



# Assurance Report

## Fiscal Year 2024



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# Executive Summary

## Infrastructure Transparency Initiative: CoST

For the fiscal year 2024



Total CoST projects

1,742



Total disclosed projects

1,585



Average data disclosure

84.06%



Average price competition

9.33%



Average bidders per project

3.49

Mostly, the project owners lacked data disclosure concerning the construction progress including problems and obstacles of the project.

The average price competition and number of bidders was 9.33 and 3.49 percent consecutively. The results had shown that the contract value between THB 150 and 300 million baht (entrepreneur registration level 2) had higher competition than average, and no delay had been reported. They were well-prepared in terms of equipment, machine, and labor for enabling efficient project management.

However, the price competition among the contract value between THB 5 and 10 million, which was the majority of CoST projects in 2024 (entrepreneur registration level 6), had shown the delay in 136 projects out of 1,169 projects, or The equivalent of 11.63 percent. Further details highlighted that such delay was mainly owing to the contractor's project management. This was because they were new entrepreneurs who were recently registered in level 6; therefore, they might lack know-how in the area of construction project management.

In terms of construction delays, buildings and museums had the highest average delay at 21 days per project, followed by facilities and tourist attractions with an average delay of 15 days per project. When considering the number of the delayed projects of each construction type, the results demonstrated that roads and bridges had the most delayed projects at 11.49 percent.

## Problems and Recommendations

1

### Data Disclosure



#### Problems

- CoST officers still lack accuracy and completion data disclosure.



#### Recommendations

- Provide training for CoST officers regarding guidelines on data disclosure, and train these officials to improve the use of the CoST website.

2

### Climate and Environment



#### Problems

- Due to heavy rainfall or bad climate conditions in some areas, the construction was delayed such as paving and road construction, which might be interrupted. Other factors include dust and noise pollution from the construction affecting the surrounding community.



#### Recommendations

- Prepare a backup plan during The rainy season as well as publicize the problem solutions or potential impacts for people's acknowledgement.

3

### Competition and Delay



#### Problems

- There were a few bidders in some projects, resulting in low competition.
- Delay due to late start of the construction or delayed operation beyond The deadline, area trespassing, and climate conditions affect.
- The construction, including the procurement of materials or equipment, must wait for approval or take a long time.



#### Recommendations

- Increase bid advertisement to enable qualified contractors to enhance the competition.
- To minimize any delays, detailed planning must be prepared while following up results regularly and communicating with every relevant party more efficiently. In addition, climate risks must be evaluated to prepare a backup plan for materials procurement in advance.

4

### Project Management



#### Problems

- Lack of experienced personnel and clear operation plans, such as the procurement of equipment or durable articles and management after project completion.
- Complaints from stakeholders, for example, about route closing and traffic jams.
- Budget management and procurement; for example, extremely high or low reference prices.



#### Recommendations

- Evaluate the knowledge and skills of each piece of personnel to plan for suitable training and development while recognizing the importance of a comprehensive work plan, operation, duration, and necessary resources.
- Ensure the communication channel is speedy, convenient, and comprehensive.
- The Procuring entity should improve the market survey to compare the most suitable price.



## Chapter 1

### Infrastructure Transparency Initiative: CoST



The Infrastructure Transparency Initiative: CoST was initiated by the Department for International Development of the United Kingdom, which is supported by the World Bank in 2007 and currently has 21 members. **CoST has 4 key elements as follows:**

1

Multi-Stakeholder Group (MSG)

2

Disclosure

3

Assurance

4

Public accountability

### Thailand

joined the CoST on 22 September 2014 and operated under the cabinet resolution since 10 January 2017. At present, the CoST program has been operated under the Public Procurement and Supplies Administration Act B.E. 2560 while being administered by the Anti-corruption Cooperation Committee (ACC Committee), whereby the Comptroller General's Department acts as the secretary and issued the notification of CoST Thailand dated 30 August 2023, effective on 5 May 2024.



[Details of the notification](#)

Many countries around the world, including Thailand, have realized the significance of driving the organization towards success, promoting green government, and minimizing costs **which can be divided into 3 areas as follows:**

**1 Good Governance**

**2 Green Sustainable Procurement**

**3 Data Driven**

Therefore, CoST guidelines can be employed in parallel with these principles.



### Good Governance

Encouraging the public sector to have **good governance, emphasizing transparency, data disclosure, and use of budget in a worthy, equitable, and fair manner** as well as emphasize on service facilitation via CoST data disclosure tools.



### Green and Sustainable public Procurement

**Encourage green and sustainable public procurement** by promoting and following up on green and environmentally friendly, products used by state agencies to ensure the project's sustainability, which, in turn, will enable Thailand to become a carbon-neutral country by 2050. Minimize greenhouse gas emission to become net zero emissions by 2065 through a follow-up and data inspection, coupled with assurance and social accountability.



### Data Driven

**Emphasizing data analysis to facilitate** more accurate and timely decision making which can enable more efficient and effective resources management of the public sector through data analysis and inspection.

These 3 principles help foster **good management of the public sector** while simultaneously allowing for an up-to-date change of any rules and regulations, responding to people's requirements more pertinently to ensure credibility and trust regarding the overall construction projects of the public sector.

## CoST Guidelines

CoST Guidelines are specified as follows:

**1** State agencies should submit details of the construction projects that meet the qualifying criteria via CoST Thailand website.

**2** The CoST Sub-Committee (MSG) will select projects for inclusion in CoST Thailand.

The Comptroller General's Department will notify the project staff of the respective decision.

**3** The project owners register CoST officers via The CoST Thailand website to receive the user's account and password.

For data disclosure of 40 items.

**4** The project owners disclose the construction project information via The CoST Thailand website.

**5** The Assurance Team will verify the completeness and accuracy of the disclosed data.

Completeness | Accuracy | Status of work

**6** The projects will be selected for a random site visit based on:

Location | Type of Project | Budget

**7** The Assurance Team or CoST working group makes the random site visits.

Make site visits to secure additional information

**8** A public forum will be arranged to allow members of the public and relevant state agencies to exchange opinions and suggestions.

**9** The Assurance Team will analyze the disclosed data together with suggestions.

A report from the Assurance team will then be presented to the CoST Sub-Committee.

**10** The Anti-Corruption Cooperation Committee

will approve the Assurance report | will publicize the Assurance report on the CoST website



## Chapter 2

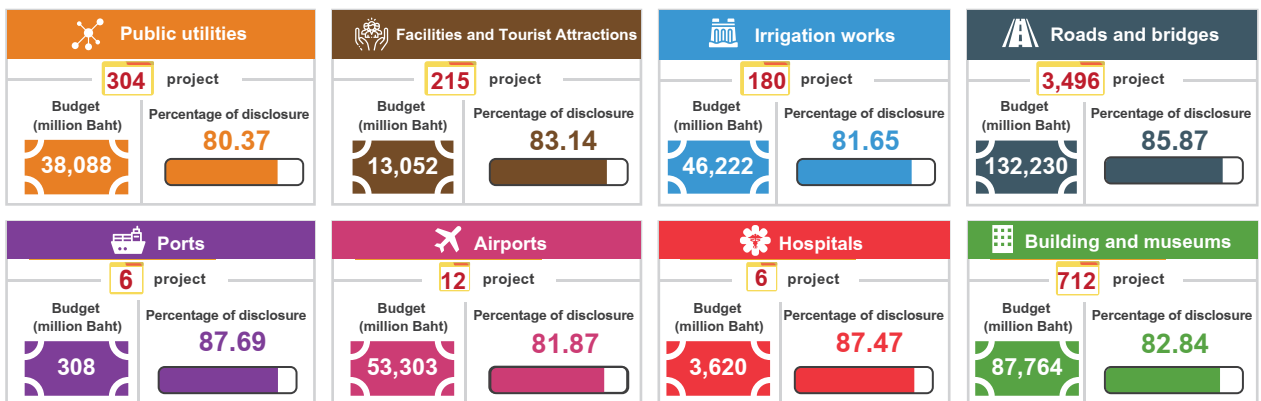
## Overview of CoST Thailand for the Fiscal Year 2015 – 2024

(Information as of October 30, 2024)

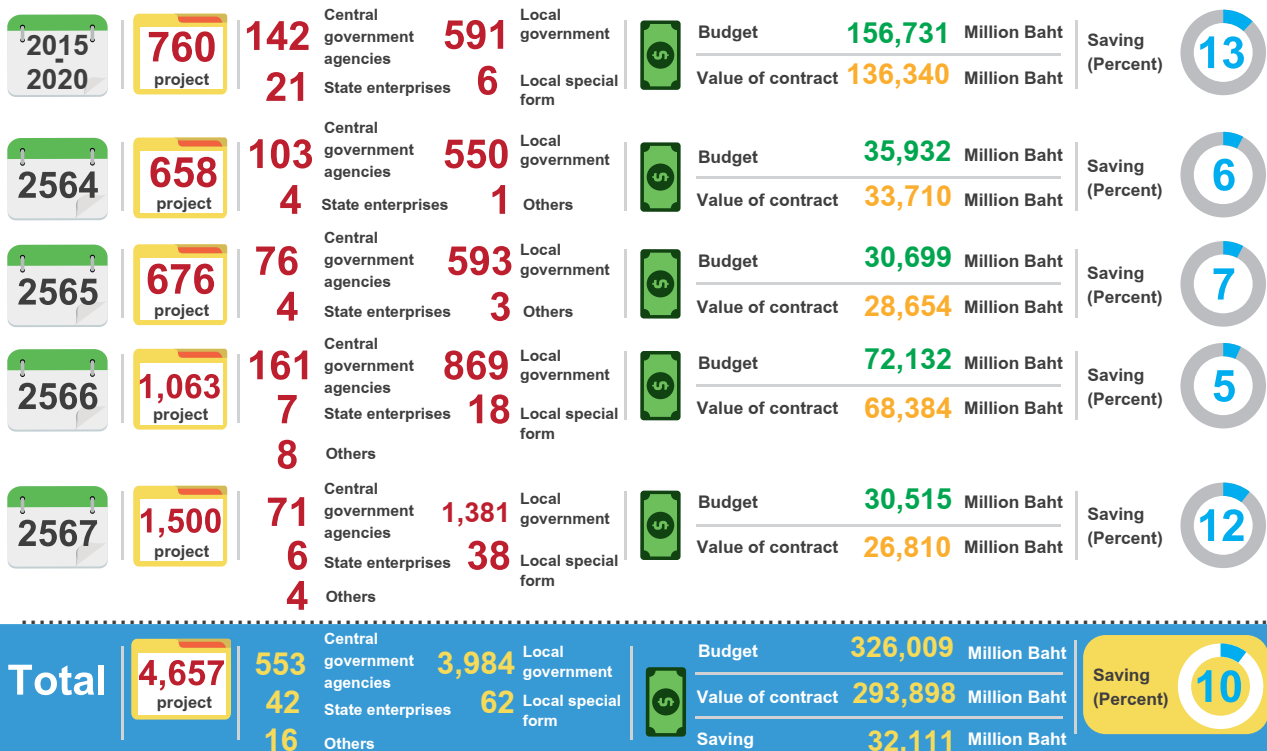
4,931 projects disclosed project information on status via The CoST Thailand website.



### Data disclosure of CoST projects divided by construction types



### Details of CoST projects (contracted)



## 2.1

Average data disclosure  
of CoST projects in 2024

84.06 percent

(Information as of October 30, 2024)

## Data disclosure of CoST projects (by agency type)

| Agency type   | Number of disclosed projects | Percentage of data disclosed |
|---|------------------------------|------------------------------|
| Central government agencies<br>83 Projects              | 79                           | 81.51                        |
| State enterprises<br>16 Projects                        | 11                           | 64.20                        |
| Provincial Administrative Organization<br>194 Projects  | 178                          | 78.45                        |
| Municipality<br>598 Projects                            | 513                          | 83.52                        |
| Subdistrict Administrative Organization<br>799 Projects | 754                          | 87.12                        |
| Local special form<br>45 Projects                       | 45                           | 70.56                        |
| Others<br>7 Projects                                    | 5                            | 84.08                        |
| <b>Total</b><br>1,742 Projects                          | <b>1,585</b> Projects        | <b>84.06</b>                 |

## Data disclosure of CoST projects (by project type)

| Project type                          | Number of disclosed projects | Percentage of data disclosure |
|---------------------------------------|------------------------------|-------------------------------|
| Roads and bridges                     | 1,241                        | 84.49                         |
| Buildings and museums                 | 147                          | 82.94                         |
| Facilities and<br>Tourist Attractions | 57                           | 84.00                         |
| Public utilities                      | 83                           | 80.43                         |
| Irrigation works                      | 57                           | 82.92                         |

There was a total of 356 projects with a 100 percent data disclosure as follows: central government agencies 12 projects, state enterprises 2 projects, local agencies 341 projects and local special form 1 project.





