**Value of contracts**  
**140,000,000.00** baht



**Plan**  
**15.00%**



**Completed**  
**3.00%**



**Duration**  
**600** Days

### Objectives

To construct the building of the Innovation Demonstration School for a secondary level to ensure its compliance with basic academic standards of the Ministry of Education as well as become a training facility for every program of teaching profession.

### Detail of the project

To construct a building of the Innovation Demonstration School, secondary level. The building comprises of the following works:

- 1 architectural work
- 2 reinforced concrete structure
- 3 electricity and communication system
- 4 air-conditioning system
- 5 sanitary system
- 6 durable goods complementing the building and classrooms.

### Procurement

There were **61 interested** document buyers but only **8 bidders** attended the bidding the competition was accountable for **15.42 percent** and the price competition was relatively high. Moreover, for this bidding, there has no appeal or complaint from any other bidders.

**The winner: Thepnimit Housing Company Limited**

### Quality

Rajamangala University of Technology Thanyaburi appointed the lecturer from the Faculty of Engineering as a consultant An acceptance committee is an expert in construction and engineering. In addition, King Mongkut's Institute of Technology Ladkrabang was responsible for material testing and field testing. Thus, it was believed that the project management would be successful.

### Problems and obstacles

- 1 The construction had been delayed due to a change in foundation pile from DIA 0.35 meter and 0.60 meter to spun pile DIA of 0.50 x 27.00 meter in size.
- 2 This project did not allow the contractor to build a bunkhouse at the construction site to prevent any potential dangers, and cannot operate during night then. Therefore, the construction could not be fully rushed.

### Construction status

**Delayed beyond the established plan from changes in design.**

## Recommendations

- 1 The construction supervisor should force the contractor to prepare materials that prevent any construction particles from falling and might cause danger as well as minimize dust diffusion from building construction.
- 2 The contractor should provide a truck to spray water at the construction site, including other routes to minimize any impacts from dust.

## Public opinions

- 1 How was safety measures established during the construction?

## Response of the agency

- 1 The agency arranged a meeting with the contractor to specified the entrance-exit route for construction material transport vehicles entering the construction site and did not allow the contractor to set up the worker's bunkhouse in the University's premise to ensure the utmost safety of all students.

## Summary of public opinions

9 individuals

Men



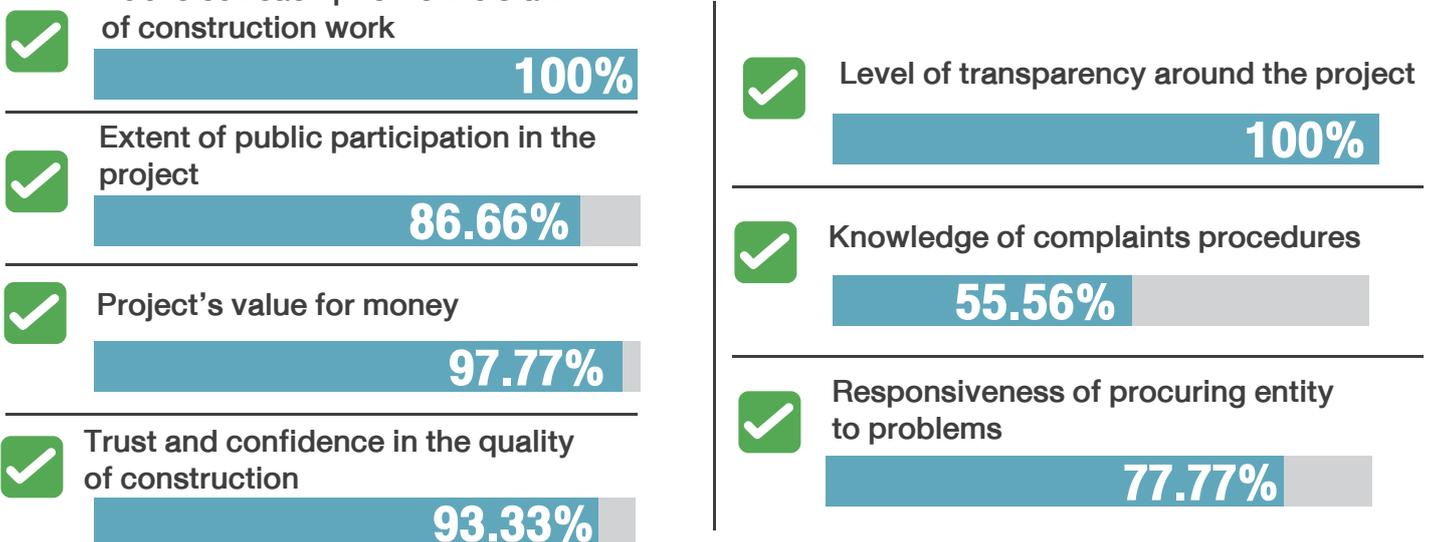
4

Women



5

with an average age of 15-30



### Photo



### Remarks of the construction project



- The project was extremely delayed since there were some changes in the construction pile from DIA 0.35 and 0.60 meter to spun pile DIA 0.50 x 27.00 meter.



- Manpower problem. There was a shortage of teachers or academic personnel to proceed according to the project's established plan.

### Data disclosure rates

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate



## The Department of Rural Roads

Projects

**5**

The construction project for repairing road collapses, Samut Prakan.Rd., 4010 connecting Highway 3243 - Bang Khun Thian District Samut Prakan

Budget

**35,000,000.00** baht

Focal price

**35,000,000.00** baht

Value of contracts

**34,985,000.00** baht



Plan

**52.08%**



Completed

**59.03%**



Duration

**210** Days

### Objectives

To facilitate traffic for people so that they can commute and transport more conveniently as well as connect with the transportation, industry and logistics network of the main and minor roads, with the aim to provide services to people and business sector.

### Detail of the project

Embankment repair by constructing reinforced concrete road with **6-meter** wide of traffic surface and a pavement of **1-meter** wide. The foundation pile is bearing unit type and safety equipment were installed as well.

### Procurement

There were only **2** bidders had participated. The price proposed was only **10,000** baht different, so it was considered very slight difference or no price competition at all.

✓ **The winner: S.Y. Construction Limited Partnership**

### Quality

Quality control is made by Samutprakarn's Rural Road District which has experience in supervising various construction projects. In addition, an acceptance Committee has experience in the construction of concrete roads, ensuring its compliance with the contract and construction design. Thus, it was believed that this project would be in line with the established standards to ensure the utmost safety.

### Problems and obstacles

- 1** The line for public utilities system such as the electric pole must be removed by collaborating with the Metropolitan Electricity Authority in the area to remove the electric pole and this might cause some delays.
- 2** The construction began during the rainy season and sea level was higher than usual. This must be completed as soon as possible while stricter measures must also be enforced.

### Construction status

✓ **Faster than expected.**

### Recommendations

- 1 After completion, there would be a grade separation at the connecting point with existing road. Thus, there must be some warning signs to minimize potential accidents, resulting from such grade separation.
- 2 During construction, accidents or danger could occur that affected people and those travelling on such route. Therefore, traffic facilitation near the construction site must be provided at all times.

### Public opinions

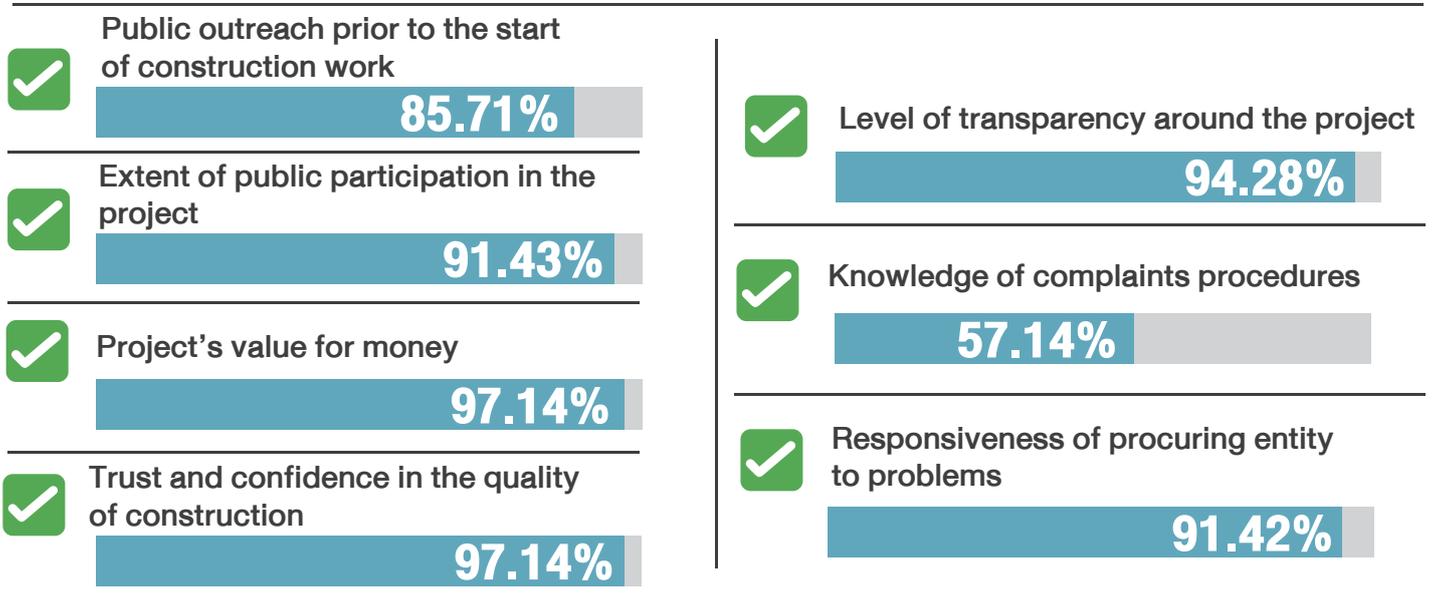
- 1 What measure will be adopted to relieve the traffic during construction?
- 2 There had been some concerns regarding road subsidence in the future as this route is sometimes covered with immerse flood, so it might be easily subsided.

### Response of the agency

- 1 Installed traffic light at the detour and a traffic assistant is also needed to help alternate the traffic among two sides throughout 24 hours.
- 2 The agency explained that this newly constructed road is rather strong and its quality is acceptable, compared to the existing road. It is expected to last longer than the previous one.

### Summary of public opinions

7 individuals      Men  6      Women  1      with an average age of 60



## Photo



## Remarks of the construction project



- The project needed to move the public utilities system such as electric pole by collaborating with local Metropolitan Electricity Authority. Therefore, there might be some delays and the Metropolitan Electricity Authority must complete such operation in a speedy manner.



- There was no cost benefit analysis conducted for this project. However, results from data collection had shown that there were 4,270 cars/day using this road. Thus, local people would highly benefit from this road as it helped solve traffic congestion.



- The rainy season was about to start, and sea level might be higher than before which in turn, may cause some delays.



