Cruising on Paris canals
For fifteen years, shoreline residents and tourists have been discovering or rediscovering the canals of Paris. As singular works of art bringing in nature to the city, today the canals are a popular haunt, a driver of the urban regeneration of the lands they cross through and an ecological corridor of great interest. They also constitute welcome cool areas and provide a solution to the challenges of urban logistics.

Splayed out across 5 Paris arrondissements, 43 communes, 5 departments and 2 administrative regions, the Parisian canals serve as a link between Paris, the Metropolis, and the Île-de-France and Hauts-de-France regions. The diversity of the landscapes and atmospheres along the canals make them a key tourism element for the eastern part of Paris and the Île-de-France region so much that the City of Paris strives to raise their awareness. Seasonal events with growing popularity have taken root along them: “Paris Beach”, “The Summer of the Canal — Festival of Ourcq”, “Culture at the Wharf”. Adjustments to the banks enhance the exploration of the canals, by foot or cycling. Cruise offers increase every year.

The “Boaters’ Guide” was designed to allow anyone navigating, boaters in priority, to better know the river network of the City of Paris and to organise themselves accordingly in order to make the most of it. This practical guide offers advice, technical information on the operations of these navigable “aqueducts” as well as maps that help establish one’s position while navigating through the Ourcq Canal or Saint Denis Canal.

I am pleased to invite each one of you to go explore the wealth of resources offered by the canals of Paris, spanning 130 km, while enjoying the serenity that walking along water provides.

Happy boating!

Célia Blauel
Deputy Mayor of Paris, in charge of environment, sustainable development, water, canal policies and the territorial climate & energy plan.
OVERVIEW
The river network of the City of Paris

A FEW RULES TO BE OBSERVED
River navigation code and environmental protection

THE RIVER NETWORK AND BOAT CHARACTERISTICS
Where to navigate based on the size of your boat?

SIGNS : A FEW REMINDERS
Lights, panels and markings

REGULATIONS FOR THE WATERWAY
Speed, tolls, stops, stopovers and mooring

BOATERS’ LANGUAGE
The navigator’s primer

NAVIGATION
The navigation rectangle and its vocabulary

HOW TO USE THE CANALS
Navigating through bridges and locks
Tips
Lock operations: explanatory diagram

MAP OF THE RIVER NETWORK
Presentation and sections of the river network in maps
Map key
Saint Martin Canal
Saint Denis Canal
The Ourcq Canal
The Ourcq River

SERVICES OFFERED

KEY PHONE NUMBERS AND ADDRESSES
Overview

A unique case in France, the City of Paris owns a river network spanning 130 kilometres of waterways located in five departments and two administrative regions.

Managed and maintained by the Canals Service, this network is comprised of the following canals:

- Saint Martin Canal, fully within Paris, from the La Villette Basin to Bastille;
- Saint Denis Canal, from Paris (19th arrondissement) to Saint-Denis (Seine-Saint-Denis);
- the Ourcq Canal, from Mareuil-sur-Ourcq (Oise) to Paris (19th arrondissement);
- the canalised Ourcq River, from Silly-la-Poterie (Aisne) to Mareuil-sur-Ourcq (Oise);
- the Clignon Canal, bordering the Aisne, Oise and Seine-et-Marne departments.

This network operates as follows:

- **freight transport** on the wide-gauge network (Saint Martin Canal, Saint Denis Canal and part of the Ourcq canal until Sevran);
- **drinking water supply** for the City of Paris;
- **river tourism**.

When navigating, you will discover vastly varying areas with the Parisian atmosphere of Saint Martin Canal, mariners’ activities on Saint Denis Canal, and, lastly, the countryside bordering the Ourcq Canal for small crafts, located only a few kilometres away from Paris.

This document is not a tourism guide. Its sole purpose is to help you navigate in order to make the most of your cruise.
A few rules ...

Along the Parisian canals, you will discover significant landmarks (the Bastille column, the Saint Denis Basilica, the Stade de France stadium, Museum of the Great War in the Meaux Region, the pumping stations of Trilbardou and Villers-les-Rigault, etc.) combined with a rich natural heritage abounding with fauna and flora.

Generally speaking, navigation should occur in the middle of the channel.

Approaching traffic occurs like on the road by keeping to your right. They can only occur if the channel is wide enough. Upstreamers¹ must give way to downstreamers².

Commercial boats have absolute priority over leisure boats.

Overtaking can only be undertaken if the manoeuver is not dangerous. The “overtaken” reduces their speed to facilitate the overtaking. Overtaking occurs on the left, like on the road.

Respect the signs and speed limit of 6 km/hour.

At night, or in foggy weather, boats must switch on their signal lights.

Caution! Night navigation is prohibited on the Ourcq Canal for small crafts.

¹ Upstreamer, ² Downstreamer ➤ See page 18
... to be observed.

The landscape and the territory are part of a common heritage. The Canals Service is certified ISO 14001\(^1\) for its management and its overall activities. Protecting nature and the environment concerns everyone. Boaters, who love these sites, here are a few traffic rules and rules of good conduct to be observed.

**Rules of good conduct**

Respect the rules of courtesy towards other users (fishermen, inland waterway operators, navigation agents, neighbouring residents, etc.). Feel free to slow down and deviate if necessary.

- Do not throw anything into the water and do not leave anything on the banks. Take all your litter with you or deposit it in the facilities provided for this purpose.
- Respect the 6 km/hour speed limit.
- Do not cause damage to the banks.
- Respect riverside properties.
- On water, sound travels far – keep that in mind!
- Preserve the surrounding fauna and flora.
- Slowdown in the presence of small crafts.