## Data disclosure of CoST projects (by agency)

|   |  |
|---|--|
| <b>Ministry of Defense</b> <b>1</b> Projects<br>Budget (million Baht) <b>929</b><br>Percentage of price competition <b>0.39</b><br>Average bidder <b>2.00</b><br>Percentage of data disclosure <b>92.59</b>                               | <b>Ministry of Justice</b> <b>1</b> Projects<br>Budget (million Baht) <b>23</b><br>Percentage of price competition <b>0.06</b><br>Average bidder <b>4.00</b><br>Percentage of data disclosure <b>92.59</b>   |
| <b>Ministry of Finance</b> <b>7</b> Projects<br>Budget (million Baht) <b>179</b><br>Percentage of price competition <b>9.80</b><br>Average bidder <b>3.00</b><br>Percentage of data disclosure <b>79.62</b>                               | <b>Ministry of Higher Education, Science, Research and Innovation</b> <b>27</b> Projects<br>Budget (million Baht) <b>2,829</b><br>Percentage of price competition <b>10.79</b><br>Average bidder <b>3.24</b><br>Percentage of data disclosure <b>82.54</b> |
| <b>Ministry of Tourism and Sports</b> <b>7</b> Projects<br>Budget (million Baht) <b>476</b><br>Percentage of price competition <b>9.30</b><br>Average bidder <b>3.14</b><br>Percentage of data disclosure <b>86.37</b>                    | <b>Ministry of Education</b> <b>3</b> Projects<br>Budget (million Baht) <b>12</b><br>Percentage of price competition <b>8.25</b><br>Average bidder <b>4.00</b><br>Percentage of data disclosure <b>95.22</b>   |
| <b>Ministry of Social Development and Human Security</b> <b>3</b> Projects<br>Budget (million Baht) <b>823</b><br>Percentage of price competition <b>1.51</b><br>Average bidder <b>1.33</b><br>Percentage of data disclosure <b>63.56</b> | <b>Ministry of Public Health</b> <b>7</b> Projects<br>Budget (million Baht) <b>3,019</b><br>Percentage of price competition <b>20.64</b><br>Average bidder <b>6.00</b><br>Percentage of data disclosure <b>80.14</b>                                       |
| <b>Ministry of Agriculture and Cooperatives</b> <b>8</b> Projects<br>Budget (million Baht) <b>1,496</b><br>Percentage of price competition <b>11.09</b><br>Average bidder <b>3.38</b><br>Percentage of data disclosure <b>84.59</b>       | <b>Ministry of Culture</b> <b>3</b> Projects<br>Budget (million Baht) <b>601</b><br>Percentage of price competition <b>13.85</b><br>Average bidder <b>4.00</b><br>Percentage of data disclosure <b>63.21</b>   |
| <b>Ministry of Transport</b> <b>11</b> Projects<br>Budget (million Baht) <b>23,583</b><br>Percentage of price competition <b>0.02</b><br>Average bidder <b>3.13</b><br>Percentage of data disclosure <b>75.50</b>                         | <b>Ministry of Industry</b> <b>2</b> Projects<br>Budget (million Baht) <b>1,009</b><br>Percentage of price competition <b>10.72</b><br>Average bidder <b>5.00</b><br>Percentage of data disclosure <b>73.00</b>  |
| <b>Ministry of Natural Resources and Environment</b> <b>3</b> Projects<br>Budget (million Baht) <b>150</b><br>Percentage of price competition <b>4.63</b><br>Average bidder <b>2.00</b><br>Percentage of data disclosure <b>78.83</b>     | <b>Ministry of Energy</b> <b>2</b> Projects<br>Budget (million Baht) <b>573</b><br>Percentage of price competition <b>0.50</b><br>Average bidder <b>2.00</b><br>Percentage of data disclosure <b>61.62</b>   |
| <b>Ministry of Commerce</b> <b>2</b> Projects<br>Budget (million Baht) <b>46</b><br>Percentage of price competition <b>19.83</b><br>Average bidder <b>2.00</b><br>Percentage of data disclosure <b>68.25</b>                              | <b>Office of the Prime Minister</b> <b>1</b> Projects<br>Budget (million Baht) <b>63</b><br>Percentage of price competition <b>-</b><br>Average bidder <b>-</b><br>Percentage of data disclosure <b>33.33</b>  |
| <b>Ministry of Interior</b> <b>1,493</b> Projects<br>Budget (million Baht) <b>20,722</b><br>Percentage of price competition <b>9.90</b><br>Average bidder <b>3.50</b><br>Percentage of data disclosure <b>84.31</b>                       | <b>Others</b> <b>4</b> Projects<br>Budget (million Baht) <b>2,000</b><br>Percentage of price competition <b>4.64</b><br>Average bidder <b>1.50</b><br>Percentage of data disclosure <b>93.61</b>   |

Note: Ministries which did not attend CoST project in the fiscal year 2024 were Ministry of Foreign Affairs, Ministry of Digital Economy and Society and Ministry of Labor.

## Data disclosure of CoST projects (by area)



Note: Provinces under the responsibility of each Regional Office should be in accordance with Appendix 2.

## Data Disclosure of Local Authorities and Local Special Form

In 2024, there was a total of 1,490 projects of local authorities and local special form with data disclosure equivalent to 84.34 percent (information as of 30 October 2024). The histogram was made to arrange data according to the frequency, and the results had shown that each province had different numbers of projects, depending on the allocated budget.

Therefore, to reflect the results of data disclosure in the CoST system of each province, the provinces with a similar number of projects were in the same group. The quartiles were adopted as they were the most appropriate statistics in grouping data. Provinces were divided into 4 groups as indicated below:

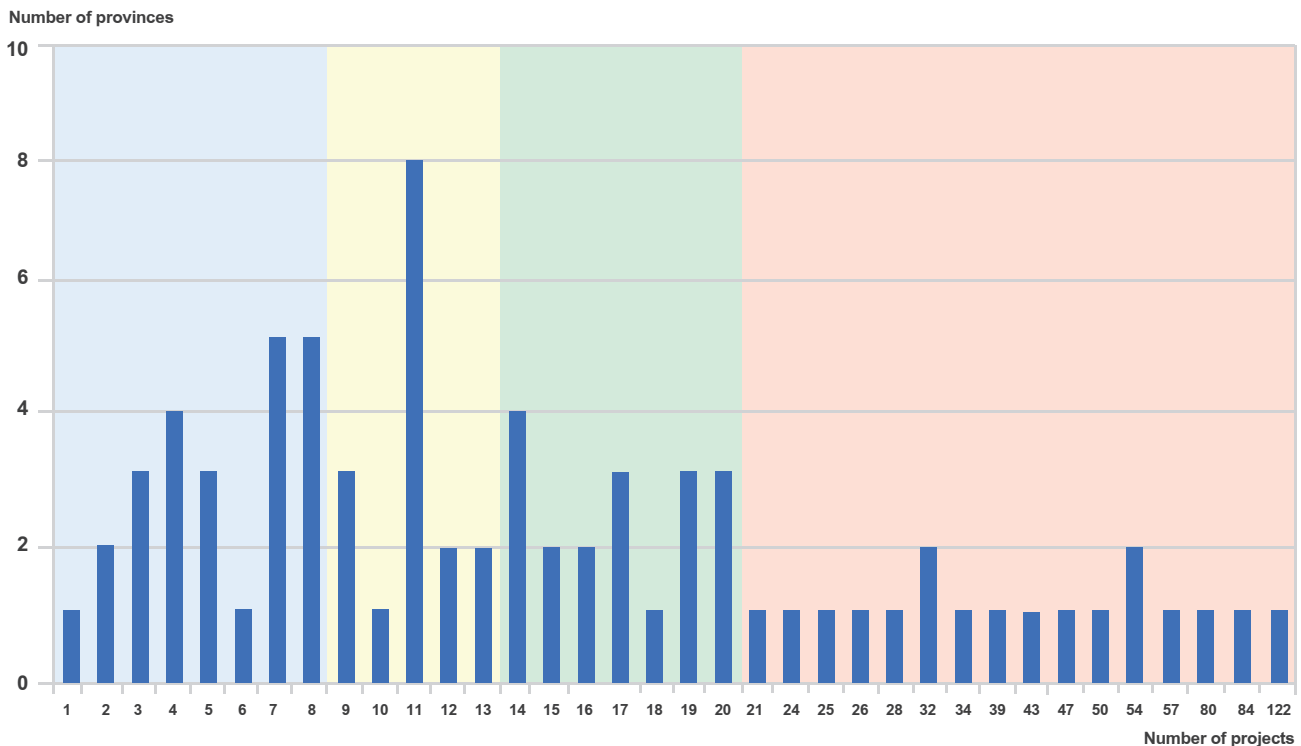
Group 1: Provinces with a low number of CoST projects or 1-8 projects

Group 2: Provinces with a fair number of CoST projects or 9-13 projects

Group 3: Provinces with a high number of CoST projects or 14-20 projects

Group 4: Provinces with the highest number of CoST projects or 21-122 projects

### Graph showing the frequency distribution of the number of CoST projects in each province



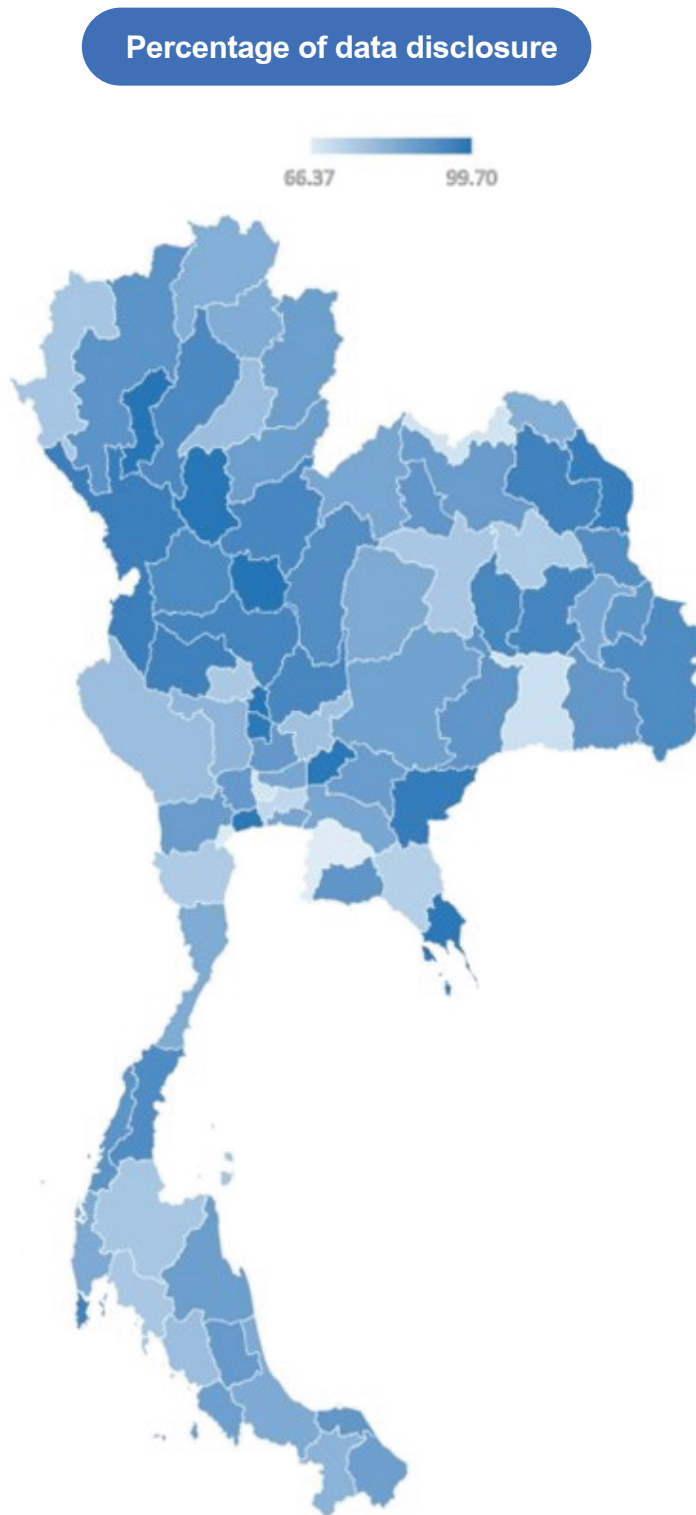
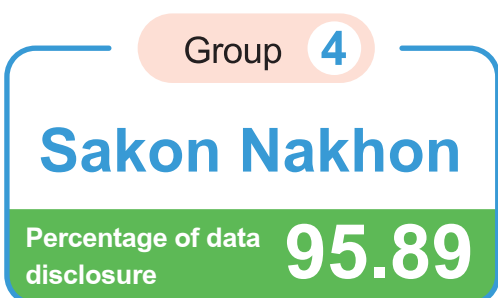
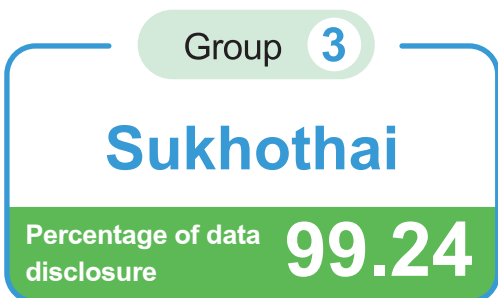
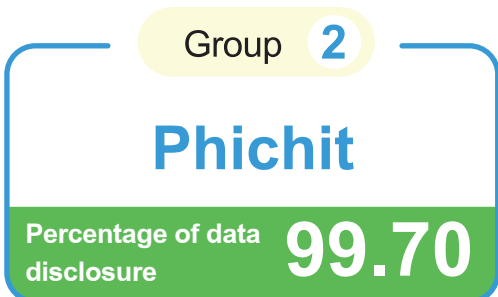
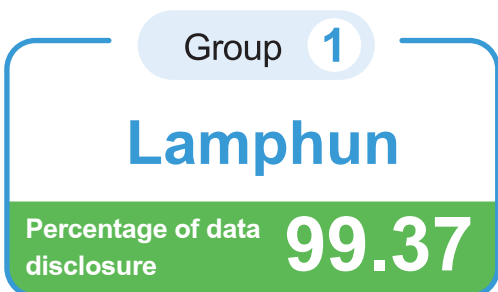
Group 1