- At present, it is the rainy season and continued rainfall makes cement pouring unable. Moreover, during the end of the year, sea level is rather high and there may be flood on the traffic surface during construction which potentially affects the density and bearing capacity of the subbase, making this road less robust



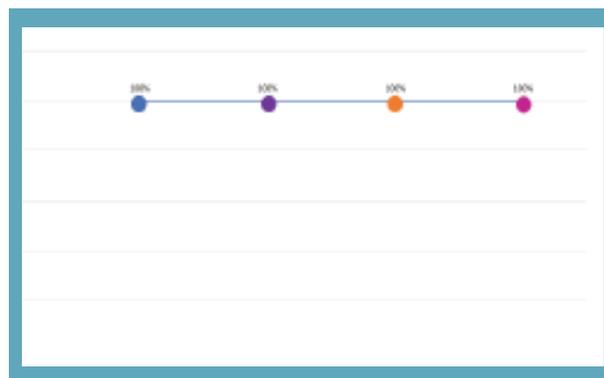
- Traffic facilitation at the construction site should be provided at all times to prevent traffic congestion, especially during rush hours in the morning and evening. Lighting or warning sign must also be provided to warn people of the grade separation between newly constructed and existing road surfaces.



- The agency determined that at least 6 SME entrepreneurs will be required and only 6 entrepreneurs will be selected for further consideration. However, a number of qualified entrepreneurs in Samutprakarn or nearby provinces are probably more than expected. If more entrepreneurs are invited to participate, price competition will become higher which in turn, will benefit the government sector in terms of budget saving.

## Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

100%

### Ban Pa Subdistrict Administrative Organization

**Projects**  
**6**

Reinforced Concrete Road Construction Project Local highway code, Phitsanulok.Rd., 67-008, from the paved road, Ban Pa-Wung Phrai route. to the paved road at Village No. 6, Muang Phitsanulok District Phitsanulok Province.

<p><b>Budget</b> 9,263,300.00 baht</p>	<p><b>Focal price</b> 9,450,373.83 baht</p>	<p><b>Value of contracts</b> 9,258,000.00 baht</p>
<p><b>Plan</b> 100%</p>	<p><b>Completed</b> 100%</p>	<p><b>Duration</b> 150 Days</p>

#### Objectives

To facilitate transportation for people travelling on this road while ensuring more convenience and safety. The transport of agricultural products to the market will be more convenient and faster while simultaneously solving problem for people travelling on this road.

#### Detail of the project

Reinforced road construction from Ban Pa paved road – Woong Prai to the paved road at Moo 6, Ban Pa subdistrict, Ban Beung Sai, Moo 2, 6, 8 Ban Pa subdistrict, **6** meters wide, **3,050** meters long and **0.15** meter thick.

#### Procurement

There were **5** bidders attend the bidding and the bidding price was relatively close. The price competition was **2.04** percent or almost none. However, there was no appeal from other bidders.

**The winner: Don Thong Construction 1999 Limited Partnership**

#### Quality

In terms supervision work quality must be monitored by Phitsanulok’s Department of Public Works and Town & County Planning, Phitsanulok office.This can be accomplished by testing such work according to engineering procedures and specifications. The acceptance Committee should inspect the project to ensure its compliance with the specifications stipulated in the construction employment contract and construction design. It was believed that the construction of reinforced concrete road according to this project will result in good quality of work as the specified standards and usage safety can also be assured.

#### Problems and obstacles

Two sets of water drainage pipes were laid under the road to drain excess water into the public gutter. Another gutter was almost entirely filled with sand since the homeowner where their house has been located near pipeline built the fence and put sand all over the drainage pipes and rainfall had washed away all these sand into the drainage pipes.

#### Construction status

**Completed as stated in the contract.**

## Recommendations

- 1 Noise pollution and dust occur during construction. Therefore, the agency should force the contractor to solve such problems to prevent pollution.
- 2 Traffic signs should be installed to prevent accident. The agency should inform the community about construction and alternative to reduce traffic congestion.

## Public opinions

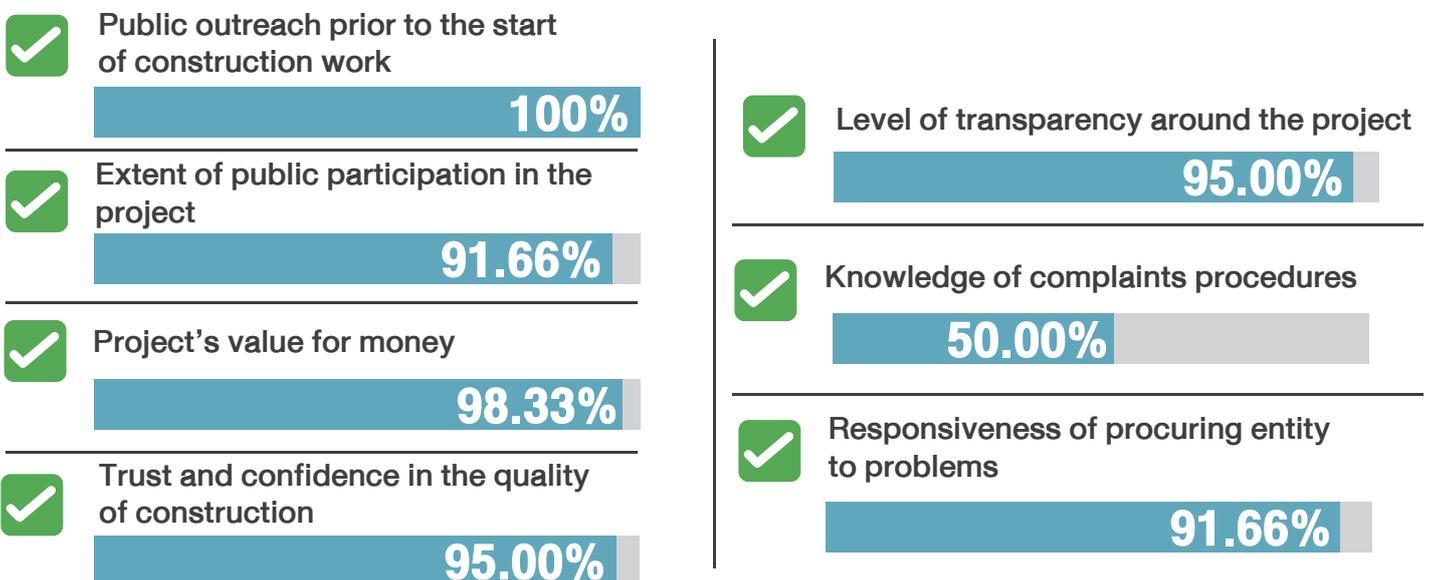
- 1 How to deal with the problem of overweight trucks on this road?
- 2 The newly built road is higher than the road in front of people's houses.

## Response of the agency

- 1 The agency informed that there have been some established measures to limit the weight of the trucks passing by this road.
- 2 The agency prepared crushed rocks to pour in front of people's houses located lower than road level.

## Summary of public opinions

**12** individuals      Men  **5**      Women  **7** with an average age of **51-60**



### Photo



### Remarks of the construction project



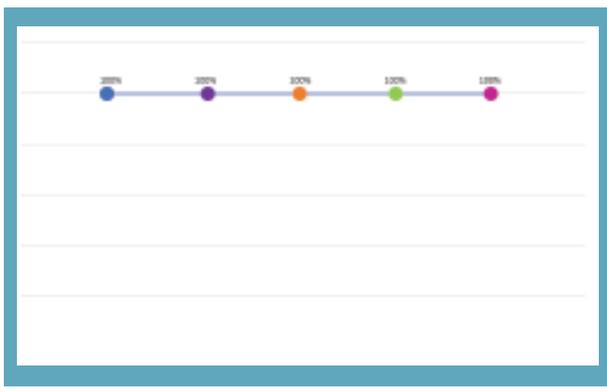
- During site visit, it was clear that ready mixed concrete was mostly fluid. Thus, the inspector asked about concrete quality and it was explained that plant mixed with concrete at the construction site would be controlled for its quality while concrete spacer samples would be gathered for further testing.
- There were 2 sets of water drainage pipes with a diameter of 0.60 meter laid under the road to help drain water to public gutter. There was also one spot filled with sand since the homeowner living near these drainage pipes had built their fence and filled the gutter with sand. Then, rainfall lets these sand flow into the drainage pipes.
- The newly constructed concrete road had some fractures. The Division of Public Works said that it was because the cars had run through the road while the concrete was not fully set, and they already realized that this was improper. Therefore, there should be a regular inspection to check for the damage level, whether it was at a road surface level or road structure level for further road repair.



- To support SME entrepreneurs, the selection method was adopted by using list of SME entrepreneurs with a total of 6 entrepreneurs, Ban Pa Subdistrict Administrative Organization explained about the criteria in selecting the entrepreneurs that each committee member selected one entrepreneur and the Chairman of the Committee must chose 2 entrepreneurs. However, there had been no established rules and this might obstruct other entrepreneurs in participating in the price proposal.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate



## Nong Prue Subdistrict Administrative Organization

Projects

7

Reinforced Concrete Road Improvement Project, Local Highway Chonburi.Rd., 87-004, Ban Nuea Bo Kru-Song Tham Road Ready to place a drain, Village No. 2, 5, Nong Prue Subdistrict, Phanat Nikhom District Chonburi Province.

Budget

9,742,000.00 baht

Focal price

9,008,749.96 baht

Value of contracts

7,190,000.00 baht



Plan  
60.00%



Completed  
0%



Duration  
120 Days

## Objectives

To provide more convenient transport for local people with safety. This also enables farmers to carry their product to the market more easily and faster as well as prevent any potential damages, develop robust and standardized transportation infrastructure while simultaneously solving local people's trouble.

## Detail of the project

Reinforced concrete road with **7** meter wide, **900** meter long and **0.20** meter thick or approximate concrete area of **6,459** square meters, coupled with water drainage pipes of industrial standard reinforced concrete, third type, **0.60** meter in diameter of **1.305** piece and **145** reinforced concrete clarifiers and **46** existing clarifiers with improved quality.

## Procurement

There were **16** interested document buyers but only **5** attended the bidding. The price competition was accounted for **20.19** percent which was relatively high.

✓ The winner: Petch Lak Thong Construction Limited Partnership

## Quality

There has been no construction progress as of a site visit since the contractor has been busy with the other projects. Thus, the construction may be rushed to be completed within the time specified in the contract. The quality of the construction work must be intensively monitored

## Problems and obstacles

- 1 There was a problem concerning trespassing of other areas belonged to local people and some of these areas have the electricity poles installed inside the project site.
- 2 There might be some delays from the construction work which potentially affects the utilization of this project.

## Construction status

The contractor has not started construction.

### Recommendations

- 1 During construction, there might be some danger to people and the commuters travelling on this road. Traffic must always be facilitated at the construction site.

