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► **To cite this version:**

Charlotte Laffargue, Iwan Le Berre, Colette Ranély Vergé-Dépré, Roméo Terral. The Pointe Jarry terminal: A Port Trajectory. International Symposium of Labex DRIIHM - 2019 Inter-Disciplinary Research Facility on Human-Environment Interactions, Oct 2019, Lyon, France. 2019. halshs-02320391

**HAL Id: halshs-02320391**

**<https://shs.hal.science/halshs-02320391>**

Submitted on 18 Oct 2019

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# The Pointe Jarry terminal

## A Port Trajectory

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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)



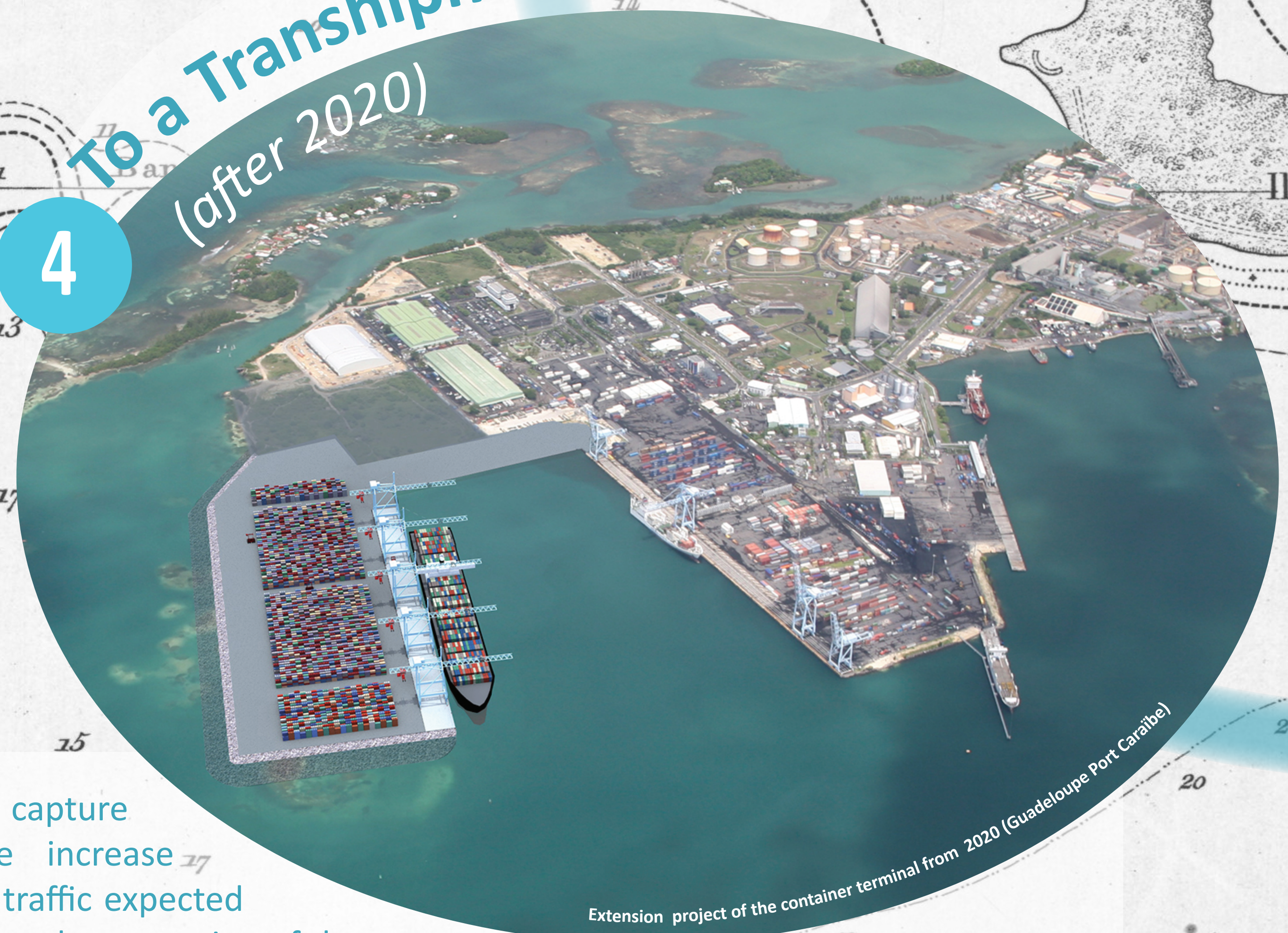
After 1946 and the departmentalization of Guadeloupe, the port of Pointe-à-Pitre extends to the North and is equipped with new wharves. But it becomes too narrow and obsolete due to increased traffic in the 1960s.