Group 2

Group 3

Group 4

As for grouping, the provinces with a similar number of projects should be in the same group. The provinces with the highest percentage of data disclosures in each group were:



**Group 1** Provinces with a low number of CoST projects or 1-8 projects

|                |                               |       |                              |                               |       |                      |                               |       |
|----------------|-------------------------------|-------|------------------------------|-------------------------------|-------|----------------------|-------------------------------|-------|
| 1 Lamphun      | Percentage of data disclosure | 99.37 | 9 Lopburi                    | Percentage of data disclosure | 94.26 | 17 Nakhon Ratchasima | Percentage of data disclosure | 86.63 |
|                | Number of projects            | 7     |                              | Number of projects            | 7     |                      | Number of projects            | 8     |
| 2 Sing Buri    | Percentage of data disclosure | 99.27 | 10 Mukdahan                  | Percentage of data disclosure | 92.28 | 18 Loei              | Percentage of data disclosure | 85.19 |
|                | Number of projects            | 4     |                              | Number of projects            | 6     |                      | Number of projects            | 2     |
| 3 Trat         | Percentage of data disclosure | 98.75 | 11 Ranong                    | Percentage of data disclosure | 90.44 | 19 Chachoengsao      | Percentage of data disclosure | 85.15 |
|                | Number of projects            | 5     |                              | Number of projects            | 2     |                      | Number of projects            | 8     |
| 4 Nakhon Nayok | Percentage of data disclosure | 98.72 | 12 Amnath Charoen            | Percentage of data disclosure | 90.44 | 20 Phrae             | Percentage of data disclosure | 78.63 |
|                | Number of projects            | 8     |                              | Number of projects            | 4     |                      | Number of projects            | 3     |
| 5 Ang Thong    | Percentage of data disclosure | 98.64 | 13 Nong Bua Lamphu           | Percentage of data disclosure | 89.85 | 21 Saraburi          | Percentage of data disclosure | 78.06 |
|                | Number of projects            | 4     |                              | Number of projects            | 4     |                      | Number of projects            | 3     |
| 6 Samut Sakhon | Percentage of data disclosure | 98.50 | 14 Phra Nakhon Sri Ayutthaya | Percentage of data disclosure | 89.41 | 22 Mae Hong Son      | Percentage of data disclosure | 76.78 |
|                | Number of projects            | 3     |                              | Number of projects            | 5     |                      | Number of projects            | 8     |
| 7 Tak          | Percentage of data disclosure | 96.43 | 15 Nakhon Pathom             | Percentage of data disclosure | 88.88 | 23 Chai Nat          | Percentage of data disclosure | 75.66 |
|                | Number of projects            | 7     |                              | Number of projects            | 5     |                      | Number of projects            | 8     |
| 8 Phuket       | Percentage of data disclosure | 95.90 | 16 Udon Thani                | Percentage of data disclosure | 88.42 | 24 Samut Songkhram   | Percentage of data disclosure | 66.75 |
|                | Number of projects            | 7     |                              | Number of projects            | 7     |                      | Number of projects            | 1     |

**Group 2** Provinces with a fair number of CoST projects or 9-13 projects

|                    |                               |       |              |                               |       |                |                               |       |
|--------------------|-------------------------------|-------|--------------|-------------------------------|-------|----------------|-------------------------------|-------|
| 1 Phichit          | Percentage of data disclosure | 99.70 | 7 Satun      | Percentage of data disclosure | 87.15 | 13 Khon Kaen   | Percentage of data disclosure | 76.25 |
|                    | Number of projects            | 12    |              | Number of projects            | 9     |                | Number of projects            | 11    |
| 2 Uthai Thani      | Percentage of data disclosure | 96.02 | 8 Phangna    | Percentage of data disclosure | 84.36 | 14 Phetchaburi | Percentage of data disclosure | 75.34 |
|                    | Number of projects            | 12    |              | Number of projects            | 10    |                | Number of projects            | 11    |
| 3 Lampang          | Percentage of data disclosure | 93.47 | 9 Chaiyaphum | Percentage of data disclosure | 84.10 | 15 Nong Khai   | Percentage of data disclosure | 68.84 |
|                    | Number of projects            | 11    |              | Number of projects            | 13    |                | Number of projects            | 11    |
| 4 Kamphaeng Phet   | Percentage of data disclosure | 93.11 | 10 Phayao    | Percentage of data disclosure | 83.68 | 16 Nonthaburi  | Percentage of data disclosure | 68.65 |
|                    | Number of projects            | 9     |              | Number of projects            | 11    |                | Number of projects            | 13    |
| 5 Ubon Ratchathani | Percentage of data disclosure | 93.11 | 11 Bueng Kan | Percentage of data disclosure | 83.41 |                |                               |       |
|                    | Number of projects            | 11    |              | Number of projects            | 11    |                |                               |       |
| 6 Uttaradit        | Percentage of data disclosure | 87.49 | 12 Yala      | Percentage of data disclosure | 81.81 |                |                               |       |
|                    | Number of projects            | 11    |              | Number of projects            | 9     |                |                               |       |

**Group 3** Provinces with a high number of CoST projects or 14-20 projects

|                 |                               |       |                 |                               |       |                        |                               |       |
|-----------------|-------------------------------|-------|-----------------|-------------------------------|-------|------------------------|-------------------------------|-------|
| 1 Sukhothai     | Percentage of data disclosure | 99.24 | 7 Rayong        | Percentage of data disclosure | 90.20 | 13 Yasothorn           | Percentage of data disclosure | 84.95 |
|                 | Number of projects            | 14    |                 | Number of projects            | 17    |                        | Number of projects            | 19    |
| 2 Sa Kaeo       | Percentage of data disclosure | 97.51 | 8 Phatthalung   | Percentage of data disclosure | 89.07 | 14 Prachuap Khiri Khan | Percentage of data disclosure | 83.96 |
|                 | Number of projects            | 14    |                 | Number of projects            | 20    |                        | Number of projects            | 18    |
| 3 Nakhon Phanom | Percentage of data disclosure | 97.26 | 9 Ratchaburi    | Percentage of data disclosure | 88.02 | 15 Suphan Buri         | Percentage of data disclosure | 81.35 |
|                 | Number of projects            | 15    |                 | Number of projects            | 19    |                        | Number of projects            | 20    |
| 4 Phitsanulok   | Percentage of data disclosure | 94.19 | 10 Prachin Buri | Percentage of data disclosure | 88.01 | 16 Surat Thani         | Percentage of data disclosure | 76.56 |
|                 | Number of projects            | 20    |                 | Number of projects            | 16    |                        | Number of projects            | 17    |
| 5 Phetchabun    | Percentage of data disclosure | 92.27 | 11 Narathiwat   | Percentage of data disclosure | 87.29 | 17 Krabi               | Percentage of data disclosure | 76.16 |
|                 | Number of projects            | 14    |                 | Number of projects            | 19    |                        | Number of projects            | 15    |
| 6 Chiang Mai    | Percentage of data disclosure | 90.59 | 12 Pathum Thani | Percentage of data disclosure | 85.58 | 18 Chantaburi          | Percentage of data disclosure | 73.98 |
|                 | Number of projects            | 16    |                 | Number of projects            | 17    |                        | Number of projects            | 14    |

**Group 4** Provinces with the highest number of CoST projects or 21-122 projects

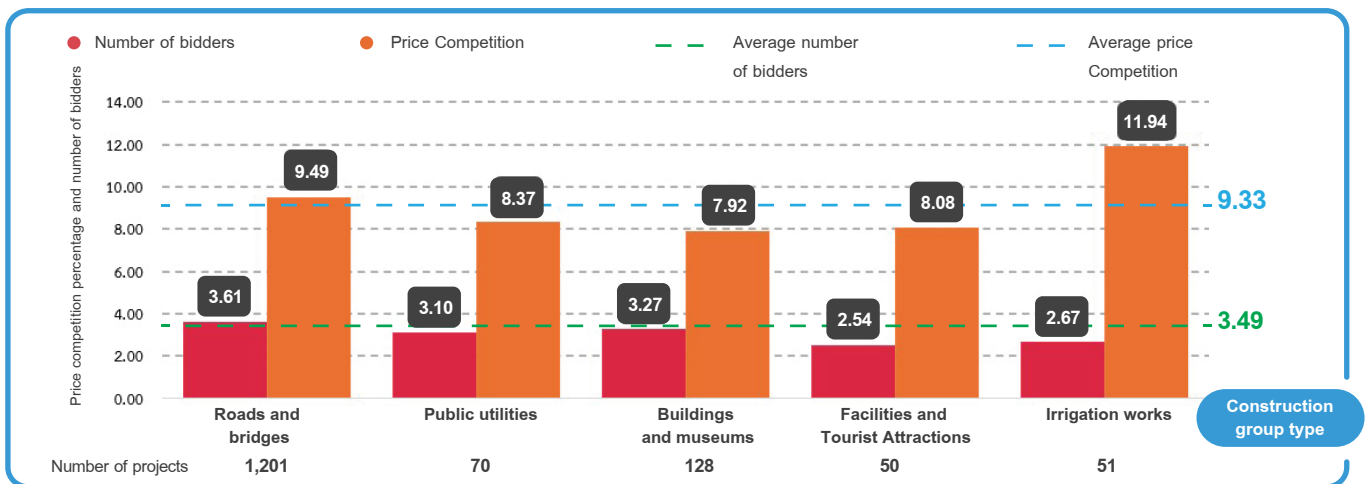
|                 |                               |       |                        |                               |       |             |                               |       |
|-----------------|-------------------------------|-------|------------------------|-------------------------------|-------|-------------|-------------------------------|-------|
| 1 Sakon Nakhon  | Percentage of data disclosure | 95.89 | 8 Si Sa Ket            | Percentage of data disclosure | 89.67 | 15 Trang    | Percentage of data disclosure | 78.63 |
|                 | Number of projects            | 39    |                        | Number of projects            | 26    |             | Number of projects            | 57    |
| 2 Nakhon Sawan  | Percentage of data disclosure | 94.94 | 9 Nan                  | Percentage of data disclosure | 87.65 | 16 Kalasin  | Percentage of data disclosure | 75.23 |
|                 | Number of projects            | 54    |                        | Number of projects            | 54    |             | Number of projects            | 25    |
| 3 Roi Et        | Percentage of data disclosure | 94.74 | 10 Nakhon Si Thammarat | Percentage of data disclosure | 87.64 | 17 Bangkok  | Percentage of data disclosure | 72.15 |
|                 | Number of projects            | 21    |                        | Number of projects            | 34    |             | Number of projects            | 43    |
| 4 Maha Sarakham | Percentage of data disclosure | 94.36 | 11 Samut Prakarn       | Percentage of data disclosure | 85.39 | 18 Surin    | Percentage of data disclosure | 69.75 |
|                 | Number of projects            | 32    |                        | Number of projects            | 47    |             | Number of projects            | 122   |
| 5 Chumphon      | Percentage of data disclosure | 92.92 | 12 Songkhla            | Percentage of data disclosure | 84.33 | 19 Chonburi | Percentage of data disclosure | 66.37 |
|                 | Number of projects            | 24    |                        | Number of projects            | 28    |             | Number of projects            | 84    |
| 6 Buriram       | Percentage of data disclosure | 90.30 | 13 Chiang Rai          | Percentage of data disclosure | 83.40 |             |                               |       |
|                 | Number of projects            | 80    |                        | Number of projects            | 50    |             |                               |       |
| 7 Pattani       | Percentage of data disclosure | 89.70 | 14 Kanchanaburi        | Percentage of data disclosure | 88.88 |             |                               |       |
|                 | Number of projects            | 32    |                        | Number of projects            | 33    |             |                               |       |

