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The Pointe Jarry terminal : A Port Trajectory

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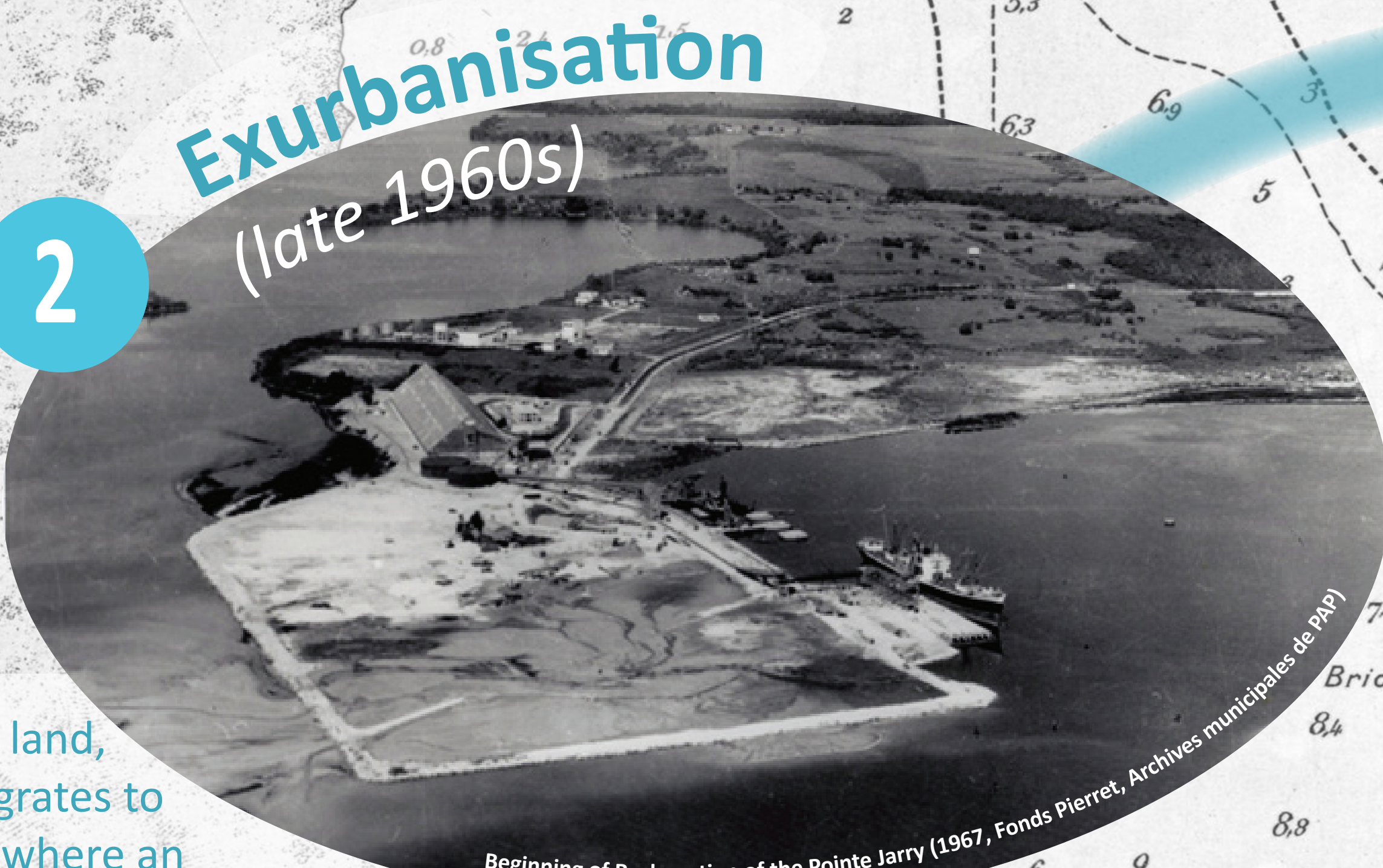
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The Pointe Jarry terminal

