



# Assurance Report for the Fiscal Year 2018



by Kasetsart University (Assurance Team)

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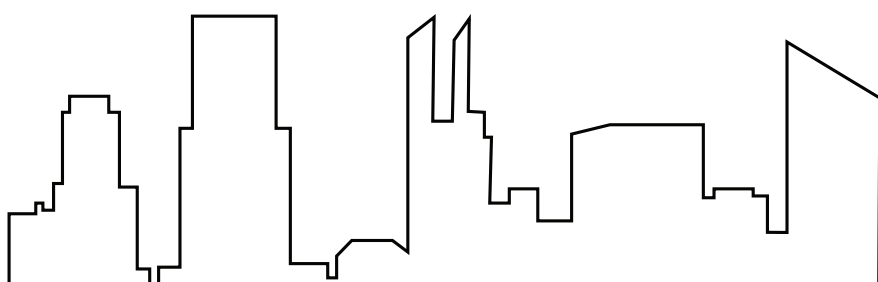
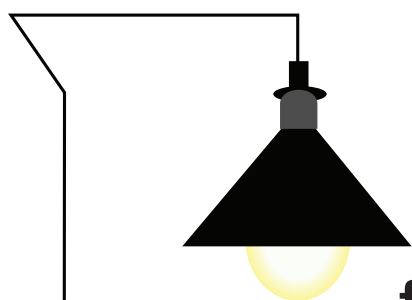
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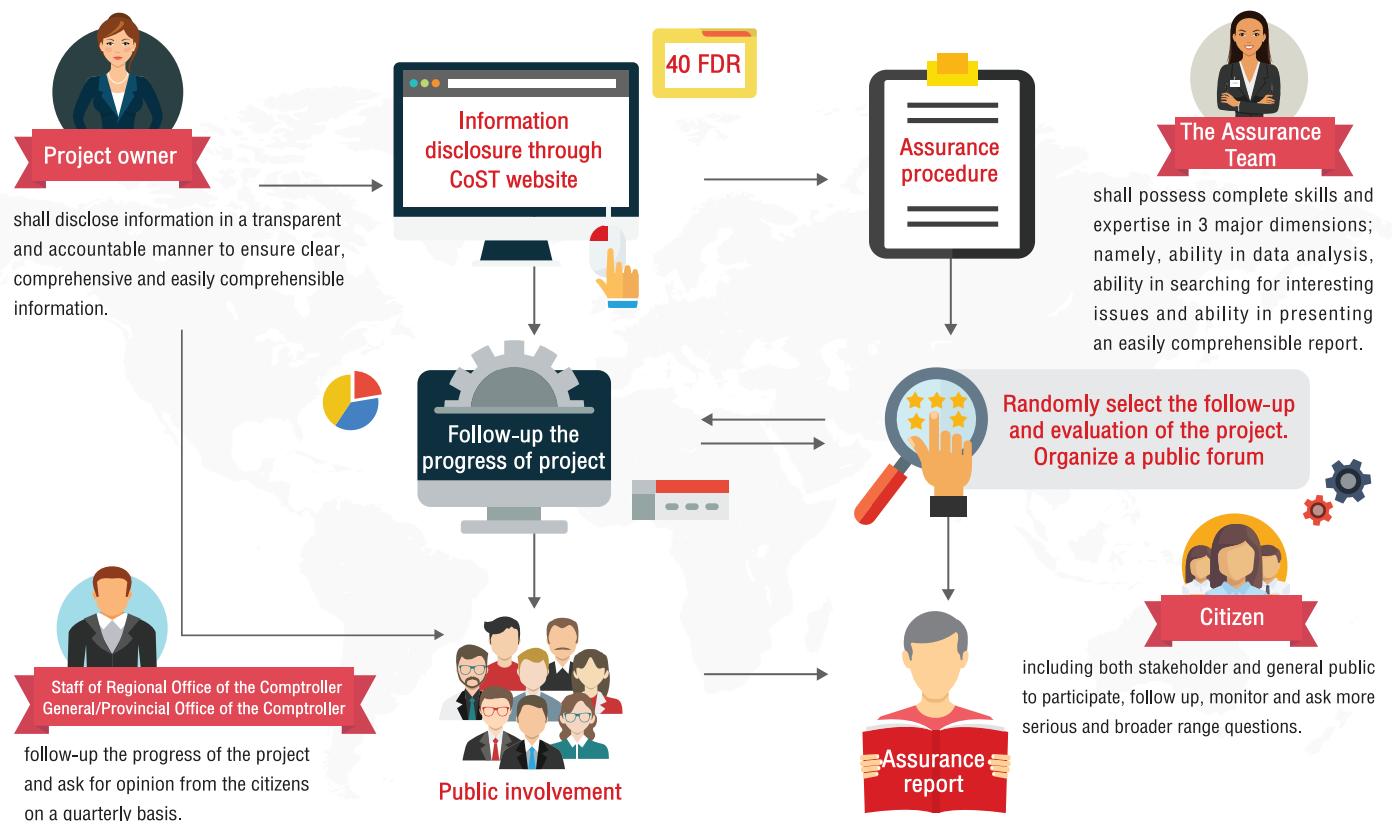


# 1 Intro duction

Thailand is one of the members of Construction Sector Transparency Initiative (CoST) Project in which its objective is to promote extensive information disclosure regarding construction projects of the government sector through public involvement mechanism. The objective is to facilitate the transparency of such projects that ultimately leads to a minimization of corruption in the construction sector to a certain extent.



Nonetheless, information to be disclosed according to CoST Project comprises of 5 major categories: project information, information concerning project participation, procurement information, operation information and information after project completion. The success of CoST Project depends mainly on 3 conditions as follows:



# 2 An overall picture of the project for the fiscal year 2018

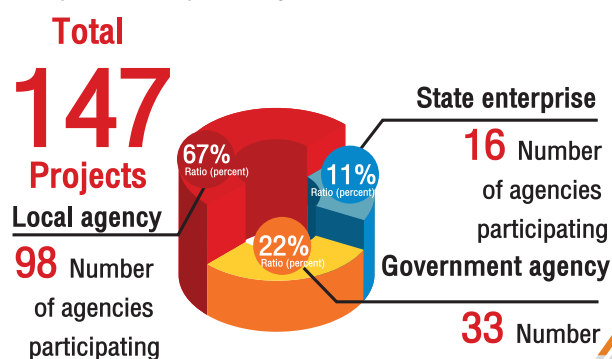
## CoST Thailand

CoST project was concretely initiated and operated in the fiscal year 2018 in which there were 5 construction projects from the government sector participating and all of which were large project with potential impact, both in terms of investment cost, people living near the construction area, traffic condition and environment etc.

For the fiscal year 2018, 147 construction projects from the government sector have been selected to participate in the CoST project with the total value of 106,382,036,681.72 baht while the project owners have been specified to disclose their information via CoST system of the Comptroller General's Department. Simultaneously, the Assurance Team have selected and audited information of 10 projects from those participated and details can be summarized below:

### 2.1 Project selection

For the fiscal year 2018, the Comptroller General's Department has selected projects to participate by asking for voluntary cooperation from the project owners both in a state enterprise and local agency level at the ratio of 22 and 11 percent respectively.

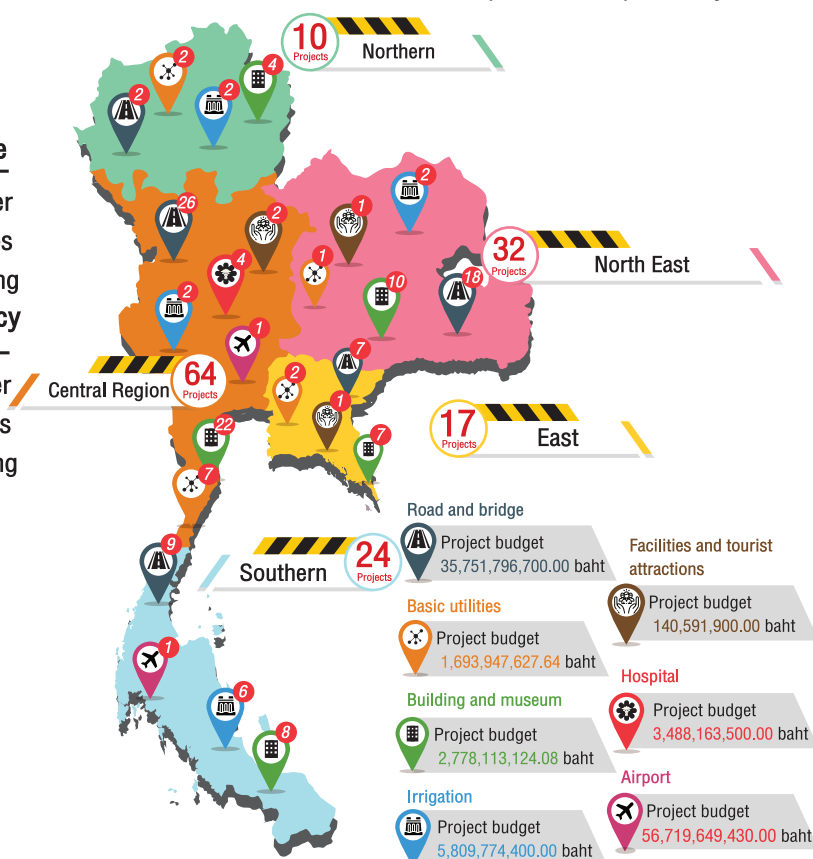


**The value of the work disclosure**  
**106,382 Million baht**



### 2.2 The project owner

Sixty-seven percent of the project have been operated by local government agency, followed by government sector and state enterprise at the ratio of 22 and 11 percent respectively.