## 2.2

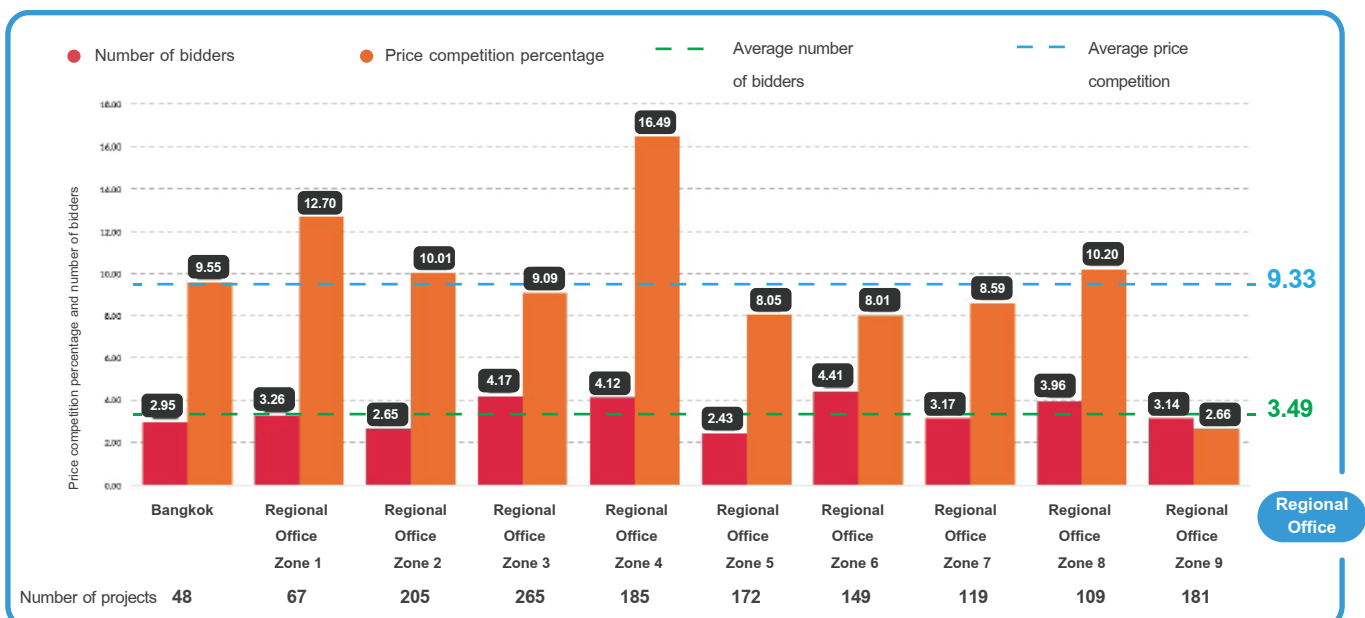
### Project Overview of CoST Thailand

According to data analysis of CoST projects, divided by the construction type, the results showed that average price competition was 9.33 percent and there were approximately 3.49 bidders attending each project.

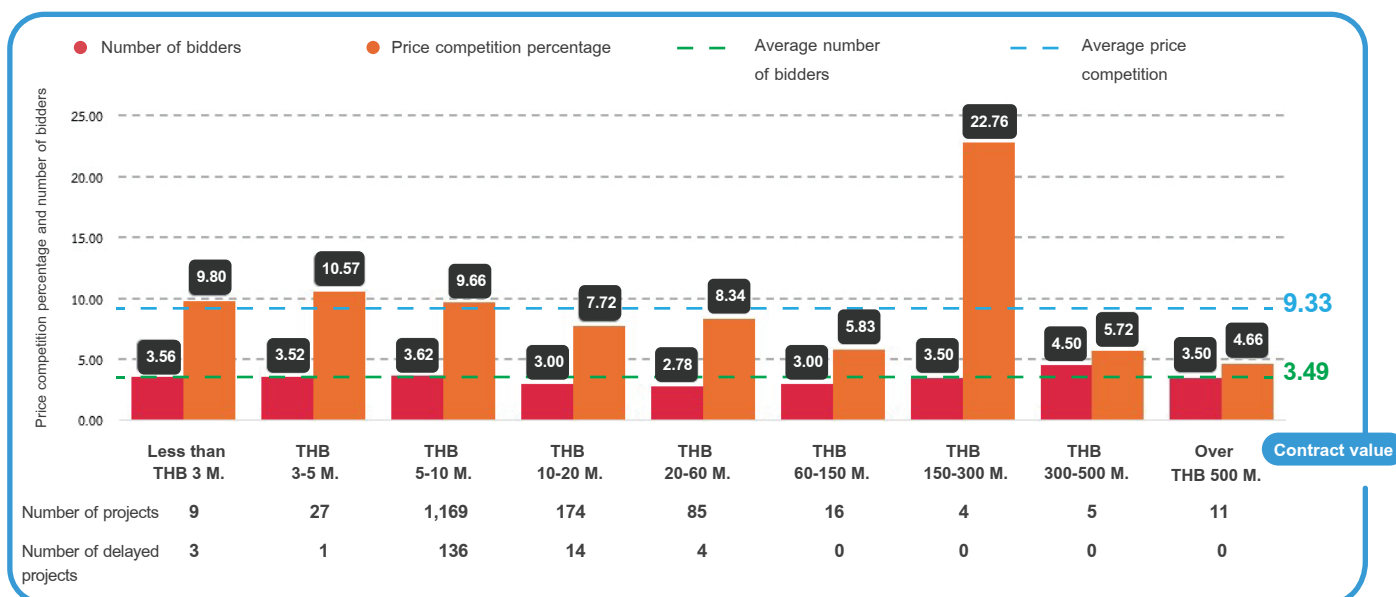
When considering data according to the construction type, it can be concluded that roads and bridges had a percentage of price competition at approximately 9.49 percent, and there were about 3.61 bidders attending each project. The irrigation works reported price competition at 11.94 percent and 2.67 bidders attending each project. According to the graph below, the irrigation works reported fewer bidders attending, but their price competition was somewhat higher than other construction types since the irrigation works projects were relatively low.



When considering data according to the area under responsibility of The CGD regional office, there were 5 areas with high price competition, namely, CGD Regional Office Zone 1 with 12.70 percent, Zone 2 with 10.01 percent, Zone 4 with 16.49 percent, Zone 8 with 10.20 percent, and Bangkok Metropolitan at 9.55 percent. In addition, the number of bidders is high in 4 zones; that is, Zone 3 with 4.17 bidders per project, Zone 4 with 4.12 bidders per project, Zone 6 with 4.41 bidders per project, and Zone 8 with 3.96 bidders per project. The graph below shows that the entrepreneurs in the upper eastern area had higher price competition compared to other areas, regardless of the higher number of construction projects in this area.



When considering data according to the contract value, the results showed that projects with the highest price competition were those with the contract value between 150 and 300 million baht (entrepreneur registration level 2), with the price competition at 22.76 percent, the average number of bidders at 3.50 per project and with no report of any delays. These entrepreneurs of such level were well-prepared in terms of equipment, machine, and labor, coupled with efficient project management. The majority of projects fell within the contract value range of 5 to 10 million Baht. This segment experienced intensified competition, specifically regarding pricing and the overall volume of projects. Moreover, there were 136 projects out of 1,169 projects with a delay in construction, equivalent to 11.63 percent. Further details also showed that the construction delays were mainly due to the contractor's project management since these contractors were registered at entrepreneur registration level 6, and most of them were new entrepreneurs; therefore, they might lack experience in construction management.

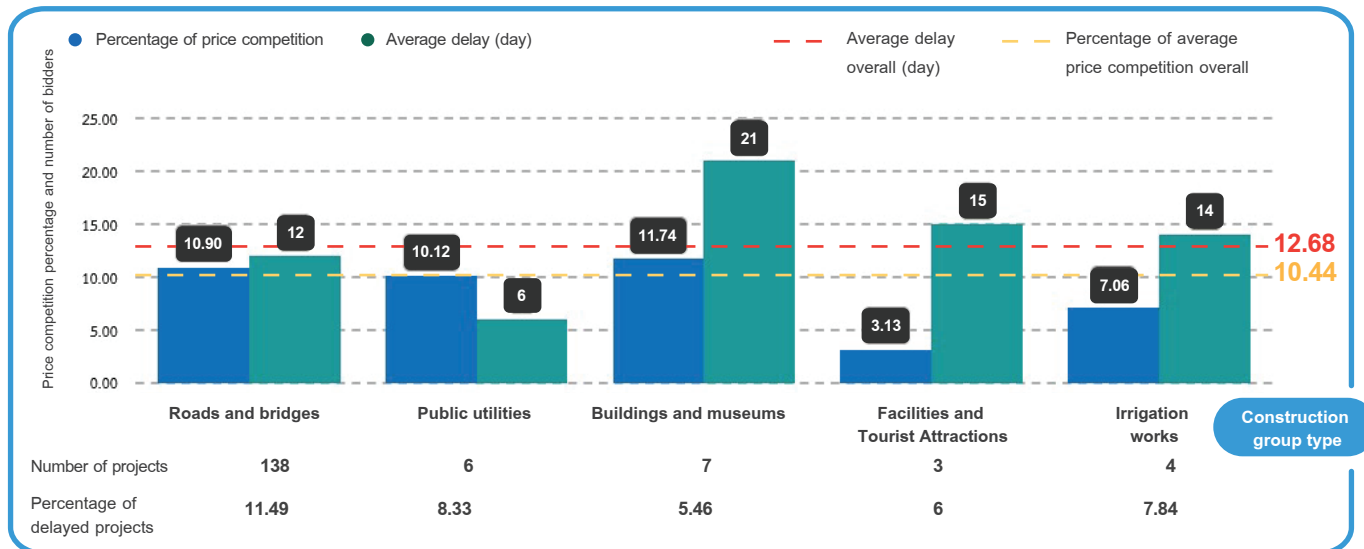


During the construction period, the results had shown that projects with the construction period less than 90 days had the highest price competition, reportedly at 10.27 percent, while the number of bidders was lower than the average. Besides, there were 18 projects out of 59 what were delayed, or the equivalent of 30.50 percent. For the projects with the construction period between 90 and 180 days, price competition and the number of bidders were somewhat higher than average. There were 130 projects out of 1,174 projects with the construction delay, or the equivalent to 11.07 percent. This also reflected that the projects with less than 180 days of construction period were likely to be delayed, compared to the projects with over 180 days of construction period.