\(^1\) ISO 14001 ➤ See page 18
The River Network of the City of Paris

Saint Denis Canal
- 6.6 km
- 7 locks
- 3 moveable bridges

Ourcq Canal
- 97 km
- 6 locks
- 1 moveable bridge

Saint Martin Canal
- 4.5 km
- 9 locks
- 2 moveable bridges

Saint Denis Lock
KP 6.730

Porte de Paris Lock
KP 4.600

Vertus Lock
KP 3.190

Aubervilliers Lock
KP 2.180

4 Chemins Lock
KP 1.300

Flandre Bridge Lock
KP 0.090

PARIS

Clayette-Souilly
Moveable Bridge
Air draft: 2.90 m
in high position

1

SEINE-SAINTE-DENIS

PARIS

Arsenal Marina

Arsenal Lock
KP 4.490

Morts Lock
KP 0.700

Récollets Locks
KP 1.260

Temple Locks
KP 1.780

Arsenal Lock
KP 4.490

La Villette Basin
KP 0

Saint Lazare Lock
KP 54.910

Crimée Lift Bridge
KP 0.776

CLAYE-SOUILLY

MAREUIL-LES-MEAUX

MEAUX

LES PAVILLONS

S/S BOIS

MEAUX

MARNE-RIVER

FRESNES-SUR-MARNE

La Villette Basin
KP 0

Arsenal Port (Bastille)

Size threshold
PK 11.065

SEINE-SAINT-DENIS

PARIS

Wide-gauge section

Underground portion

Small crafts

MAREUIL-LES-MEAUX

LES PAVILLONS

S/S BOIS

PARIS

Saint Lazare Lock
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Crimée Lift Bridge
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La Villette Basin
KP 0

Arsenal Port (Bastille)

Size threshold
PK 11.065

SEINE-SAINT-DENIS

PARIS

Wide-gauge section

Underground portion

Small crafts
### Maximum Dimensions for Boats, Pushed Convoys and Floating Crafts

<table>
<thead>
<tr>
<th>Sectors</th>
<th>Kilometre points</th>
<th>Width (m)</th>
<th>Length (m)</th>
<th>Air draft (m)</th>
<th>Draught (m)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Saint Martin Canal</td>
<td>0.000 – 4.500</td>
<td>7.50</td>
<td>40.70</td>
<td>4.27</td>
<td>1.90</td>
</tr>
<tr>
<td>Saint Denis Canal</td>
<td>0.000 – 6.600</td>
<td>8.00</td>
<td>61.50</td>
<td>4.44</td>
<td>3.00 (6th reach to the 3rd reach) 2.60 (1st and 2nd reaches)</td>
</tr>
<tr>
<td>Ourcq Canal</td>
<td>0.000 – 11.065</td>
<td>8.00</td>
<td>61.50</td>
<td>4.09</td>
<td>2.60</td>
</tr>
<tr>
<td>La Villette Basin to Pavillons-sous-Bois</td>
<td>11.065 – 64.500</td>
<td>3.70</td>
<td>28.50</td>
<td>2.30</td>
<td>0.80</td>
</tr>
<tr>
<td>Pavillons-sous-Bois to downstream Varreddes</td>
<td>64.730</td>
<td>3.10</td>
<td>28.50</td>
<td>2.90</td>
<td>0.80</td>
</tr>
<tr>
<td>Varreddes Lock</td>
<td>64.730</td>
<td>3.10</td>
<td>28.50</td>
<td>2.20</td>
<td>0.80</td>
</tr>
<tr>
<td>Canalised Varreddes</td>
<td>96.780 – 108</td>
<td>3.70</td>
<td>28.50</td>
<td>2.60</td>
<td>0.80</td>
</tr>
<tr>
<td>Clignon Canal</td>
<td>93.400 over 1.2 km</td>
<td>3.20</td>
<td>12</td>
<td>2.95</td>
<td>0.60</td>
</tr>
<tr>
<td>Number</td>
<td>Description</td>
<td>Details</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>--------</td>
<td>-------------</td>
<td>---------</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Speed limited to 6 km/hour.</td>
<td>2. Obligation to navigate 5 metres away from the bank. 3. Call the lock on channel 20.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1,90</td>
<td>Draught limited to 1.90 metres.</td>
<td>2. Channel width limited to 4 metres. 3. Air draft limited to 3 metres.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6 h max</td>
<td>Mooring reserved for recreational crafts for a maximum period of 6 hours.</td>
<td>2. Air draft limited to 2.30 metres in low position.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Mandatory to:</td>
<td>1. keep a particularly sharp lookout; 2. to stop in front of the panel for lock transit; 3. give two long blasts.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Restrictions:</td>
<td>1. do not berth to right side of the sign; 2. do not overtake or cross.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Restrictions:</td>
<td>1. no passing outside the area marked; 2. no entry (sign, flag, light or signal flag).</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Mandatory to:</td>
<td>1. go to the channel side on the port side; 2. respect the direction indicated by the arrow.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>Panels or lights:</td>
<td>1. recommended passage in both directions (be careful!); 2. passage recommended and prohibited in the opposite direction.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### 1. The waterways being approached are considered to be tributaries of this waterway.

### 2. This waterway is considered to be a tributary of the waterway being approached.

### 1. Drinking water supply.

### 2. Turning area.

### Panels, lights or flags:

1. do not create wash;
2. mandatory to pass on the red and white side.

