

**MARK SCHEME for the October/November 2011 question paper
for the guidance of teachers**

**0417 INFORMATION AND COMMUNICATION
TECHNOLOGY**

0417/02

Paper 2 (Practical Test A), maximum raw mark 80

This mark scheme is published as an aid to teachers and candidates, to indicate the requirements of the examination. It shows the basis on which Examiners were instructed to award marks. It does not indicate the details of the discussions that took place at an Examiners' meeting before marking began, which would have considered the acceptability of alternative answers.

Mark schemes must be read in conjunction with the question papers and the report on the examination.

- Cambridge will not enter into discussions or correspondence in connection with these mark schemes.

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Developments at Port Pepar

Report by: a name

Header
 Name left cand no centre
 Centre no right aligned 1 mark

An important regional port



The northern region of the country has a long coast line of over two thousand kilometres and has existing ports in

over forty locations. Many of these are small harbours unsuited to the large container ships or bulk carriers of today. New ports have been found for developing several new anchorages suitable to the massive ships required by today's transport needs. One such port is Port Pepar in the south east of the country. It has been developed to meet national and international, economical and environmentally friendly family transport.

Appropriate image found and placed correctly 1 mark
 Resized correctly with aspect ratio maintained 1 mark
 Text wrap set 1 mark

The Waterfront

Port Pepar offers a total length of 1.5 km of waterfront. It handles bulk and break-bulk cargo. It also offers extensive back-up infrastructure, including warehousing facilities, open stack yards, wharves and dedicated rail sidings.

Port Pepar is well connected by road and rail to the rest of the country. It is directly connected by the broad gauge rail network of the National Railways. Port Pepar has set up a joint venture with the National Railways to improve its rail facilities, making it one of the best rail ports in the country.

Section break placed correctly continuous same page 1 mark

Port Pepar has also been augmented with new scheduled services being provided to the new manufacturing plant.

New subhead text entered 100% OK 1 mark
 Subheads identified +formatted, italic, 14pt sans-serif font 1 mark

Development

Port Pepar, a successful enterprise, is emerging as a gateway port on the coast. It handles containers, bulk and liquid cargo. With less than ten hours steaming time from the region's largest city, Port Pepar provides excellent access to the main trade lines in the northern region. Its handling facilities are developed to manage the efficient transport of our new cars.

Body text 12 pt sans-serif, fully justified, single linespace consistently applied 2 marks
 Two columns 2 cm gap 1 mark

Port Pepar is operated by one of the largest container terminal operators in the world. APM Terminals has operations spread over more than 50 terminals in 31 countries, on five continents. With a 54% stake, APM Terminals is the largest shareholder in Port Pepar.

Port Pepar has built an 11 km long four-way connecting the port to the National Highway. The Government has undertaken a project to construct a central spine road extending to Port Pepar.

Port Pepar has the most competitive rail freight rates coupled with excellent transit times as compared to other gateway ports on the West Coast. Port Pepar is now connected to its hinterland by the broad gauge rail network of the National Railways and is now connected by rail to all the major Inland container depots in the North West. The broad gauge rail connectivity project has been undertaken by Pepar Rail Corporation Limited (PRCL) promoted by Pepar Port Limited and the Ministry of Railways. Port Pepar has an equity stake of 38.8% in PRCL. The Port can handle incoming and

Footer
 File name right
 Date left 1 mark

outgoing trains simultaneously and the current capacity of the rail link is 22 trains per day. At present, the port is handling on an average 2 trains per day.

Port Peparad is the first port in this country to receive double stacked container trains (March 2006), which have a capacity of carrying 180TEUs as against 90TEUs carried in a single stack train. At present, the double stack container trains run to the inland railhead.

Oceanographic Conditions

Port Peparad is protected by two islands, which act as a natural breakwater making the port safe in all weather conditions. The presence of these islands also leads to the tranquillity of the water in the harbour. It also ensures the wave height is less than 0.5m most of the time. Port Peparad has now increased the draft to 14.5 metres from 12.5 metres. The water currents are between 2.5 to 3 knots during peak tidal conditions.

These favourable oceanographic conditions at Port Peparad ensure easy and safe navigation of ships round the year. Thanks to the twin islands, Port Peparad can offer its services throughout the year, even during the monsoons, which provides an added advantage to its customers.

Storage Developments

One of the unique features of Port Peparad is the availability of large tracts of land. This is attractive to several customers who wish to set up tank farms or warehouse facilities on site. A car storage facility is built here to hold cars while awaiting shipping. Cars are brought in by rail and loaded into containers in a newly developed container storage facility. This was developed in preparation for the launch of the new Micro range of cars which we believe will meet world-wide requirements for environmentally friendly personal transport that is easily afforded by families of modest incomes.

