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.

Cambridge is publishing the mark schemes for the October/November 2011 question papers for most IGCSE, GCE Advanced Level and Advanced Subsidiary Level syllabuses and some Ordinary Level syllabuses.
Developments at Port Pepard

Report by: a name

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 traditional harbours are unsuited to the large container ships or bulk carriers of today. New sites have been found for developing several new anchorages suited to the massive ships required by today’s transport needs. One such port is Pepard on the southeastern coast of the region. This port has been developed specifically to handle our new range of cars built to meet national and world demands for small, economical and environmentally friendly family transport.

Development

Port Pepard, a successful public-private enterprise, is emerging as an important gateway port on the West Coast for containers, bulk and liquid cargo. With less than ten hours steaming time from the region’s largest city, Port Pepard 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.

Port Pepard 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 Pepard.

The Waterfront

Port Pepard offers a total berth of...
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 Pepard 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 Pepard 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 Pepard 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 Pepard ensure easy and safe navigation of ships round the year. Thanks to the twin islands, Port Pepard 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 Pepard 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 difficult years for manufacturing and show here how our 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.

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<th>2007</th>
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Table

- Found and placed within column: 1 mark
- Cells merged: 1 mark
- Format top row text only: 1 mark
- 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
Master slide
Text Port Pepard Docks serif
48 point black above line on right 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

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

Print
Single slide 1 mark
## Dispatch manifest (port: Hamburg)

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<th>Power</th>
<th>Engine Size</th>
<th>Cost Price</th>
<th>Colour</th>
<th>Port</th>
<th>Distributor</th>
<th>Delivered Price</th>
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**Note:**
- **VIN**: Vehicle Identification Number
- **Model**: Type of car
- **Power**: Horsepower
- **Engine Size**: Engine size in cubic centimeters
- **Cost Price**: Price of car without transport costs
- **Colour**: Colour of car
- **Port**: Port of delivery
- **Distributor**: Company responsible for delivery
- **Delivered Price**: Total cost of car including transport costs

**Mark Scheme**:
- **Title** - correct 1 mark
- Specified fields only and all data and labels visible as given 1 mark
- Page orientation is landscape 1 mark
- 1 page wide 1 mark
- Calculated field and format currency euro +2dp 1 mark
- Records sorted on VIN 1 mark
- 3 records added 3 marks
- Total cars for Germany 24
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<th>Attention!</th>
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<td>Check charge voltage before delivery</td>
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<tr>
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<td>Distributor: EMD SA</td>
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<tr>
<td>Name, centre no, cand no</td>
<td>Name, centre no, cand no</td>
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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: 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

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

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

Heading text and format 2 marks
Field selection 2 marks
Field labels 1 mark
Own details 1 mark
Step 2 Contact entry:

Add contact with job title 2 marks
Rashid Paul
Rashid@cie.org.uk
Export Manager
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
Step 53 Place a screenshot of the email showing attachment here:

To: design.h@cie.org.uk
Cc: Rashid Paul <Rashid@Cle.org.uk>
Subject: Port facilities report

Correct addresses 2 marks
Correct subject 1 mark
and content 1 mark
Suitable attached file 1 mark

Candidate name
Candidate number
Centre number
You will find the draft report attached.