### The signs located above these panels only concern:

1. leisure boats;
2. commercial boats for transporting passengers;
3. commercial boats for transporting goods;
4. boats with over 2.50 metres in air draft;
5. boats with over 0.80 metres in draught;
6. boats with over 3.50 metres in width overall;
7. boats with less than 30 metres in length overall.

### Waterway lights:

1. entry prohibited;
2. entry prohibited, but prepare to get underway;
3. go.

### Waterway lights, navigation stop:

1. short stop;
2. long stop.

### Marking:

1. right-hand side buoy;
2. left-hand side buoy;
3. buoy marking zone boundaries.

### Marking, end of navigable channel:

1. on the right-hand side;
2. on the left-hand side;
3. middle-ground.

### Caution!

Presence of divers in the water.
Regulations for the waterway

NAVIGATION REGULATIONS

As in all navigable waterways, navigation is governed by:

► the General Regulations of the inland navigation Police;
► Police Regulations specific to the river network of the City of Paris;
► Notices to Skippers.

Furthermore, operating regulations govern the operations of the Arsenal Marina and the docking spaces at the La Villette Basin.

ACCESS TO THE NETWORK - NAVIGATION SPEED

The wide-gauge river network (Saint Martin Canal, Saint Denis Canal and part of the Ourcq Canal) is freely accessible by any leisure boat that can be identified through a name or registration number. As water-based activities such as canoeing-kayaking are growing, special attention should be paid to this effect when crossing through. Navigation speed is limited to 6 kilometres per hour and mooring is regulated.

TOLLS

Navigation on Saint Denis canal and Saint Martin canal demands that you obtain a Paris canals “Canaux de Paris” sticker of the current year. Please note that this sticker is different from the one that gives access to the Waterways of France network.

To obtain the sticker, you can fill a form at the following locations:

<table>
<thead>
<tr>
<th>Paris Arsenal Marina</th>
<th>Canal Service</th>
</tr>
</thead>
<tbody>
<tr>
<td>11 boulevard de la Bastille 75012 Paris</td>
<td>62 quai de la Marne 75019 Paris</td>
</tr>
<tr>
<td>Tel. +33 1 43 41 39 32 / Fax +33 1 44 74 02 66</td>
<td>Tel. +33 1 44 89 14 14 (switchboard)</td>
</tr>
<tr>
<td>Monday to Sunday</td>
<td>Monday to Friday</td>
</tr>
<tr>
<td>9:00 am to 6:00 pm (1st October to 30th April), 9:00 am to 7:00 pm (May, June, September - weekends until 8:00 pm) and 8:00 am to 10:00 pm (July-August).</td>
<td>9:00 to 12 noon — 2:00 pm to 5:00 pm all year round.</td>
</tr>
<tr>
<td>Payment can be made by bankers cheque (addressed to Fayolle Marine), in cash or credit or debit card.</td>
<td>Payment can be made by bankers cheque (addressed to RR du service des canaux de la Ville de Paris), by bank transfer or by cash.</td>
</tr>
</tbody>
</table>
CAUTION!
Before going there, don’t forget to carry the following documents with you:

- a photocopy of the boat owner’s identity card with their name and address;
- a photocopy of the boat’s sailing permit;
- a photocopy of the boat’s insurance.

If you cannot go there in person, you can send your application by letter to the accounting service of the Service des Canaux at 62 quai de la Marne 75019 Paris.

The form can also be downloaded (in PDF format) from the official site of the Paris City Hall on www.canaux.paris.fr under the inland Tourisme fluvial (waterway tourism section).

On the same page, you can also download the “Règles relatives au paiement des droits de navigation des bateaux de plaisance” (rules relating to payment of navigation rights for leisure boats) of the current year.

Leisure boats can navigate and go through moveable bridges and locks of the Ourcq Canal as well as the Clignon Canal for free (i.e. approximately 115 kilometres of waterway).

STOP, STOPOVERS AND MOORING

➤ STOPS AND STOPOVERS ACROSS THE NETWORK:

Stops and stopovers are open except in areas that present obstacles to navigation (narrow parts and bends) and areas restricted by waterway signs.

➤ MOORING IN PARIS:

For leisure boats below 15 metres long, the Paris Arsenal Marina as well as the docking space at the La Villette Basin, are open all year round. They are equipped with pontoons and water and electricity supply terminals as well as a used-water collection terminal.
The Arsenal Port is located in Bastille and the docking space is located on the eastern shore, on the Quai de la Seine side, downstream, right after the lift bridge of Rue de Crimée.

For boats above 15 metres long, the Paris Arsenal Marina is open all year round. Furthermore, berths without terminals and designated using panels, are also open all year round to boaters for a maximum period of 7 days:

➤ **for the La Villette Basin**, on the left bank upstream the Moselle footbridge:

| ☞ ☞  | Mooring on these berths must be authorised beforehand by the **Canal Operations Service** (+33 1 44 52 82 30) who will specify the berths and modalities. |
| ☞ ☞  | In case of a **weekend** arrival, the boater must contact the service on Monday. |
| ☞ ☞  | Side-by-side mooring is authorised. |
| ☞ ☞  | These berths can be neutralised during water-based events or events such as the “Paris Plages” (Paris beach). |

➤ **on the Louis Blanc Basin** on the left bank (first reach):

| ☞ ☞  | Due to the narrow width of the water surface at the berths, side-by-side mooring is prohibited. |

