

**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.

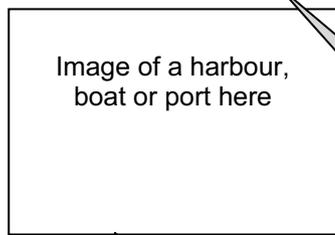
Cambridge is publishing the mark schemes for the October/November 2011 question papers for most IGCSE, GCE Advanced Level and Advanced Subsidiary Level syllabuses and some Ordinary Level syllabuses.

# Developments at Port PEPARD

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

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 regional harbours are 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 PEPARD 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 PEPARD offers a total length of

Title 100%, 36pt serif, right aligned 2 marks  
Subtitle 100%, 18pt serif, right aligned, italic and underlined 2 marks

When it comes to handling bulk and break-bulk cargo. It also offers extensive back-up infrastructure, including warehousing facilities, open stack yards, wharves and dedicated rail sidings.

Section break placed correctly continuous same page 1 mark

Port PEPARD 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 PEPARD has set up a joint venture with the National Railways

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

making it easier to transport goods by rail to the rest of the country. The port has also been augmented with new scheduled services being provided to the new manufacturing plant

## Development

Port PEPARD, a successful enterprise, is emerging as a gateway port on the east coast. It handles 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.

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

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.

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

Port PEPARD has the most competitive rail freight rates coupled with excellent transit times as compared to other gateway ports on the West Coast. Port PEPARD 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 PEPARD Rail Corporation Limited (PRCL) promoted by PEPARD Port Limited and the Ministry of Railways. Port PEPARD has an equity stake of 38.8% in PRCL. The Port can handle incoming and

Footer  
File name right  
Date left 1 mark

|               |                                       |                 |              |
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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 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.

| <u>Cars exported through Port Peparad</u> |       |       |       |       |
|---|-------|-------|-------|-------|
| 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

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3/10/2011

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

Port Peparad Docks

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**New dock for car exports**

Review of car movements

1



Port Peparad Docks

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*Port Handling Facilities*

- Container port
- Bulk fertilizers
- Bulk liquids

2

Import  
Five slides 1 mark



Port Peparad Docks

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*Port Infrastructure*

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

3



Port Peparad Docks

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*Inland links*

- Rail to regional distribution centres
- New highway constructed

4

Move slide Port Infrastructure to slide 3 1



Port Peparad Docks

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*New Car Terminal*

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

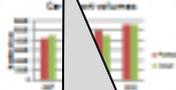
5



Port Peparad Docks

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*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