A Port Trajectory

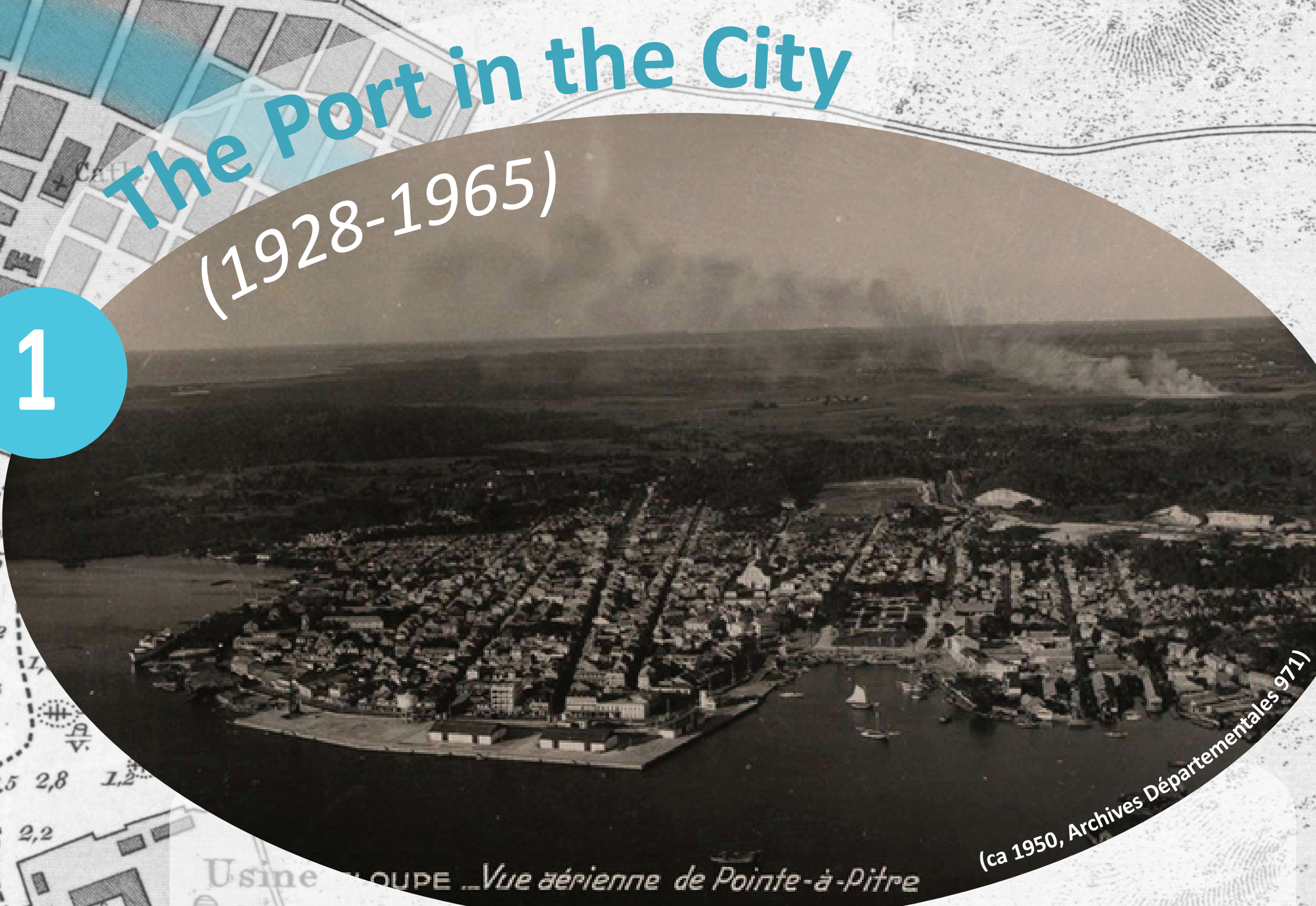
Charlotte LAFFARGUE, Iwan LE BERRE, Colette RANELY VERGE-DEPRE, Roméo TERRAL

The Geohistorical analysis of Port Guadeloupe aims to reconstruct the main stages of its development and its main drivers. This poster shows the genesis and evolution of Jarry's container terminal.



2 Exurbanisation (late 1960s)

In search of land, the port migrates to Jarry Point, where an industrial-port area is developed. A sugar wharf and a tanker pier are built as early as 1967.



