

History of the ports of Paris

Published on 1/06/2023 - Updated 19/03/2024

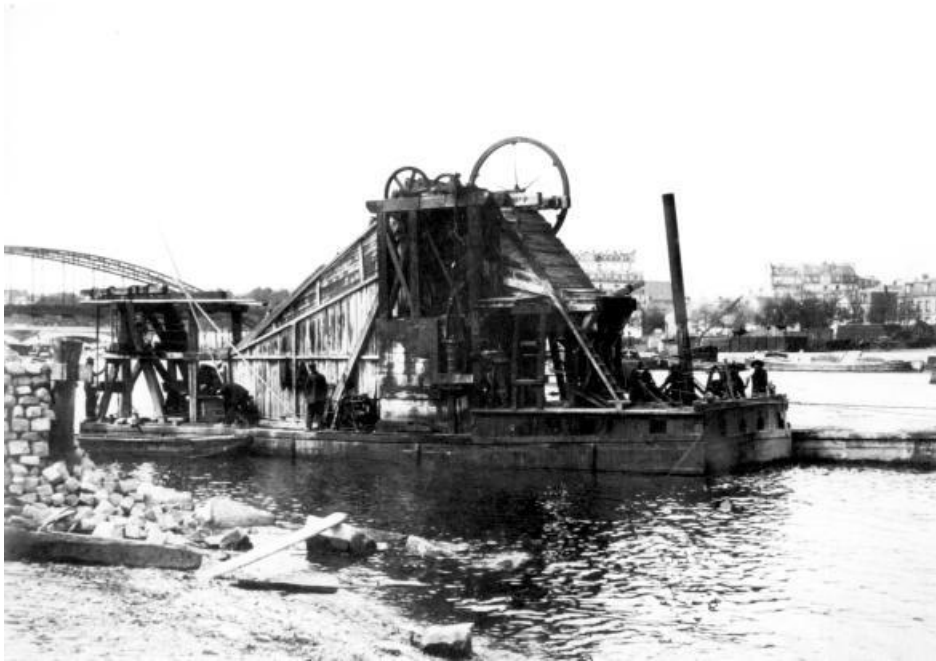
From Lutetia to Paris

- Around **250 BCE** the Parisiis, a Gallic tribe, establishes itself and begins to control traffic on the Seine.
- **52 BCE**: Lutetia is born. The two branches of the river encircling the Ile de la Cité are joined by two wooden bridges, the Petit-Pont to the south and the Grand-Pont to the north.
- **300 CE**: Lutetia becomes Paris.



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The ports of Paris in the Middle Ages



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- **12th century:** a location on the Ile de la Cité is designated as the port of Notre-Dame (now better known as Saint-Landry port).
- **1141:** development of the port de Grève.
- **1170:** King Louis the Young grants a monopoly on Seine river transport between Mantes and Paris to the Hanse of the Water Merchants.
- **1270:** creation of Louvre port (now better known as Saint-Nicolas port).
- **From 1270 to 1389:** construction of Tournelle and Grenelle ports.

The ports of Paris in the 16th to 18th centuries

- The 16th century brings radical change as horizons widen with the discovery of the New World. Industry begins to develop. François I creates the port of Le Havre in 1517 and encourages maritime commerce.
- **1500:** Formation of an upstream river basin and a downstream river basin each with associated construction works.
- In the 17th century the ports of Conti Quay and the Invalides are constructed. In a text dated **1634** there is mention for the first time of a location at Javel where craft can be beached.
- **1720:** Louis XIV authorises the creation of Gros Caillou port.
- **1800:** Napoléon decides to create a port at La Villette with water coming from the Ourq Canal and to open a canal to Saint-Denis and Pontoise. At the same time the construction of the Seine quays intensifies.
- **1893:** Mirabeau bridge is constructed, dividing Javel port into two: Upper Javel upstream and Lower Javel downstream.

The ports of Paris from the 19th century to the present day

- **1879:** a river transport masterplan is promoted by Charles de Salses de Freycinet. Over a period of 20 years, work is continuous on the river to deepen and widen its navigation channels.
- **1899:** inauguration of Ivry port.
- **1905:** the port aux Cygnes is renamed Bourdonnais port.
- **1910:** continuous rain causes the Great Flood of 1910.
- **After the 1910 Paris flood,** a committee is set up to consider plans for a new port downstream from Paris: Gennevilliers. It is only after the Second World War that basins 1, 2 and 6 (1946) enter service. Basin 5 is officially opened in 1955.
- During **the First World War**, developments are ongoing to ensure continuity of supplies. Work is carried out to connect all the ports to the rail network and a port is created at Bonneuil (1915).
- **1912:** creation of the National Navigation Office (ONN) later renamed the National Waterways Authority (VNF).
- **1956:** the Bateaux Parisiens line is formed.
- **1970:** creation of Paris Port Authority and inclusion of Bonneuil port within the remit of the Authority.
- **1971:** work begins on the creation of Évry port.
- **1974:** creation of Paris Terminal as an Economic Interest Grouping at Gennevilliers port. In 1979 the first 25 containers are unloaded there after arriving from Le Havre.
- **1975:** Initial acquisition of 18 hectares by Paris Port Authority on a site 40km to the north of Paris: creation of Bruyères-sur-Oise port.
- **The 1980s:** creation of Limay-Porcheville port.
- **1994:** launch of a weekly container transport service between Le Havre and Gennevilliers by Logiseine, a logistics firm.
- **1995:** the Paris Terminal Economic Interest Grouping is renamed Paris-Terminal SA.
- **1996:** Gennevilliers becomes home to Grands Moulins de Paris.
- **2012:** creation of HAROPA as an Economic Interest Grouping comprising the ports of Le Havre, Rouen and Paris.
- **1 June 2021:** creation of HAROPA PORT.



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