

COMPUTERIZED WALK-IN EXAM SYSTEM “WES”

1. **WES BADLY NEEDED** - Prospective Deck and Engine examinees badly need WES for quick turn-around time in taking the exam. The board must fully utilize all the computers made available for WES.
- **AVAILABLE COMPUTERS FOR WES** - A total of 200 computers. With these, PRC Marine board should be serving 400 examinees per week (2 regular exams x 200) plus 1 exam for repeaters x 200. The following is a conservative estimate of computer inventories dedicated for WES which the seafaring industry already knows.
 2. 30 desktop sets – PRC Manila
 3. 40 desktop sets - PRC WES offsite, Intramuros, Manila
 4. 50 desktop sets –Cebu
 5. 50 desktop sets –Iloilo
 6. 30 desktop sets –Davao.
- **ESTIMATED COMPUTERS NEEDED FOR WES** - Traditionally, PRC renders at least 22,000 combined deck and engine examinees a year. If PRC WES will be served twice a week for regular exams, and considering there are 52 weeks in one year, this means 104 examinations in a year. Assuming there will be no WES exam during holidays or in times of bad weather, we may reduce to at least 100 examinations a year. If we divide 22,000 examinees by 100 examinations, we will need 220 computers to serve WES. PRC Marine board must be able to serve the needs of all examinees efficiently and generate greater revenues for the government.
- **RESERVED COMPUTERS** - Reserving 30% of the computers as “buffer” or as back-up units is too many a deduction in the service of WES. Buffers should be limited to only one back up computer unit per examination center. As an example, COMELEC’s automated election reserved only 1 Pcos for every 80 Pcos machines.
- **LIST OF EXAMINEES TAKING WES** - The board must be transparent on the names of those who gained slots to take the WES exam. The list of examinees must be updated, printed and displayed all the time in PRC offices and PRC website so that those applying for WES will be fully informed and adjust their schedules.
- **WES SLOTS** - The problem now is that most prospective examinees are told that there are no slots available, that the seafarer must wait till further notice, and yet the WES schedule records given to the commission show that WES was served on schedule but no takers!
- **HIGH PASSING PERCENTAGE** – Two months ago, there was an attempt to halt WES because of unusually high percentage of passing. The board presumed irregularity for being “statistically impossible”. To refute, The PRC WES algorithm is supposed to be randomizing

questions, and randomizing answers such that no two persons will be viewing the same question in the same order of answer. This means every person should be taking a unique arrangement of exam question and choices even if all the examinees are taking the same set. Statistically, if we uniquely randomize 10-question exam set with 4 choices each question, the probability of guessing correctly all the ten questions is 1 in 1,048,576 or 0.00000095%. Therefore, the examinees must have studied well to get a high score in WES.

- **THE ENGINE BOARD REPORTED THE TEST QUESTIONS DATA BANK IS TIME LOCKED** – The engine board declared they cannot serve WES properly because there were not enough questions available in the test questions databank. They said the old questions stored were somewhat time-locked by the software such that only few questions were left moving freely. To refute, this kind of assertion must be investigated and validated by our authorities to determine the veracity. If indeed the databank was time-locked then the software provider must correct the system and answer for the government losses.

CERTIFICATION, RENEWAL OF LICENSES, MANAGEMENT LEVEL COURSE

- **THE EARLY BIRDS** – Ship officers are complaining that only about 200 applications for COCs or licenses are processed in a given day. They troop the line starting midnight until morning. By the time they enter PRC, they are given on the spot changes in requirements and asked to comply or step out of the line. Most delays are caused by management level course trainings issued through scratch notes.
- **To promote transparency and improve government service** in accordance with the government's stream-lined bureaucracy, any kind of training made compulsory as a pre-condition in the processing of seafarer license and COC and officially required by the board must be issued in writing, properly signed by the issuing board examiner and stamped with supporting index as to the legal basis of such requirement. A good indication that an order is legal is when it is properly documented. All revenue-generating transactions, like MLC training, transacted in government offices, by government employees and during office hours must automatically generate income in favor of the government. PRC employees in the front desk must display their name tags to make it easier for seafarers to identify them when handing the order.
- **PUBLIC CONSULTATION** – The Marine board must ensure that public consultation is made to seafarer and seafarer organizations before enforcing changes in procedures and certification requirements. To be transparent, the Marine board must calendar the changes being considered and display the proposed amendments and dates in PRC website available to public. Closed-door consultation made available only to selected individuals in the industry is NOT public consultation.