### Public opinions

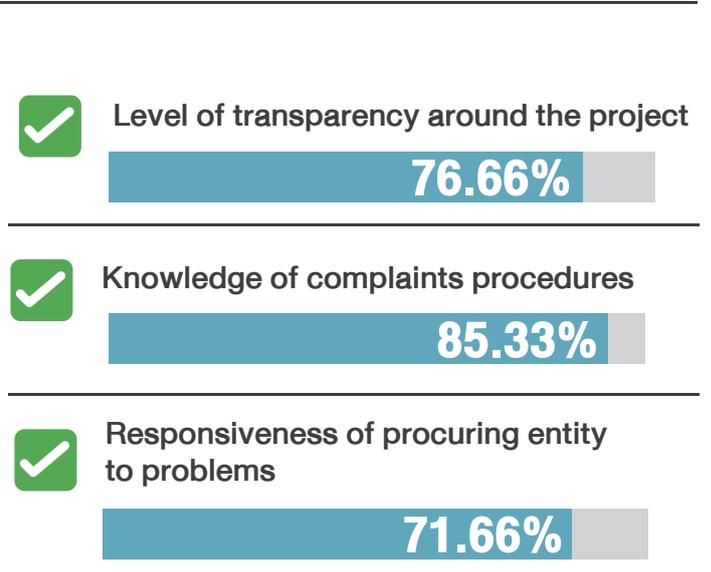
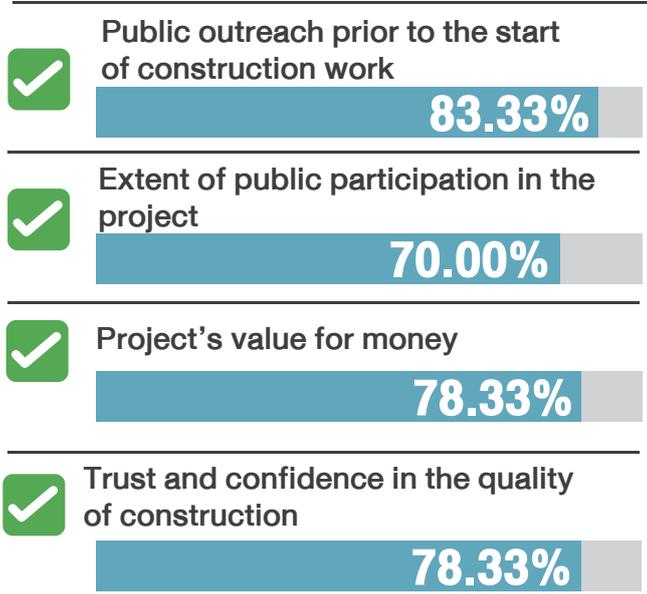
- 1 There have been some concerns about the accident since newly constructed road will allow the drivers to drive even faster.
- 2 There has been a concern about the quality of the newly constructed road due to operation delays and this might force the contractor to rush the construction to meet the deadline.

### Response of the agency

- 1 The agency explained that more traffic signs will be installed.
- 2 The agency urged the contractor to enter the area. If the contractor was unable to complete the construction as planned, the contractor must be responsible for such action.

### Summary of public opinions

12 individuals    Men  6    Women  6    with an average age of 51-60



## Photo



## Remarks of the construction project



- There were some electricity poles in construction area which may be the reason for such delay. There should be a collaboration with a local agency before any construction start as well as a problem concerning the area which trespasses into the land of people living in the area.



- Since the contractor delayed in entering the construction site. Thus, the contractor had to rush the construction, especially in the last phase. This might increase risk regarding the durability of pavement after being used.



- The fact that the acceptance committee member from the public may lack knowledge and experience since most people did not possess any expertise in area. Besides, the member from the public must be responsible for the operating result which may incur legal problem. Also, the committee did not have any clear operation plan from the contractor, resulting in inefficient project management.



- Nhong Prue Subdistrict Administrative Organization should coordinate with the community leader and announce the construction plan for the acknowledgement of local people. Besides, the contractor should install warning signs and lighting at the construction site as well as facilitate the traffic to prevent potential accidents.



- Circular letter from the comptroller general department recording measures to assist the entrepreneurs during Covid-19 outbreak may make the contractor less concerned about the fines that may arise from operation delay. Therefore, the contractor may complete other unfinished projects or those with higher budget prior to entering the site and starting the project.

## Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

90.32%

### Chumphon Municipality

**Projects**  
**8**

Primary health service center construction project Chumphon Municipality.

 <b>Budget</b> <b>51,060,000.00</b> baht	 <b>Focal price</b> <b>52,063,216.46</b> baht	 <b>Value of contracts</b> <b>50,980,000.00</b> baht
 <b>Plan</b> <b>16.80%</b>	 <b>Completed</b> <b>2.70%</b>	 <b>Duration</b> <b>365</b> Days

#### Objectives

To improve efficiency of Chumphon Khet Udomsakdi Hospital in providing services for people living in Chumphon Municipality and nearby areas, minimizing crowded of the hospital’s patients, develop primary level health service system to be more efficient as well as develop personnel competency in terms of public health of Chumphon Municipality.

#### Detail of the project

To construct a primary health care center of Chumphon Municipality using building plan of Community Health Center which is a 4–storey reinforced concrete building with a total usable area of **2,170** square meters, plan number **10847** (Department of Health Service Support), together with medical supplies.

#### Procurement

There were very few bidders attending the bidding process. Only **2** bidders participated during the first bidding and **4** during the second one, but there was only one submitted bidding documents. There were **2** bidders attending the third bidding but only one bidder met the qualifications, and the proposed price was **2.08** percent lower from the reference price.

#### Quality

Previously, the driven pile would be used as a foundation; however, this may cause fracture of nearby buildings. Thus, Chum Phon Municipality asked the contractor to stop the piling and replace it with drilling as well as coordinate with the contractor to repair damaged buildings located nearby.

#### Problems and obstacles

- 1** The project was delayed since the contractor entered and started the construction later than expected. Besides, drilling foundation pile had been replaced instead of the piling type.
- 2** During construction, materials were carried into the site which may cause danger along the route where the trucks passed, especially narrow and congested routes in the city and during morning and evening rush hours.

#### Construction status

Delayed beyond the deadline.

## Recommendations

- 1 The agency should rectify or extend the period of contract to ensure its completion in a case where the delay was not the contractor's fault but from an adjustment of the foundation.
- 2 The project supervisor should indicate the contractor to provide some materials to prevent the construction materials from falling, which may also cause danger.

## Public opinions

- 1 There is an expectation of medical services various should be provided.
- 2 People are very satisfied to have this hospital near the community, making people more convenient as they have always needed this project.

## Response of the agency

- 1 The agency informed that medical services had been added to provide more treatment varieties while benefiting the elderly.
- 2 They were willing to make sure that this new hospital would offer more convenient and speedy services.

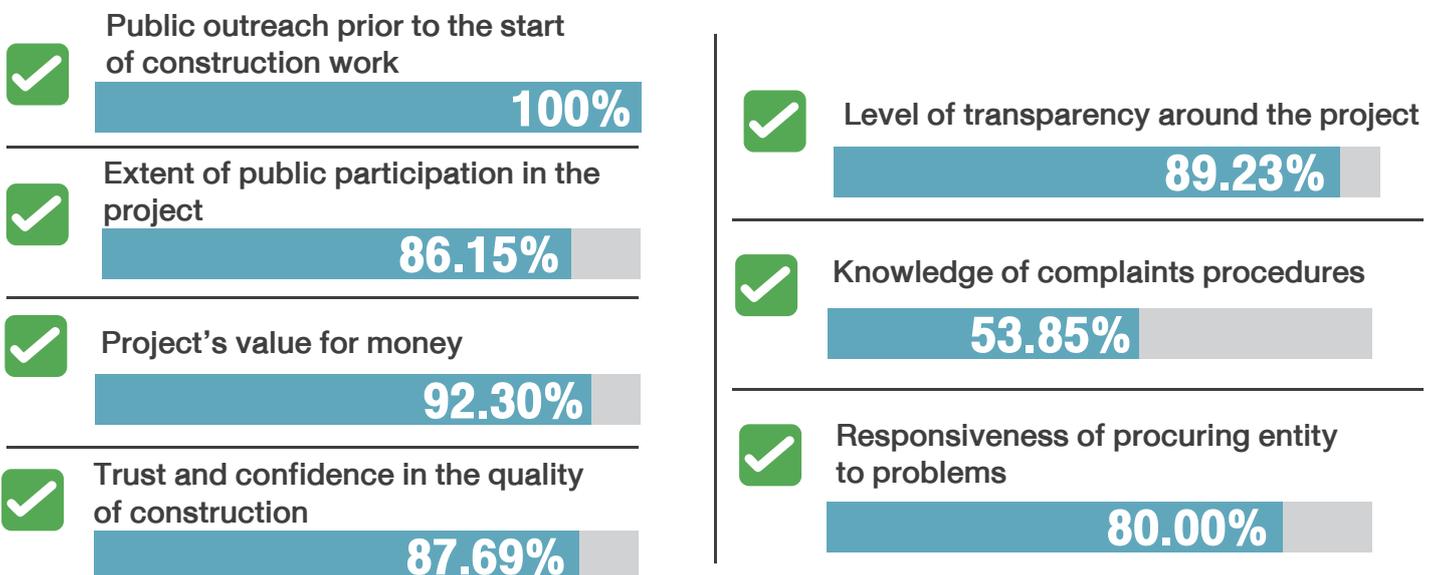
## Summary of public opinions

**13** individuals

Men  **8**

Women  **5**

with an average age of **60**



**Photo**



**Remarks of the construction project**

- 

● During construction, some construction materials may cause accidents, especially on the narrow route and high traffic congestion during rush hours.

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● The location of this project was in the community area. There are some risks which may cause danger; for example, stones and mud that cover the footpath and the construction particles have been found outside the construction site.

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● There was a possibility of a project delay beyond the specified in the contract. At present, about 2.7 percent of work has been completed, compared to the actual plan which specified at 16.8 percent. There were 3 reasons as indicated below:

  1. The contractor entered the construction site later than expected.
  2. Problem from the demolition of the foundation of the existing building.
  3. Drilling may cause some fractures of nearby buildings.

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● Income may be insufficient to cover the expenditures. Thus, budget support from Chum Phon Municipality must be consistently provided.

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● The standard foundation of the Department of Health Service Support includes both piling and drilling types. The project owner decided to use the piling type, causing some damages to nearby buildings. Therefore, Chum Phon Municipality indicate the contractor to cease the operation and changed it to the drilling type instead and the damaged building was repaired. For other construction projects in the future, the project owner should construct the foundation by taking into consideration nearby surroundings to complement the construction design.

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● Vibration problems resulting from foundation piling, noise pollution, dust from the construction, and accident may occur from transportation of construction materials. Therefore, the contractor should provide the trucks to spray water at the construction site, including other routes where the trucks pass in order to minimize any impacts from dust.

**Data disclosure**

- Processes for project presentation

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- Project Preparation

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- Procurement

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- Project implementation information

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- Project completion and complaint handling



**Quantitative data disclosure rate**



## Wastewater Management Organization

Projects

9

Construction project and increase the efficiency of water quality management in the wastewater management area Songkhla City Municipality, Bo Yang Subdistrict, Mueang Songkhla District, Songkhla, Phase 1

Budget

691,200,000.00 baht

Focal price

691,200,000.00 baht

Value of contracts

656,700,600.00 baht



Plan  
27.13%



Completed  
29.07%



Duration  
1,080 Days

### Objectives

To improve, repair and enhance the efficiency of wastewater management system, piping system was also repaired to enhance its full operation capacity, with the aim to solve wastewater problem and prevent it from flowing into public water source.