# 125 of 147 projects disclosed

## Ministry of Agriculture and Cooperatives

4 Disclosure number of projects

5,570,983,500.00 baht

## Ministry of Finance

2 Disclosure number of projects

27,729,900.00 baht

## Ministry of Defence

7 Disclosure number of projects

534,809,000.00 baht

## Ministry of Social Development and Human Security

3 Disclosure number of projects

53,460,000.00 baht

## Ministry of Public Health

4 Disclosure number of projects

3,488,163,500.00 baht

## History of the Ministry of Interior

85 Disclosure number of projects

2,349,913,720.08 baht

## Ministry of Transport

11 Disclosure number of projects

58,047,680,230.00 baht

## Prime Minister's Office

2 Disclosure number of projects

47,546,200.00 baht

## Ministry of Science and Technology

1 Disclosure number of projects

2,550,000.00 baht

## Ministry of Energy

3 Disclosure number of projects

49,390,629.64 baht

## Ministry of Digital Economy and Society

2 Disclosure number of projects

20,931,500.00 baht

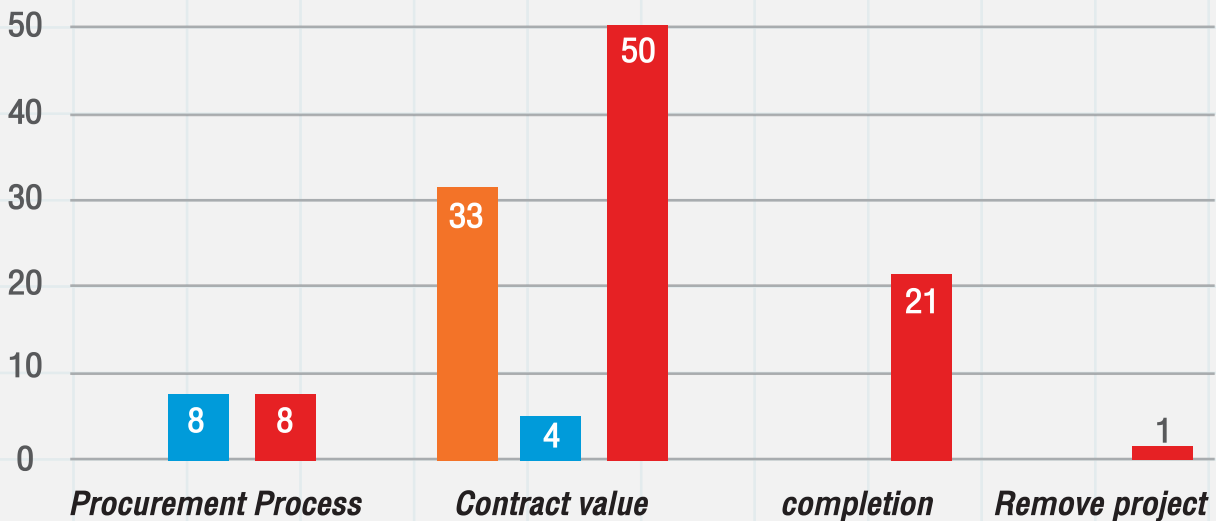
## Ministry of Natural Resources and Environment

1 Disclosure number of projects

101,182,900.00 baht

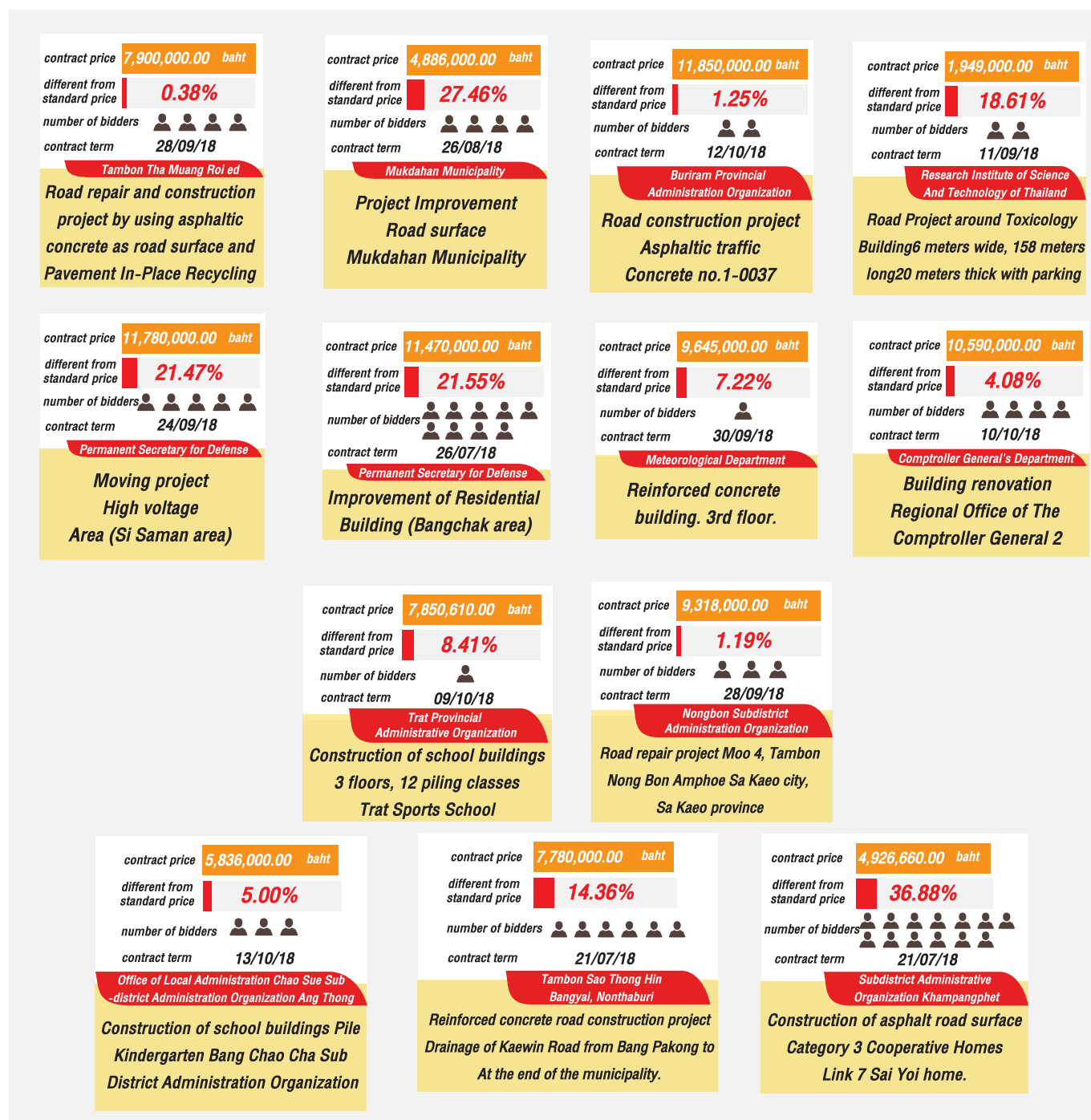
## Project status

### Number of projects



Government agency   State enterprise   Local agency

## Time over run (Under contract management. Information as of October 16, 2018.)



## Time over run (Information as of October 16, 2018.)



# Selected CoST Program and Procurement From fiscal year 2015 - 2018

## 2015

### 3

#### Projects

### 2

Government agency participating

### 1

State enterprise participating

**Budget**

24,403,100,230.00 baht

**Standard price**

21,727,235,254.97 baht

**Contract value**

19,318,057,096.16 baht

difference  
Between budget  
With contract value  
**20.84%**

difference  
Between standard price  
With contract value  
**11.09%**

## 2016

### 4

#### Projects

Government agency participating

**Budget**

4,830,523,500.00 baht

**Standard price**

4,531,971,856.51 baht

**Contract value**

3,313,194,699.55 baht

difference  
Between budget  
With contract value  
**31.41%**

difference  
Between standard price  
With contract value  
**26.89%**

## 2017

### 3

#### Projects

### 1

Government agency participating

### 1

State enterprise participating

### 1

Local agency participating

**Budget**

1,297,570,000.00 baht

**Standard price**

1,159,442,000.00 baht

**Contract value**

1,039,924,795.00 baht

difference  
Between budget  
With contract value  
**19.86%**

difference  
Between standard price  
With contract value  
**10.31%**

## 2018

### 96

#### Projects

### 26

Government agency participating

### 2

State enterprise participating

### 70

Local agency participating

**Budget**

8,973,675,151.72 baht

**Standard price**

8,927,732,522.87 baht

**Contract value**

7,824,986,033.19 baht

difference  
Between budget  
With contract value  
**12.80%**

difference  
Between standard price  
With contract value  
**12.35%**

## All

### 106

#### Projects participating

difference  
Between budget  
With contract value  
**20.27%**

difference  
Between standard price  
With contract value  
**13.34%**

Local agency

### 71

Projects

State enterprise

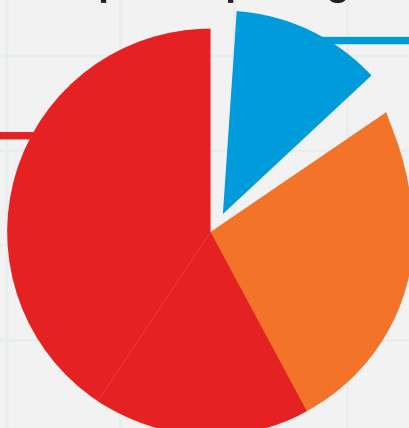
### 4

Projects

Government agency

### 33

Projects





## 2.3 Projects Area

All 147 projects participating CoST have dispersed in various areas nationwide and can be classified into 9 major areas under direct responsibility of the Regional Office of the Comptroller General which can be described below:

