

GENERAL AGREEMENT ON TARIFFS AND TRADE

UNDERGROUND CAR PARK

1. During its meeting of October 1984 the Committee on Budget, Finance and Administration was told that "In view of the fact that the parking at the Chemin des Mines (229 places) would no longer be available after June 1987, the Fondation des Immeubles pour les Organisations Internationales (FIPOI) recently informed the Director-General that an underground garage would be built between the GATT headquarters building and the lake in order to overcome the serious parking problems which would otherwise result. Construction would commence in 1985.^{1/} The Director-General wished the Committee to have advance warning of possible repercussions on future GATT budgets." (document L/5699 of 26 October 1984)
2. Like the "Chemin des Mines" car park the new underground garage would be shared between GATT and HCR.^{2/} It would offer a total of 345 places on three levels. The access would be located in front of the HCR entrance.
3. No up-to-date estimate of costs or likely rental are available. However, the construction cost as estimated by FIPOI in January 1985 amounted at that time to some Sw F 9.5 million. FIPOI being a non profit making foundation, GATT and HCR can expect to be charged only on a recuperation-of-costs basis.
4. The work could last some 24 months if no major technical problems arise. During this period there would be some serious problems. Digging would be noisy and possibly polluting. This could make it difficult or impossible to organize some conferences and meetings in the Centre William Rappard. The necessity for GATT to use the International Conference Centre more frequently has already been mentioned to FIPOI.
5. Two separate leases - one for GATT and one for HCR would be established - so that GATT would have no financial responsibility for the space it did not use. This has been accepted in principle by both FIPOI and HCR.
6. In view of the volume of parking space required for delegates attending meetings at GATT and for GATT staff members and of the lack of further parking facilities in the vicinity of the Centre William Rappard, no other alternative to the construction of an underground car park exists.

^{1/} The work could begin in the first half of 1986.

^{2/} It might also be necessary to reserve a small number of parking places for the Graduate Institute of International Studies.