### 3 Containerisation (from the 1980s)

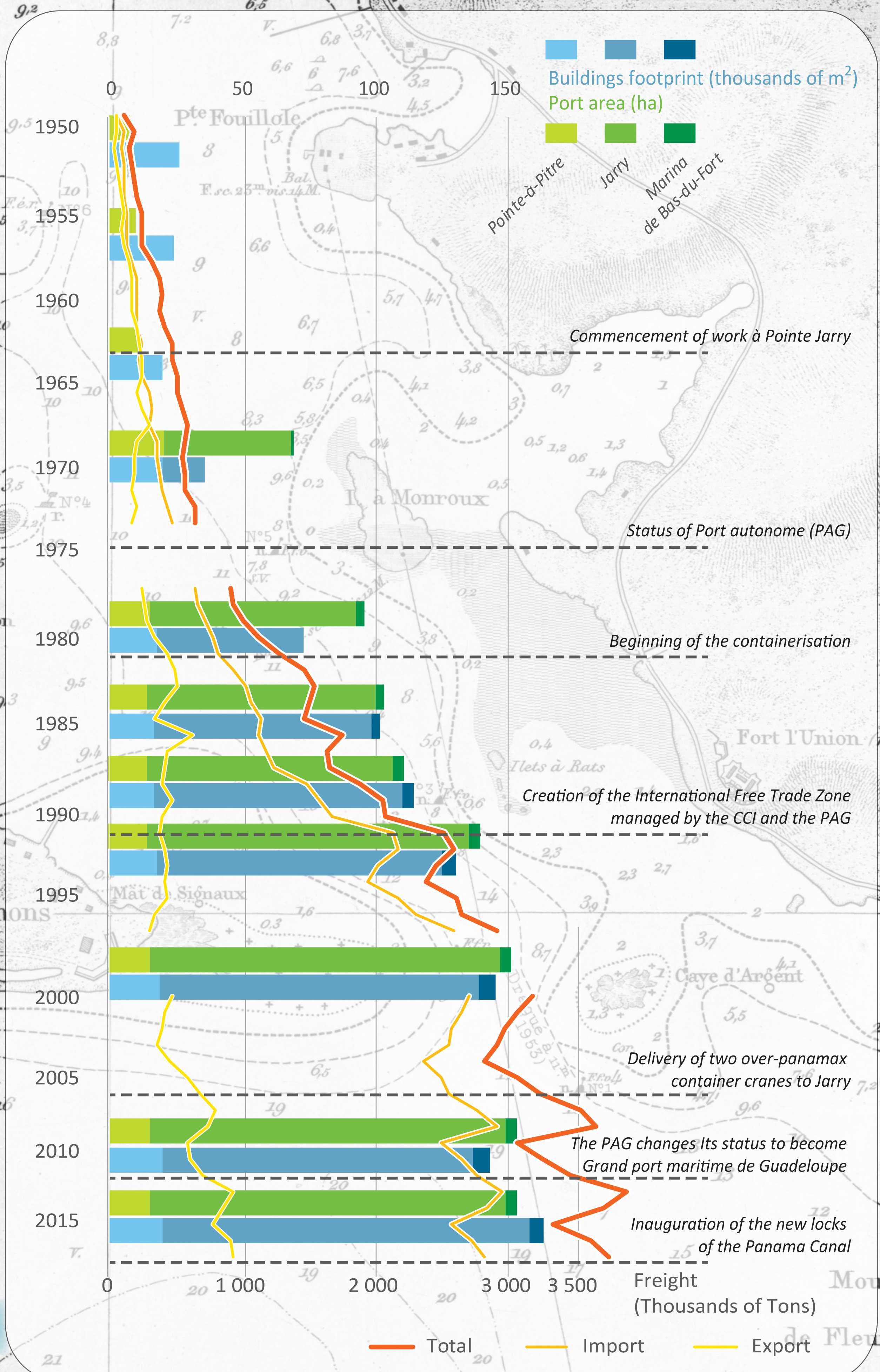


The complete containerisation of traffic between the French West Indies and the metropolis, led to the development of a terminal equipped with two container quay Cranes of 30 tons.

### 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).