### Regional Office of The Comptroller General 5

(Chiang Rai, Chiang Mai, Nan, Phayao, Phrae, Mae Hong Son, Lampang, Lamphun)

**8 Number of projects participating**  
(8 Number of projects disclosed)

### Regional Office of The Comptroller General 6

(Kamphaeng Phet, Tak, Nakhon Sawan, Phichit, Phitsanulok, Phetchabun, Sukhothai, Uttaradit, Uthai Thani)

**14 Number of projects participating**  
(13 Number of projects disclosed)

### Regional Office of The Comptroller General 7

(Kanchanaburi, Nakhon Pathom, Prachuap Khiri Khan, Phetchaburi, Ratchaburi, Samut Songkhram, Samut Sakhon, Suphan Buri)

**10 Number of projects participating**  
(6 Number of projects disclosed)

### Regional Office of The Comptroller General 8

(Krabi, Chumphon, Nakhon Si Thammarat, Phangnga, Phuket, Ranong, Surat Thani)

**10 Number of projects participating**  
(8 Number of projects disclosed)

### Regional Office of The Comptroller General 9

(Trang, Narathiwat, Pattani, Phatthalung, Yala, Songkhla, Satun)

**7 Number of projects participating**  
(4 Number of projects disclosed)

### State enterprise

**16 Number of projects participating**  
(12 Number of projects disclosed)

### Department level of government sector

**33 Department level of government sector**  
(33 Number of projects disclosed)

### Regional Office of The Comptroller General 4

(Kalasin, Khon Kaen, Nakhon Phanom, Bueng Kan, Maha Sarakham, Mukdahan, Roi Et, Loei, Sakon Nakhon, Nong Khai, Nong Bua Lam Phu, Udon Thani)

**16 Number of projects participating**  
(15 Number of projects disclosed)

### Regional Office of The Comptroller General 3

(Chaiyaphum, Nakhon Ratchasima, Buri Ram, Yasothon, Si Sa Ket, Surin, Amnat Charoen, Ubon Ratchathani)

**10 Number of projects participating**  
(9 Number of projects disclosed)

### Regional Office of The Comptroller General 2

(Chanthaburi, Chachoengsao, Chon Buri, Trat, Nakhon Nayok, Prachin Buri, Rayong, Samut Prakan, Sa Kaeo)

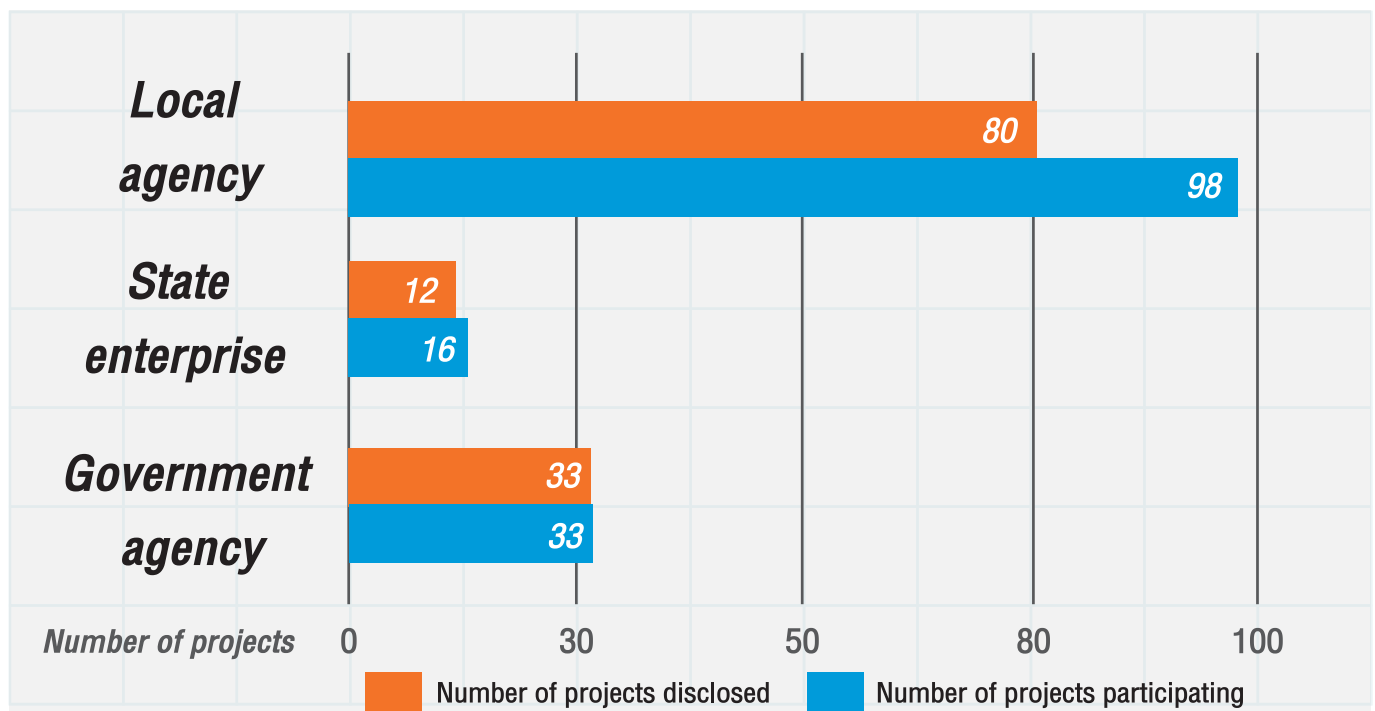
**14 Number of projects participating**  
(10 Number of projects disclosed)

### Regional Office of The Comptroller General 1

(Chai Nat, Nonthaburi, Pathum Thani, Phra Nakhon Si Ayutthaya, Lop Buri, Saraburi, Sing Buri, Ang Thong)

**9 Number of projects participating**  
(7 Number of projects disclosed)

**Total**  
**147**  
**Projects**





## 2.4 Project Types

Most of the projects participating CoST are road and bridge type with the ratio of 42 percent while the ratio of building and museum as well as irrigation projects are 35 and 8 percent respectively.



## 2.5 Completion

An overall competition classified by project type can be reflected from the number of bidders. The bidding procedure can be summarized below:



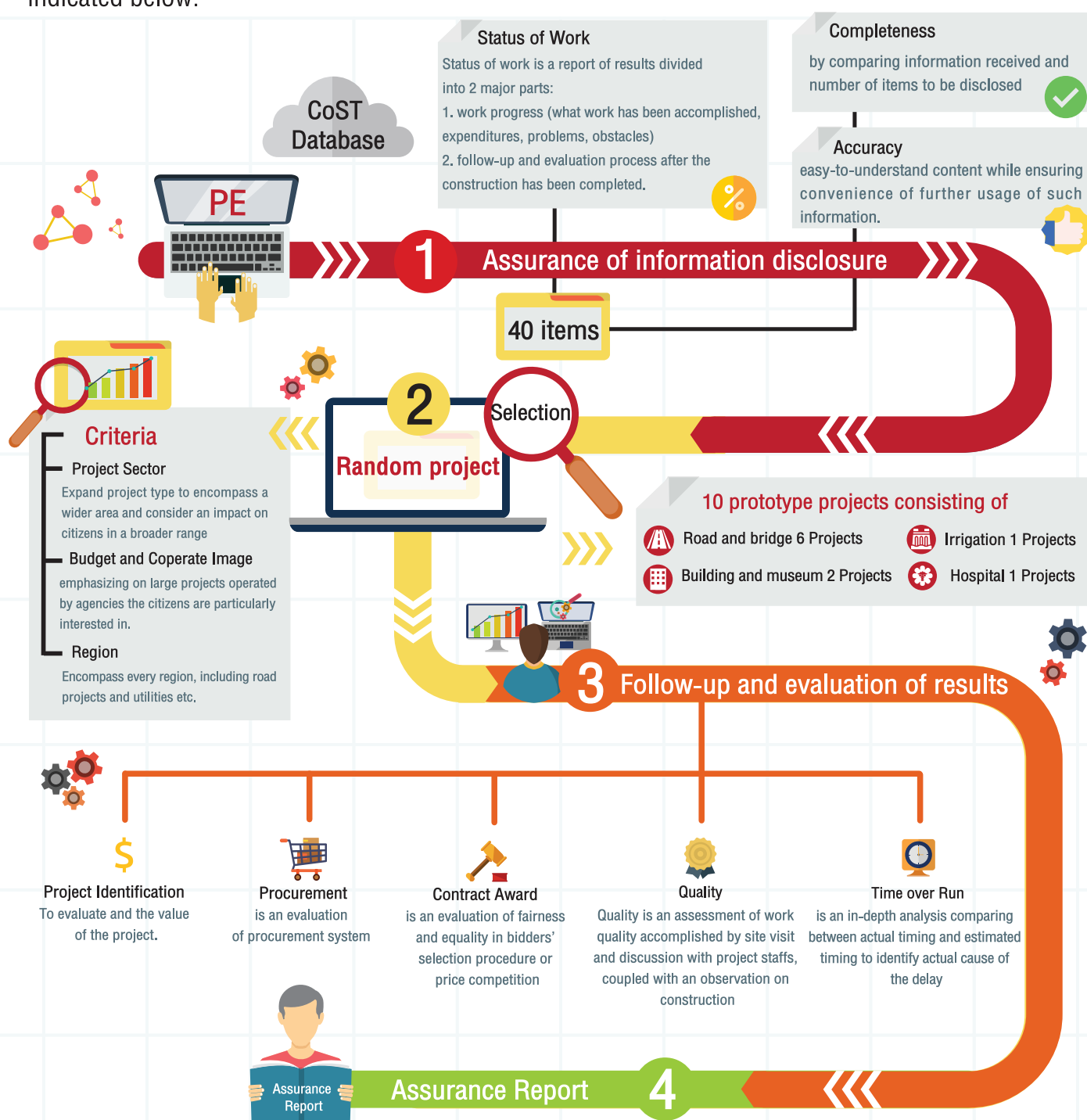
**Remark:** 1) Basic utilities include electricity, water, treatment system, waste system and energy as well as facilities such as sports complex and swimming pool.