### Detail of the project

Improving wastewater management system of the control building and office. Installing wastewater collecting pipe and wastewater pumping station as well as improve the landscape of the nearby area.

### Procurement

There were **8** interested document buyers but only **3** attended the bidding. The price competition was **4.99** percent which was very low.

The winner: A joint venture of KMIT Construction Company Limited, B.B.T Engineering Company Limited and Deep Blue Tech Company Limited

### Quality

The Wastewater Management Organization was being assisted by the Division of Public Works of Songkhla Municipality. These two agencies possess knowledge and experience in supervising various construction projects. The construction followed the construction design standard. Besides, the preventive measures for any accidents arising from operation was also prepared.

### Problems and obstacles

In installing water drainage pipes for some areas, the traffic surface must be dug up, resulting in transportation inconvenience, especially in Songkhla city where traffic is normally congested. After completion, the traffic surface condition was not returned to normal; therefore, the contractor must proceed with the operation to make the traffic surface back to its previous condition. The agency should inform people about the complaint channel.

### Construction status

Faster than expected plan.

### Recommendations

Since electric water pumping station will be installed, the cost of wastewater management may be high as a result of electricity consumption. Consequently, electricity expenditure from wastewater management must be assessed. The recommendation was to use electricity from an alternative energy such as solar cells.

### Public opinions

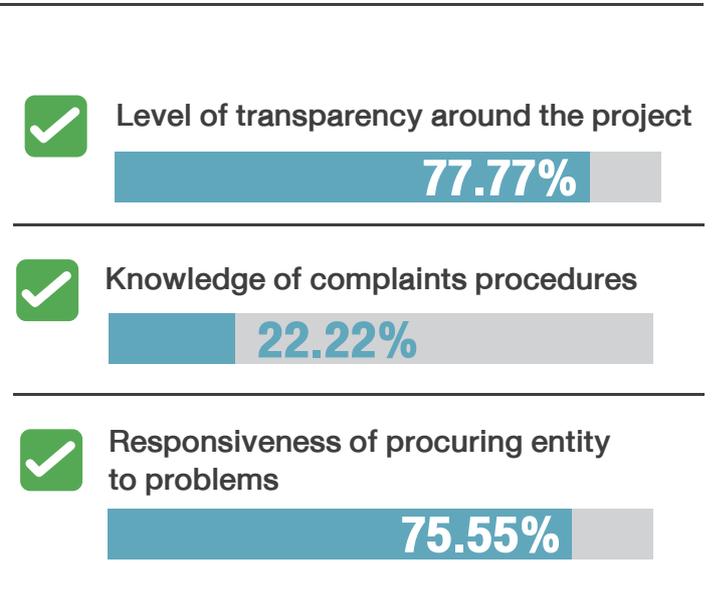
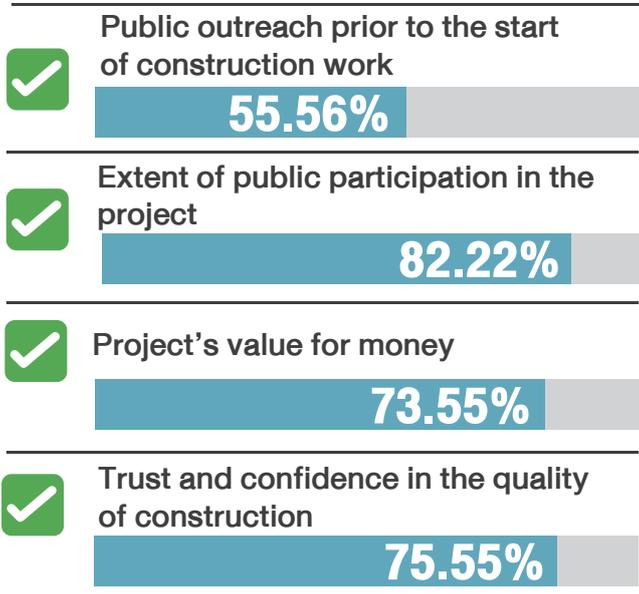
- 1 The wastewater problem should be resolved from the beginning; that is, draining wastewater from the households of local people.
- 2 The area that wastewater management had been implemented can make nearby canals to become clearer and cleaner.

### Response of the agency

- 1 The agency provided training and knowledge to local people in making grease traps.
- 2 The agency responded to people's opinion and was willing to proceed with wastewater management for Songkhla Municipality as well as found a solution and guidelines on wastewater management for other municipalities with in the area of Songkhla Municipality.

### Summary of public opinions

9 individuals    Men  2    Women  7    with an average age of 51-60



### Photo



### Remarks of the construction project



- In terms of water quality improvement, there was still a potential to support wastewater which needs to be treated whereby some areas of Khao Roob Chang Municipality which is adjacent still has untreated wastewater left (area close to waste landfill and wastewater treatment area of the project) in the mangrove forest. Besides, most of untreated wastewater was drained into the public canal system. Thus, the Wastewater Management Organization should discuss with Khao Roob Chang Municipality to collaborate in wastewater management as well as request Songkhla Municipality for permission. This can reduce the volume of wastewater of these 2 areas. Nonetheless, wastewater management system should not belong to one agency but should belong to the centralized system that in turn, will benefit many people.



- People living next to wastewater pumping station #3 complained about the vibration from the foundation pile drilling. Thus, the method of construction must be changed to lessen an impact on people's way of living. Wastewater Management Organization, Songkhla Municipality and the acceptance Committee informed the contractor to propose new method of construction.



- Problem concerning road and ground excavation and ground for piping purpose also affected people from travelling in and out of their house. The problem took place only at some spots. However, newly constructed traffic surface may be uneven after piping was completed.



- The contractor proposed to revise the contract and used a spread-type foundation for wastewater pumping station #3 construction instead of piling. This process is under consideration.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

93.55%

### The Department of Rural Roads

Projects  
**10**

The road construction project, Highway No. 1020 - Ban Kew Kaew, Thoeng, Jun District, Chiang Rai Province.

 <b>Budget</b> 1,200,000,000.00 baht	 <b>Focal price</b> 1,199,867,000.00 baht	 <b>Value of contracts</b> 1,199,000,000.00 baht
 <b>Plan</b> 22.87%	 <b>Completed</b> 10.01%	 <b>Duration</b> 900 Days

#### Objectives

To develop road network in the northern part to enhance network efficiency, minimize distance and time spent in travelling while being able to expand transportation to the central part more speedily. Besides, this project would support increased traffic capacity in the future as well as develop the area between Therng and Chun districts, rendering more convenience and safety in transporting agricultural products.

#### Detail of the project

The asphaltic concrete road construction with **4** traffic lanes, **0.10** meter thick, **3.50** meter wide. The pavement is **2.50** meters wide, and the street aisle is **4.20** meters wide with a total distance of **10.034** kilometers. The asphaltic concrete road construction with **2** traffic lanes, **0.10** meter thick, **3.50** meter wide and pavement is **2.50** meter wide with a total distance of **33.675** kilometers. In addition, large reinforced concrete bridge was built to cross over Lao river and highway road, coupled with a bridge to cross over Laos river which connects to the highway road 1021. The water drainage system and lighting were installed and the total distance of construction was approximately **43.709** kilometers.

#### Procurement

There were only **3** bidders attending this project and the competition was only **0.07** percent which was very low although this was a large project and the bidding should be more competitive.

**The winner: Bancha Kij Company Limited**

#### Quality

A construction consultant company was hired since this was a large project. Therefore, it is expected to be completed as stated in the contract with the standard as specified.

#### Problems and obstacles

- 1** The removal of public utilities system relating to Provincial Electricity Authority whereby 6 spots must be removed. Only 2 spots had been successfully completed and the other 4 spots are on the process of operation in which PEA should complete such operation in a timely manner.
- 2** Problem concerning land expropriation, especially the land with unclear boundary; for example, land overlapping the forest area which needs a permission.

#### Construction status

Delayed beyond expected plan since problem of the construction site.

## Recommendations

- 1 Construction of new roads, the feasibility study should be adopted. The study should consider the current situation and transportation network.
- 2 The road construction area was originally a farm, so the agency must pay great attention to the compaction of the pavement.

## Public opinions

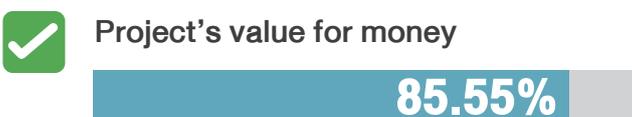
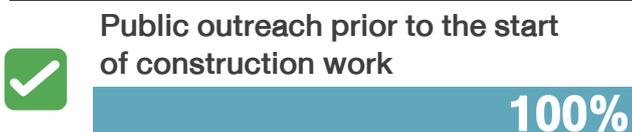
- 1 There is concern about the increasing traffic of cars on the newly constructed road.
- 2 There is an opinion that if this road is completed, it will be good for the community in the area. In the future, there may be more factory and generate income for the community in the area.

## Procuring entity's response

- 1 There is a plan for measuring for overweight trucks that use the road and install more traffic signs.
- 2 The agency accepts and is willing to complete the construction of this road align with its objective.

## Summary of public opinions

**18** individuals    Men  **15**    Women  **3**    with an average age of **51-60**



**Photo**



**Remarks of the construction project**



● Shall study the feasibility of the project by taking into consideration the current context of the area as there might be some problems concerning value for money since this construction might have some overlapped area of construction.



● Delayed from land expropriation whereby over 50 pieces of land cannot be concluded for further operation. In addition, there were some rare trees which need to be conserved in the construction site and local people must give approval prior to any tree cuttings. For some areas, farmers need to harvest their produce first and some areas are overlapped with the forest area. Thus, land boundary must be properly inspected.



● During the rainy season, the construction may be difficult as soil or construction materials must be pressed under suitable moisture level.

● This project is a new road construction project; therefore, there might be some problems concerning safety measures at the intersection, in terms of connection and ground elevation of the existing road connecting with the new one and this may cause an accident.

● This route is located in the agricultural area and is considered a lowland. Both sides of the road may be waterlogged since the embankment may obstruct the waterway, both during construction and after construction. Thus, drainage and the area to support excess water must be taken into consideration and whether such area is efficient enough to support excess water.



● Agency should make mutual understanding with the community as the land had been expropriated for a long time this make people lose confidence in the project. If local people clearly understand the purpose, the problem shall be minimized.

● People should be informed about the impact so that they will understand and realize their own rights, including land expropriation procedures, and payment guidelines. The agency should not return land expropriation fees more than the amount these people would receive since asking for refund afterwards will incur additional damages and people's misunderstanding.



● There were only 3 bidders attending the bidding. The winner offered the price that was closed to the focal price. The competition was at a very low level although this project is a large project which should have higher competition.

