

Unless you are permanently telecommuting, you have all experienced the new route in and out of our beautiful organisation.

There is no doubt that the civil engineers who devised this route have put a lot of thought into it. Personally, I have the impression that they were inspired by the painful evolution of mobility in Geneva to make their plan.

So, for the entrance, a road, I mean a tarred road, narrow and only accessible from a one-way road.

Well, let's face it.... it was jamming every morning in front of the usual entrance.

You'll note in passing the superb temporary guardhouse set up for the guards with their wobbly construction site toilet attached. You should know that our security friends do not have a water point at their disposal, neither to drink nor to wash their hands (and it's not for lack of having asked insistently).

Let's move on.

Now, concerning the exit, everyone has been able to experience with anguish the "automatic" barrier. It is functional, yes, it is, I assure you: you have to drive to the white line so that your car is on the magnetic loop that triggers the gate and don't move! Like in Jurassic Park, if you don't move, it won't hurt you. The engineers have thought of everything and there is certainly a very good reason why they have installed it so close to the gate... (although I am still looking)

Once opened, you can go through, but if it's jammed in front of you, don't go through or you'll get a big scare for your body. In principle, there are sensors that prevent the barrier from closing, but if they work as well as the magnetic loop, there is reason to doubt.

Finally, if you are on a two-wheeler, don't ride up the queue to be at the front. The metal mass of your faithful steed is not important enough to trigger the opening of the gate. (Another calculation worthy of an engineer from the city of Geneva!)

I'm telling you, when I go through this barrier, I feel like I'm getting out of prison... and then we're surprised that the civil servants aren't happy ©?

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