2) Percentage of competition is the difference between the average price and the contract value.

3) Index of Disclosure is number of proactive disclosure.

# 3 Framework of information assurance

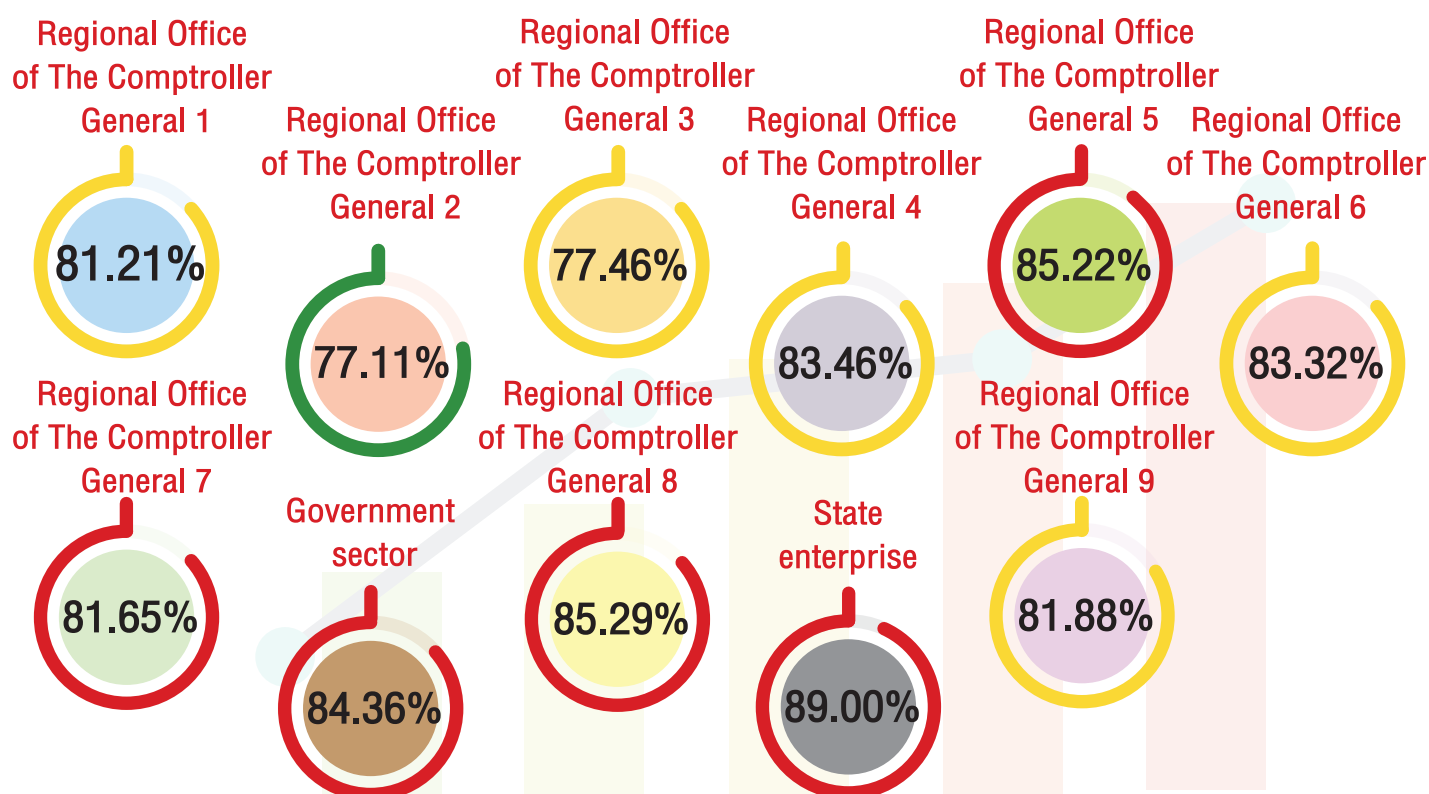
Information assurance is one of CoST's mechanism that encourages the project owner to disclose information with transparency and accountability while simultaneously support citizens, the tax payer whose money has been employed by the government sector, to actively participate in a follow-up and inspection of project information. Information assurance procedures comprise of 4 major steps as indicated below:



# 4 Assurance results of an overall project information

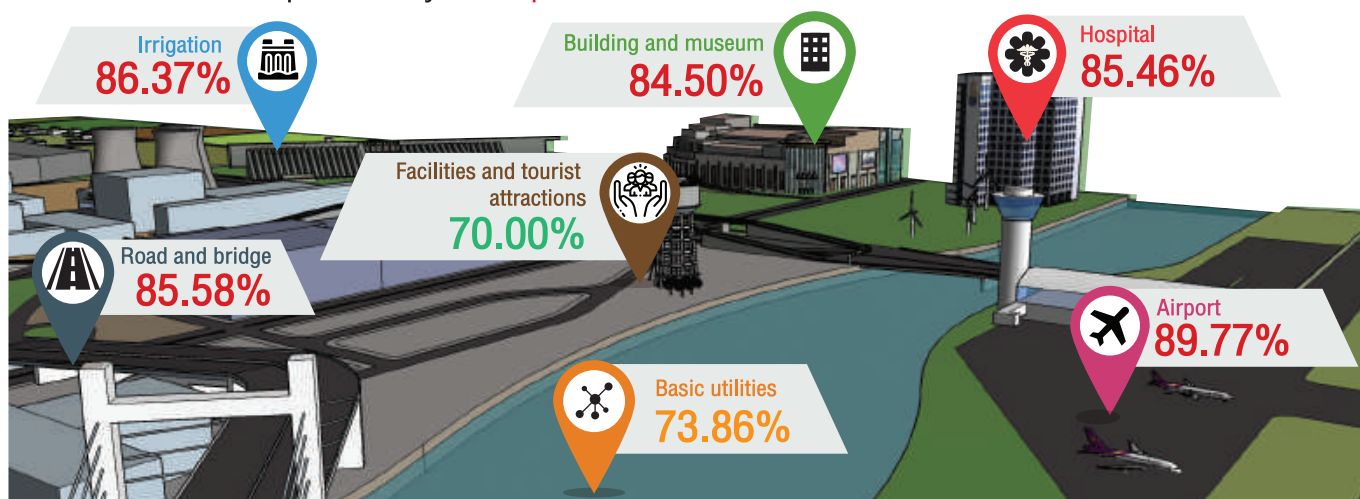
## 4.1 An assurance of information disclosure

According to preliminary information regarding 40 items in which the project owner has disclosed on CoST website of the Comptroller General's Department (information as of 16 October 2018), the findings are as follows:



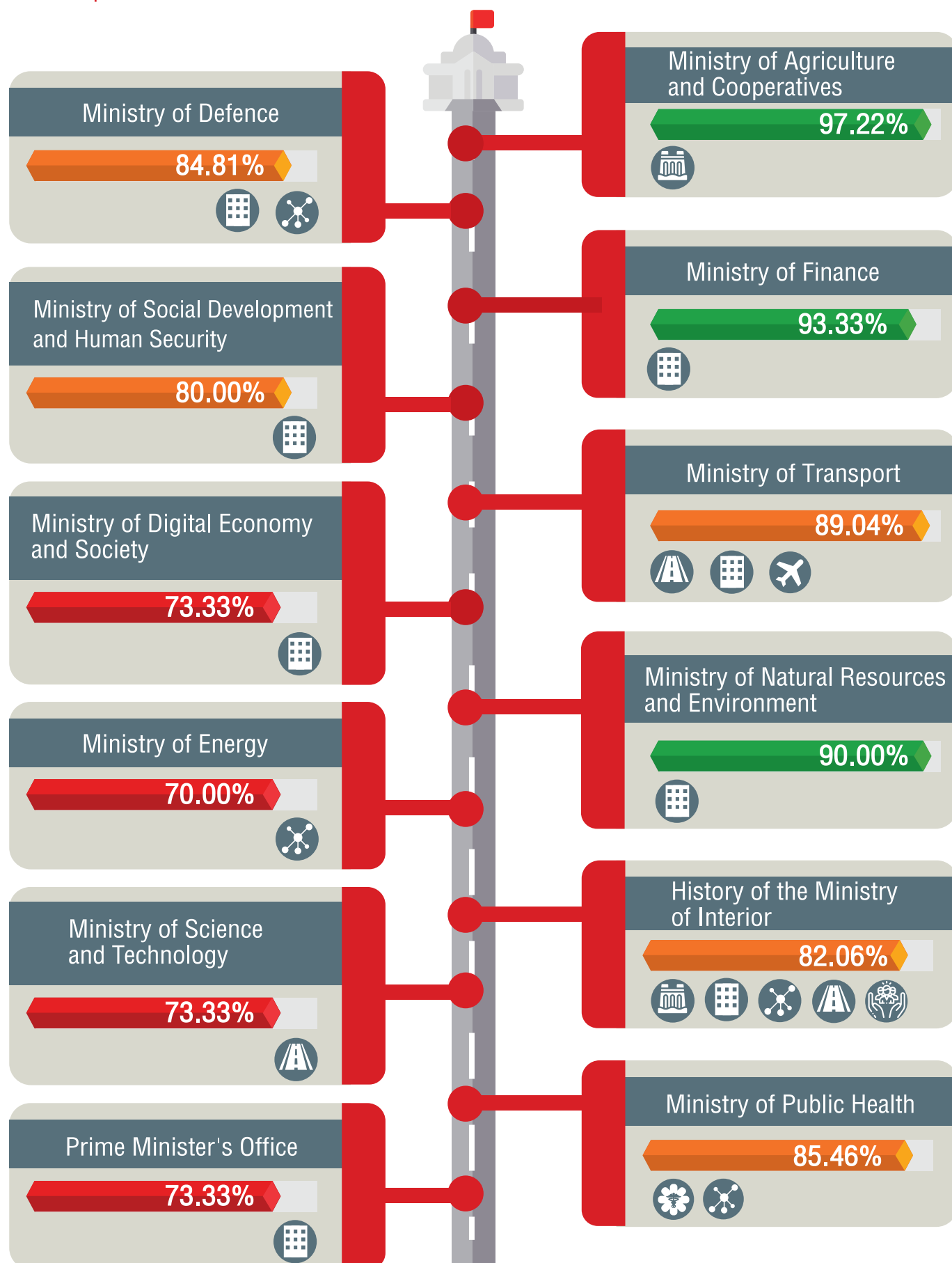
## Index of Disclosure by Project Type

According to a consideration based on project type, construction projects of airport reported the highest index of information disclosure at **89.77 percent** while construction projects of facilities and tourist attractions reported only **70.00 percent** of index of information disclosure.



## When considering information disclosure at the ministry level, the result indicates that

“Ministry of Agriculture and Cooperatives” reported the highest index of information disclosure at 97.22 percent



## 4.2 Quality of information

Although information disclosure of 40 items performed by the project owner is somewhat satisfactory; however, in terms of the quality of information disclosed especially by descriptive aspect such as objective, details of the project and project outcome, the result indicates that such information is moderate in its quality, lacks clarity and difficult to comprehend.

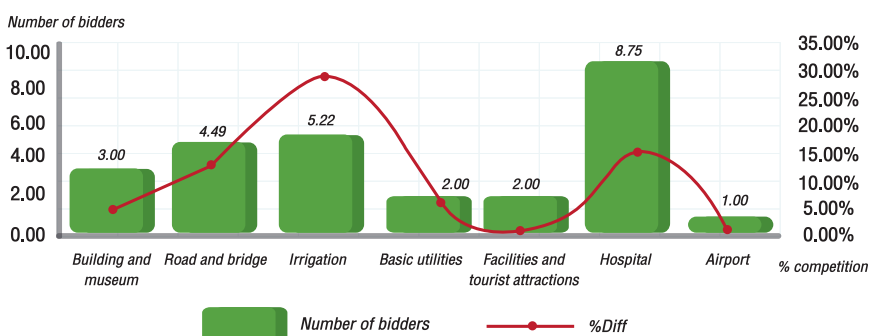
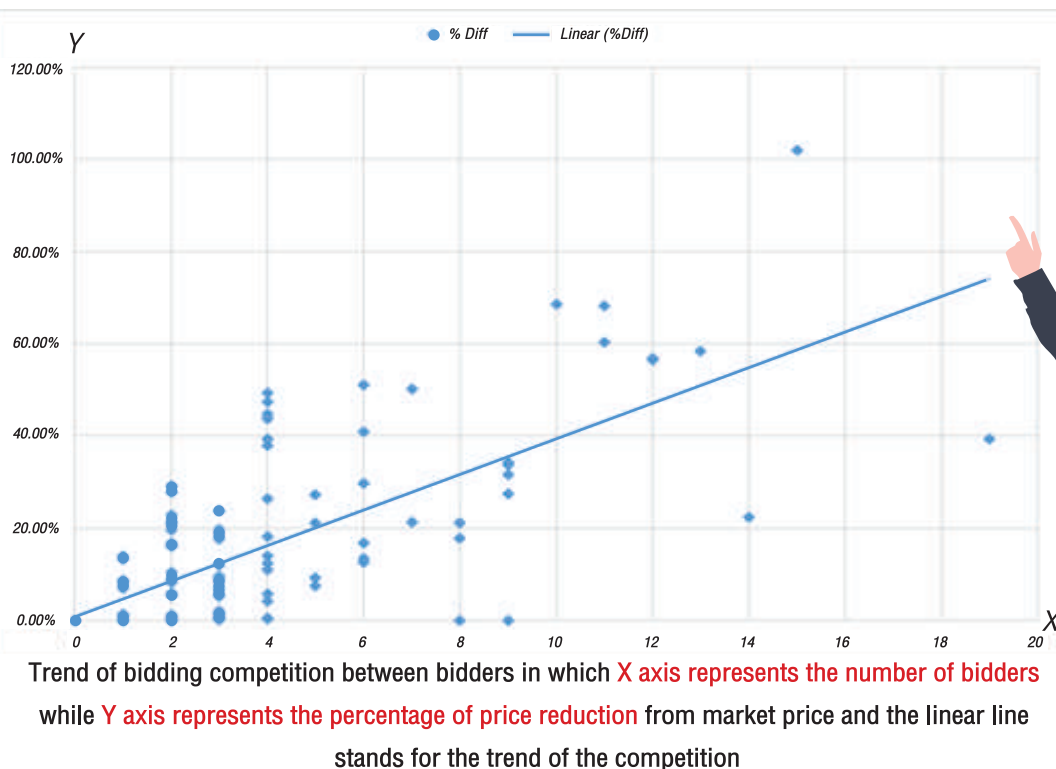
### An analysis and proposal of interesting issues

Issues derived from an analysis of 125 projects disclosing information are those relating to bidding process that can be summarized as follows:

1) The number of bidders directly relates to bidding;

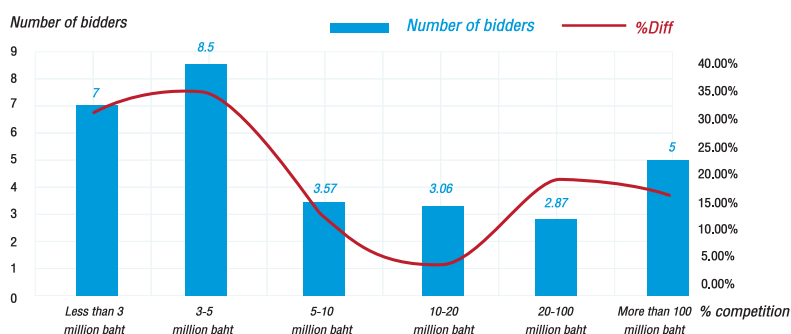
that is

the higher the number of bidders, the higher the opportunity of bidding competition.



2) Consider in dimension of type the project found that the project type the highest bidder is hospital type projects irrigation back to the competition higher price level.

3) When considering in terms of contract value, the result reveals that projects with lower investment cost will incur higher number of bidders, resulting in higher price competition.



# 5 Follow-up and evaluation of result

Assurance result of 10 construction projects of the government sector yields almost the same result as that of an overall project in the area of index of information disclosure that is considered good level while quality of information still needs improvement.