**Data disclosure**

- Processes for project presentation

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- Project Preparation

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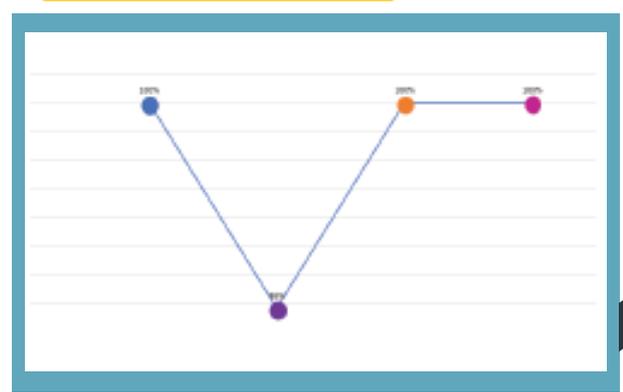
- Procurement

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- Project implementation information

---

- Project completion and complaint handling



Quantitative data disclosure rate



96.77%

## The Institute of Dermatology

Projects

11

Institute of Dermatology building project ready for demolition, Thung Phayathai Subdistrict, Ratchathewi District, Bangkok, 1 building

Budget

1,148,280,000.00 baht

Focal price

1,060,683,500.00 baht

Value of contracts

1,044,694,528.21 baht

Plan

100%

Completed

96.77%

Duration

2,311 Days

## Objectives

To replace the existing building of the Institute of Dermatology since it was in a very bad condition and not worthy for any repairs. Another objective was to construct a building in support of the National Institute of Dermatology to provide treatment to patients with skin problem, whereby the number of these patients have increased tremendously.

## Detail of the project

A 22-storey building and 3-storey underground floor with a total usable area of 40,365 square meters. The building was specifically designed under the "Universal Design" concept.

## Procurement

There were 5 interested document buyers but only 3 attended the bidding. The proposed price was extremely different while the competition accounted for 12.00 percent (proposed price was 947 million baht. Subsequently, the construction design was changed and the budget was increased to 97.61 million baht).

✓ The winner: Infinite Engineering and Construction Company Limited

## Quality

The work quality was controlled by the acceptance Committee, coupled with an experienced engineer from the Office of the Permanent Secretary of Ministry of Public Health as a member. In terms of the construction, it was specified that the work quality must be inspected by testing in accordance with engineering procedures and specifications. Moreover, the construction design must be align with the established standards and must be monitored by the consultant.

## Problems and obstacles

- 1 Existing buildings must be removed but they were located close to other buildings nearby, including public footpaths. In addition, the structure of one of these 3 buildings was made from ready-made floor; thus, special care must be taken during removal, and this may result in the delay of construction.
- 2 The machine used in making a wet type piling foundation had some technical problems, so extra time must be spent for its maintenance.
- 3 A problem concerning transportation of removed construction materials and new ones into the construction site as the project is located in Bangkok Metropolitan area where traffic is highly congested.

## Construction status

Delayed beyond the deadline owing to the adjustment of the construction design.

### Recommendations

- 1 The building's control room was located in the parking space, so there might be potential risks in that accident may occur. Therefore, preventive and risk management measures must be prepared.
- 2 The installation of public utilities system, especially the communication system which is considered an integral part of the building. Such system should be well-planned at the beginning. However, the equipment used in the server room was procured after the completion of the building construction. Thus, some areas of the building must be rectified, and this might cause some troubles.

### Public opinions

### Response of the agency

No public opinion conducted.

### Photo



### Remarks of the construction project



- There was no report on the environment according to the Notification of the Ministry of Natural Resources and Environment, dated 20 June 2012, Thai Government Gazette, page 7, clause 29.
- The construction of the control room of the building was in the parking space and there was a potential risk of accident. Therefore, preventive and risk management measures must be prepared.
- Public utilities systems, especially the communication system, is deemed an important part of the building and requires detailed planning from the beginning. However, the procurement of the equipment used in the server room was procured after the completion of building construction, resulting in some adjustments of the building in the future.



- Delay due to some changes of the building's interior plan and changes of the user's requirements in each department of the hospital (use of standard plan whereas the plan has not been adjusted to suit the actual situation; thus, it requires over 500 days in changing such plan).



- The utilization must be in line with the established objectives and budget must be increased at least 50 million baht to ensure the utmost efficiency of the operation system or building utilization. This matter should be prepared at the budget request stage.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

94.29%

### Ramathibodi Hospital Mahidol University

**Projects**  
**12**

Clinical Anatomy Building Project Chakri Naruebodindra Medical Institute, Bang Pla Subdistrict, Bang Phli District, Samut Prakan Province, 1 job.

<p><b>Budget</b> 948,949,000.00 baht</p>	<p><b>Focal price</b> 948,412,684.62 baht</p>	<p><b>Value of contracts</b> 749,000,000.00 baht</p>
<p><b>Plan</b> 40.24%</p>	<p><b>Completed</b> 36.76%</p>	<p><b>Duration</b> 900 Days</p>

#### Objectives

To support the teaching and learning, including the development of medical profession and health science programs with the aim that the students can apply knowledge in real situation as well as enhance their skill and expertise. The building can be used as a place for any practical meetings at an international level in relevant fields. This may lead to an excellence in clinical anatomy and medical technology at both national and international levels.

#### Detail of the project

A 7-storey reinforced concrete building and 1 underground with a total construction area of **33,975** square meters and a total landscape area of **12,710** square meters.

#### Procurement

There were **7** interested document buyers and **6** bidders attended the bidding. Five bidders passed the qualifications and technical criteria. The competition accounted for **21.03** percent, which was considered very high.

- The winner: Thail Polycons Public Company Limited

#### Quality

The contractor specified operational safety measures for workers by arranging training for both staff and workers while emphasizing on compliance with safety requirements such as cleaning the construction site to get rid of any materials on the floor, preparing guard rail, warning sign at every dangerous spot as well as protecting every equipment to ensure their utilization on a daily basis.

#### Problems and obstacles

During construction, construction materials must be transported to the site and accidents may take place along the route. The project supervisor indicate to use another route for material transportation to prevent the trucks from passing by the hospital or school building to ensure the utmost safety of students and people getting service from the hospital.

#### Construction status

The project is under operation and has been progressed at the rate of **51.34** percent which is 1.96 percent faster than the plan.

## Recommendations

There was a good management of project operation. Building construction mainly emphasizes high quality learning and medical doctors; therefore, it is necessary to determine the indicators of qualified medical doctors in a concrete manner.

## Public opinions

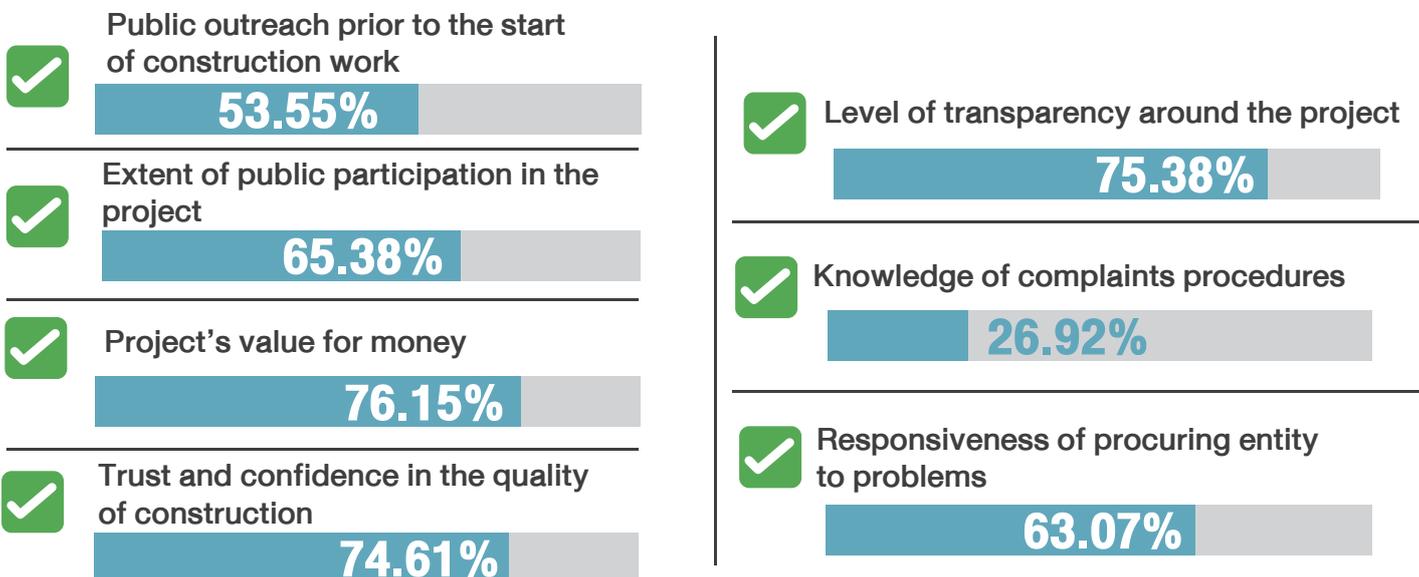
- 1 There was a concern about noise and excess dust from the construction.

## Response of the agency

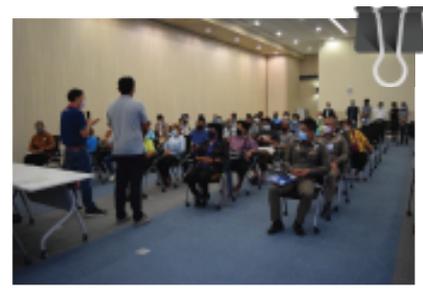
- 1 The contractor explained that the noise level and dust problem, resulting from machinery operation, had been inspected. It was at the level not affecting the environment. Therefore, local people can be confident and less concerned.

## Summary of public opinions

**26** individuals    Men  **10**    Women  **16** with an average age of **51-60**



### Photo



### Remarks of the construction project



- The project had spent government budget and income budget at the ratio of 70:30 which was higher than the rate spent by other academic institutions. Thus, the utilization of the building should directly benefit people and local community; for example, reserve some areas for medical treatment or support the hospital's operation, apart from utilizing this building for academic purposes only.



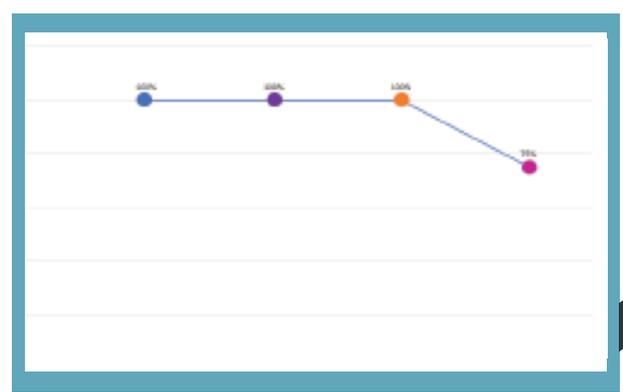
- Since it was a large project; thus, after its completion, there was still a need to procure additional durable materials, including other relevant academic, scientific and medical equipment. The budget was forecasted at no less than 300 million baht in order to achieve the established objectives.