Car exports

We have come through some difficulties for manufacturing and show here how planned exports of cars were actually met through the recent years of world economic downturn. It will be seen that we came through that and are meeting export targets again as world trade has picked up.

Cars exported through Port Peparad				
Year	2007	2008	2009	2010
Planned	43000	50000	50000	55500
Actual	45500	39500	45500	56000

Table
 Found and placed within column 1 mark
 Cells merged 1 mark
 Format top row text only
 to centred and underlined 1 mark
 Outside border a thick line 1 mark
 All borders visible 1 mark
 Font matches body 1 mark

Page layout
 A4 Portrait 1 mark
 Margins all 1 cm 1 mark
 No widows / orphans 1 mark
 Consistent 1 mark
 Document complete and paras intact 1 mark

3/10/2011

New slide as first slide with title and subtitle layout 1 mark
Text correct 1 mark

Port Peparad Docks

New dock for car exports

Review of car movements

1

Port Peparad Docks

Port Handling Facilities

- Container port
- Bulk fertilizers
- Bulk liquids

2

Import Five slides 1 mark

Port Peparad Docks

Port Infrastructure

- Warehousing facilities
- Open stack yards
- Weighbridges
- Dedicated rail sidings

3

Port Peparad Docks

Inland links

- Rail to regional distribution centres
- New highway constructed

4

Move slide Port Infrastructure to slide 3 1

Port Peparad Docks

New Car Terminal

- Rail head with RDC links
- Storage awaiting export
- Container loading

5

Port Peparad Docks

Car exports

- Exports hit by world trade downturn
- Now back to planned levels

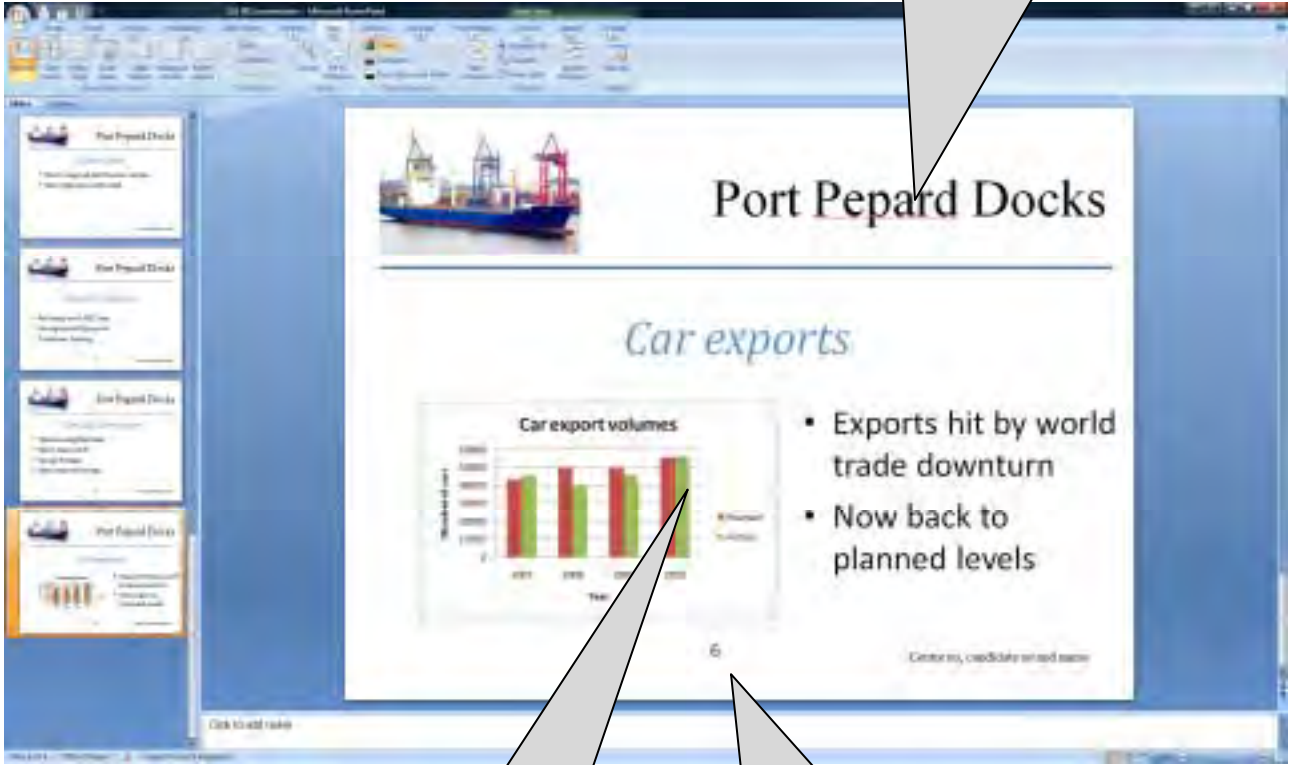
6

Print Handout six slides 1 mark

Master slide
All items created and appear on all slides 1 mark
Correct image placed top left 1 mark
Thick horizontal line across slide below image 1 mark