➤ *See page 55 for contacts details of the Canal Service and the Arsenal Port.*
Boaters’ language

<table>
<thead>
<tr>
<th>Term</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>BOLLARD</strong></td>
<td>Mooring appliance on land or on a boat.</td>
</tr>
<tr>
<td><strong>CHANNEL</strong></td>
<td>The navigable part where boats sail.</td>
</tr>
<tr>
<td><strong>DOWNSTREAM</strong></td>
<td>The lower part of a waterway; it’s the side towards which the waterway descends.</td>
</tr>
<tr>
<td><strong>DOWNSTREMER</strong></td>
<td>A boat descending the waterway towards the downstream direction.</td>
</tr>
<tr>
<td><strong>FLOATING BOLLARD</strong></td>
<td>Mooring appliance that accompanies the lowering or raising of a boat in a lock.</td>
</tr>
<tr>
<td><strong>GATE LEAF</strong></td>
<td>The mobile part of lock gates; gates have either one or two gate leaves.</td>
</tr>
<tr>
<td><strong>ISO 14 001 STANDARD</strong></td>
<td>International standard that recognises and serves as a benchmark for the establishment of an environmental management system.</td>
</tr>
<tr>
<td><strong>LOCK CHAMBER</strong></td>
<td>Space located between the upstream and downstream gates of a lock.</td>
</tr>
<tr>
<td><strong>LOCK WALL</strong></td>
<td>Stone wall forming the lateral parts of a lock.</td>
</tr>
<tr>
<td><strong>MOORING</strong></td>
<td>Docking for 24 hours or more.</td>
</tr>
<tr>
<td><strong>MOORING DOLPHINE</strong></td>
<td>A pile enabling reach mooring near a lock or in a port.</td>
</tr>
<tr>
<td><strong>NAME</strong></td>
<td>The name a craft was baptised.</td>
</tr>
<tr>
<td><strong>OVERTAKING</strong></td>
<td>The act of going past another boat.</td>
</tr>
<tr>
<td><strong>PIKE POLE</strong></td>
<td>A long pole operated by hand used to distance or approach a boat to a bank.</td>
</tr>
<tr>
<td><strong>PILING</strong></td>
<td>A metallic device for protecting the bank.</td>
</tr>
<tr>
<td><strong>REACH</strong></td>
<td>The portion of the waterway located between two locks.</td>
</tr>
<tr>
<td><strong>RING</strong></td>
<td>A mooring ring located on the dock.</td>
</tr>
<tr>
<td><strong>SHOCK-ABSORBER OR FENDER</strong></td>
<td>A removable protection designed to absorb shocks between the boat and the dock or another craft.</td>
</tr>
<tr>
<td><strong>STOP</strong></td>
<td>Short-stay docking with a boat driver aboard.</td>
</tr>
<tr>
<td><strong>STOPOVER</strong></td>
<td>Mooring for less than 24 hours.</td>
</tr>
<tr>
<td><strong>UPSTREAM</strong></td>
<td>The upper part of a waterway; it’s the side from which the waterway originates.</td>
</tr>
<tr>
<td><strong>UPSTREMER</strong></td>
<td>A boat going up the waterway towards the upstream part.</td>
</tr>
<tr>
<td><strong>VALVE</strong></td>
<td>Vertical valve located on a lock gate serving to fill or empty the lock chamber.</td>
</tr>
<tr>
<td><strong>VHF CHANNEL</strong></td>
<td>Pre-set radio frequency band.</td>
</tr>
</tbody>
</table>
**Navigation**

**AIR DRAFT**
The vertical distance between the water surface and the highest part of the boat, i.e. the boat’s height above water.

**DRAUGHT**
Height of the submerged part of a boat. It’s the distance between the waterline and the lower part of the keel. Draught therefore varies depending on the load.

**CHARTED CLEARANCE**
The clearance passage height between the water surface and the upper part of the navigation rectangle (bridge deck or underground arch).

**ANCHORAGE**
Depth available for the boat, it’s the height between the water surface and the base of the navigation triangle.

**CHARTED DEPTH (OF A RIVER)**
Minimal depth that should be left under a boat. It ranges between 20 and 50 cm, for safety reasons naturally, but also to ensure proper water trickling under the boat.

**NAVIGATION CHANNEL**
The navigable part where boats sail.

**NAVIGATION RECTANGLE**
This is the area through which the boat must pass. Its base is made up of the navigation channel, which guarantees a sufficient water level under the hull. Likewise, under a bridge or an underground part, its height is provided by the “charted clearance” which ensures enough space for the boat to pass.
How to use the canals

SAINT MARTIN CANAL

The locks and swing bridges of Saint Martin Canal are remote-controlled from the Centralised Command Station (PCC1) at the Flandre Bridge Lock of Saint Denis Canal.

Saint Martin Canal is open every day (except on 25th December and 1st January):

- From 15th October to 14th March from 8:05 am to 8:00 pm.
- From 15th March to 14th October from 8:05 am to 11:30 pm.

Floating bollards make it easier for boats below 25 tonnes to moor. The moveable bridges of Rue Dieu and Rue de la Grange-aux-Belles must be crossed while respecting the traffic lights.

To be attended to when you arrive, you must contact the PCC1 via VHF channel 20 or by telephone on +33 1 40 35 63 21.