However, interesting issues of all 10 projects that have been extensively analyzed are significantly different from their surrounding factors. In a deep assurance process, the projects have been divided into different categories as follows:

| Name of project                                                                                                                                                               | Agency                                             | Index of information disclosure (percent) | Quality of information                                                 |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------|-------------------------------------------|------------------------------------------------------------------------|
| Project to minimize traffic problem in suburban and regional area by extending Rachapreuk road, phase 2 (section 3)                                                           | Department of Rural Roads                          | 100.00                                    | information are disclosed via various channels                         |
| Flyover construction project at Bor Win Industrial Estate intersection /Eastern Seaboard/Amata City and Pak Ruamjunction, Chonburi                                            | Department of Highway                              | 93.00                                     | shall add more details of things expected to receive                   |
| Reinforced concrete road construction project, Moo 7 Baan Yee Larn, Kuring subdistrict, Amphoe Tasae, Chumporn                                                                | Kuring Subdistrict Administrative Organization     | 96.67                                     | shall add clear details of things expected to receive                  |
| Reinforced concrete road construction project that connects between Baan Najala Moo 3 Sermasai subdistrict-Baan Laongarm Moo 4 Sermasai subdistrict Amphoe Sermngarm, Lampang | Lampang Provincial Administrative Organization     | 93.33                                     | shall improve issue regarding relevance with strategy                  |
| Road surface improvement project by using reinforced concrete on local highway route no.1-0037 Baan Nongklub -Baan Muenrae, Nakornsawan                                       | Nakornsawan Provincial Administrative Organization | 100.00                                    | shall improve objective and expected outcome with conflict of interest |
| Road repair and construction project by using asphaltic concrete as road surface and Pavement In-Place Recycling method, route no.1-0059 from Baan Moo Mon to Baan Au         | Kalasin Provincial Administrative Organization     | 85.29                                     | shall improve objective and expected outcome with conflict of interest |
| Construction project of 4-storey school building with 12 classrooms at Municipality 2 Buriram School                                                                          | Buriram Municipality                               | 90.00                                     | descriptions should be explained in more detail.                       |
| Construction project of Museum of Natural Plants and Sea Animals, Rayong                                                                                                      | Department of Marine and Coastal Resources         | 90.00                                     | outcome with conflict of interest.                                     |
| Construction project to improve water distribution canal R.1 with additional building                                                                                         | Department of Irrigation                           | 97.00                                     | information is short and easy to understand.                           |
| Construction project of building for outside patients and emergency building which are 11-storey reinforced concrete buildings                                                | Rachaburi Hospital                                 | 93.33                                     | information needs to be more descriptive.                              |

## 5.1 Large road construction project

**1** Project to minimize traffic problem in suburban and regional area by extending Rachapreuk road, phase 2 (section 3)



### Background



Rachapreuk road is a 6-lane road built along the north-south border on the west side of Chao Phraya river and has been in use since 2003. Owing to the fast-paced growth of surrounding area of such road which has been employed as a residential area and for commercial purpose; therefore, the road cannot accommodate a large number of vehicles, estimated at 55,000 vehicles per day. Passersby have consistently faced with traffic congestion especially during rush hour, resulting in many types of losses such as loss of fuel, loss of working hours as well as negative and indirect impact due to road accident.

This main objective of this project

extend Rachapreuk road from 6 existing lanes to 10 lanes by making 2 more traffic lanes on each side together with a construction of 2 bridges over the canal

However, the project owner has studied the feasibility of the project before implementation, the finding reveals that the project yields a high return on investment, at the rate of 21.15 percent which can ensure a level of confidence that public money has been spent wisely and properly.



### Contract value

988,893,795.00 baht

### Transparency of procurement procedure



no issues of concern were identified in the procurement process.

### Interesting issues

#### Time over run

Only 32 percent of construction being completed but 12 months left of an entire construction period which may result in some delays.

#### Project Identity

Some traffic problem by extending road to support 55,000 vehicles per hour with EIRR value of 21.15 percent.

#### Procurement

large companies joining the bidding does not propose complete qualification.

#### Quality

Quality control by Department of Rural Roads.

#### Award

No issues to be considered.

“

### Opinion of relevant agency and general public

The project operation is very transparent and people feel so confident in every procedure, step and quality of construction. Nonetheless, the process yields some negative impact on the community and local people but the project owner is very well-prepared to alleviate or prevent such impact.

”

\*The comments came from a survey with a questionnaire.

# 2 Flyover construction project at Bor Win Industrial Estate intersection/Eastern Seaboard /Amata City and Pak Ruamjunction,Chonburi

## Background

The objective is to alleviate traffic congestion on highway route no.331 at the junction of Marb lang – rural road number chor bor 3009 that may have an indirect impact on the promotion of the development of tourist attraction and economic activities in an industrial estate of Chonburi province.

This main objective of this project

An extension from 6 existing lanes to 8-12 lanes as well as the construction of a flyover across the intersection to enhance efficiency of road utilization and to support industrial expansion.

## Contract value

3,465,645,159.00 baht



## Complaint handling

According to information derived from the public forum, it has indicated that the construction project primarily emphasizes on problem solving and construction operation, but not stressing on solving road construction problem directly affecting the citizens that in turn causing traffic problem.

## Transparency of procurement procedure



no issues of concern were identified in the procurement process.



## Interesting issues

### Time over run

Complete faster than operation plan but the main concern is the removal of facilities such as water pipes, electricity poles, electricity wires and gas pipes that may cause some delay to the project.

Quality control by Department of Highway. However, a problem regarding complaint handling arises due to people's complaint of traffic condition and route connection.

### Project Identity

An economic route connecting with EEC and ensure safety of drivers and passersby analyzing the project's worthiness and other statistics.

### Procurement

The contractor has considerably lowered the price but not exceeding 12.43 percent. The guideline of the contractor is to build its own concrete manufacturing factory to minimize cost.

### Award

No issues to be considered.

## Construction supervision

Inadequate number of construction supervisors of the project owner results in problem regarding construction and communication with the citizens.

## Opinion of relevant agency and general public

The operation of this project is rather transparent but incurs extremely low level of confidence in its procedure, step and quality of construction. Nevertheless, the operation of the project negatively affects the community and local people in general. Whenever any complaint or compensation owing to damage arises, the result indicates that the project owner barely responds to the complaint or request of the citizens and the community.

\*The comments came from a survey with a questionnaire.

## 5.2 Local road construction

**1** Reinforced concrete road construction project that connects between Baan Najala Moo 3 Sermasai subdistrict-Baan Laongarm Moo 4 Sermasai subdistrict Amphoe Sermngarm, Lampang



### Background

Sermasai Subdistrict Municipality has received complaint from people living in Baan Najalar, Moo 3 Sermasai subdistrict, Amphoe Sermngarm, Lampang that road connecting between these 2 villages are ruined and filled with many deep holes due to local flood and lack of road repair and improvement for many years. People and passersby have been severely affected from such problem. Since Sermasai Subdistrict Municipality has inadequate budget to solve such problem; therefore, it has requested for budget support in constructing such road from the project owner to build reinforced concrete road

This main objective of this project

Reinforced concrete road construction

Road surface width 5.00 meters

3,150 meters long, 0.15 meters

Condition of road surface



### Interesting issues

#### Time over run

Construction work finished Faster than the planDefined

#### Quality

There is the test result of quality control of the road and concern of trespass in local peoples area as well as the issue regarding the road which can support the total weight of 21 tons.

#### Project Identity

A road leading to the village and connecting between different subdistricts that can accommodate up to 2,900 people. Such road will lead to many tourist attractions as well.

#### Procurement

There has been no such issue.

#### Award

There has been no such issue.

Contract value

8,000,000.00 baht

Transparency of procurement procedure



no issues of concern were identified in the procurement process.

“

### Opinion of relevant agency and general public

The project provides the highest level of public involvement in every operation before receiving budget. Most people consider this the most urgent issue to be implemented and will highly benefit local people after its completion. The project owner responds relatively fast to people and community's request and they also view that the project operation is very transparent.

”

\*The comments came from a survey with a questionnaire.

2

Reinforced concrete road construction project, Moo 7 Baan Yee Larn, Kuring subdistrict, Amphoe Tasae, Chumporn



## Background

Yeelarn – Tayai route connecting between Moo 4 Kuring subdistrict and Moo 18 Rub Ror subdistrict is the main road people living in Moo 7 Kuring Subdistrict use to travel and transport their agricultural products such as rubber and palm oil etc. There are many passersby each day **but the road condition is filled with laterite, so they have been affected with thick dirt during summer and slippery roads with lots of holes during rainy season**

This main objective of this project

Reinforced concrete road is 5 meters wide, 800 meters long and 0.15 meters thick with stone pavement at 0.5 meters wide on each side.

Road surface is covered



with laterite and many holes



Contract value

6,488,100.00 baht

Transparency of procurement procedure



no issues of concern were identified in the procurement process.

## Interesting issues

### Time over run

99.63 percent of the project already operated, so delay can be expected due to weather condition.

### Quality

The contractor operates the project with efficiency. An engineer regularly visits the site to check and monitor the construction progress while stressing on people's involvement.

### Project Identity

Improve the condition of non-asphalt road and replace it with reinforced concrete road. Connect transportation routes between villages.

### Procurement

Only one bidder participating in the bidding and its price is within acceptable criteria while there are 26 bidding parties interested in TOR.

### Award

There has been no such issue.

## Construction operation

Moreover, citizens also took part in both inspection and audit process to ensure the utmost cooperation between 3 parties; namely, the government sector as the project owner, the private sector as the operator and the citizens as the tax payer based on cost initiative.

## Opinion of relevant agency and general public

The project owner has satisfactorily disclosed information or construction status to relevant parties. Whenever any complaint or compensation arises owing to some damages, the report indicates that the project owner responds promptly to citizens and community's complaint or request and in turn they consider the project operation to be very transparent.

\*The comments came from a survey with a questionnaire.

## 5.3 Project of local road repair and construction

# 1

Road surface improvement project by using reinforced concrete on local highway route no.1-0037 Baan Nongklub-Baan Muenrae, Nakornsawan



### Background

Baan Nong Klub – Baan Meun Rae route connects between Baan Nong Klub and Baan Tung Tong Nai in Amphoe Nong Bua, Nakornsawan, with the total distance of 12.3 kilometers. The road condition has been very poor and severely ruined, making it useless for many years. During summer, there has been lots of dust and became muddy in rainy season, rendering it very difficult for people travelling along this road.