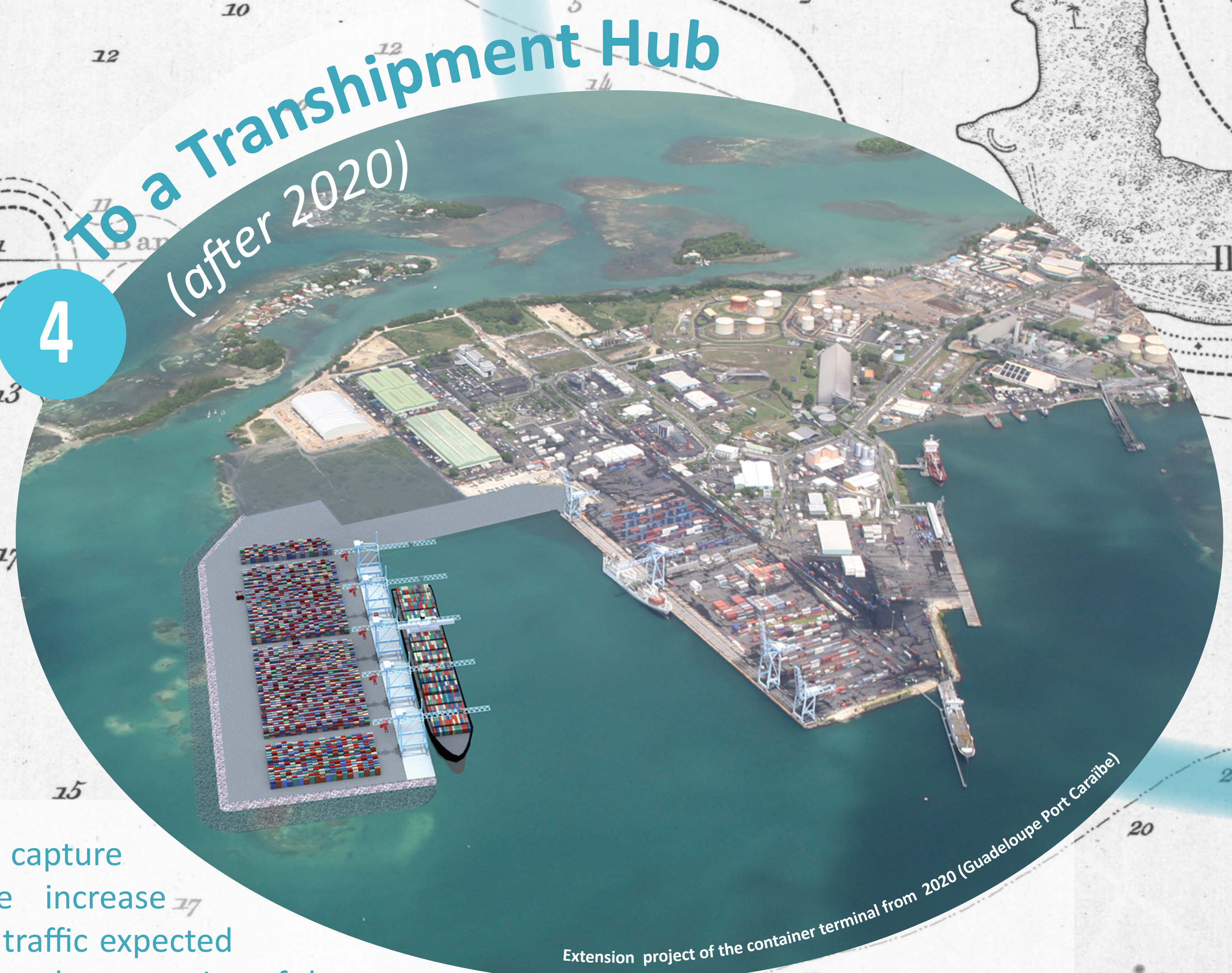
1 The Port in the City (1928-1965)

After 1946 and the departmentalization of Guadeloupe, the port of Pointe-à-Pitre extends to the North and is equipped with new wharves. But it becomes too narrow and obsolete due to increased traffic in the 1960s.