CROSSING THE ARSENAL LOCK AND ACCESS TO THE PORT

The Arsenal lock (no. 9) is remote-controlled from the Arsenal Port harbourmaster’s office. If you wish to go into Saint Martin Canal, you must contact the harbourmaster’s office.

The harbourmaster’s office can be reached through VHF (channel 9 and channel 20) or by telephone on +33 1 43 41 39 32 and on +33 6 88 93 55 63 outside opening hours.

CROSSING THE UNDERGROUND PART

This portion is used in one-direction (alternating) between the arch at Temple and the Arsenal Basin (total length approx. 2 km). For safety reasons, you are required to:

- Respect the traffic lights.
- Do not stop (maximum time allowed for crossing the arches is 30 minutes).
- Ensure your lights are working.
- Use your navigation lights.
The safety rules for crossing the underground part are indicated in the first notice to skippers of the current year.

► ► AN ABOUT-TURN: please note that an about-turn on the Temple Basin is not possible if your boat measures less than 20 metres long.

To perform this manoeuvre, you must contact the PCC1 via VHF channel 20 or by phone on +33 1 40 35 63 21.

► ► BOATS PROCEEDING UPSTREAM: crossing the Temple locks (no. 7 and 8)

To be attended to when you arrive upstream locks 7 and 8, you must contact the PCC1 via VHF channel 20 or by phone on +33 1 40 35 63 21.

► ► BOATS PROCEEDING DOWNSTREAM: crossing the La Villette locks (no. 1 and 2)

To be attended to when you arrive downstream locks 1 and 2, you must contact the PCC1 via VHF channel 20 or by phone on +33 1 40 35 63 21.

On the La Villette Basin, the waiting area is located on the right bank at 300 metres downstream from the Moselle Footbridge.

SAINT DENIS CANAL

The seven locks of Saint Denis Canal and the swing bridge of Saint-Denis are remote-controlled from the Centralised Command Station (PCC1) of the Flandre Bridge Lock of Saint Denis Canal. They operate every day (except on 25th December and 1st January) from 6:00 am to 7:30 pm. The floating bollards make it easier for boats below 25 tonnes to moor (only in the small lock chambers).

To cross the locks, you must contact the PCC1 via VHF channel 20 or by phone on +33 1 40 35 63 21.

THE OURCQ CANAL AND CANALISED OURCQ RIVER

► CROSSING THE CRIMEE LIFT BRIDGE

The operations of this bridge are fully remote-controlled; it can be crossed every day (except on 25th December and 1st January) while respecting the navigation lights.

To cross the bridge, you must contact the PCC1 via VHF channel 20 or by phone on +33 1 40 35 63 21.
**SIZE THRESHOLD (KP 11)**

**Caution!** You are advised to keep your phone with you; the VHF connection does not work on small crafts. Upstream the **11.065 kilometre point**, you will enter into the **small crafts network** if the characteristics of your boat allow.

➢ **See the maximum dimensions table as well as the characteristics of the Varreddes Lock on page 11.**

Navigation is only authorised during the day in this part of the network. To cross the locks, you will require a key known as “**Key A**”. You will be provided with this “door opener” at one of the following points:

| Centralised Command Station (PCC1) in Paris 19th arr. ☎ +33 1 40 35 63 21 |
| COMMAND STATION for the Temple locks (PC 7/8) in Paris 10th arr. ☎ +33 1 42 03 44 32 |
| Canal Service (central services) in Paris 19th arr. ☎ +33 1 44 89 14 14 (standard) |
| Navigation inspector’s office in Paris 19th arr. ☎ +33 1 44 52 86 40 (standard) |
| **Ourcq to Meaux (77) tourism area. ☎ +33 1 60 09 95 00 (standard)** |

**CROSSING THE CLAYE-SOUILLY LIFT BRIDGE**

This bridge is not manned. If your boat’s air draft is above **2.30 metres**, the Claye-Souilly Bridge will have to be lifted. In **high position** the air draft is **2.90 metres**.

**To reduce waiting time, contact the Ourcq tourism area beforehand on +33 1 60 09 95 00, as crossing is subject to an appointment.**

**CROSSING THE CONGIS/HEROUANNE LIFT BRIDGE**

This bridge is not manned. If your boat’s air draft is above **2.20 metres**, the Congis-Sur-Thérouanne Bridge will have to be lifted. In **high position** the air draft is **2.60 metres**.

**To reduce waiting time, contact the Ourcq tourism area beforehand on +33 1 60 09 95 00, as crossing is subject to an appointment.**

**CROSSING THE VARREDDES LOCK**

Operating this **very narrow (3.10 metres)**, fully-manually lock is complicated.

**Please contact the Ourcq tourism area beforehand on +33 1 60 09 95 00, as crossing is subject to an appointment.**

➢ **For more details see pages 11 and 50.**
1) **Mooring**

If you must stop, use the mooring appliances provided for this purpose. If not available, use your plugs or posts to be pegged into the ground. However, don’t forget that **mooring on trees is prohibited** and by no means should you obstruct the towpath.

2) **Crossing a lock**

   a) **Entry**
   
Enter the lock chamber of the lock.

   b) **Mooring**
   
   **You must** moor to the front and the back of the boat. Moor the boat to the bollards and hooks.

   c) **Manoeuvres**
   
   **Danger caution!** The moorings should be slid onto the bollard to allow the boat to follow the water level variations. Otherwise, **the boat might hang in case of blockage or tightening of the mooring!**

   d) **Exit**
   
   Only release the moorings at the end of the lockage manoeuvre.
Crossing the Sevran Lock

This urban lock has a technical area ① that cannot be accessed through the towpath. It’s a self-service area. “Key A” ② serves to operate the three two-keyhole terminals ③ located outside and inside the technical area ①.