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Master slide
Text Port Pepard Docks serif
48 point black above line on right
1 mark



Master slide
Name bottom right 1 mark
Slide number bottom centre 1 mark
No overlaps any text/image any slide 1 mark

Chart as shown with both series identified 1 mark
Vertical comparative bar chart 1 mark
Chart titles created correctly with series labels displayed in full 1 mark
Chart placed correctly 1 mark

Print
Single slide 1 mark

Name _____ Candidate number _____ Centre number _____

Dispatch manifest (port: Hamburg)

Calculated field and format currency euro +2dp 1 mark

Title – correct 1 mark

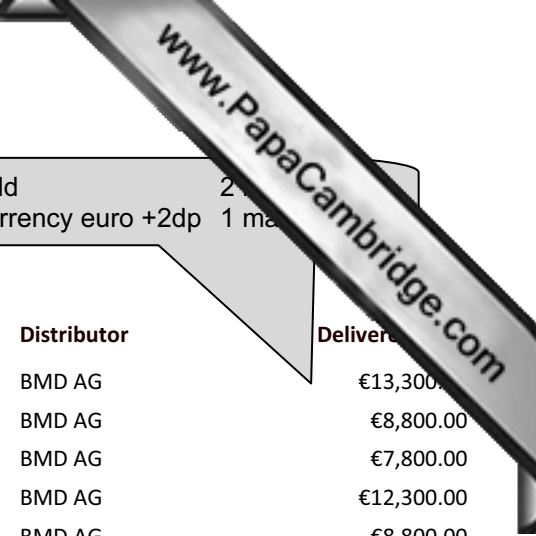
VIN	Model	Power	Engine Size	Cost Price	Colour	Port	Distributor	Delivered
375A15423015	MicroEco	E	N/A	€13,000.00	White	Hamburg	BMD AG	€13,300.00
375C15423001	Micro	G	600	€8,500.00	Blue	Hamburg	BMD AG	€8,800.00
375C15423011	MicroB	G	500	€7,500.00	Green	Hamburg	BMD AG	€7,800.00
375C15423020	MicroSE	H	900	€12,000.00	White	Hamburg	BMD AG	€12,300.00
376A15423007	Micro	G	600	€8,500.00	Blue	Hamburg	BMD AG	€8,800.00
376A15423009	MicroZed	D	1200	€11,000.00	Blue	Hamburg	BMD AG	€11,300.00
376A15423011	MicroSE	H	900	€12,000.00	Red	Hamburg	BMD AG	€12,300.00
376A15423015	MicroSE	H	900	€12,000.00	Silver	Hamburg	BMD AG	€12,300.00
376B15423009	MicroB	G	500	€7,500.00	Blue	Hamburg	BMD AG	€7,800.00
376B15423010	MicroEco	E	N/A	€13,000.00	Gold	Hamburg	BMD AG	€13,300.00
376C15423002	MicroZed	D	1200	€11,000.00	Blue	Hamburg	BMD AG	€11,300.00
376C15423010	MicroSE	H	900	€12,000.00	Red	Hamburg	BMD AG	€12,300.00
376C15423019	MicroB	G	500	€7,500.00	Silver	Hamburg	BMD AG	€7,800.00
377A15423007	MicroB	G	500	€7,500.00	White	Hamburg	BMD AG	€7,800.00
377A15423014	MicroEco	E	N/A	€13,000.00	Red	Hamburg	BMD AG	€13,300.00
377A15423016	Micro	G	600	€8,500.00	Green	Hamburg	BMD AG	€8,800.00
377A15423017	MicroSE	H	900	€12,000.00	Red	Hamburg	BMD AG	€12,300.00
377A15423019	MicroSE	H	900	€12,000.00	Silver	Hamburg	BMD AG	€12,300.00
377B15423002	MicroB	G	500	€7,500.00	Green	Hamburg	BMD AG	€7,800.00
377B15423011	MicroB	G	500	€7,500.00	Green	Hamburg	BMD AG	€7,800.00
377B15423013	MicroEco	E	N/A	€13,000.00	Green	Hamburg	BMD AG	€13,300.00
377C15423005	MicroB	G	500	€7,500.00	White	Hamburg	BMD AG	€7,800.00
377C15423010	Micro	G	600	€8,500.00	Red	Hamburg	BMD AG	€8,800.00
377C15423011	MicroZed	D	1200	€11,000.00	Blue	Hamburg	BMD AG	€11,300.00