- The construction project was located in Samutprakarn and the problems in such area were flood management and land subsidence in some areas. Although, the project spent 22,828,822.00 million baht to build a preventive system for underground soil, but after being used, there should be a maintenance plan and inspection plan to regularly monitor the land and building subsidence in the future.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

96.77%

## Ratchaburi Provincial Administrative Organization

Projects

**13**

The construction project for the installation of lighting systems on local highways, Route Ratchaburi.Rd., 1-0037, Ban Rang Muang Road - Ban Nong Chanang, Pak Chong Subdistrict, Chom Bueng District, Ratchaburi.

Budget

**11,518,000.00** baht

Focal price

**10,850,858.70** baht

Value of contracts

**8,990,000.00** baht

Plan

**70.00%**

Completed

**50.00%**

Duration

**90** Days**Objectives**

People in the area and the community nearby will have enough lighting for travelling during nighttime, minimize accident and crime rate.

**Detail of the project**

To install the lighting system on rural highway route, ror bor thor 1-0037 Ban Rang Muang – Ban Nhong Cha Nang route, Pak Chong subdistrict, Chom Beung district, Rachaburi. There were 144 sets of lighting installed, coupled with the transformer and other equipment.

**Procurement**

There were **29** interested document buyers but only **7** bidders attended the bidding. However, only **6** bidders had passed the qualification and technical criteria whereby the competition accounted for **17.15** percent.



The winner: Heng Heng (1999) Limited Partnership

**Quality**

This construction had been inspected and controlled for its quality. Nonetheless, there had been some remarks to consider work quality which requires an extra control; that is, whether lighting density on the road is adequate for road safety standard or not since the construction design has not specified the level of lighting density on the traffic surface.

**Problems and obstacles**

During construction, there was a problem concerning large machinery which might obstruct the traffic during lighting installation and accident might also take place. Therefore, signals or signposts were required during construction.

**Construction status**

Delayed beyond the plan.

### Recommendations

Use of remote monitoring system for lighting and this was deemed an effective management in employing state-of-the-art technology. However, the agency must set up an operation plan to control the system and expenditures in managing such system in the long run.

### Public opinions

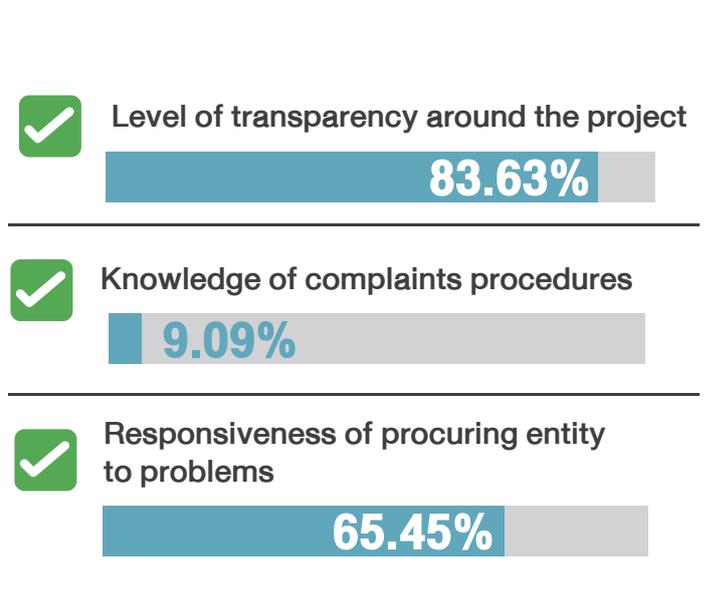
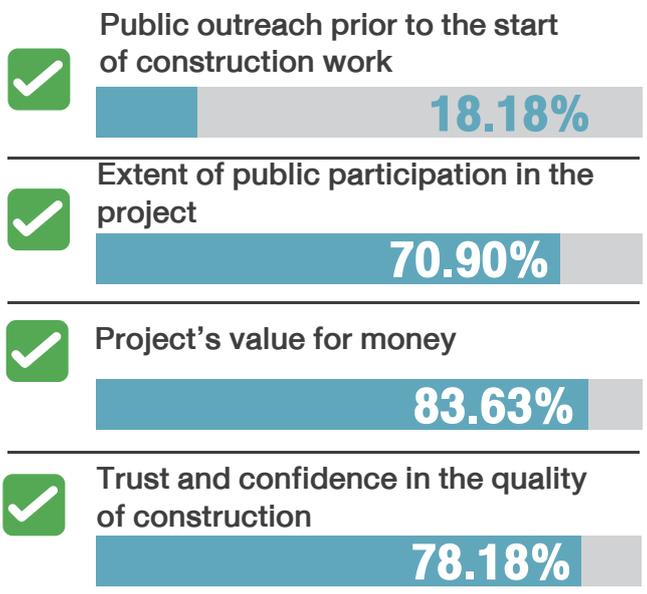
- 1 Since some local people did not acknowledge any information about this project; thus, there should be more public relations.
- 2 There was an opinion whether the gap between the electric poles were too close or not since there was a constant need to install lighting for other villages as well.

### Response of the agency

- 1 The agency will improve the project operation in the future.
- 2 The agency informed that the gap between electricity poles were correctly installed according to the established safety standards. If the interval had been larger, lighting might be insufficient and unsafe for the public.

### Summary of public opinions

11 individuals    Men  4    Women  7    with an average age of 51-60



## Photo



## Remarks of the construction project



- The project proposed the adjustment of lighting density and lighting color during some seasons to minimize conflicts which may arise and affect local farmers because lighting has an impact on their productivity. Simultaneously, decreased lighting density may affect the drivers and their visibility as accidents may take place or even if the accident does not take place, but local people may consider that the project does not respond to the established objectives.



- Both sides of the road are agricultural area so the electricity poles must be installed at the intersection only, including other blind spots where accidents may occur. Nonetheless, for other areas, new traffic lines and symbols should be made to replace the existing electricity poles.



- The agency must set up an operation plan to merge the system as well as control management expenditures in the long run, in terms of the internet fees via mobile network, server system, system lifespan. Thus, the agency should prepare a budget plan and then assess whether it worths the investment or not, prior to project implementation of other routes with similar nature.



- The contractor must issue a certificate to certify the software which controls NB-IoT as well as granting the customers the right to use software.
- Work quality which needed special control was lighting density on the road to ensure whether the density is adequate for the safety standard. Besides, there should be a remote-control system testing to encompass any potential risks.



- An acceptance committee shall possess knowledge of remote electric and lighting systems.
- Local people (village headman) were invited to act as an acceptance Committee member. The Division of Public Works shall explain the criteria and methods of supplies inspection in detail to the committee members appointed from local people.



- Farmers were concerned about lighting during night time which may affect grains yielding; therefore, the Division of Public Works had made the community leader and the farmers clearly understand that they must notify the Division when the grain yielding season has arrived. Then, the village headman will contact Rachaburi Division of Public Works so that they will adjust lighting density more appropriately.
- The community may be impacted from large machinery which may obstruct the traffic during light bulbs and lighting installation, and this can cause accident. Thus, signals or signposts must be clearly installed during the operation.

## Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

90.32%

## Samut Songkhram Provincial Administrative Organization

Projects

14

The construction project for renovation/repair of asphaltic concrete traffic surfaces: Ban Bang Noi Nai - Ban Ama Phatthana (Samut Songkhram.Rd., 1-0032) Chom Pluak Subdistrict, Samut Songkhram.



Budget

12,900,000.00 baht



Focal price

13,302,113.12 baht



Value of contracts

9,520,000.00 baht



Plan

97.00%



Completed

23.00%



Duration

120 Days

## Objectives

To ensure efficient transportation routes for the public as well as safe travelling, convenient and speedy delivery of agricultural products and promote sustainable development of local community.

## Detail of the project

Asphaltic concrete traffic surface repair and construction project with **0.05** meter thick, **6** meters wide and a total distance of **29** meters.

## Procurement

There were **23** interested document buyers but only **9** attended the bidding. The competition accounted for **28.43** percent which was considered very high.



The winner: Choke Chairut Civil Limited Partnership

## Quality

The project appointed the Office of Rural Roads 4 (Petchaburi), the Department of Rural Roads to inspect the quality and qualifications of the construction materials as well as test the durability of the pavement. It was believed that this project will yield a good quality of work according to the specified standards while safety issues have been assured as well.

## Problems and obstacles

The contractor started the road construction later than specified. After the existing pavement had been tested, it was found that they needed to be removed and re-compressed which in turn, caused pavement compaction more difficult.

## Construction status

Delayed beyond the plan as the contractor started the operation later than specified.

## Recommendations

Since this road has been employed as a route to transport agricultural products out of the area, local people; thus, wanted the agency which is the project owner to find appropriate preventive measures as well as collaboratively monitor any overloaded trucks so that local people will benefit from this road in the future and use it more worthwhile.

## Public opinions

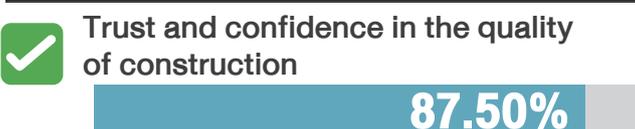
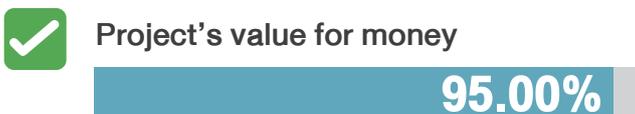
- 1 The construction had caused drainage flood in front of the house.
- 2 People were worried about the entrance-exit of their house since newly constructed road had been highly elevated, compared to the previous one.

## Response of the agency

- 1 The contractor explained that they would proceed with the repairment by installing a culvert for water drainage.
- 2 The contractor prepared crushed stones to help adjust the slope of the road in front of the houses of those who were impacted from the construction.

## Summary of public opinions

8 individuals    Men  7    Women  1    with an average age of **51-60**



### Photo



### Remarks of the construction project



- There was only slight progress. The project owner had sent 2 delay notices. The first notice had urged to start the operation and sent out on 9 June 2022. The second notice was sent out on 27 July 200 to rush the operation. Thus, there was a high possibility that the project could not be completed on time as stated in the contract. In addition, the contractor did not respond to both delay notices and did not adjust the operation plan to ensure its timely operation as specified in the contract.



- This route is mostly garden and covered with big trees, so there may be some problems concerning tree roots burrowing, causing shorter road lifespan. Soft land covered with water and garden plots also making pavement and subbase compaction even more difficult.



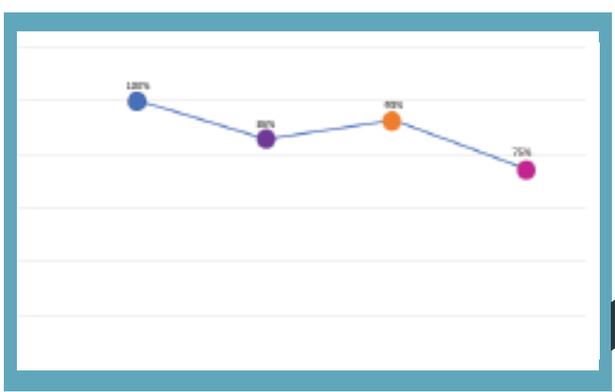
- For the area with heavy rainfall, it is difficult to make the subbase compaction in line with the specified standard.
- The contractor started the operation 1 month later than specified in the employment contract. The contractor said that this was because the workers were sick by Covid-19 infection.



