
GERMAN

9717/02

Paper 2 Reading and Writing

May/June 2019

MARK SCHEME

Maximum Mark: 70

Published

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 should be read in conjunction with the question paper and the Principal Examiner Report for Teachers.

Cambridge International will not enter into discussions about these mark schemes.

Cambridge International is publishing the mark schemes for the May/June 2019 series for most Cambridge IGCSE™, Cambridge International A and AS Level and Cambridge Pre-U components, and some Cambridge O Level components.

This document consists of **9** printed pages.

1 Generic Marking Principles

These general marking principles must be applied by all examiners when marking candidate answers. They should be applied alongside the specific content of the mark scheme or generic level descriptors for a question. Each question paper and mark scheme will also comply with these marking principles.

GENERIC MARKING PRINCIPLE 1:

Marks must be awarded in line with:

- the specific content of the mark scheme or the generic level descriptors for the question
- the specific skills defined in the mark scheme or in the generic level descriptors for the question
- the standard of response required by a candidate as exemplified by the standardisation scripts.

GENERIC MARKING PRINCIPLE 2:

Marks awarded are always **whole marks** (not half marks, or other fractions).

GENERIC MARKING PRINCIPLE 3:

Marks must be awarded **positively**:

- marks are awarded for correct/valid answers, as defined in the mark scheme. However, credit is given for valid answers which go beyond the scope of the syllabus and mark scheme, referring to your Team Leader as appropriate
- marks are awarded when candidates clearly demonstrate what they know and can do
- marks are not deducted for errors
- marks are not deducted for omissions
- answers should only be judged on the quality of spelling, punctuation and grammar when these features are specifically assessed by the question as indicated by the mark scheme. The meaning, however, should be unambiguous.

GENERIC MARKING PRINCIPLE 4:

Rules must be applied consistently e.g. in situations where candidates have not followed instructions or in the application of generic level descriptors.

GENERIC MARKING PRINCIPLE 5:

Marks should be awarded using the full range of marks defined in the mark scheme for the question (however; the use of the full mark range may be limited according to the quality of the candidate responses seen).

GENERIC MARKING PRINCIPLE 6:

Marks awarded are based solely on the requirements as defined in the mark scheme. Marks should not be awarded with grade thresholds or grade descriptors in mind.

2 Detailed Mark Scheme**Section 1**

Question	Answer	Marks
1(a)	Auto	1
1(b)	neue	1
1(c)	Großstädten	1
1(d)	unbeliebten	1
1(e)	Platz	1

Question	Answer	Marks
2(a)	– sie müssen.....einplanen	1
2(b)	– viele / vielfältige Gründe	1
2(c)	– entwickeln	1
2(d)	– Unfälle	1
2(e)	– dem Auto	1

Question	Answer	Marks
3(a)	<ul style="list-style-type: none"> • Es dauert morgens 61% länger • Abends sogar 70% 	2
3(b)	<ul style="list-style-type: none"> • 2 Autobahnen führen direkt an der Stadt vorbei • Stadt ist im Zentrum der internationalen Transitverkehre / Treffpunkt Ost- und Westeuropa 	2
3(c)	<ul style="list-style-type: none"> • Hohe Luftverschmutzung • Gesamter Verkehr geht durch die Innenstadt 	2
3(d)	<ul style="list-style-type: none"> • Autofahrer suchen einen Parkplatz und verursachen zusätzlichen Verkehr • Modernes Parkleitsystem 	2
3(e)	<ul style="list-style-type: none"> • Geschwindigkeit wird natürlich reguliert • Weniger Wartezeiten • Billiger • Weniger Unfälle • Keine starren Ampelphasen <p>(Any 4 of 5)</p>	4

Question	Answer	Marks
3(f)	<ul style="list-style-type: none"> • Fahrrad/zu Fuß zu gefährlich • Nahverkehr nicht gut entwickelt • Langes Warten beim Umsteigen/nicht koordiniert 	3

Quality of Language – Accuracy (Questions 3, 4 and 5)**[5]**

<p>5 Very good Consistently accurate. Only very few errors of minor significance. Accurate use of more complex structures (verb forms, tenses, prepositions, word order).</p>
<p>4 Good Higher incidence of error than above, but clearly has a sound grasp of the grammatical elements in spite of lapses. Some capacity to use accurately more complex structures.</p>
<p>3 Sound Fair level of accuracy. Common tenses and regular verbs mostly correctly formed. Some problems in forming correct agreement of adjectives. Difficulty with irregular verbs, use of prepositions.</p>
<p>2 Below average Persistent errors in tense and verb forms. Prepositions frequently incorrect. Recurrent errors in agreement of adjectives.</p>
<p>0–1 Poor Little or no evidence of grammatical awareness. Most constructions incomplete or incorrect. Consistent and repeated error.</p>

Additional marking guidance for Quality of Language – Questions 3 and 4

The five marks available for Quality of Language are awarded **globally** for the whole performance on each set of answers.