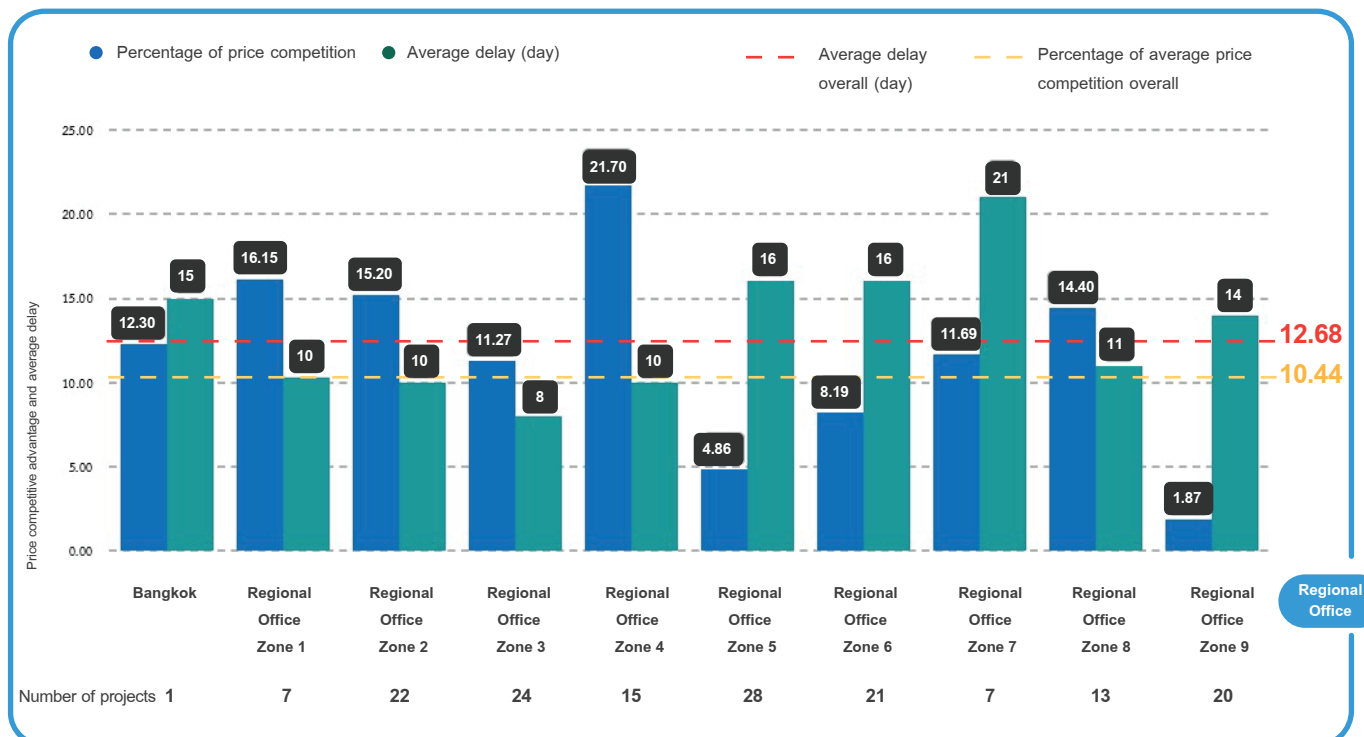


There were 158 time-overrun projects in total. with an average delay of 12 days and average price competition at 10.44 percent per project.

Buildings and museums are reported to be the highest delay of approximately 21 days per project, followed by facilities and tourist attractions with 15 days delayed beyond the deadline. When considering the percentage of delayed projects of each construction type, the results indicated that roads and bridges had the highest percentage of project delay at 11.49.



As for the delayed projects under the CGD Regional Office, the results had indicated that Zone 7 had the highest number of project delays at 7 projects, dividing into 5 road and bridge projects with an average of 27 days delayed, and 1 irrigation works project with 8 days delayed 1 facilities and tourist attractions project with 5 days delayed. Besides, Zone 4 reported higher price competition of 21.70 percent compared to other areas; however, Zone 4 had a lower rate of project delay than the average.





## Chapter 3

### Results of Assurance Site Visits



For the fiscal year 2024, CoST Thailand MSG selected 13 construction projects for an Assurance site-visits

#### Overview of 13 construction projects

were similar; for example, data disclosure, both in terms of quantitative and qualitative, was at a good level and there were

**171** participants attended,  
divided into



63 Males



108 Females

Public outreach prior to the start  
of the construction

**71.71%**

Public awareness of  
the complaint channels

**49.42%**

Extent of public participation  
in the project

**78.15%**

Level of transparency

**81.74%**

Value for money

**81.64%**

Trust and confidence in  
the quality of construction

**81.26%**

Responsiveness of procuring  
entity to problems

**82.73%**

## Project

Project owner: Phetchaburi Municipality

1

Removal of sculptural columns on Ratchadamnern Road and installation of double-bracket lighting poles and LED lamps project



|  |  |   |  |  |  |
|--|--|---|--|--|--|
| <b>Budget</b><br><b>16,800,000.00 Baht</b> |  | <b>Focal price</b><br><b>16,620,319.42 Baht</b> |  | <b>Contract value</b><br><b>16,516,153.00 Baht</b>                         |  |
| <b>Percentage Plan</b><br><b>65%</b>       |  | <b>Percentage Completed</b><br><b>62%</b>       |  | <b>Duration</b><br><b>120 days</b> (from 19 March 2024 until 17 July 2024) |  |

1

## Details of the project



To remove existing sculptural columns with a total of 104 columns and install 95 double-bracket lighting poles and high-quality 140-watt LED lamps, coupled with 4 single-bracket lighting poles. To insert culverts and replace existing NYY electric wires and to install 2 sets of control cabinets. To install 1 electric transformer of 30 kVA 3 phases while moving the existing 100 kVA electric transformer to a new position according to the plan set forth by Phetchaburi Municipality.

2

## Objectives



- 1 To improve existing public lighting systems to have adequate light and to minimize the use of public electricity, and reduce global warming.
- 2 To minimize any danger from an underground short circuit system, which may incur danger to people's lives and properties.

3

## Procurement



There were 2 bidders attending the e-bidding procurement.

- The winner was Far Forward Company Limited.
- The bidding price was 16,516,153.00 baht, lower than the reference price of 104,166.42 baht or equivalent to 0.63%.

4

## Problems and obstacles



- 1 Traffic congestion since the construction site was located near the school area.
- 2 The rainy season temporarily interrupted the construction.



5

## Remarks of the construction project



### 1. Preventive measures for underground cables and electricity theft

Increasing the depth of HDPE electric wires during installation from 30 centimeters to 60 centimeters. announce the prohibition of hammering any materials along the electric lines, which can prevent damaged electric wires as well as extend their useful life. Such measures help minimize resource consumption in repairing any damages and also reduce the volume of waste from electric wires and damaged pipes.

### 2. Handling and preventive measures for any accidents from damaged electric poles

Place fluorescent stickers on the electric poles and specify the management guidelines, which help minimize potential accidents such as cars bumping into the electricity poles or any side effects resulting from the accident. Besides, the fluorescent stickers enable the drivers to see these electric poles more clearly which, in turn, will minimize risks of accidents that may lead to damaged electric poles as well as lessen resource consumption in repairing these damaged electric poles.

6

## Public opinion

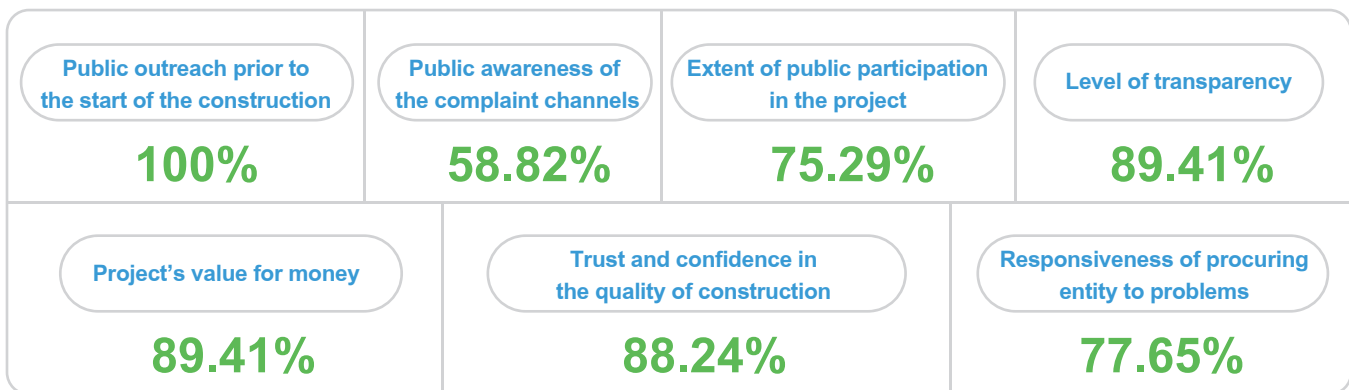


17 individuals

3 males

and

14 females



7

## Recommendations



The agency should publicize the project for public's acknowledgement in a timely manner and announce for legal enforcement of electric wire smuggling.

8

## Photos



Project

2

Project owner: Nam Rid Sub-District Municipality

Multi-purpose building construction project (fruit market)  
Moo 9 Nam Rid Sub-District, Mueang District, Uttaradit

|  |  |   |  |   |  |
|--|--|---|--|---|--|
| <b>Budget</b><br><b>14,000,000.00 Baht</b> |  | <b>Focal price</b><br><b>14,027,471.38 Baht</b> |  | <b>Contract value</b><br><b>12,380,000.00 Baht</b>                          |  |
| <b>Percentage Plan</b><br><b>12.63%</b>    |  | <b>Percentage Completed</b><br><b>37%</b>       |  | <b>Duration</b><br><b>150 days</b> (from 6 February 2024 until 4 July 2024) |  |

1

### Details of the project



Multi-purpose building construction (fruit market) with a total area of 50.00 meters width and 60.00 meters length along the side of The Nam Rid Sub-District Municipality Office. The building has only one story with a large dome shape.

2

### Objectives



- To provide a multi-purpose building (fruit market) for people as a place for trading agricultural products in Nam Rid Sub-District and nearby areas.
- To provide a place for selling agricultural products for the agriculturists, which in turn helps increase the product value and distribution channels as well as generates more income for the agriculturists.
- To minimize travel expenditures and facilitate the transportation of agricultural products.
- To enhance market competitiveness, as the fruit market is located adjacent to National Highway No.11, where many passengers constantly pass by.

3

### Procurement



There were 7 bidders attending the e-bidding procurement.

- The winner was Chai Chote Construction Limited Partnership.
- The bidding price was 12,380,000.00 baht, 11.74% lower than the reference price, or equivalent to 1,647,471.38 baht.

4

### Problems and obstacles



- The rainy season was an obstacle for continued roof truss welding.
- Limited construction areas made the construction delay large as a large area is required for a large roof truss.
- Duration in concrete curing had caused some delays.
- The allocation of workers was inappropriate, resulting in work interruption and delay, as there was a limited number of workers.



5

## Remarks of the construction project



The project is located in the high potential area since it is adjacent to the main road, which facilitates the transportation of agricultural products, which, in turn, will enhance trade potential for the agriculturists in the long run.

6

## Public opinion



12 individuals

6 males

and

6 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 100%   | 25%   | 86.67%   | 90%                   |
| Value for money  | Trust and confidence on the quality of construction | Responsiveness of procuring entity to problems |                       |
| 83.33%   | 83.33%  | 83.33%   |                       |

7

## Recommendations



The market management committee should be established to be responsible for area management in the municipality's fruit market and to promote the community's economy.

8

## Photos



Project

Project owner: Department of Highways

3

The construction project of Highway No. 347, Chiang Rak Noi Route  
– Baan Koh Kerd, Pathum Thani

|                                      |   |  |
|--------------------------------------|---|--|
| <b>Budget</b><br>900,000,000.00 Baht | <b>Focal price</b><br>899,821,433.00 Baht | <b>Contract value</b><br>899,011,900.00 Baht                       |
| <b>Percentage Plan</b><br>19.71%     | <b>Percentage Completed</b><br>32.70%     | <b>Duration</b><br>1,020 days (from 19 July 2024 until 3 May 2026) |

1

## Details of the project



To construct Highway No. 347, Chiang Rak Noi Route – Baan Koh Kerd, Pathum Thani, between KM. 11 + 500.000 – KM. 24+000.000, with an approximate distance of 12.500 kilometers, according to the contract with a flexible price (K value). The highway was specified with special lanes (4-6 traffic lanes) by repairing the existing lanes. The joint reinforced concrete pavement (JRCP) is 30 centimeters thick, and the road is 3.50 meters wide for each lane. The pavement was made similar to the inner surface with the inner width of 1.50 meters and the outer width of 2.50 meters. In addition, a depressed median was also built. The road surface of the frontage road is 3.50 meters and 5.00 meters wide, along with the joint reinforced concrete pavement (JRCP) of 30-centimeter thickness. Besides, lighting and flashing lights were also installed along the highway.