1. Technical area
2. Key A
3. Two-keyhole terminal
4. Lock chamber
3. Terminal

Step 1: Insert “key A” near the lit green light.
Step 2: Insert “key A” near the lit green light only once the green light is off.
Step 3: Turn “key A” to the right and maintain in this position.
Step 4: You can enter the lock chamber.
Step 5: You enter the lock chamber.
Step 6: Turn “key A” to the right and maintain in this position until the gate closes.
Step 7: The manoeuvre then takes place in two steps:
   - Step 1: The gate (downstream or upstream) opens up.
   - Step 2: The water lever in the lock chamber lowers (boat proceeding downstream) or rises (boat proceeding upstream).
Step 8: The second gate (downstream or upstream) opens up to allow the boat to pass.
Step 9: You must moor your boat toward the terminal.

DON’T FORGET TO WITHDRAW THE KEY WHEN THE GATES HAVE OPENED.

LOCK CROSSING IN 2 STEPS
IN CASE OF AN INCIDENT REMOVE THE KEY FROM THE KEYHOLE.
LOCK OPERATION DETAILS BEHIND THIS TERMINAL

STEP 1: ACTIVE WHEN THE LIGHT IS ON
INSERT KEY IN THE KEYHOLE
TURN TO THE RIGHT AND HOLD

STEP 2: ACTIVE WHEN THE LIGHT IS ON
INSERT KEY IN THE KEYHOLE
TURN TO THE RIGHT AND HOLD

DONT FORGET TO WITHDRAW THE KEY WHEN THE GATES HAVE OPENED.
To cross the lock you will face one of two situations (A or B).

You can enter the lock chamber.

You enter the lock chamber ② and moor your boat toward the terminal ③ in the middle section of the lock chamber ④.

The manoeuvre then takes place in two steps:

Step ①
- Insert your “key A” ② into the terminal ③ near the lit green light.
- Turn your “key A” ② to the right and maintain in this position until the gate closes.
- Remove your “key A” ② only once the green light is off and proceed to the next step.

Step ②
- Insert your “key A” ② into the terminal ③ near the lit green light.
- Turn your “key A” ② to the right and maintain in this position.
- The water lever in the lock chamber ④ lowers (boat proceeding downstream) or rises (boat proceeding upstream).
- The second gate (downstream or upstream) opens up to allow the boat to pass.
- Remove your “key A” ② only once the green light is off and keep it safely for use when crossing the next locks.

You cannot enter the lock chamber.

You must moor your boat toward the terminal ③ located outside the technical area ①.

The manoeuvre then takes place in three steps:

Step ①
- Insert your “key A” ② into the terminal ③ near the lit green light.
- Turn your “key A” ② to the right and maintain in this position.
- The gate (downstream or upstream) opens up.
- Remove your “key A” ② only once the green light is off.
- Moor your boat in the lock chamber ④ of the lock.
- Proceed with the lockage manoeuvre from step ① and step ② of situation A (see above).

⚠️⚠️⚠️ ONLY IN CASE OF AN INCIDENT DURING THE MANOEUVRE ⚠️⚠️⚠️

You must remove your key from keyhole to stop the on-going manoeuvre.

General hotline: +33 1 60 09 95 00 (Meaux) or +33 1 40 35 63 21 (Paris) or dial 112
Crossing the Fresnes-sur-Marne, Vignely and Villenoy

These are self-service locks. “Key A” serves to operate the two-keyhole terminals located within the lock chamber.

You cannot enter the lock chamber. You must moor your boat toward the terminal located outside the technical area.

The manoeuvre then takes place in three steps:

- Step 1: Insert your “key A” into the terminal near the lit green light. Turn your “key A” to the right and maintain in this position. The gate (downstream or upstream) opens up. Moor your boat in the lock chamber.
- Step 2: Remove your “key A” only once the green light is off. Proceed with the lockage manoeuvre from step 1 and step 2 of situation A (see above).

You can enter the lock chamber and moor your boat toward the terminal in the middle section of the lock chamber.

The manoeuvre then takes place in two steps:

- Step 1: Insert your “key A” into the terminal near the lit green light. Turn your “key A” to the right and maintain in this position until the gate closes. Remove your “key A” only once the green light is off and proceed to the next step.
- Step 2: Insert your “key A” into the terminal near the lit green light. Turn your “key A” to the right and maintain in this position. The water lever in the lock chamber lowers (boat proceeding downstream) or rises (boat proceeding upstream). The second gate (downstream or upstream) opens up to allow the boat to pass. Remove your “key A” only once the green light is off and keep it safely for use when crossing the next locks.

These are self-service locks. “Key A” serves to operate the two-keyhole terminals located within the lock chamber.

Crossing the Fresnes-sur-Marne, Vignely and Villenoy locks

Terminal Key A Two-keyhole terminal

Lock chamber

To cross the lock you will face one of two situations (A or B).
To cross the lock you will face one of two situations (A or B).

You can enter the lock chamber.

You enter the lock chamber ② and moor your boat toward the terminal ③ in the middle section of the lock chamber ③.

The manoeuvre then takes place in two steps:

**Step ①**
- Insert your “key A” ① into the terminal ② near the lit green light.
- Turn your “key A” ① to the right and maintain in this position until the gate closes.
- Remove your “key A” ① only once the green light is off and proceed to the next step.

