

**MARK SCHEME for the May/June 2011 question paper
for the guidance of teachers**

**0417 INFORMATION AND COMMUNICATION
TECHNOLOGY**

0417/21

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 May/June 2011 question papers for most IGCSE, GCE Advanced Level and Advanced Subsidiary Level syllabuses and some Ordinary Level syllabuses.



Page 2	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

Dock facilities at Port Pepard

Report by: a name

A major regional port



The port is the largest in the north-western region of the country. It has a long coast line of over two thousand kilometres and is one of the busiest ports in the world.

existing ports in the forty locations. Many of these traditional harbours suited to the large container ships or bulk carriers. New sites have been found for development. The massive One such port has been built in this region. to handle the export of our new range of cars. These have been 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 south eastern 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 north western region. Its handling facilities are developed to manage the efficient transport of our 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 5 continents. With a 54% stake, APM Terminals is the largest shareholder.

Interfront

Title data entry, format and alignment 2 marks
Subtitle data entry, format and alignment 2 marks

on-dock rail facility with dedicated sidings to handle containers, bulk and break-bulk cargo. It also offers a range of services including bridges and dedicated rail sidings.

Section break placed correctly continuous same page 1 mark

Port Connectivity

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 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 network is the most competitive rail freight and transit times in the western coast. The hinterland

New subhead text entered OK 1 mark
Subheads identified +formatted, font, italic, 12pt sans-serif 1 mark

Body text 10 point serif, fully justified, 1.5 linespace 2 marks
Two columns 1 cm gap 1 mark

manufacturing plant.

Port Pepard has built an 11 kilometre long four-lane expressway connecting the port to the national highway. The Government has undertaken a project to construct a central spine road, extending up 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 network is the most competitive rail freight and transit times in the western coast. The hinterland

Footer
File name left
Date right 1 mark

Page 3	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

Port Limited and the Ministry of Railways. Port Pepard has an equal stake of 38.8% in PRCL. The Port can handle incoming and outgoing trains simultaneously and at present, 22 trains per day are handled on an average 2

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

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.

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

Table
Found and placed
1 mark
Cells merged 1 mark
Format top row text only to
centred and underlined 1 mark
Shading applied 1 mark
Font matches body 1 mark
All borders visible 1 mark

Page layout
A4 Portrait 1 mark
Margins all 2 cm
1 mark
No widows / orphans 1 mark
Consistent para spacing 1 mark
Document complete 1 mark

Page 4	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

2/8/2011

New slide as first slide 1 mark
Title and subtitle correct 1 mark

Port Pepard dock facilities



New port facilities

Car export docks reviewed

Port Pepard dock facilities



Port Handling Facilities

- Container port
- Bulk fertilisers
- Bulk liquids

Port Pepard dock facilities



Port Infrastructure

- Warehousing facilities
- Open stack yards
- Weigh bridges
- Rectified rail sidings

Port Pepard dock facilities



Inland links

- Rail to regional distribution centres
- New highway constructed

Import
Five slides 1 mark


Port Pepard dock facilities



New Car Terminal

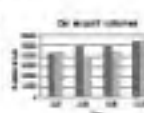
- Rail head with RDC links
- Storage awaiting export
- Container loading

Port Pepard dock facilities



Car exports

- Exports hit by world trade downturn
- Slow back to invited levels



Print
Handout slides 1 mark

Move slide to slide 3
Port Infrastructure 1 mark

1

Page 5	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21


Name and candidate number

Centre number

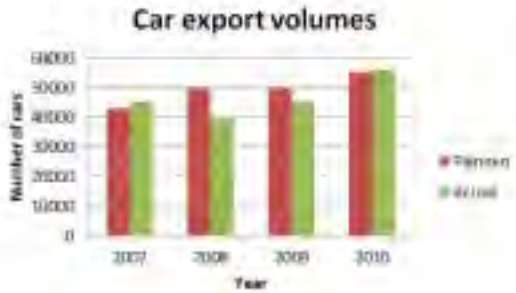
Port Pepard dock facilities

Car exports

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



Car export volumes



Year	Finland	Ireland
2007	42,000	45,000
2008	50,000	40,000
2009	50,000	45,000
2010	55,000	55,000

6
Centre on, candidate on and total

Master slide

All items created and appear on all slides

Correct image placed top right

1 mark

Thick horizontal line across slide below image

1 mark

Text **Port Pepard dock facilities** serif

1 mark

36 point black above line on left

1 mark

Name bottom right 12 point serif font

1 mark

Slide no bottom left

1 mark

No overlaps any text/image any slide

1 mark

Chart source identified

1 mark

Comparative vertical bar chart

1 mark

Chart titles created correctly and series labels displayed in full

1 mark

Chart placed correctly

1 mark

Print

Single slide 1 mark

Page 6	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

Dispatch manifest (port: Brest)