### This main objective of this project

Create a new road with traffic surface.

Reinforced concrete 0.25 meters thick

Only 925 meters



Road condition between Baan Nong Klub – Baan Meun Rae, data from Thai Rath newspaper, 2014

### Contract value

9,062,000.00 baht

### Complaints of local people

| Year | Channel | Summary                                                                                                                                                                                                                                                                                                                                                                                        |
|------|---------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 2014 | Manager | Trucks carrying iron ore has ruined Nong Klub – Meun Rae for almost 10 years. Although it has been repaired several times but its good condition does not last long and many accidents have occurred. There are a lot of dust and students have to ride motorcycles around for 10 km, A 7-year old child has been sick due to heavy dust.<br><br>Requesting the private sector to take action. |

### Transparency of procurement procedure

no issues of concern were identified in the procurement process.

### Interesting issues

#### Time over run

Only 18 percent from 25 percent of the project has already operated due to weather condition, rendering it unable to pour some cement.

#### Quality

Quality control by the Provincial Administrative Organization whether inspection and equipment comply with the standard specified.

#### Project Identity

An improvement from non-asphalt road to concrete road to transport agricultural products.

#### Procurement

Tor had not specified any signboard setup which is considered a safety issue considering that such road had been employed by many trucks.

#### Award

No issues to be considered.

### Opinion of relevant agency and general public

The project provides opportunity for people to participate in the operation before it has been granted with budget. Most people agreed that this project must be urgently implemented and operated to render benefit to local people and the surrounding area after its completion The project owner responds relatively fast to any complaint or request of local people and community who consider that the project operation is extremely transparent.

\*The comments came from a survey with a questionnaire.

**2** Road repair and construction project by using asphaltic concrete as road surface and Pavement In-Place Recycling method, route no.1-0059 from Baan Moo Mon to Baan Au

## Background

People living in Moo Mon, Mahachai as well as nearby subdistricts has consistently suffered from severe traffic and transportation of agricultural products from Baan Moo Mon – Baan Au route, Amphoe Somdej, Kalasin province that has been ruined for over 10 years. Consequently, roadworks must be completed to alleviate troubles experienced by passersby of such route.

### This main objective of this project

The project is to repair asphaltic concrete road with 6.00 meters wide and pavement with 1.00 meter wide on each side and with the total distance of 3.317 kilometers

### Contract value

7,315,000.00 baht



Picture illustrating damage of rural highway route no.Kor Sor Tor1-0059 Baan Moo Mon – Baan Au

### Transparency of procurement procedure

**The bidding environment of this project is relatively high** relatively high since there are

9 bidders in total, resulting in high competition and the final bidding price is reported at 33.7 percent lower than the standard price.

\*The comments came from a survey with a questionnaire.

### Interesting issues

#### Time over run

In the process of final inspection and result of such quality inspection.

#### Quality

From an examination of exterior condition, the road is not properly compacted and can support only 21-ton vehicle which may ruin the road in the future.

#### Project Identity

A road construction to connect various routes between subdistricts and to transport agricultural products such as sugarcane and tapioca.

#### Procurement

There has been a price cut of approximately 15 percent from the bidders; therefore, quality of work may not be as good as expected while traffic or warning signs have not been installed.

#### Award

No issues to be considered.

## Construction procedures

During construction procedures, Kalasin Provincial Administrative Organization has continuously inspected quality of work in terms of quality of construction materials, road compaction and road surface pavement etc. to conform to the specified standard.

### Opinion of relevant agency and general public

The project provides high level of public involvement before receiving any budget. The project is deemed urgent and must be promptly operated to render “the highest” benefit to local people. As for people’s opinion regarding transparency and equality of the bidding process, they are viewed as “the most transparent” that enables people to experience “the highest level of confidence”.



## 5.4 Building and museum project

# 1

Construction project of 4-storey school building with 12 classrooms at Municipality 2 Buriram School



### Background

Since many students living in Buriram area have enrolled in Municipality 2 Isarn Teerawittayakarn which offers high school program (M.4 – M.6), each year with 2 classrooms; **however, the density of students per each classroom is more than 40 students**, making it somewhat difficult to arrange for any academic program while the students may not receive an appropriate attention. In addition, **the government has set its policy in promoting every student to learn something else beyond compulsory academic program**

This main objective of this project

**Building a new school building.**  
4th floor, 12th class



**Contract value**

**8,499,999.00 baht**



### Worthiness of the project

This project is directly beneficial to students although it has not originally come from the requirement of students and parents. If the school has more spaces to support various academic programs and activities, learning skills of both internal and external system can be definitely enhanced; for example, sound laboratory, science laboratory, music room (Thai and international music) and vocational room activities etc.

### Transparency of procurement procedure



**no issues of concern were identified in the procurement process.**

### Interesting issues

#### Time over run

Operate only 20 percent of construction from the total of 25 percent. There is a delay in requesting for a disbursement.

#### Quality

Result of quality control testing is available but no evidence has been presented. There is an issue regarding safety concern in construction.

#### Project Identity

Construct the new building for new-age academic program but there are some concerns regarding its utilization.

#### Procurement

Many bidders participating and bidding price is lower than 18 percent but financial inspection agency has not received any information.

#### Award

No issues to be considered.

“

### Opinion of relevant agency and general public

**They are strongly confident of construction procedure, step and quality.** However, the project operation incurs relatively low negative impact on the community and local people while the project owner is somewhat well-prepared to alleviate or prevent such negative impact. The project owner promptly responds to their complaint or request and they consider the project operation relatively transparent and accountable.



”

\*The comments came from a survey with a questionnaire.

2

Construction project  
of Museum of Natural  
Plants and Sea Animals,  
Rayong

## Background

This project has been operated by Center of Research and Development of Marine Resources, on the eastern coast of the Gulf of Thailand under direct supervision of Department of Marine and Coastal Resources of which its objective is to employ such museum as a collection place of marine plants and animals of the Gulf of Thailand as well as being a place for study, research, train and disseminate knowledge while simultaneously fostering conscious and awareness of conservation of marine and coastal resources. The project is implemented in the form of an exhibition

**This main objective of this project**

**3 storey building height, space**

**Total about 700 square meters.**



**Contract value**

**100,040,000.00 baht**



## Worthiness of the project

The project renders various benefits in terms of economy, society and environment while simultaneously foster visitors' conscious to conserve marine resources and increase local people's income from trading and tourist activities. However, the project has not estimated financial and economic data, so it cannot conclude whether an expenditure of approximately 100 million baht is worthy or not.

## Transparency of procurement procedure

**Bidding on this project**  
**There are only one bidder.**

May be one of the key factors.  
Bidding price is worth Lower than  
average price only 0.1 percent

\*The comments came from  
a survey with a questionnaire.



## Interesting issues

### Time over run

First contract acceptance  
has been 1-month delay  
from the deadline.

### Quality

In the beginning of operation,  
so it cannot evaluate the quality  
of work at the moment.

### Project Identity

No estimate in terms of worthiness of the  
project but its benefit is to be employed  
as tourist attraction. However, the main  
concern is the management  
of this museum in the long run.

### Procurement

Only one bidder participates in the  
bidding competition and the price  
offered is 100,000 baht lower than  
the market price while the construction  
shall include both civil and museum  
works.

### Award

No issues to be considered.

## Management of museum after actual operation

There is no information indicating resource management both in terms of human resource and financial resource that must be employed to operate this 700-square meter museum after construction has been completed and during the period when income from available ticket fees are still not available.

“

## Opinion of relevant agency and general public

The project owner discloses information or work status to relevant parties in a very satisfactory level. Whenever any complaint or compensation for damage occurs, the project owner promptly responds to such issue requested by local people and community who consider the project operation is very transparent and accountable.

”



## 5.5 Irrigation project

# 1

Construction project to improve water distribution canal R.1 with additional building

### Background

Flood relief project for Amphoe Hat Yai (phase 2), Songkla has been established to minimize and alleviate severe and repeated flood condition in Amphoe Hat Yai and nearby provinces. In 2010, Hat Yai had been suffered from heavy rain for many consecutive days, resulting in severe flood with water volume of 1,623.50 cubic meters/second, exceeding the capacity of water distribution canal. Therefore, excess water from Autapao Canal and King Rama I Canal had flown into the area of Hat Yai municipality and nearby area which took about 2 days to completely dry such amount of excess water and ultimately resulted in the damage of 10,490 million baht in total.

This main objective of this project

Improvement of canal (Ror 1)

The capacity is more than 3 times

Original volume

Contract value

3,712,194,699.55 baht



### Complaint handling procedures

There have been at least 20 meetings to deal with complaint and provide understanding of the project within the area. However, such complaint handling cannot adequately solve or alleviate problem affecting local people during construction period.

Transparency of procurement procedure

no issues of concern were identified in the procurement process.

\*The comments came from a survey with a questionnaire.

### Interesting issues

#### Time over run

Construction project has been completed only 50 percent but construction timing is only 8 months left, so there might be some delays.

#### Quality

Quality control by Department of Irrigation

#### Project Identity

Capacity to support has volume of water increased 3 times and inundation can be solved.