2

## Objective



To solve traffic problems and to enhance traffic efficiency and safety.

3

## Procurement



There were 4 bidders via e-bidding procurement.

- The winner was Punnee Worakij Construction and Transportation Company Limited.
- The bidding price was 899,011,900.00 baht, which was 809,533.00 baht lower than the reference price, or equivalent to 0.09%.

4

## Problems and obstacles



- 1 Revise the construction plan of the bridge located at Chiang Rak Noi intersection at, KM.11+942.200 and KM.12+008.400 makes the project delays.
- 2 The obstacle was the electric poles belonging to the Provincial Authority located near the construction site at Chiang Rak Noi intersection KM.11+942.200 and KM.12+008.400 makes the project delays.
- 3 Natural gas pipes of PTT Public Company Limited were installed near the construction site makes the project delays.
- 4 The fuel manhole of Fuel Pipeline Transportation Company Limited obstructed the road surface at KM.18+500.000 LT.



5

## Remarks of the construction project



The project directly affects sustainability in both economic and social dimensions. Traffic lane expansion and many U-turns under the bridges are deemed an investment in the infrastructure, which, in turn, helps minimize travelling time and cost, including transportation of goods. In addition, the project also stimulates many economic activities in the area itself, along with the neighboring region, while simultaneously reducing rates of accident and ensuring more safety for the passengers and community.

6

## Public opinion



8 individuals

6 males

and

2 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 25%  | 62.50%  | 85%  | 87.50%                |
| Project's value for money                              | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 82.50%   | 82.50%  | 85%  |                       |

7

## Recommendations



Nonetheless, to ensure long-term sustainability, there should be some considerations on potential environmental impacts owing to road expansion; for example, water drainage management or noise pollution, etc.

8

## Photos



Project

4

Project owner: Bangkok Metropolitan

The construction project of the drainage tunnel, from Prem Prachakorn Canal to Bang Bua Canal, into the Chaophraya River, Bangkok



|  |   |  |
|--|---|--|
| <b>Budget</b><br>9,600,000,000.00 Baht | <b>Focal price</b><br>9,574,200,000.00 Baht | <b>Contract value</b><br>8,233,300,000.00 Baht                             |
| <b>Percentage Plan</b><br>56.26%       | <b>Percentage Completed</b><br>12.58%       | <b>Duration</b><br>1,800 days (from 9 September 2021 until 13 August 2026) |

1

### Details of the project



Don Mueang, Lak Si, Saimai, and Bang Khen are located in the flood protection area of eastern Bangkok. The area is characterized by the lowland area, so waterlogging constantly occurs. The Drainage and Sewerage Department has set the plan to construct the drainage tunnel at Prem Prachakorn Canal to solve this waterlogging problem affecting many communities in Bangkok. This can be achieved by building a water pumping station and water drainage facility with the drainage capacity of 60 cubic meters per second. Moreover, 4 intake structures must be constructed, along with a tunnel of 5.70 meters in diameter and 13.40 kilometers in length.

2

### Objective



To prevent and solve flooding problems in Bangkok by enhancing water drainage efficiency in Bangkok areas, comprising Don Mueang, Lak Si, Saimai, Bang Khen, and Chatuchak, which encompasses the total area of 109 square kilometers.

3

### Procurement



There were 3 bidders via e-bidding procurement.

- The winner was ITD-NWR Joint Venture.
- The bidding price was 8,233,300,000.00 baht, lower than the focal price by 1,340,900,000.00 baht or equivalent to 14.01%.

4

### Problems and obstacles



The contractor could not start the construction of the water intake building in the area of Bang Bua Canal; therefore, the building must be moved to a location opposite the original plan, and the building format must be modified as well. As for the area near Bang Khen Canal, the tunnel was excavated from The Ratchadapisek water intake building to The Wat Lak Si water intake building. This was accomplished by excavating through the water intake building at Bang Khen Canal since there were many people trespassing and living at the project site.



5

## Remarks of the construction project



This project was the investment in key infrastructures to solve flood problems in northern Bangkok, which directly affected the sustainability in economic dimensions through the efficiency enhancement of The water drainage system. The project can minimize risks and damages resulting from floods in The Don Mueang, Lak Si, Saimai, Bang Khen, and Chatuchak areas, which encompass an area of over 109 square kilometers. Besides, the construction of this tunnel helps improve the water quality of Prem Prachakorn Canal through water diversion and drainage. This huge project should pose some social and environmental challenges that require careful management to ensure long-term sustainability, along with the physical development of a water drainage system.

6

## Public opinion



10 individuals

1 males

and

9 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 100%   | 70%   | 76%  | 70%                   |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 66%  | 70%   | 70%  |                       |

7

## Recommendations



The project should enforce the law in case of area trespassing to ensure that the project will be completed by the deadline.

8

## Photos



Project

Project owner: Trat Provincial Administrative Organization



5

The construction project to improve the asphaltic concrete road, Local Highway Code Tor Ror Thor 10016, Prong Takae Route – Koh Kwang, Nern Sai Sub-District, connecting with Huay Raeng Sub-District, Trat

|                                    |   |  |
|------------------------------------|---|--|
| <b>Budget</b><br>9,900,000.00 Baht | <b>Focal price</b><br>8,890,994.25 Baht | <b>Contract value</b><br>8,890,000.00 Baht                       |
| <b>Percentage Plan</b><br>60%      | <b>Percentage Completed</b><br>0%       | <b>Duration</b><br>60 days (from 25 May 2024 until 23 July 2024) |

1

### Details of the project



To improve the asphaltic concrete paving road of the Local Highway No. Tor Ror Thor 10016, Prong Takae Route - Koh Kwang, Nern Sai Sub-District. This road also connects with Huay Raeng Sub-District, Trat District, Trat, with a total width of 6 meters, 2,000 meters long, and 0.05 meters thick. The road had a surface area not less than 12,000,000 square meters with 1 meter wide on each pavement.

2

### Objective



Since the road was damaged and many people needed to travel on such a road such as people travelling for work and farmers; there might be risks of potential accidents as large trucks constantly pass by. Accidents frequently took place, so improvements had to be made to such routes in order to facilitate all passengers to ensure their safety and convenience.

3

### Procurement



There was only one bidder via e-bidding procurement.

- The winner was Chantaboon Pattanakij Limited Partnership.
- The bidding price was 8,890,000.00 baht, it is 994.25 baht lower than the reference price, or equivalent to 0.01%.

4

### Problems and obstacles



The construction could not proceed as it was during the rainy season, and this directly affected the asphaltic concrete paving. Besides, the contractor explained that the construction work could be continued after the dry spell.



5

## Remarks of the construction project



The project has consistently improved and repaired the damaged road which in turn, helped elevate safety of the passengers and the farmers. Also, the project has developed road structures to support heavy traffic, including large trucks. This reflects the planning of infrastructure that responded to present and future needs of the community in a sustainable manner. Moreover, measures to prevent overloaded trucks were put in place with the aim of maintaining road condition to be in line with the established standards while minimizing the frequency of future road repairs. This not only saved the public sector's budget but also lessened environmental impact owing to the construction as well as foster stability in transportation to ensure long-term economic and social development.

6

## Public opinion



4 individuals

2 males

and

2 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 75%  | 25%   | 40%  | 60%                   |
| Project's value for money                              | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 80%  | 75%   | 75%  |                       |

7

## Recommendations



The construction contract had to be managed in a timely manner, as well as follow up legal enforcement regarding work supervision, to ensure that the project will be completed within the deadline.

8

## Photos





Project

Project owner: **Chaiyaphum Hospital**

6

The construction project of a 300-bed hospital building for critical patients and inpatients, with 8-storey of reinforced concrete and total usable area of 13,087 square meters, Chaiyaphum Hospital, Nai Mueang District, Chaiyaphum

|   |  |  |  |   |  |
|---|--|--|--|---|--|
| <p><b>Budget</b></p> <p>414,857,400.00 Baht</p> |  | <p><b>Focal price</b></p> <p>404,971,600.00 Baht</p> |  | <p><b>Contract value</b></p> <p>319,428,988.00 Baht</p>                       |  |
| <p><b>Percentage Plan</b></p> <p>21.30%</p>     |  | <p><b>Percentage Completed</b></p> <p>17.07%</p>     |  | <p><b>Duration</b></p> <p>1,095 days (from 1 June 2023 until 30 May 2026)</p> |  |

1

Details of the project



The 8-story reinforced concrete building (95.90 meters in height), had a total usable area of 13,087 square meters. The building was also designed by the Design and Construction Division, Department of Health Service Support, Ministry of Public Health.

2

Objective



- 1 To replace the existing building, which was dilapidated beyond repair, and to minimize potential risks for the customers and the hospital's staff.
- 2 To accommodate an increasing number of patients and to expand a variety of treatment services.

3

Procurement



There were 9 bidders via e-bidding procurement.

- The winner was Chaiyaphum Sanitary Ware Limited Partnership.
- The bidding price was 319,428,988.00 baht, It is 85,542,612.00 baht lower than the reference price, or equivalent to 21.12%.

4

Problems and obstacles



- 1 The construction did not proceed as planned due to a delay in materials procurement (sanitary piping system).
- 2 The climate condition (rainy season) made it impossible for the contractors to start working.



5

## Remarks of the construction project



The construction of a new Chaiyaphum Hospital to replace the existing dilapidated one helps minimize risks and ensured the safety of the customers and the hospital's staff. Simultaneously, the new hospital helped expand its potential in accommodating and providing medical services to an increasing number of inpatients as well as reducing expenditures and travelling time of the patients who previously had to get their medical treatment at Khon Kaen Hospital. This new hospital also represented a response to the needs of public health of the community. Besides, the building was constructed with an energy-saving design, which helped minimize resource consumption and energy costs in the long run.

6

## Public opinion



10 individuals

0 males

and

10 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 100%   | 80%   | 90%  | 94%                   |
| Project's value for money                              | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 90%  | 90%   | 94%  |                       |

7

## Remarks of the construction project



The project was administered by capable hospital executives, resulting in the collaboration of every sector while the project was operated in an efficient manner.

8

## Photos



Project

Project owner: Fah Haam Sub-District Municipality



7

The construction project of the 3-storey reinforced concrete building, the Rehabilitation Center located in Fah Haam Sub-District Municipality inside the Learning Center for Sufficiency Economy, Fah Haam Sub-District Municipality, Moo 6, Fah Haam Sub-District, Chiang Mai

|   |  |  |  |   |  |
|---|--|--|--|---|--|
| <p><b>Budget</b></p> <p>7,200,000.00 Baht</p> |  | <p><b>Focal price</b></p> <p>7,363,302.70 Baht</p> |  | <p><b>Contract value</b></p> <p>6,517,800.00 Baht</p>                           |  |
| <p><b>Percentage Plan</b></p> <p>0%</p>       |  | <p><b>Percentage Completed</b></p> <p>0%</p>       |  | <p><b>Duration</b></p> <p>360 days (from 8 August 2024 until 2 August 2025)</p> |  |

1

Details of the project



The construction project of the 3-storey reinforced concrete building, the Rehabilitation Center located in Fah Haam Sub-District Municipality, with 10 meters in width and 15 meters in length. The total area covers not less than 450 square meters according to the plan stipulated by Fah Haam Sub-District Municipality.

2

Objective



To promote and restore the quality of life of the elderly, the disabled and patients in recovery after receiving medical treatment. The building also served as a place for the elderly, the disabled, and patients in recovery to get themselves ready for further self-care at home.

3

Procurement



There were 3 bidders via e-bidding procurement.

- The winner was Phraya Meng Rai Engineering and Architect Company Limited.
- The bidding price was 6,517,800.00 baht, it is 845,502.70 baht lower than the reference price, or equivalent to 11.48%.