A concise answer, containing all mark-bearing components for content is scored on the full range of marks for language, i.e. length does not determine the Quality of Language mark.

Answers scoring 0 for content cannot contribute to the overall Quality of Language mark.

Identify the answer(s) scoring 0 for content in the whole set of answers. Then add together the number of Content marks available for each of these questions and reduce the Quality of Language mark according to the following table:

Total Content marks available on questions where a candidate scores 0	Reduce Quality of Language mark by:
2 or 3	1
4 or 5	2
6 or 7	3
8 or 9	4

Note: A minimum of one mark for Quality of Language should be awarded if there are any Content marks at all (i.e. 0 Language marks only if 0 Content marks).

[Total: 20]

Question	Answer	Marks
4(a)	<ul style="list-style-type: none"> • Mehr Integration • Weniger Autos • Fahrrad fördern <p><i>(Any 2 of 3)</i></p>	2
4(b)	<ul style="list-style-type: none"> • Es ist unkompliziert/normal • Abstellplätze • Radwege <p><i>Reject einfach</i></p>	3
4(c)	<ul style="list-style-type: none"> • City-Maut • Hohe Parkgebühren • Einige Straßen gesperrt <p><i>(Any 2 of 3)</i></p>	2
4(d)	<ul style="list-style-type: none"> • Nicht mehr im Mittelpunkt der Gesellschaft • Imageverlust • Junge Leute verzichten teilweise aufs Auto 	3
4(e)	<ul style="list-style-type: none"> • Verleihsysteme für Autos • Mitfahrzentralen 	2
4(f)	<ul style="list-style-type: none"> • Vielfältig/viele Möglichkeiten • schnell • Kostet weniger als Autobesitz 	3

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[Total: 20]

Question	Answer	Marks													
5	<p>Length of 5(a) + 5(b) (Summary and Personal Response)</p> <p>Writing within the maximum length is part of the task, and candidates who remain within the limit (140 words in total) deserve credit.</p> <p>Examiners make a rough estimate of the length by a quick calculation of the number of words on a line.</p> <p>If the piece is clearly too long, calculate the length more precisely.</p> <p>Insert the vertical wavy line <u>after</u> the 150th word to show the end of the response to be marked. </p> <p><u>Content marks: Summary</u></p> <p>The summary could include the following points (award 1 mark for each point covered up to a maximum of 10 points):</p> <table border="1" data-bbox="317 853 1313 1308"> <thead> <tr> <th><u>Autobesitz</u></th> </tr> </thead> <tbody> <tr><td>Zeitaufwendig/viele Staus/viel Verkehr</td></tr> <tr><td>Parkplatzsuche</td></tr> <tr><td>Nicht effektiv/Leute fahren allein</td></tr> <tr><td>Gefährlich für Radfahrer/Fußgänger</td></tr> <tr><td>Teuer (Maut/Parkplatz)</td></tr> <tr><td>(Luft)verschmutzung/Umweltschäden</td></tr> </tbody> </table> <table border="1" data-bbox="317 1344 1313 1731"> <thead> <tr> <th><u>Alternativen</u></th> </tr> </thead> <tbody> <tr><td>Verleihsysteme für Autos</td></tr> <tr><td>Mitfahrzentralen</td></tr> <tr><td>Nahverkehr (muss koordiniert werden)</td></tr> <tr><td>Kombination verschiedener Verkehrsmittel/Integration per App/Handy</td></tr> <tr><td>Ausbau Radnetz/Verleihsysteme; Rahmenbedingungen</td></tr> </tbody> </table>	<u>Autobesitz</u>	Zeitaufwendig/viele Staus/viel Verkehr	Parkplatzsuche	Nicht effektiv/Leute fahren allein	Gefährlich für Radfahrer/Fußgänger	Teuer (Maut/Parkplatz)	(Luft)verschmutzung/Umweltschäden	<u>Alternativen</u>	Verleihsysteme für Autos	Mitfahrzentralen	Nahverkehr (muss koordiniert werden)	Kombination verschiedener Verkehrsmittel/Integration per App/Handy	Ausbau Radnetz/Verleihsysteme; Rahmenbedingungen	
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Content marks: Response to the Text / Persönlicher Standpunkt**[5]**

Marked like a mini-essay according to the variety and interest of the opinions and views expressed, the response to the original text stimulus and the ability to express a personal point of view.

<p>5 Very good Varied and interesting ideas, showing an element of flair and imagination, a capacity to express a personal point of view.</p>
<p>4 Good Not the flair and imagination of the best candidates, but work still shows an ability to express a range of ideas, maintain interest and respond to the issues raised.</p>
<p>3 Sound A fair level of interest and ideas. May concentrate on a single issue, but there is still a response to ideas in the text.</p>
<p>2 Below average Limited range of ideas; rather humdrum. May disregard the element of response to the text, and write a largely unrelated free-composition.</p>
<p>0–1 Poor Few ideas to offer on the theme. Banal and pedestrian. No element of personal response to the text. Repeated error.</p>

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