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 an extensive coastline 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 oil 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 the export of 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 quay length of over one thousand metres and accepts vessels of up to 14.5 metres draft. There is an on-dock rail facility with dedicated sidings to handle containers, bulk and break-bulk cargo. It also offers extensive back-up infrastructure, including warehousing facilities, open stack yards, weigh bridges and dedicated rail sidings.

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—Pepard Rail Corporation Limited—making it possible to offer the most competitive rail freight and transit times in the West Coast.

The hinterland capabilities have also been augmented with new scheduled services being provided to the new manufacturing plant. 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 outgoing goods and there is an extensive back-up infrastructure, including warehousing facilities, open stack yards, weigh bridges and dedicated rail sidings.

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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.

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<tr>
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<th>2009</th>
<th>2010</th>
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<td>50000</td>
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<tr>
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<td>39500</td>
<td>45500</td>
<td>56000</td>
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</table>
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
Master slide
Text Port Pepad Docks serif
48 point black above line on right  1 mark

Chart as shown with both series
defined 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>Model</th>
<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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### Calculated field and format currency euro +2dp
- **2 marks**

### Records sorted on VIN
- **1 mark**

### 3 records added
- **3 marks**

### Search Germany (Hamburg) And Dispatched ≠ No
- **1 mark**

### Count records
- **1 mark**

### Label
- **1 mark**

### Candidate details on left
- **1 mark**

### Name, candidate number, centre number
- **1 mark**

### Total cars for Germany
- **24**
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: 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

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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:

<table>
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<th>Field Name</th>
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<td>Text</td>
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<td>Power</td>
<td>Text</td>
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<td>Text</td>
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<tr>
<td>Cost Price</td>
<td>Currency</td>
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<td>Country</td>
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<td>Distributor</td>
<td>Text</td>
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<tr>
<td>Dispatched</td>
<td>Yes/No</td>
</tr>
</tbody>
</table>

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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5/09/2010
Step 53 Place a screenshot of the email showing attachment here:

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.

1 File (290KB of 25MB)

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