- The completion of road construction will elevate the existing road up to 25 centimeters, causing trouble for people living in some areas, especially the problem concerning getting in and out of the side way to the road. However, the project owner has already acknowledged and has been solving such problems for those being affected.

### Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate



90.32%

## Bangkok metropolitan Administration

Projects

**15**

Prem Prachakorn Canal Drainage Project from Bang Bua Canal to Chao Phraya River.

Budget  
**9,600,000,000.00** bahtFocal price  
**9,574,200,000.00** bahtValue of contracts  
**8,233,300,000.00** bahtPlan  
**3.15%**Completed  
**4.21%**Duration  
**1,800** Days**Objectives**

To prevent flood problems in Bangkok by enhancing efficiency of the drainage system of Bangkok area such as Don Mueang and Bang Khen districts whereby these 2 areas encompass approximately 109 square kilometers.

**Detail of the project**

Water pumping station and water drainage building with a capacity of **60** cubic meters/second. Four intake structures with a tunnel of **5.70** meters in diameter and **13.40** kilometers in length.

**Procurement**

There were **3** bidders attending the bidding and the competition accounted for **14.01** percent. Although there were only a few bidders but price competition was considered very high as this was a large project. There were very few contractors with complete qualifications and such construction required specialized technology.

**The winner: ITD – NWR Joint Venture**

**Quality**

The construction work was inspected and its quality was monitored by qualified construction consultant and engineer; therefore, its operation was in accordance with the specified standards, coupled with detailed specification document and operation guidelines. Thus, it was believed that the construction work was in line with every construction standard.

**Problems and obstacles**

- 1 Previously, the contractor was unable to begin the construction of the intake structure at Bang Bua canal, Wat Lak Si and Bang Khen canal since people had intruded and lived near the construction site.
- 2 Major problems during the construction were loud noise during night time, dust problems and construction particles which may affect nearby communities.

**Construction status**

Under operation and approximately **1.06%** faster than expected plan.

### Recommendations

To enable the drainage tunnel to be utilized more efficiently, the efficiency of the drainage piping system which connected with the route leading to the drainage tunnel must be improved; for example, drainage pipes must be dredged properly as well as enlarge their size to correspond with the volume of water. Besides, other small canals must be dredged as well to be able to drain water more efficiently.

### Public opinions

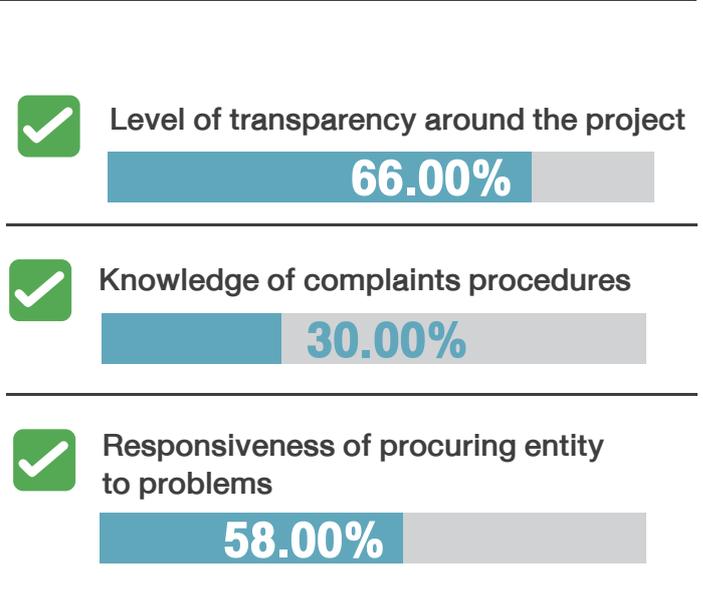
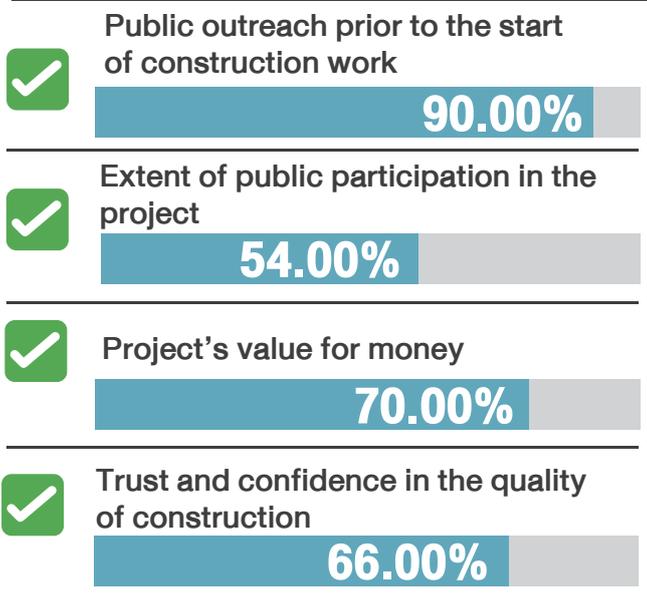
1 There was an opinion regarding the possibility that this project could proceed without local people having to move out of the area or not.

### Response of the agency

1 The agency explained that they tried to find the best solution with the least impact. Meetings with local people who were affected by this situation will be held consistently.

### Summary of public opinions

10 individuals Men  2 Women  8 with an average age of 51-60



## Photo



## Remarks of the construction project



- Problem from people's houses inappropriately intruded the construction site, resulting in operation delay, required appropriate plan adjustment to ensure timely operation to be completed as planned.
- The contractor could not start the construction of the intake structure in Bang Bua canal, Wat Lak Si and Bang Khen canal as local people had intruded and lived in the area specified as the location of the intake structure.
- Problems concerning land expropriation, causing a delay of project and had an impact on the community at large. This had been a problem most commonly found along many rivers and canals where there was construction. Therefore, the design must be adjusted to utilize less construction area. However, the delay in approving and rectifying the construction design was also inevitable.



- The drainage tunnel helped drain water from the main canal into the Chao Phraya River. Nonetheless, the water drainage system installed along the road and houses was too small to drain excess water from the road to other small canals, causing flood to stay on the road for a long time. Then, the drainage tunnel might not be used to its fullest capacity. On the other hand, to enable the drainage tunnel to work more efficiently, the capacity of the drainage pipe system must be improved and other small canals must be properly dredged.



- Key problems during construction were loud noise at nighttime, dust and construction particles which may impact the community, traffic congestion or accident potentially takes place during construction as many large-size trucks were constantly getting in and out of the site.

## Data disclosure

- Processes for project presentation
- Project Preparation
- Procurement
- Project implementation information
- Project completion and complaint handling



Quantitative data disclosure rate

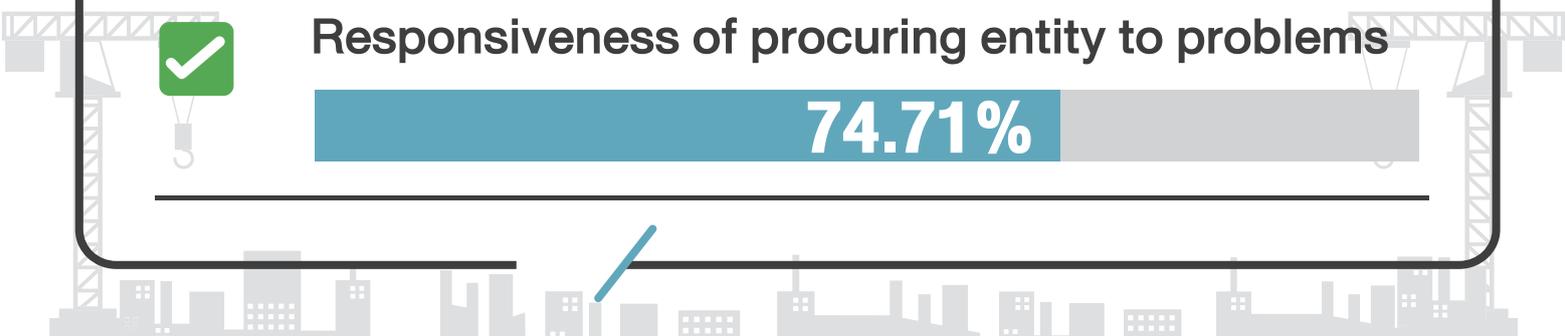
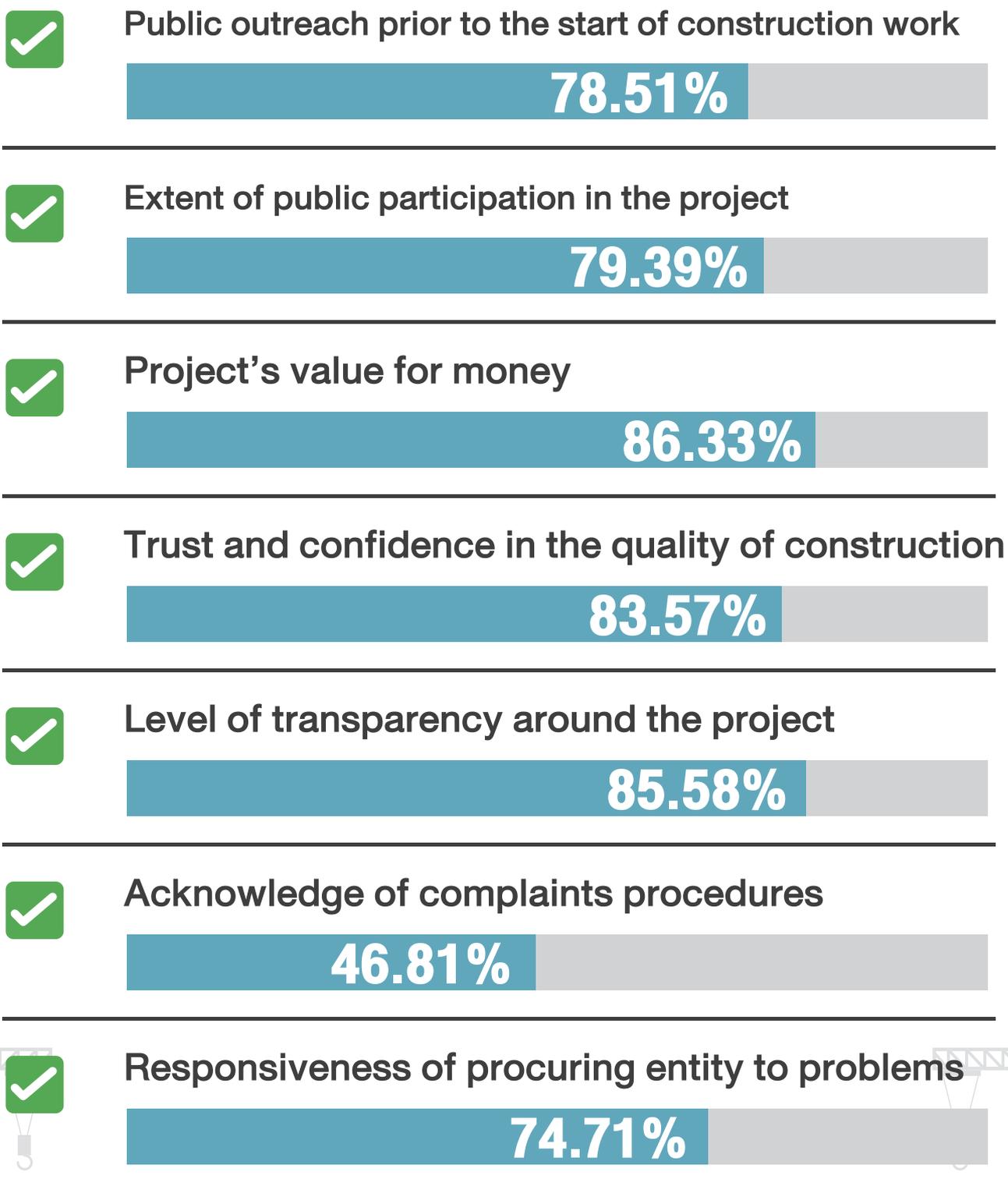
93.94%