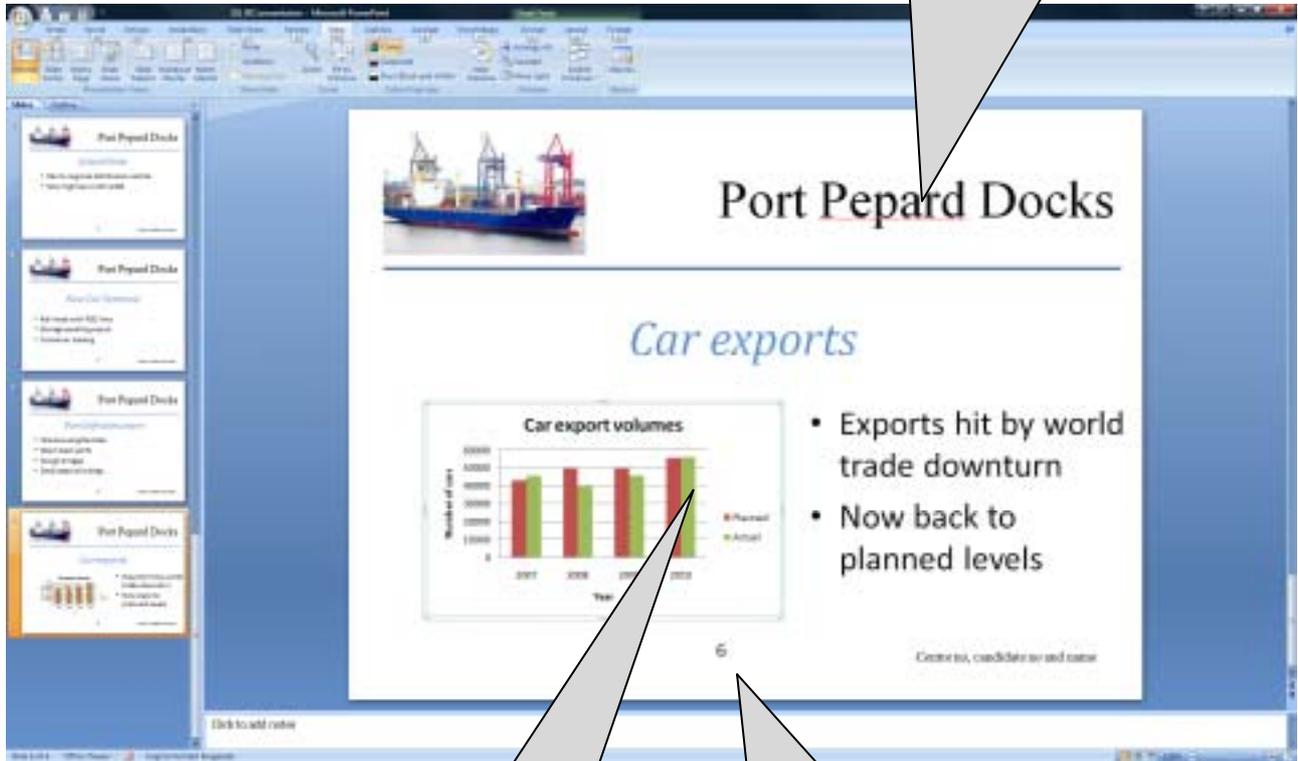


Chart as shown with both series identified 1 mark  
Vertical comparative bar chart 1 mark  
Chart titles created correctly with series labels displayed in full 1 mark  
Chart placed correctly 1 mark

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

Name \_\_\_\_\_ Candidate number \_\_\_\_\_ Centre number \_\_\_\_\_

# Dispatch manifest (port: Hamburg)

Calculated field and format currency euro +2dp 2 marks  
1 mark

Title – correct 1 mark

| VIN          | Model    | Power | Engine Size | Cost Price | Colour | Port    | Distributor | Delivered Price |
|--------------|----------|-------|-------------|------------|--------|---------|-------------|-----------------|
| 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 \_\_\_\_\_

Total cars for Germany 24

Records sorted on VIN 1 mark  
3 records added 3 marks

Count records 1 mark  
label 1 mark  
Candidate details on left 1 mark

|               |                                       |                 |              |
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Name

Candidate number

Centre 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!**

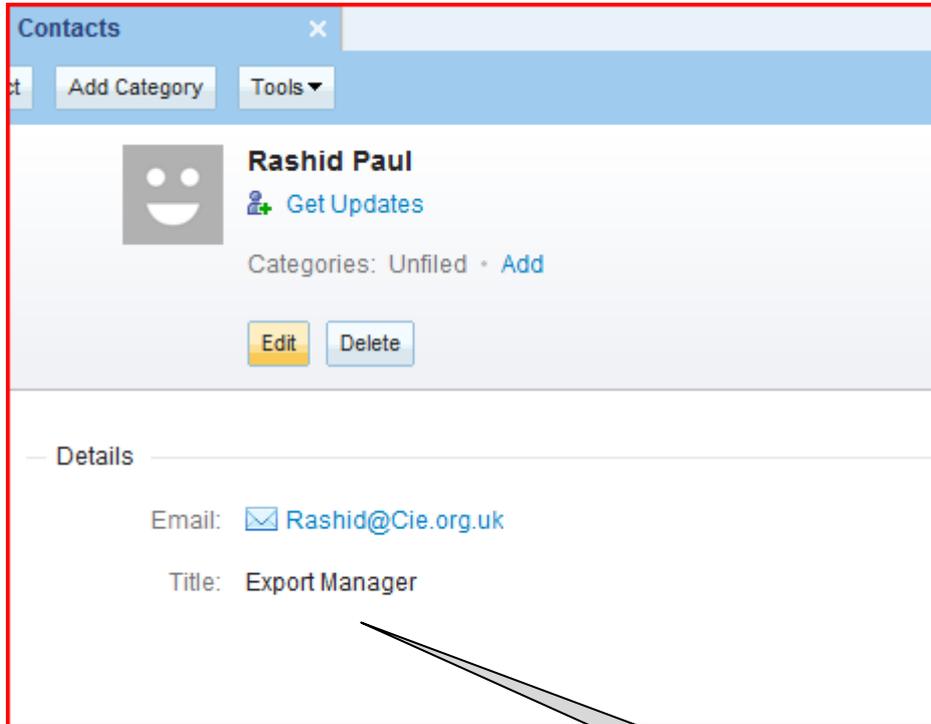
Check charge voltage before delivery  
 VIN: 377A15423010  
 Model: MicroEco  
 Port: Vigo  
 Distributor: EMD SA  
 Name, centre no, cand no

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

|               |                                       |                 |              |
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|                  |                  |               |
|------------------|------------------|---------------|
| Name             | Candidate number | Centre number |
| Candidate name   |                  |               |
| Centre number    |                  |               |
| Candidate number |                  |               |

Step 2 Contact entry:



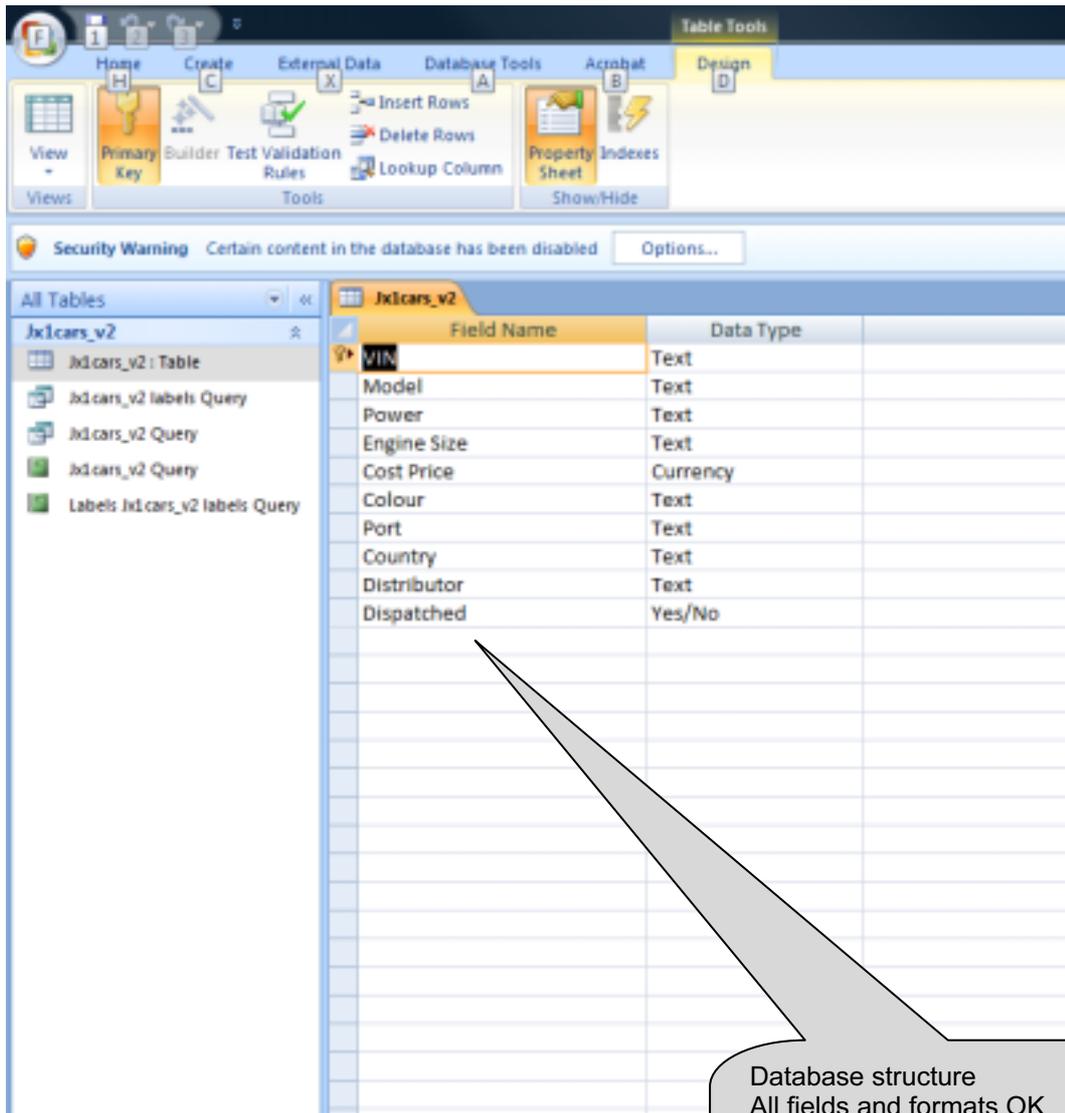
Add contact with job title2 marks  
 Rashid Paul  
[Rashid@cie.org.uk](mailto:Rashid@cie.org.uk)  
 Export Manager

Name

Candidate number

Centre 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

|                |                                       |                 |              |
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Name \_\_\_\_\_ Candidate number \_\_\_\_\_ Centre number \_\_\_\_\_

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

The screenshot shows an email composition window with the following details:

- To:** design.h@cie.org.uk
- Cc:** Rashid Paul <Rashid@Cie.org.uk>;
- Subject:** Port facilities report
- Content:** Candidate name  
Candidate number  
Centre number  
You will find the draft report attached.
- Attachment:** 1 File (290KB of 25MB)  
NX1PORT02JRXX.docx (289KB) [Remove](#)

A callout box in the center of the screenshot provides the following marking criteria:

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