Specified fields only and all data and labels visible as given 1 mark
 Page orientation is landscape 1 mark
 1 page wide 1 mark

Search Germany (Hamburg) 1 mark
 And Dispatched = No 1 mark

Name _____ Candidate number, centre number _____
 Records sorted on VIN 1 mark
 3 records displayed 3 marks

Total cars for Germany 24



Page 7	Mark Scheme: Teachers' version	Syllabus
	IGCSE – October/November 2011	0417

Name _____ Candidate number _____

Attention!

Check charge voltage before delivery
 VIN: 371C15423016
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Attention!

Check charge voltage before delivery
 VIN: 372A15423009
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Attention!

Check charge voltage before delivery
 VIN: 372B15423009
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Attention!

Check charge voltage before delivery
 VIN: 372C15423019
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Attention!

Check charge voltage before delivery
 VIN: 374A15423005
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Attention!

Check charge voltage before delivery
 VIN: 374A15423012
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Record selection criteria
 VIN starts 37
 Country =Spain (Vigo)
 Power = E (MicroEco) 3 marks
 (eight records)
 Labels 2 side by side 1 mark

Attention!

Check charge voltage before delivery
 VIN: 376B15423016
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

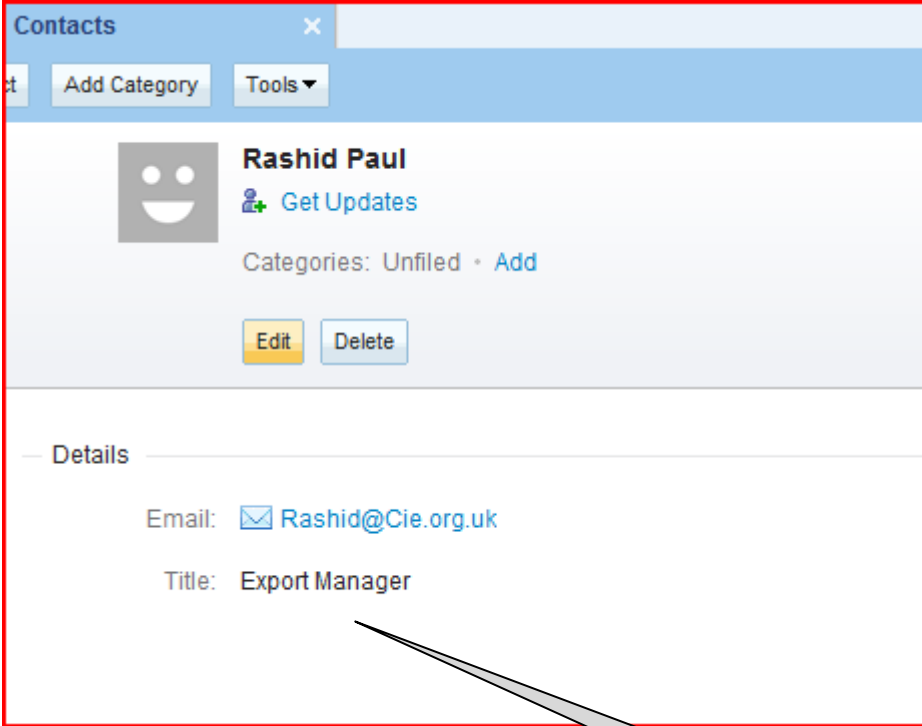
Attention!

Check charge voltage before delivery
 VIN: 377A15423010
 Model: MicroEco
 Port: Vigo
 Distributor: EMD SA
 Name, centre no, cand no

