

**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.

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# Developments at Port Pepard

Header

Name left cand no centre

Centre no right aligned 1 mark

## An important regional port

Image of a harbour,  
boat or port here

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 harbours 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. It has been developed for the export of goods 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

## Development

Port Pepard, 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 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.

Footer

File name right

Date left 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

With its bulk and break-bulk cargo. It also offers extensive back-up infrastructure, including warehousing facilities, open stack yards, 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 to make it a rail port. The rail port has 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

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

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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 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.

<u>Cars exported through Port Pepard</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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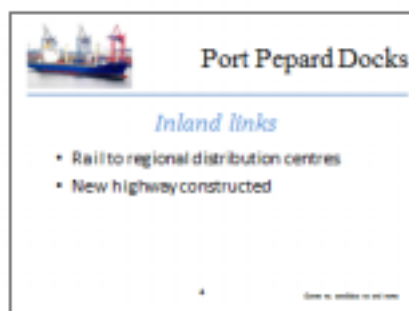
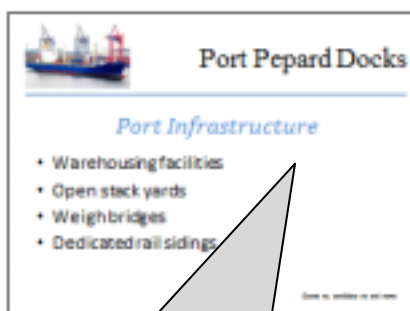
Centre number

3/10/2011

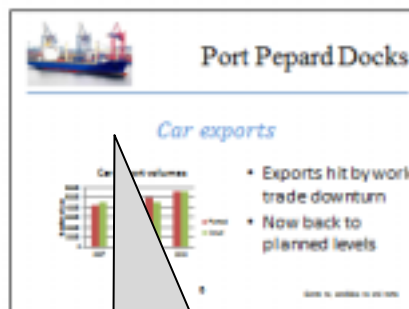
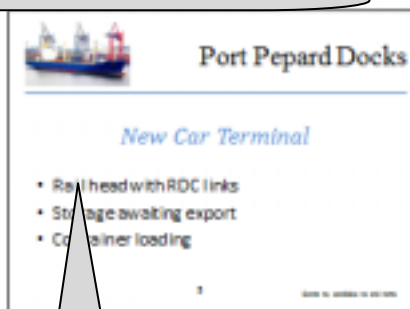
New slide as first slide with title and subtitle layout 1 mark  
Text correct 1 mark



Import  
Five slides 1 mark



Move slide Port Infrastructure to slide 3 1



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

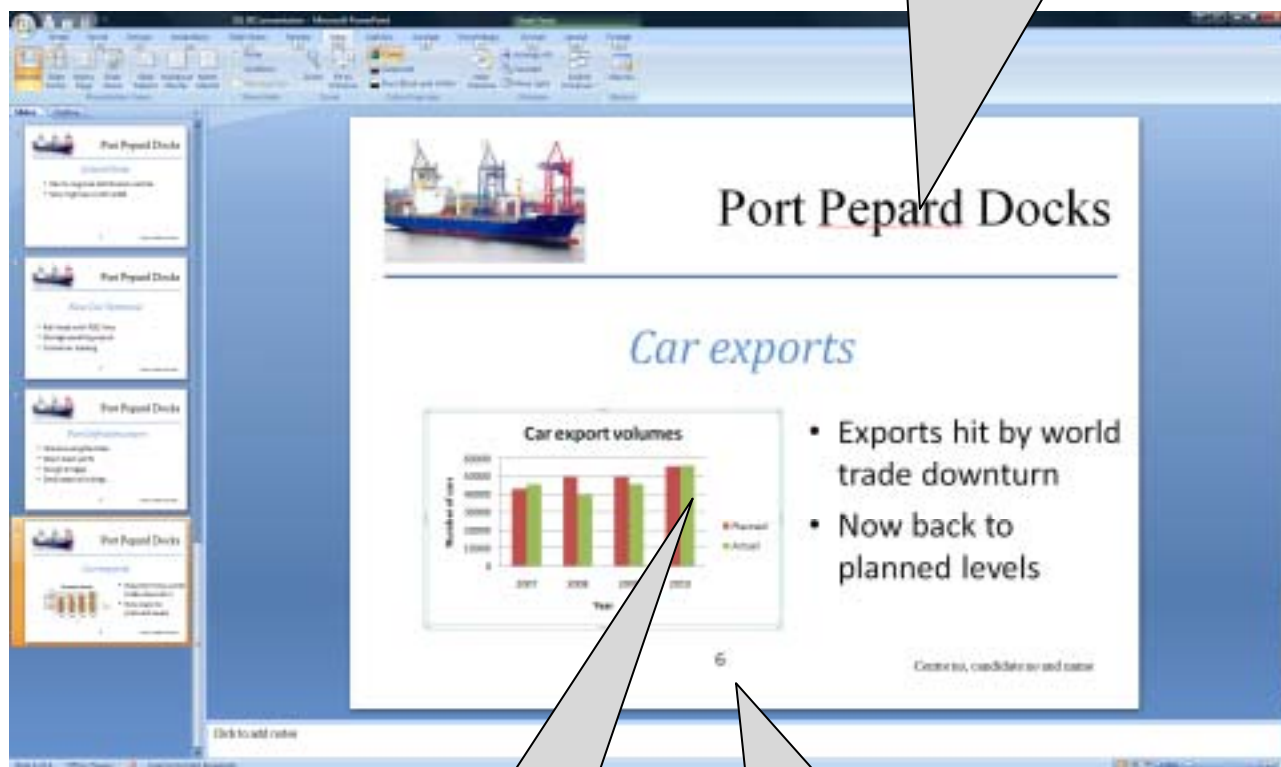


Chart as shown with both series identified  
Vertical comparative bar chart  
Chart titles created correctly with series labels displayed in full  
Chart placed correctly