4

Problems and obstacles



There was a change in the construction site, as the existing site was located next to the health promotion hospital, Baan Ka Jao, Moo 3 (public land certificate No. 5570); therefore, there was a problem owing to the request to use such a location; therefore, the construction must proceed inside the Learning Center for Sufficiency Economy, located in Moo 6 instead.



5

## Remarks of the construction project



The project has responded to the needs of the community in developing the quality of life of the vulnerable groups, such as the elderly, the disabled, and patients in recovery. The project not only helps restore their physical and mental fitness but also promotes self-dependency while simultaneously lessening their family's burden and the public health system in the long run. This also helps guarantee the health condition and well-being of local people, which shall be in line with the goals of sustainable development in health and well-being while minimizing any inequality. Besides, the project also encompassed planning and safety and environmental management, including waste management and wastewater and dust management. This also reflects the project's concern and care in controlling any potential impacts on the environment and nearby community.

6

## Public opinion



12 individuals

1 males

and

11 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 100%   | 58.33%  | 100%   | 100%                  |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 100%   | 100%  | 100%   |                       |

7

## Recommendations



The construction should be expedited as well as publicized, and a plan should be established for the procurement of durable articles to be employed in an efficient manner.

8

## Photos



Project

8

**Project owner: Sa Kao Provincial Administrative Organization**

The construction project of asphaltic concrete pavement, Baan Nong Kee Hen Route, Moo 8 Koke Pe Khong Sub-District, to connect with Baan Khlong Mark Nut, Moo 11 Baan Kaeng Sub-District, Sa Kao



|  |  |   |  |   |  |
|--|--|---|--|---|--|
| <p><b>Budget</b></p> <p>12,000,000.00 Baht</p> |  | <p><b>Focal price</b></p> <p>11,542,342.64 Baht</p> |  | <p><b>Contract value</b></p> <p>11,512,000.00 Baht</p>                          |  |
| <p><b>Percentage Plan</b></p> <p>54.33%</p>    |  | <p><b>Percentage Completed</b></p> <p>7.59%</p>     |  | <p><b>Duration</b></p> <p>150 days (from 29 May 2024 until 25 October 2024)</p> |  |

1

**Details of the project**



The construction project of asphaltic concrete pavement, with a 6-meter-wide traffic surface, 0.05 meters thick, and a total length of 1,920 meters, or a traffic surface area not less than 11,520 square meters (according to the road standards set by the local administrative organization and the drawing plan established by the Sa Kaew Provincial Administrative Organization).

2

**Objective**



To construct the standardized road for convenient travelling and safety.

3

**Procurement**



There were 3 bidders via e-bidding procurement.

- The winner was Song Sor Burapha Limited Partnership.
- The bidding price was 11,512,000.00 baht; it is 30,342.64 baht lower than the reference price, or equivalent to 0.26%.

4

**Problems and obstacles**



The climate condition (rainy season) directly affects the asphaltic concrete paving, making the contractors unable to construct.



5

## Remarks of the construction project



Local people and the passengers can bring their agricultural products for sale in the market and travel more conveniently and speedily. In addition, the improved road will facilitate speedy and safe transportation. The road also helps minimize the travelling time and transportation cost while increasing market potential, which, in turn, will benefit the local economy.

6

## Public opinion



9 individuals

4 males

and

5 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 44.44%   | 55.56%  | 86.67%   | 88.89%                |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 91.11%   | 82.22%  | 93.33%   |                       |

7

## Recommendations



Inspection of the construction area boundary should proceed to ensure that it does not overlap with the Agricultural Land Reform Area to prevent land overlapping.

8

## Photos



Project

Project owner: Nong Khai Provincial Administrative Organization

9

The construction and improvement project of asphaltic concrete pavement of Nor Kor 2003 Route, Local Highway No. Nor Kor Thor 1-0029, Baan Phu Sadej, Moo 14 Wat Luang Sub-District – Baan Sang Nang Khao, Nong Khai



Budget

10,000,000.00 Baht

Focal price

9,905,817.97 Baht

Contract value

9,870,000.00 Baht

Percentage Plan

2.54%

Percentage Completed

0%

Duration

120 days (from 11 July 2024 until 7 May 2024)

1

## Details of the project



The asphaltic concrete pavement and asphalt concrete traffic surface were 0.05 meters thick, 6 meters wide, and 2,000 meters in length. Each pavement is 0-1 meters wide, and the total area was not less than 16,000 square meters (according to the plan set forth by the Nong Khai Provincial Administrative Organization).

2

## Objective



- 1 To relieve the trouble of people travelling along this route.
- 2 To use as a shortcut road connecting between the subdistrict and district.
- 3 To maintain the asphalt road to ensure its good condition, safety, and durability.

3

## Procurement



There were 5 bidders via e-bidding procurement.

- The winner was Montri Wattana Company Limited.
- The bidding price was 9,870,000.00 baht, approximately 35,817.97 baht lower than the reference price, or equivalent to 0.36%.

4

## Problems and obstacles



- 1 Since this route was the shortcut road connecting Nong Khai and Udon Thani. Many trucks made the traffic highly congested, and the road could be closed during operation, and this potentially caused danger during the construction.
- 2 Dust problems could occur during the pavement improvement.



5

## Remarks of the construction project



The project can lessen people's trouble while enhancing travelling safety and minimizing potential accidents. The constructed road has been used as the shortcut connecting Nong Khai and Udon Thani. This helps reduce travelling time and elevate the quality of life as well as promote economic activities in the area.

6

## Public opinion



18 individuals

12 males

and

6 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 55.56%   | 55.56%  | 78.89%   | 81.11%                |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 78.89%   | 82.22%  | 87.78%   |                       |

7

## Recommendations



The construction contract management should be urged and publicized for public acknowledgement regarding timing and the start and ending of The project.

8

## Photos



Project

10

**Project owner: Phetchabun Provincial Administrative Organization**

The repair project of asphaltic concrete pavement, Por Chor Thor 58-004, Baan Wang Ma Chor Route – Baan Wang Charoen Rut, Baan Pha Daeng, Moo 12, Na Yom Sub-District, Mueang District, Bor Thai Sub-District, Phetchabun



|  |  |   |  |   |  |
|--|--|---|--|---|--|
| <p><b>Budget</b></p> <p>12,840,000.00 Baht</p> |  | <p><b>Focal price</b></p> <p>12,639,059.05 Baht</p> |  | <p><b>Contract value</b></p> <p>10,170,000.00 Baht</p>                          |  |
| <p><b>Percentage Plan</b></p> <p>38%</p>       |  | <p><b>Percentage Completed</b></p> <p>80%</p>       |  | <p><b>Duration</b></p> <p>180 days (from 8 June 2024 until 4 December 2024)</p> |  |

1

**Details of the project**



The repair project of asphaltic concrete pavement with a 6 - 8 meter-wide road surface, 3,383 meters long, 0.05 meters thick, with the road surface area not less than 23,386 square meters. Other elements shall be in accordance with the drawing plan as set forth by the Phetchaburi Provincial Administrative Organization.

2

**Objective**



- 1 Local people and people living nearby will have more convenience in transportation.
- 2 More safety of lives and properties.
- 3 People's better quality of life.

3

**Procurement**



Only one bidder via e-bidding procurement.

- The winner was Chanthaphorn Limited Partnership.
- The bidding price was 10,170,000 baht, which is 2,469,059.05 baht or equivalent to 19.54%.

4

**Problems and obstacles**



None



5

## Remarks of the construction project



The project can enhance people's quality of life and safety in transportation, including those living nearby. This, in turn, directly impacts local economic development through convenience in transportation.

6

## Public opinion



22 individuals

9 males

and

13 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 54.55%   | 40.91%  | 72.73%   | 79.09%                |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 78.18%   | 78.18%  | 83.64%   |                       |

7

## Recommendations



Protective equipment should be installed along the winding mountain road to minimize accidents.

8

## Photos





Project

Project owner: Phuket Provincial Administrative Organization

11

The construction project of glass balcony, Surin Beach, Cherng Talay Sub-District, Talang District, Phuket

|   |  |  |  |   |  |
|---|--|--|--|---|--|
| <p><b>Budget</b></p> <p>198,000,000.00 Baht</p> |  | <p><b>Focal price</b></p> <p>197,787,914.52 Baht</p> |  | <p><b>Contract value</b></p> <p>196,975,000.00 Baht</p>                             |  |
| <p><b>Percentage Plan</b></p> <p>24.94%</p>     |  | <p><b>Percentage Completed</b></p> <p>2.69%</p>      |  | <p><b>Duration</b></p> <p>540 days (from 26 August 2023 until 15 February 2025)</p> |  |

1

Details of the project



The construction project of The glass balcony at Surin Beach is to become Phuket’s new landmark. The project’s identity is characterized by a boat-shape, consisting of 2 glass boat balconies, an office a building, a public restroom and 3-story observation tower.

2

Objective



- 1 To develop the area to become the rest area for local people and tourists.
- 2 To become Phuket’s new landmark.
- 3 To promote and improve the economy and tourism of Phuket to become one of the qualified tourist attractions according to the world’s standard while generating revenues from tourism in a more sustainable manner.

3

Procurement



There was only one bidder via e-bidding procurement.

- The winner was WNJS Joint Venture.
- The bidding price was 196,975,000.00 baht, which is 812,914.52 baht lower than the reference price, or equivalent to 0.41%.

4

Problems and obstacles



Soil layer problem, as its properties were not consistent with the established plan, and this had made it unable to start piling.



5

## Remarks of the construction project



The project has enabled Phuket to generate more revenues through a large number of both Thai and foreign tourists. This also incurs a higher employment rate in the service and tourism industries, including other related businesses. Furthermore, the project helps stimulate sustainable growth of the local economy.

6

## Public opinion



20 individuals

5 males

and

15 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 95%  | 65%   | 75%  | 81%                   |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 80%  | 81%   | 74%  |                       |

7

## Recommendations



This new landmark should be named to imply Phuket province, and the management plan in various areas must be established, such as parking lots, entry cleaning, and safety issues, etc.

8

## Photos



Project

12

Project owner: Phang Nga City Municipality

Waste management project at the Waste Disposal Center, Phang Nga City Municipality, Phang Nga



|   |  |  |  |  |  |
|---|--|--|--|--|--|
| <p><b>Budget</b></p> <p>8,000,500.00 Baht</p> |  | <p><b>Focal price</b></p> <p>8,014,750.40 Baht</p> |  | <p><b>Contract value</b></p> <p>7,450,000.00 Baht</p>                            |  |
| <p><b>Percentage Plan</b></p> <p>20%</p>      |  | <p><b>Percentage Completed</b></p> <p>11.48%</p>   |  | <p><b>Duration</b></p> <p>140 days (from 3 July 2024 until 19 November 2024)</p> |  |

1

Details of the project



To construct and improve the surrounding road, which is 5 meters wide and 1,250 meters long. The inner road No. 1 is 4 meters wide and 165 meters long. The inner road No. 2 is 4 meters wide and 330 meters long, whereas the inner road No. 3 is 4-meter wide and 128 meters long. Two garbage pits cover the 4,800 sq. m<sup>2</sup> Besides, the drainage system was set up by laying the reinforced concrete drainage pipes, dredging and improving the drainage channels, and forcing rainwater and leachate to flow into the sewage pond.

2

Objective



- 1 To minimize the volume of waste and increase more empty areas at the Waste Disposal Center to support garbage disposal of local administrative organizations and other relevant cluster members.
- 2 To minimize the impact on the environment and the quality of life of people resulting from waste problems.
- 3 To construct the surrounding and inner road to provide more convenience to the garbage truck.
- 4 To bring garbage left in front of the Waste Disposal Center and surrounding road inside the Center area.
- 5 To ensure that all drainage systems will merge at the existing open manhole.

3

Procurement



There was only one bidder via e-bidding procurement.

- The winner was Natkanit Construction Limited Partnership.
- The bidding price was 7,450,000.00 baht, which is 564,750.40 baht lower than the reference price, or equivalent to 7.05%.

4

Problems and obstacles



- 1 Climate conditions since the rainy season affect the contractor's operation.
- 2 Externalities from garbage, wastewater, and insects.



5

## Results of the construction project



The project has promoted sustainability in many aspects by emphasizing the reduction of garbage and increasing garbage disposal areas. In addition, the project also stresses the importance of minimizing environmental impact and enhancing the quality of life of local people while simultaneously improving the infrastructure of the Center, such as roads and the water drainage system, to ensure operation efficiency and wastewater management. Project owners should measure water quality and establish the complaint management plan to illustrate their environmental and social care.