#### Procurement

Many bidders participate so the price has been cut down by 30 percent, resulting in questions in terms of labor and quality of work

#### Award

No issues to be considered.

### Construction operation

The construction operation of the contractor is extremely slow that may result in a delay in disbursement since the project duration is less than 1 year left but unfinished work has amounted to 50 percent of an entire operation.

### Opinion of relevant agency and general public

The project owner does not provide opportunity for public involvement before it receives budget. Most people considered it urgent to operate the project that will ultimately benefit local people to a certain extent. Whether there is any complaint or compensation for damage, the project owner barely responds to such problem; however, people and community consider that the project is transparently operated to a certain extent.

## 5.6 Hospital project

# 1

Construction project of building for outside patients and emergency building which are 11-storey reinforced concrete buildings



### Background

This project has been initiated owing to crowded condition of outpatient service area of Rachaburi Hospital which obstructs prompt and efficient service. Such condition had become more severe due to 3 major factors; that is, 1) increasing number of patients, 2) universal health coverage system enabling patients to come in for service more frequently from an average of 2 times per person per year to 3-4 times per person per year and 3) standardized and systematic service that employs high quality medical equipment, resulting in more steps and time spent in giving treatment to patients.

This main objective of this project

11 storey building

Rachaburi Hospital

Contract value

674,888,800.00 baht



### Complaint handling procedures

The team has concluded that most staffs realized the importance of construction of this new building and accept the sound level and dust due to the construction only for a short period of time. Moreover, the staff also provides information indicating that the project owner has communicated with hospital staffs, patients and their relatives as well as notified them of such removal and construction of outpatient building and 11-storey emergency building

Transparency of procurement procedure

no issues of concern were identified in the procurement process.



### Interesting issues

#### Time over run

In the first phase of the operation

#### Project Identity

Construct building to support 3 times more patients as well as to become a central hospital in the area.

#### Procurement

Many bidders participating and their price are within specified criteria.

#### Quality

No issues to be considered.

#### Award

No issues to be considered.

### “ Opinion of relevant agency and general public



The public have a strong confidence in every construction procedure, step as well as quality. However, this project barely incurs negative impact on local people and community while the project owner has been adequately well-prepared to alleviate prevent such impact. Whenever any complaint or compensation for damage arises, the result has shown that the project owner promptly responds to such issue and the majority of people consider the project operation is very transparent and accountable.

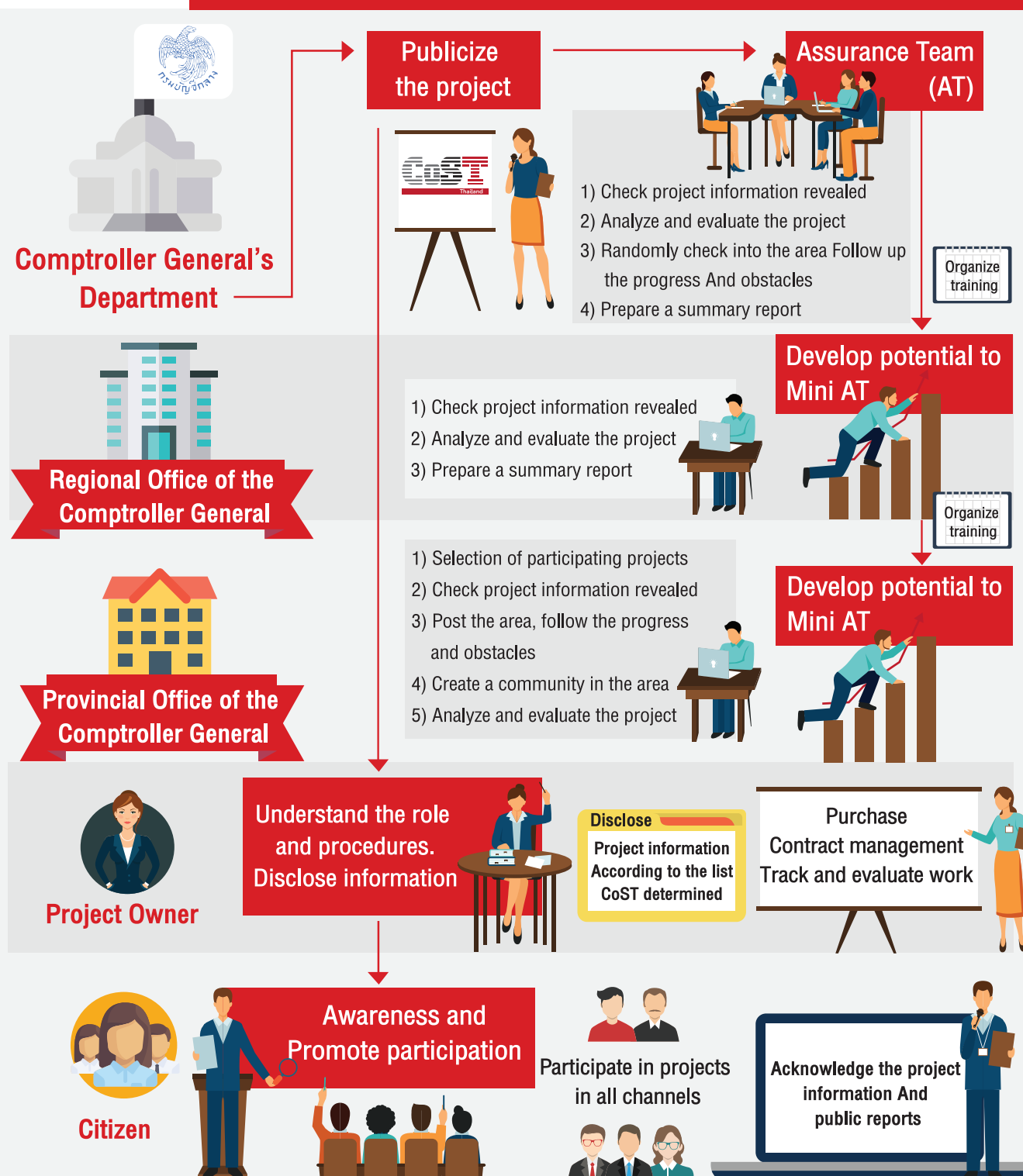
”

\*The comments came from a survey with a questionnaire.

## Recommendations for Future CoST Project

Since there is an expansion of CoST project to encompass every government sector including the government, state enterprise and local sectors by emphasizing primarily on construction projects of local area as such projects pose an inherent impact on the lives of people. Therefore, Regional Office of the Comptroller General and Provincial Office of the Comptroller General shall be a major driving force in regional operation since these offices have potential to gain access to local people while simultaneously have close relation with local administrative organization in which the Comptroller General's Department is required to develop personnel efficiency to support future expansion of CoST project in the regional sector. Roles and responsibilities of major stakeholders are as follows:

### Roles and responsibilities of major stakeholders under CoST project





## Comptroller General's Department

- Establish criteria in selecting governmental projects in department, state enterprise as well as local levels that will participate in CoST project
- Develop **CoST platform** system to be capable of supporting increased data quantity
- Analyze the project pursuant to the principle of information audit
- Develop **information audit program** to provide training for personnel of Regional Office of the Comptroller General and Provincial Office of the Comptroller General
- Provide relevant experts to perform their respective duties in the Audit Committee
- Supervise the operation of the Audit Committee
- Publicize in 3 principal areas; that is,
  - 1) provide body of knowledge to regional staffs
  - 2) provide body of knowledge to the owner of participating project
  - 3) organize public relations activities for general public



## Regional Office of the Comptroller General

- Analyze and evaluate the project based on the principle of information audit
- Develop special measures in following up and inspecting potential projects with interesting aspects
- Randomly visit the area under study and evaluate performance result of projects with interesting aspects in cooperation with Provincial Office of the Comptroller General
- Prepare a summary report to inform the Comptroller General's Department on a quarterly basis



## Provincial Office of the Comptroller General

- Select local project to participate in the program pursuant to specified criteria of MSG
- Coordinate with local agency to foster a positive attitude and guideline in disclosing information pertinent to the construction project
- Publicize easily understandable summary of report in every communication channel
- Visit the project site, follow up an information disclosure of 40 items as well as prepare report for Regional Office of the Comptroller General on a quarterly basis
- Cooperate with the project owner to organize a public forum
- Follow up and evaluate the performance result of the project in a local level



## Project Owner

- Disclose project details pursuant with the specification of CoST project for 40 items as well as periodically report such inspection result to the Department Head at least once a month
- Appropriately procure, manage and solve any obstacle or problems concerning the project as well as handle complaints of the public sector
- Arrange the public forum with Provincial Office of the Comptroller General by emphasizing on solving problems pertinent to the public complaints
- Disclose information in every possible channel to facilitate public inspection and monitoring



## Citizen

- Acknowledge any news and information regarding construction and notify any complaint or potential problem to relevant agency based on the specification of the project owner or CoST Platform



# ANNEX

## DISCLOSED INFORMATION



### Project Phase

### Disclosed data

#### 1. Project Identification (6 Item)

- 1) Project owner 2) Budget
- 3) Project name 4) Project Location
- 5) purpose 6) project description

#### 2. Project Preparation (7 Item)

- 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

#### 3. procurement (14 Item)

- 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

#### 4. implementation (6 Item)

- 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

#### 5. Project Completion (7 Item)

- 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 40) Evaluation reports

# Contact

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

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

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