# Summary of opinions voiced by the public from 15 projects

170 individuals

Men  90

Women  80



# Chapter 4 Recommendations

Under CoST there are **4 issues** to be emphasized:



Multi-Stakeholder



Disclosure



Assurance



Social  
Accountability

found

## Multi-Stakeholder

The Comptroller General's Department as a Secretary of CoST Committee had drafted a new notification of CoST project operation and there were some improvements in many parts such as of an increased number of projects that will attend CoST project, adjusting budget criteria, warning in a case where noncompliance of information disclosure has been found out and giving roles to the Provincial Office of CGD to develop public participation activity. The draft is currently on the process of gathering the public opinion.

## Disclosure

Information disclosure was approximately **87.78** percent whether the Subdistrict Administrative Organization and state enterprise reported information disclosure higher than the average whereas other agencies attending CoST project for the first time this year reported information disclosure lower than the average and Bangkok had the least percentage of information disclosure. This reflected that more understanding was urgently needed, especially for Bangkok Metropolitan Administration. Methods and benefits of information disclosure must be acknowledged while information should be randomly checked to raise awareness of transparency which is deemed a basic foundation in attending CoST project.

## Assurance

In this fiscal year, there was a total of **134** projects out of **702** projects to be inspected which was accountable for **19.08** percent. There were **2,578** people attending this procedure nationwide. The following have been found out:

### 1 Project Preparation Process

- The agency at a local level did not conduct the feasibility study, lack of cooperation with other related agencies, and the specifications of key standards required for work quality. Thus, the inspection problem may arise during construction. The feasibility study should cover construction work and budget preparation.
- For department level, there was also a problem regarding the construction design which did not correspond with its usage. Therefore, the design must be adjusted and budget must be increased to be in line with the project's objectives. Besides, some preparations prior to the construction must be accomplished such as public relations and land expropriation. This could avoid a delay in construction afterwards.

### 2 This fiscal year, the government offered the assistance to SME entrepreneurs in joining the bidding of the government procurement. However, there were fewer price competitions at 7.05%

- Compared to the previous year, the price competition is approximately 12 percent. Such low competition can be found in the projects with duration less than 1 year and with the budget between 5-100 million baht. Thus, for this year, it was unable to assess the bidding efficiency of the competition.
- For 3-5 million baht construction project, there was a high competition and the price competition is about 32.90 percent, which means that the bidding competition to get the construction work of the entrepreneurs is at a good level. If there is no measure for local SME entrepreneurs, it was expected that the competition of the government procurement could be high like the previous year.

### 3 In terms of contract management and acceptance process, there were 3 issues as follows:

- Knowledge of the acceptance Committee is required to foster involvement of the public whereby the public's representative acts as a member of the committee. When asking about relevant engineering knowledge and expertise, it has been reported that most of these committee members have inadequate knowledge for the task. On the other hand, they mainly depend on the trust to agency.

- Delay of the entrepreneurs owing to the announcement to help the entrepreneurs during Covid-19 outbreak in 2019 according to the Public Procurement and Supplies Administration Ruling Committee with regard to the delay of work submission due to previous Covid-19 outbreak, it is deemed as a good standard in helping the entrepreneurs being affected by labor problem but it is also considered as a loophole in operation delay. This can be evidently seen from some assurance site visit projects where the entrepreneurs did not complete the construction work within the specified period and took advantage from such announcement to exempt fine payment. Therefore, Stakeholders had lost the opportunity to utilize the construction work. It was recommended to establish the classification of entrepreneurs by adding more conditions such as their history of work delay etc.
- Management of the construction supervisor that arises from lack of understanding of the acceptance procedures. Thus, the construction supervisor shall possess an understanding of accurate procedures and rules; for example, in urging the construction, an official letter must be submitted as an evidence or the contractor must submit an official operation plan without depending only on trust or confidence on the construction.

- 4** Project management after the end of the contract, the considerations were the utilization in the part of the stakeholders; for example, building construction which still needed more budgets on durable objects necessary for the achievement of the project's objectives or lighting installation which was not in line with the area's condition.

## Social accountability



For this year, there are 2 key issues in terms of public participation which are:

- 1** Awareness of complaints or whistleblowing channel for this year is lower than the past years regarding CoST project. The awareness level is only 46.81 percent; therefore, the project owner shall emphasize more on alternative public relation channels. When considering the assured project, it has been found that there are insufficient public relations, so the public are not aware of the complaint or whistleblowing channel.
- 2** The use of online media in selecting projects based on the public interest is considered a new mechanism. This provides more confidence toward CoST's performance while online channels have been used to express opinion toward the construction projects attending CoST. It was reported that up to 12,432 people were interested and attended CoST activities throughout the year. As a result, CoST awareness and follow-up of the construction project disclosed via CoST system had been increased.

# Appendix 1

## Proactive Disclosure

CoST lays out guidelines for the disclosure of data (Infrastructure Data Standard : IDS) by Procuring entity. These are required to be updated across the whole project lifecycle, from project identification and project preparation and procurement through to implementation and completion. Details of these **40 datapoints** are given below

Project phase	Disclosed data
<b>1. Project Identification</b> (6 Datapoints)	1) Project owner 2) Budget 3) Project name 4) Project Location 5) Purpose 6) Project description
<b>2. Project Preparation</b> (7 Datapoints)	7) Project Scope (main output) 8) Environment impact 9) Land and settlement impact 10) Contact details 11) Funding sources 12) Project Budget 13) Project budget approval date
<b>3. Procurement</b> (14 Datapoints)	14) Procuring entity 15) Procuring entity contact details 16) (TOR) 17) Procurement process 18) Contract type 19) Contract status 20) Numbers of firms tendering 21) Cost estimate 22) Contract administrative entity 23) Contract title 24) Contract firm(s) 25) Contract price 26) Contract scope of work 27) Contract start date Contract duration
<b>4. Implementation</b> (6 Datapoints)	28) Escalation of contract price 29) Variation to contract price 30) Variation to contract duration 31) Variation to contract scope 32) Reasons for price changes 33) Reasons for duration changes reasons for scope changes
<b>5. Project Completion</b> (7 Datapoints)	34) Project status (current) 35) Completion cost (project) 36) Completion Date (projected) 37) Scope at completion (projected) 38) Reasons for project changes 39) Reference to audit and Evaluation reports 40) Complaint management

# Appendix 2

## Service area of the Regional Office

<p>Regional Office <b>1</b></p>	<ul style="list-style-type: none"> <li>● Chainat</li> <li>● Pathum Thani</li> <li>● Phra Nakhon Si Ayutthaya</li> <li>● Lopburi</li> <li>● Singburi</li> <li>● Nonthaburi</li> <li>● Saraburi</li> <li>● Ang Thong</li> </ul>	
<p>Regional Office <b>2</b></p>	<ul style="list-style-type: none"> <li>● Chanthaburi</li> <li>● Chachoengsao</li> <li>● Chonburi</li> <li>● Nakhon Nayok</li> <li>● Prachinburi</li> <li>● Rayong</li> <li>● Sa Kaeo</li> <li>● Trat</li> <li>● Samut Prakan</li> </ul>	
<p>Regional Office <b>3</b></p>	<ul style="list-style-type: none"> <li>● Chaoyaphum</li> <li>● Nakhon Ratchasima</li> <li>● Buriram</li> <li>● Sisaket</li> <li>● Amnat Charoen</li> <li>● Ubon Ratchathani</li> <li>● Yasothon</li> <li>● Surin</li> </ul>	
<p>Regional Office <b>4</b></p>	<ul style="list-style-type: none"> <li>● Kalasin</li> <li>● Nakhon Phanom</li> <li>● Bueng Kan</li> <li>● Maha Sarakham</li> <li>● Mukdahan</li> <li>● Loei</li> <li>● Nong Khai</li> <li>● Udon Thani</li> <li>● Khon Kaen</li> <li>● Roi Et</li> <li>● Sakon Nakhon</li> <li>● Nong Bua Lamphu</li> </ul>	<p>Regional Office <b>6</b></p> <ul style="list-style-type: none"> <li>● Kamphaeng Phet</li> <li>● Nakhon Sawan</li> <li>● Phitsanulok</li> <li>● Sukhothai</li> <li>● Uthai Thani</li> <li>● Tak</li> <li>● Phichit</li> <li>● Phetchabun</li> <li>● Uttaradit</li> </ul>
<p>Regional Office <b>5</b></p>	<ul style="list-style-type: none"> <li>● Chiang Rai</li> <li>● Nan</li> <li>● Phrae</li> <li>● Mae Hong Son</li> <li>● Lampang</li> <li>● Chiang Mai</li> <li>● Phayao</li> <li>● Lamphun</li> </ul>	<p>Regional Office <b>7</b></p> <ul style="list-style-type: none"> <li>● Kanchanaburi</li> <li>● Nakhon Pathom</li> <li>● Prachuap Khiri Khan</li> <li>● Phetchaburi</li> <li>● Samut Songkhram</li> <li>● Samut Sakhon</li> <li>● Suphanburi</li> <li>● Ratchaburi</li> </ul>
		<p>Regional Office <b>8</b></p> <ul style="list-style-type: none"> <li>● Krabi</li> <li>● Nakhon Si Thammarat</li> <li>● Phang Nga</li> <li>● Ranong</li> <li>● Chumphon</li> <li>● Phuket</li> <li>● Surat Thani</li> </ul>
		<p>Regional Office <b>9</b></p> <ul style="list-style-type: none"> <li>● Trang</li> <li>● Pattani</li> <li>● Yala</li> <li>● Satun</li> <li>● Narathiwat</li> <li>● Phatthalung</li> <li>● Songkhla</li> </ul>



## CoST Thailand won the HONORABLE MENTION prize

from Alfredo Cantero Award  
(CoST Award 2022)



# Contact details



<http://www.cgd.go.th>



<http://process3.gprocurement.go.th/eGPCostWeb/home>



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