**Step ②**
- Insert your “key A” ① into the terminal ② near the lit green light.
- Turn your “key A” ① to the right and maintain in this position.
- The water lever in the lock chamber ③ lowers (boat proceeding downstream) or rises (boat proceeding upstream).
- The second gate (downstream or upstream) opens up to allow the boat to pass.
- Remove your “key A” ① only once the green light is off and keep it safely for use when crossing the next locks.

You cannot enter the lock chamber.

You must moor your boat toward the terminal ② located outside the technical area ③.

The manoeuvre then takes place in three steps:

**Step ①**
- Insert your “key A” ① into the terminal ② near the lit green light.
- Turn your “key A” ① to the right and maintain in this position.
- The gate (downstream or upstream) opens up.
- Moor your boat in the lock chamber ③ of the lock.
- Remove your “key A” ① only once the green light is off.
- Proceed with the lockage manoeuvre from step ① and step ② of situation A (see above).

⚠️⚠️⚠️ ONLY IN CASE OF AN INCIDENT DURING THE MANOEUVRE ⚠️⚠️⚠️

You must remove your key from keyhole to stop the on-going manoeuvre.

General hotline: +33 1 60 09 95 00 (Meaux) or +33 1 40 35 63 21 (Paris) or dial 112
Crossing the Saint Lazare Lock in Meaux

This urban lock has a **technical area** ① that cannot be accessed through the towpath. It’s a **self-service area**. “**Key A**” ② serves to operate the three **one-keyhole terminals** ③ located outside and inside the **technical area** ①.

You cannot enter the lock chamber. You must moor your boat toward the **terminal** ③ located outside the **technical area** ①.

The manoeuvre then takes place in two steps:

- **Step ④**
  - Insert your “**key A**” ② into the keyhole of the terminal ③.
  - Turn your “**key A**” ② to the right and maintain in this position.
  - The gate (downstream or upstream) opens up.
  - Remove your “**key A**” ② only once the gate is fully opened.
  - Moor your boat in the lock chamber ④ of the lock.
  - Proceed with the lockage manoeuvre from step ⑤ of situation A (see above).

You can enter the lock chamber. You enter the lock chamber ④ and moor your boat toward the **terminal** ③ in the middle section of the lock chamber ④.

The manoeuvre then takes place in one step:

- **Step ⑤**
  - Insert your “**key A**” ② into the keyhole in the terminal ③.
  - Turn your “**key A**” ② to the right and maintain in this position.
  - The gate (downstream or upstream) closes.
  - The water lever in the lock chamber ④ lowers (boat proceeding downstream) or rises (boat proceeding upstream).
  - The second gate (downstream or upstream) opens up to allow the boat to pass.
  - Remove your “**key A**” ② only once the green light is off and keep it safely for use when crossing the next locks.

To cross the lock you will face one of two situations (A or B).

**Situation A**

- **Step ⑥**
  - Insert your “**key A**” ② into the keyhole of the terminal ③.
  - Turn your “**key A**” ② to the right and maintain in this position.
  - The gate (downstream or upstream) opens up.
  - Moor your boat in the lock chamber ④ of the lock.
  - Proceed with the lockage manoeuvre from step ⑤ of situation A (see above).

**Situation B**

- **Step ⑥**
  - Insert your “**key A**” ② into the keyhole of the terminal ③.
  - Turn your “**key A**” ② to the right and maintain in this position.
  - The gate (downstream or upstream) opens up.
  - Moor your boat in the lock chamber ④ of the lock.
  - Proceed with the lockage manoeuvre from step ⑤ of situation A (see above).

**General hotline:** +33 1 60 09 95 00 (Meaux) or +33 1 40 35 63 21 (Paris) or dial 112

**Emergency:**

- **ONLY IN CASE OF AN INCIDENT DURING THE MANOEUVRE**
  - You must press the emergency stop button to stop the on-going manoeuvre.
  - Contact the general hotline for assistance.

**Legend:**

- **Technical area** ①
- **One-keyhole terminal** ③
- **Key A** ②
- **Lock chamber** ④
To cross the lock you will face one of two situations (A or B).

You can enter the lock chamber.
You enter the **lock chamber** ④ and moor your boat toward the **terminal** ① in the middle section of the **lock chamber** ③.

The manoeuvre then takes place in one step:

**Step ①**
- Insert your “key A” ② into the keyhole in the terminal ①.
- Turn your “key A” ② to the right and maintain in this position.
- The gate (downstream or upstream) closes.
- The water lever in the lock chamber ④ lowers (boat proceeding downstream) or rises (boat proceeding upstream).
- The second gate (downstream or upstream) opens up to allow the boat to pass.
- Remove your “key A” ② only once the green light is off and keep it safely for use when crossing the next locks.

You cannot enter the lock chamber.
You must moor your boat toward the **terminal** ③ located outside the **technical area** ①.

The manoeuvre then takes place in two steps:

**Step ③**
- Insert your “key A” ② into the keyhole of the terminal ①.
- Turn your “key A” ② to the right and maintain in this position.
- The gate (downstream or upstream) opens up.
- Remove your “key A” ② only once the gate is fully opened.
- Moor your boat in the **lock chamber** ③ of the lock.
- Proceed with the lockage manoeuvre from step ① of situation A (see above).

**ONLY IN CASE OF AN INCIDENT DURING THE MANOEUVRE**
You must press the **emergency stop button** to stop the on-going manoeuvre.