6

## Public opinion



10 individuals

4 males

and

6 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 30%  | 30%   | 76%  | 68%                   |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 64%  | 70%   | 76%  |                       |

7

## Recommendations



The construction should be followed up and administered constantly and in a speedy manner. The project owner should encourage the public sector to understand waste management as set forth in the guidelines.

8

## Photos



Project

Project owner: National Astronomical Research Institute of Thailand (Public Organization)

13

The construction project of the Radio Telescope Control Building, with 13-meter diameter, at Songkhla Regional Observatory for the Public



|                                     |  |  |
|-------------------------------------|--|--|
| <b>Budget</b><br>25,000,000.00 Baht | <b>Focal price</b><br>25,396,132.00 Baht | <b>Contract value</b><br>24,900,000.00 Baht                        |
| <b>Percentage Plan</b><br>16.60%    | <b>Percentage Completed</b><br>0.24%     | <b>Duration</b><br>330 days (from 30 May 2024 until 24 April 2025) |

1

### Details of the project



The 4-story reinforced concrete building, has a height to the top of 16 meters, and is 12.4 meters wide. The building is stable and robust enough to withstand earthquakes and deformation. Besides, the building can support the 65 tons of radio telescope, which is installed at the top of the building. There is also an open space of at least 80 square meters for radio telescope assembly with different levels of concrete slabs of 2 millimeters/meter. The electricity, communication, air-conditioning, air ventilation, waterworks, and fire prevention systems are also installed.

2

### Objective



- 1 To construct the building in support of the 13-meter radio telescope to be in accordance with the requirements and missions of the National Astronomical Research Institute of Thailand (Public Organization).
- 2 To support the 13-meter radio telescope dish.

3

### Procurement



There were 3 bidders via e-bidding procurement.

- The winner was Keen Contractor Company Limited.
- The bidding price was 24,900,000.00 baht, which is 496,132.00 baht lower than the reference price or equivalent to 1.95%.

4

### Problems and obstacles



The land with the existing design plan was without a land title deed; therefore, the construction was unable to proceed. The construction, then, must be moved to the area inside the observatory, while the contractor should be responsible for exploring soil and stone layers, of which the related information must be submitted to the designer for further adjustment of the foundation to be in line with the actual site.



5

## Remarks of the construction project



This project has furthered the tourism industry, enabling more local employment, as well as promoting knowledge formation for the students in the scientific and astronomical fields.

6

## Public opinion



19 individuals

10 males

and

9 females

|  |   |  |                       |
|--|---|--|-----------------------|
| Public outreach prior to the start of the construction | Public awareness of the complaint channels          | Extent of public participation in the project  | Level of transparency |
| 52.63%   | 15.79%  | 73.68%   | 73.68%                |
| Value for money  | Trust and confidence in the quality of construction | Responsiveness of procuring entity to problems |                       |
| 77.89%   | 73.68%  | 75.79%   |                       |

7

## Recommendations



The project owner should enhance public participation to foster co-ownership in the management of such a building.

8

## Photos





## Chapter 4

### Recommendations

#### 4.1

#### Recommendations for projects under CoST Thailand in the fiscal year of 2024

**1** In the fiscal year of 2024, there were 1,742 CoST projects, and **1,585 projects had disclosed the information, which was accountable for 84.06 percent.** Mostly, the information disclosure lacks of information about the disclosure of the construction progress. Thus, the CoST Provincial Working Committee should provide suggestions and emphasize the importance of data disclosure to the project owner to ensure its continued development.

**2** **Price competition,**

**A** The group with the highest average price competition was the project with a contract value of 150-300 million baht (or the entrepreneur's registration level 2) with the average price competition at 22.76 percent, and there was an average of 3.50 bidders. There was no delay in the construction process, and the entrepreneurs of level 2 were well-equipped with the equipment, machinery, and labor, all of which facilitated efficient project management.

**B** The group with price competition close to the average price was the projects with the contract value between 5 and 10 million baht, and such projects reported the highest number of projects in CoST fiscal year 2024 (or the entrepreneur's registration level 6). There were 136 projects out of 1,169 projects with the delay in construction. When inspecting further details, the delay was mainly caused by the contractor's project management.

**3** **There were 158 time-overrun projects** (projects with complete operation but delayed beyond the deadline as stated in the contract). The findings were as follows:

**A** Buildings and museums reported the highest average delay at 21 days, followed by Facilities and Tourist Attractions with an average delay of 15 days.

**B** The area under the CGD Regional Office Zone 7 (western region) reported the most average delay at 21 days, which consisted of 5 road and bridge projects with an average delay of 27 days, a project of irrigation works with an average delay of 8 days, and a project of Facilities and Tourist Attractions with an average delay of 5 days.

**C** Roads and bridges reported the highest delay at 11.49 percent.

## 4

### Project management,

- 1 **Environment and climate:** Since some areas were directly affected by heavy rain or bad weather, which directly interfered with the operations, such as asphalt paving and road construction. Besides, dust and noise pollution from the construction affected the surrounding community. Therefore, a backup plan must be established during rainy season, and there should be some notifications about road closures or detours to ensure the public's acknowledgement.
- 2 **Competition and delay:** Some projects had a few bidders attending; therefore, bidding advertisement is required to enable the qualified contractors to gain easy access as well as improve the procurement techniques; for example, work installments should be more varied and suitable for each task. The project delays were caused by the late start of work or slow operation beyond the established plan and problems arising from people's trespassing and climate conditions, including the procurement of materials and equipment that require approval or take a long time.
- 3 **Project management:** Lack of skillful personnel for some projects, including an unclear operation plan; for example, the procurement of equipment and durable objects. The issues also included management after project completion and the filing of complaints by the stakeholders, such as road closes and traffic congestion, budget management, and procurement, including excessively high or excessively low specification of the reference price.

## 4.2

### Recommendations for CoST Thailand

According to the analysis and evaluation of CoST projects for the fiscal year 2024, the results have shown that CoST projects can push forward good management of the public sector in accordance with ESG principle (environmental, social and governance). Such a principle has been employed by both the business and public sectors to promote sustainable operations in the public sector, such as construction, public services, or resource management.



**Data disclosure under  
the governance principle**



**Green and sustainable  
government**



**Driving forward  
with data analysis**



## Data disclosure under the governance principle

Under the operation of CoST Thailand in 2024, the results indicated that data disclosure of the public agency is relatively high, equivalent to 84.00 percent. Also, there were 356 projects with a 100 percent data disclosure.

When considering in detail, high disclosure rates were from 3 main factors; that is, knowledge and understanding of procuring entity officers, procuring entity executives supervision, and the follow-up mechanism of the CoST Provincial Working Committee. Moreover, local administrative organizations reported that the average data disclosure is at 84.34 percent, compared to approximately 12 percent in 2023. This was because the incentive in disclosing data was presented to the project owner, with data disclosed over 95 percent in the form of certificate. Besides, the Governor participated in such a certification ceremony, which helped encourage each province to disclose more data.



The glorification award activity with the outstanding performance in disclosing data according to CoST Nakhon Phanom, on Tuesday, 24 September 2024.

Mr. Wanchai Chandraphorn, the governor of Nakhon Phanom, granted the certificate to Nakhon Phanom University, Nakhon Phanom Municipality, and Dong Kwang Sub-District Administrative Organization.

In the event that the Top executives were interested and participated in promoting data disclosure, including the site visits, this could ensure the operation's efficiency and effectiveness. Such an instance could be seen in the case of Nam Rid Sub-District Municipality, Uttaradit, whereby Mr. Siriwat Bupphacharoen, the Governor of Uttaradit, paid attention to the construction of the multi-purpose building to become a new fruit market and to generate income as well as promote the grassroots economy of the province while ensuring positive economic and social outcomes, including the sustainability of continuing the existing infrastructure.



Follow-up The meeting between the project owner and the Assurance Team on Friday, 7 June 2024, at Nam Rid Sub-District Municipality, Uttaradit.

Mr. Siriwat Bupphacharoen, the governor of Uttaradit, was the guest of honor

Therefore the recommendation is to ensure continuous and above average data disclosure. Procuring entities should adopt data disclosure performance as part of their key performance indicators (KPI).

Moreover, in terms of monitoring mechanisms, CoST projects at a provincial level enable data disclosure of theirs within such a province to become significantly high. Thus, the CoST Provincial Working Committee should collaborate with the head of the agency of each province to ensure that data disclosure and monitoring will become more efficient.



### Green and sustainable government

To emphasize the environmental impact of every project, especially during constant climate changes and more severe environmental problems. This can be achieved by following up on green public procurement; for example, the purchase of environmentally friendly products, the development of a digital operation system to minimize the use of paper, The reduction of construction waste management, and The inclusion of the promotion of public involvement.

The recommendations were to follow up the use of environmentally friendly materials or equipment according to green public procurement guidelines as well as to foster public participation in following up the project to ensure sustainability after project completion.



### Driving forward with data analysis

To develop data use in project management; for example, analysis of project delay by applying digital technology and Big Data in the decision making and planning, employing data to support systematical and verifiable management. This will enable the public sector to make decisions more correctly and timely while promoting resource management with utmost efficiency.

The recommendations are to develop and improve The CoST website for data analysis and project management, and monitoring the project's progress and risk analysis, which may cause some delays, with the aim to facilitate the supervision and administration of the public sector's construction projects.

Besides, to solve the delays caused by project management, particularly in roads and bridges and buildings and museums projects The Comptroller General's Department should employ a grading approach on the performance of entrepreneurs as part of the leverage in price bidding of each project.



Nonetheless, the Anti-Corruption Committee secretariat should propose the recommendations to the Public Procurement and Supplies Management Policy Committee to drive the policy of improving and developing the public procurement and supplies management of Thailand to ensure the utmost efficiency.

# Appendix 1

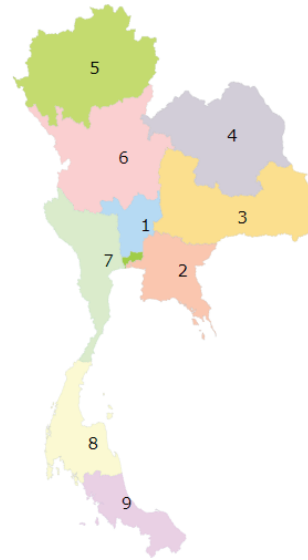
## Proactive Disclosure

CoST lays out guidelines for the disclosure of data (Infrastructure Data Standard : IDS) by the 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 data points are given below.

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

# Appendix 2

## Service area of the CGD Regional Office



### Regional Office zone

1

- Chainat
- Pathum Thani
- Saraburi
- Ang Thong
- Nonthaburi
- Lopburi
- Singburi
- Phra Nakhon Si Ayutthaya

### Regional Office zone

2

- Chanthaburi
- Chonburi
- Nakhon Nayok
- Rayong
- Sa Kaeo
- Chachoengsao
- Trat
- Prachinburi
- Samut Prakan

### Regional Office zone

3

- Chaiyaphum
- Buriram
- Sisaket
- Amnat Charoen
- Nakhon Ratchasima
- Yasothon
- Surin
- Ubon Ratchathani

### Regional Office zone

4

- Kalasin
- Nakhon Phanom
- Maha Sarakham
- Mukdahan
- Roi Et
- Sakon Nakhon
- Khon Kaen
- Bueng Kan
- Loei
- Nong Khai
- Udon Thani
- Nong Bua Lamphu

### Regional Office zone

5

- Chiang Rai
- Nan
- Phrae
- Lampang
- Chiang Mai
- Phayao
- Mae Hong Son
- Lamphun

### Regional Office zone

6

- Kamphaeng Phet
- Nakhon Sawan
- Phitsanulok
- Sukhothai
- Uthai Thani
- Tak
- Phichit
- Phetchabun
- Uttaradit

### Regional Office zone

7

- Kanchanaburi
- Phetchaburi
- Suphanburi
- Samut Songkhram
- Prachuap Khiri Khan
- Nakhon Pathom
- Ratchaburi
- Samut Sakhon

### Regional Office zone

8

- Krabi
- Phang Nga
- Ranong
- Nakhon Si Thammarat
- Chumphon
- Phuket
- Surat Thani

### Regional Office zone

9

- Trang
- Pattani
- Yala
- Satun
- Narathiwat
- Phatthalung
- Songkhla

## Contact details



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



<https://costthailand.gprocurement.go.th>



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