Heading text and format 2 marks
 Field selection 2 marks
 Field labels 1 mark

Name	Candidate number
Candidate name	
Centre number	
Candidate number	

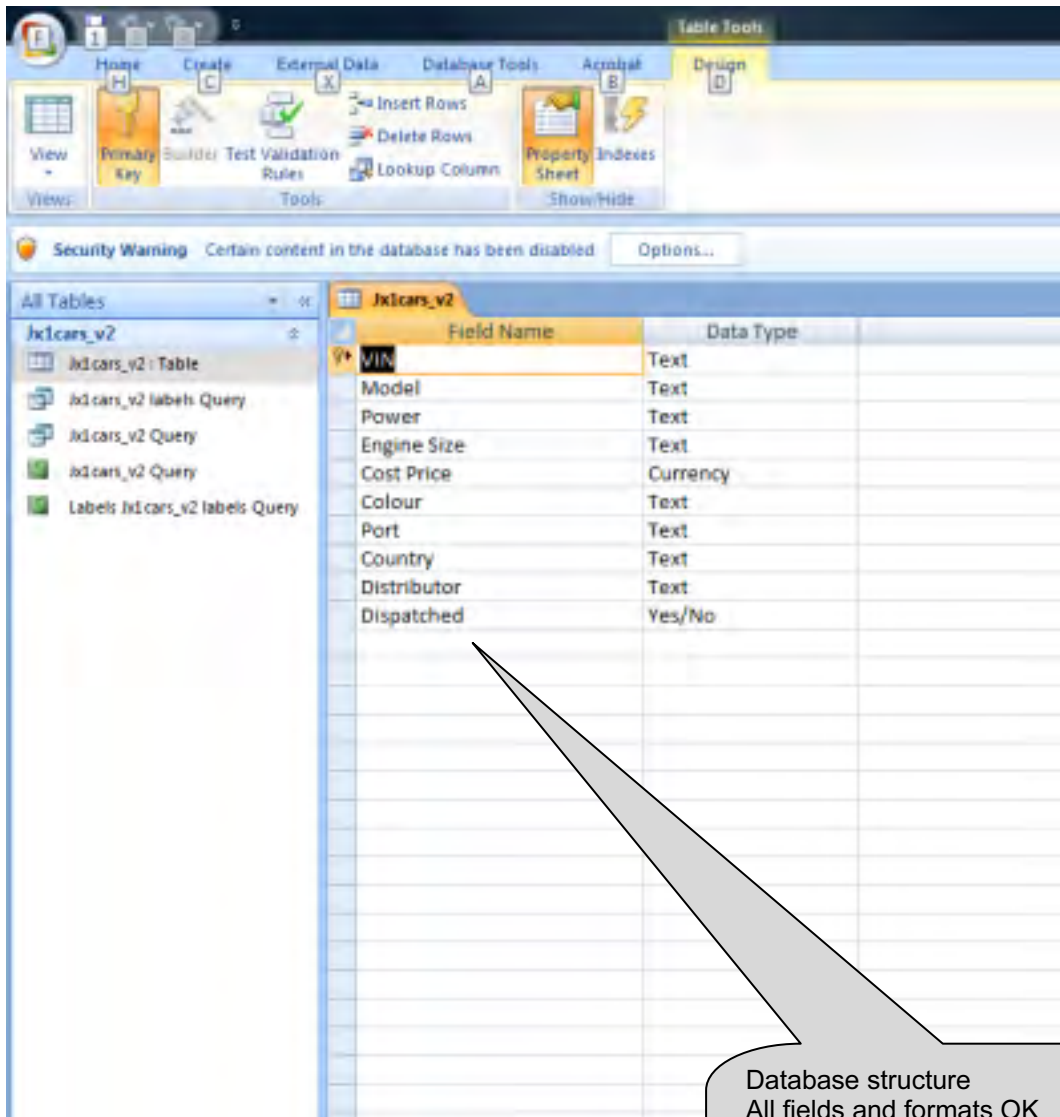
Step 2 Contact entry:



Add contact with job title2 marks
 Rashid Paul
Rashid@cie.org.uk
 Export Manager

Name _____ Candidate number _____

Step 44 Database field structure screenshot here:



Database structure
 All fields and formats OK
 1 mark
 Currency format for price field
 with Euro symbol
 1 mark
 Dispatched as yes/no field
 2 marks

Name _____ Candidate number _____ Centre number _____

Step 53 Place a screenshot of the email showing attachment here:

The screenshot shows an email client interface with the following details:

- Buttons:** Send, Attach, Save Draft, Spelling, Cancel
- To:** design.h@cie.org.uk
- Cc:** Rashid Paul <Rashid@Cie.org.uk>;
- Subject:** Port facilities report
- Font:** Arial, size 10
- Formatting:** Bold (B), Italic (I), Underline (U), Text color, Background color, Emoticon, Link, Unlink, Hide Stationery
- Body Text:**

Candidate name
Candidate number
Centre number
You will find the draft report attached.
- Callout Box (Marking Criteria):**

Correct addresses	2 marks
Correct subject and content	1 mark
Suitable attached file	1 mark
- Attachments:** 1 File (290KB of 25MB)
 NX1PORT02JRXX.docx (289KB) [Remove](#)