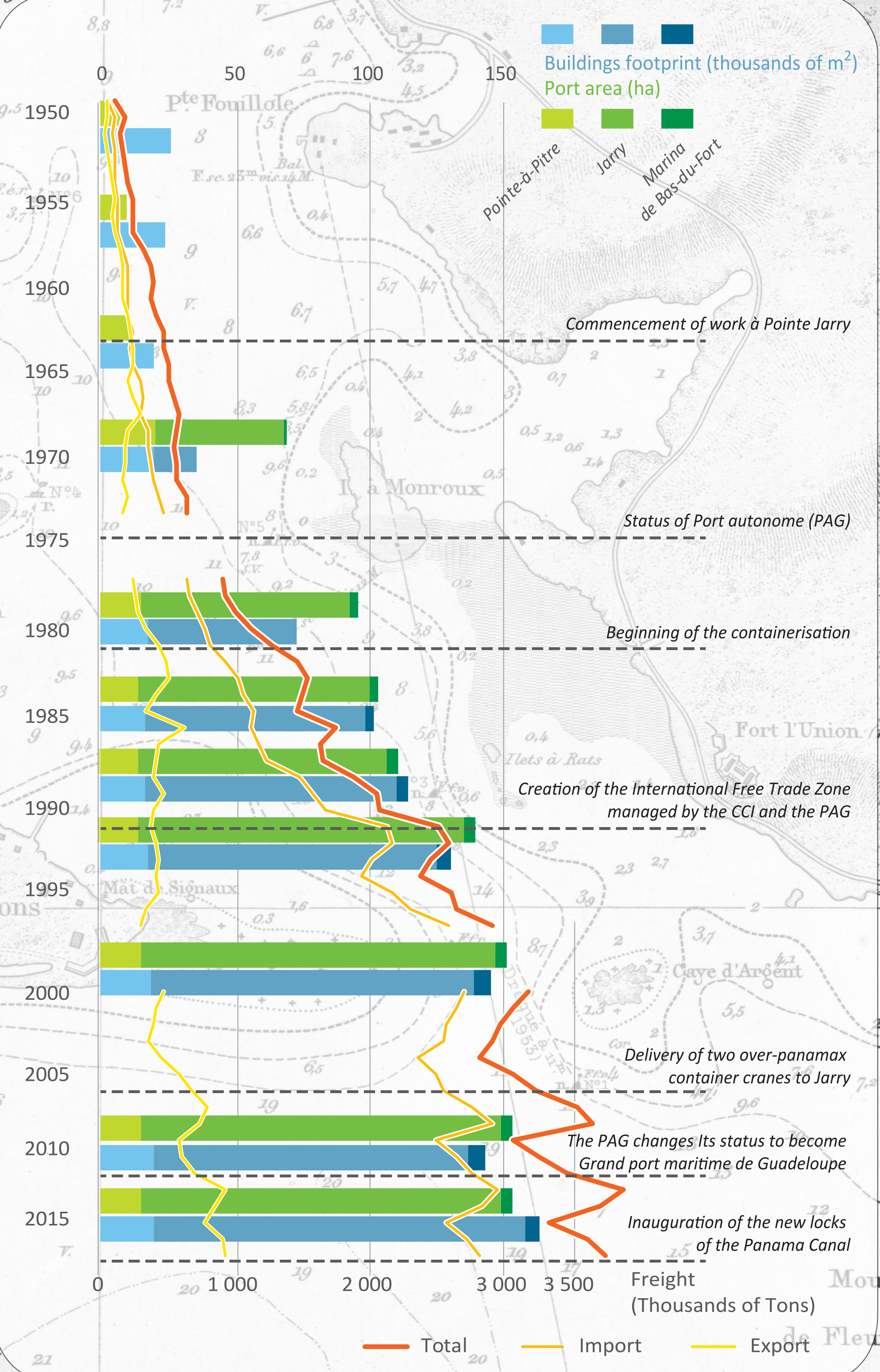
3 Containerisation (from the 1980s)

The complete containerisation of traffic between the French West Indies and the metropolis, led to the development of a terminal equipped with two container quay Cranes of 30 tons.



4 To a Transshipment Hub (after 2020)

To capture the increase in traffic expected after the expansion of the Panama Canal, the Jarry terminal needs to be expanded. The project involves a storage platform of 25 ha, 350 m of deep water docks, to accommodate vessels with a draft of 15 m.



Several events and trends had influenced the evolution of the Port. Is the extension of Jarry terminal a *founding event*? It is not yet clear, as other drivers remain to be studied: e.g. port-city and port-local authorities relationships, the evolution of port employment, companies network, and shipowning strategies (see TRAFIC project).