1 mark  
1 mark  
1 mark  
1 mark

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

1 mark  
1 mark  
1 mark

Print  
Single slide

1 mark

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

## Dispatch manifest (port: Hamburg)

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)  
And Dispatched = No 1 mark  
1 mark

Name, candidate number, centre number

Total cars for Germany

24

Records sorted on VIN 1 mark  
3 records added 3 marks

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

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### 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:

**Contacts**

Add Category Tools

**Rashid Paul**  
 Get Updates  
 Categories: Unfiled • Add  
 Edit Delete

Details

Email: Rashid@Cie.org.uk  
 Title: Export Manager

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



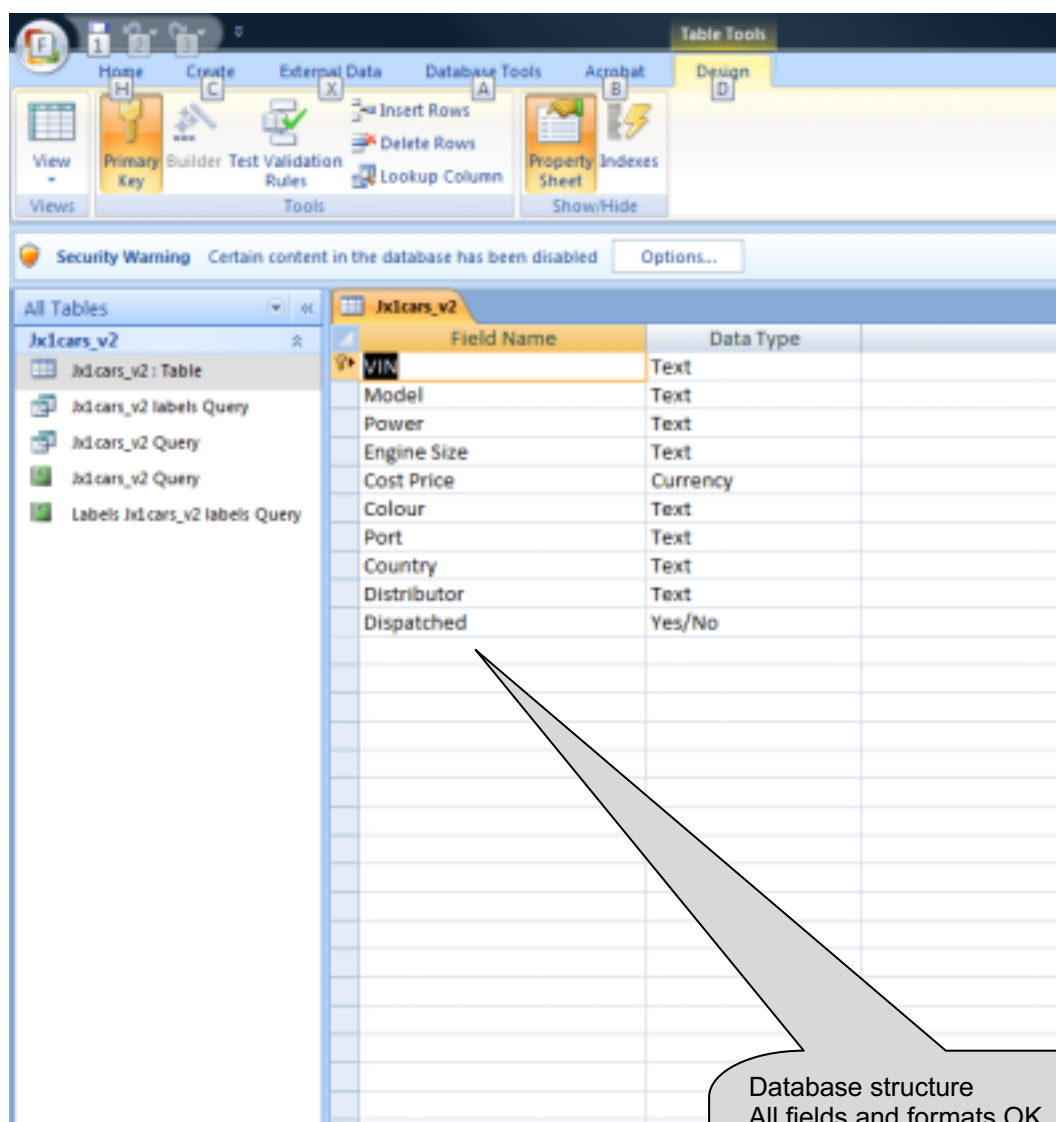
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Step 44 Database field structure screenshot here:



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
- Font:** Arial, size 10
- Text:**

Candidate name  
Candidate number  
Centre number  
You will find the draft report attached.
- Attachments:** 1 File (290KB of 25MB)  
NX1PORT02JRXX.docx (289KB) [Remove](#)

A large lightning bolt graphic is overlaid on the email body, with a callout box containing the following marking criteria:

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