VIN	Model	Power	Engine Size	Cost Price	Colour	Port	Distributor	Delivered Price
365B15423017	MicroZed	D	1200	€1,100.00	Red	Brest	FMD SA	€1,300.00
365C15423016	MicroSE	H	900	€1,200.00	Red	Brest	FMD SA	€1,400.00
365C15423020	MicroZed	D	1200	€1,100.00	Red	Brest	FMD SA	€1,300.00
366A15423008	MicroSE			€1,200.00	White	Brest	FMD SA	€1,400.00
366B15423013	MicroZed	D	1200	€1,100.00	White	Brest	FMD SA	€1,300.00
366B15423017	Micro	G	600	€850.00	Gold	Brest	FMD SA	€1,050.00
366C15423014	MicroSE	H	900	€1,200.00	Gold	Brest	FMD SA	€1,400.00
367A15423013	MicroZed	D	1200	€1,100.00	Blue	Brest	FMD SA	€1,300.00
367B15423005	Micro	G	600	€850.00	Red	Brest	FMD SA	€1,050.00
367C15423005	MicroSE	H	900	€1,200.00	White	Brest	FMD SA	€1,400.00
371A15423015	MicroSE	H	900	€1,200.00	Green	Brest	FMD SA	€1,400.00
371A15423018	Micro	G	600	€850.00	White	Brest	FMD SA	€1,050.00
371A15423020	MicroZed	D	1200	€1,100.00	Green	Brest	FMD SA	€1,300.00
371B15423013	MicroB	G	500	€750.00	White	Brest	FMD SA	€950.00
371B15423014	MicroSE	H	900	€1,200.00	Silver	Brest	FMD SA	€1,400.00
371C15423008	MicroZed	D	1200	€1,100.00	Green	Brest	FMD SA	€1,300.00
371C15423011	MicroB	G	500	€750.00	Gold	Brest	FMD SA	€950.00
372A15423006	MicroEco	E	N/A	€1,300.00	Silver	Brest	FMD SA	€1,500.00
372A15423012	MicroEco	E	N/A	€1,300.00	White	Brest	FMD SA	€1,500.00
372A15423018	MicroEco	E	N/A	€1,300.00	Red	Brest	FMD SA	€1,500.00
372B15423001	MicroSE	H	900	€1,200.00	Silver	Brest	FMD SA	€1,400.00
372B15423014	MicroSE	H	900	€1,200.00	Gold	Brest	FMD SA	€1,400.00
372B15423016	MicroZed	D	1200	€1,100.00	Blue	Brest	FMD SA	€1,300.00

Title – correct 1 mark

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

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

Search = france (Brest) 1 mark
Dispatched = No 1 mark

Page 7	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

Page 1 of 2

13 January 2010

VIN	Model	Power	Engine Size	Cost Price	Colour	Port	Distributor	Delivered Price
372B15423017	MicroEco	E	N/A	€1,300.00	Gold	Brest	FMD SA	€1,500.00
372C15423009	MicroSE	H	900	€1,200.00	Blue	Brest	FMD SA	€1,400.00
372C15423011	MicroZed	D	1200	€1,100.00	Gold	Brest	FMD SA	€1,300.00
372C15423016	MicroZed	D	1200	€1,100.00	Red	Brest	FMD SA	€1,300.00
373A15423006	MicroEco	E	N/A	€1,300.00	Silver	Brest	FMD SA	€1,500.00
373B15423017	MicroEco	E	N/A	€1,300.00	Green	Brest	FMD SA	€1,500.00
374A15423002	Micro	G	600	€850.00	Blue	Brest	FMD SA	€1,050.00
374A15423006	MicroZed	D	1200	€1,100.00	Blue	Brest	FMD SA	€1,300.00
374A15423014	MicroSE	H	900	€1,200.00	White	Brest	FMD SA	€1,400.00
374B15423006	Micro	G	600	€850.00	Green	Brest	FMD SA	€1,050.00
374B15423015	MicroSE	H	900	€1,200.00	Silver	Brest	FMD SA	€1,400.00
374C15423011	MicroEco	E	N/A	€1,300.00	Silver	Brest	FMD SA	€1,500.00
375A15423003	MicroZed	D	1200	€1,100.00	Gold	Brest	FMD SA	€1,300.00
375B15423003	Micro	G	600	€850.00	Red	Brest	FMD SA	€1,050.00
375B15423019	MicroZed	D	1200	€1,100.00	Silver	Brest	FMD SA	€1,300.00
375C15423009	MicroSE	H	900	€1,200.00	White	Brest	FMD SA	€1,400.00
376B15423015	MicroB	G	500	€750.00	White	Brest	FMD SA	€950.00
376C15423002	MicroZed	D	1200	€1,100.00	Blue	Brest	FMD SA	€1,300.00
376C15423010	MicroSE	H	900	€1,200.00	Red	Brest	FMD SA	€1,400.00
377C15423010	Micro	G	600	€850.00	Red	Brest	FMD SA	€1,050.00

Name, cand no, Centre no

Total cars for France

43

13 January 2010

Records sorted (VIN) ascending 1 mark
3 records added
3 marks

Count records (43) 1 mark
label 1 mark
Candidate details on left 1 mark

0417_s11_ms_21

02/08/2011

Page 8	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

Warning

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

Warning

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

Warning

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

Warning

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

Warning

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

Warning

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

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

Warning

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

Warning

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

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

Page 9	Mark Scheme: Teachers' version	Syllabus	Paper
	IGCSE – May/June 2011	0417	21

Name and candidate number

Centre number

Candidate name	
Centre number	
Candidate number	

Step 2 Contact entry

Step 43 Database field structure screenshot here:

Step 52 Email details

Correct addresses
 To design.h@cie.org.uk 1 mark
 Cc Project Manager 1 mark
 Correct subject 1 mark
 and content 1 mark
 Document attached 1 mark