General hotline: +33 1 60 09 95 00 (Meaux) or +33 1 40 35 63 21 (Paris) or dial 112
Crossing the Queue-d’Ham, Marolles, La Ferté-Milon and Mareuil-sur-Ourcq Locks

These are self-service locks. The gates are operated manually. “Key A” serves to recover on a keyhole “key B” (upstreamer) or “key D” (downstreamer) which sets the valves in motion through two two-keyhole terminals located within the lock chamber.

1. Key A
2. Lever
3. Keyhole on lock gate
4. Automatic terminal
5. Lock chamber

Keyhole on lock gate

Two-keyhole terminal

UPSTREAM

Keys B + C

Keys C + D

Keys D + A

DOWNSTREAM

Keys A + B

Simplification of the Mareuil-sur-Ourcq lock operation performed using: a manoeuvrable terminal with one “key A”. This modification will be progressively rolled-out to the Marolles, Queue-d’Ham and La Ferté-Milon locks.

General hotline: +33 1 60 09 95 00 (Meaux)
You can enter the lock chamber: boat proceeding upstream

Caution! * For the Mareuil and Queue-d’Ham locks, disembark your teammate and then you can enter the lock chamber.

The manoeuvre is performed (by your teammate *) in several steps:

Step 1
► Manually close the two downstream gates of the lock one after the other using the lever.
► Insert your “key A” in the keyhole of one of the downstream gates of the lock.
► Turn your “key A” to the right and collect “key B” located below (“key A” remains in the keyhole).

Step 2
► Insert your “key B” in “keyhole B” of the downstream terminal.
► Turn your “key B” to the right and collect “key C” located to the side (“key B” remains in the keyhole).
► The valves of the downstream gates close.

Step 3
► Insert your “key C” in “keyhole C” of the upstream terminal.
► Turn your “key C” to the right and collect “key D” located to the side (“key C” remains in the keyhole).
► The valves of the upstream gates open.
► The water level in the lock chamber rises.

Step 4
► Wait for the water to rise fully.
► Manually open the upstream gates of the lock one after the other using the lever.
► Insert your “key D” in the keyhole of one of the upstream gates of the lock.
► Turn your “key D” to the right and collect “key A” (“key D” remains in the keyhole).
► Keep your “key A” safely for use when crossing the next locks.

You cannot enter the lock chamber: boat proceeding upstream
2. Closure of the valves of the upstream gates (upstream terminal, “key D” and “key C”).
3. Opening of the valves of the downstream gates (downstream terminal, “key C” and “key B”).
4. Opening of the downstream gates (lever).
5. Boat enters the lock chamber with mooring whenever possible *.
6. Proceed with the lock manoeuvre from step 1 (see insert above).

Simplification of the Mareuil-sur-Ourcq lock operation performed using:
- a manoeuvrable terminal with one “key A”.

This modification will be progressively rolled-out to the Marolles, Queue d’Ham and La Ferté-Milon locks.

General hotline:
+33 1 60 09 95 00 (Meaux)
Saint Denis Canal
6.6 km - 7 locks
1 Flandre Bridge Lock
2 Quatre Chemins Lock
3 Aubervilliers Lock
4 Vertus Lock
5 Porte de Paris Lock
6 Saint Denis Lock
7 Briche Lock

Saint Martin Canal
4.5 km - 9 locks

Size threshold / KP 11.065
Ourcq Canal
97 km - 6 locks

1. Sevran Lock
   (self-service)
2. Fresnes-sur-Marne Lock
   (self-service)
3. Vignely Lock
   (self-service)
4. Villenoy Lock
   (self-service)
5. Saint Lazare Lock
   (self-service)
6. Varreddes Lock
   ➢ To cross the lock, refer to pages 11 and 22.

Ourcq River
11 km - 4 locks

7. Mareuil-sur-Ourcq Lock
   (self-service)
8. Queue d’Ham Lock
   (self-service)
9. Marolles Lock
   (self-service)
10. La Ferté-Milon Lock
    (self-service)
WELCOME TO THE CANALS OF PARIS
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Saint Martin Canal

▸ 4.5 km – 9 locks

From the La Villette Basin to the Seine River
Saint Denis Canal

6.6 km – 7 locks

From the canals roundabout to the Seine River
From La Villette Basin (75) to Bobigny (93)
From Bobigny to Bondy (93)
From Bondy to Sevran (93)

- Sevran Bridge (KP 14.240)
- Freinville Road Bridge (KP 12.650)
- Lock footbridge (KP 13.610)
- SEVRAN LOCK (self-service) (KP 13.410)
- Two-keyhole terminals

Navigation Limit:
- Wide-gauge
- Small crafts

Turning basin:
- *
* **Turning basins**
  (see pages 42 to 53)

Silt deposits can sometimes be found in the **Ourcq Canal**.

Boaters are advised to be especially careful when executing a manoeuvre at these sites.
From Claye-Souilly (77) to Précy-sur-Marne (77)

- TGV Bridge (Eastern LGV) at KP 29.106
- TGV Bridge (Interconnection) at KP 29.895
- TGV Bridge (Eastern LGV) at KP 30.046
- Annet Bridge at KP 30.290
- Fresnes Footbridge at KP 31.620
- Fresnes Bridge at KP 31.930

FRESNES-SUR-MARNE LOCK (self-service) at KP 32.900

- Précy Bridge at KP 34.910

Two-keyhole terminal

FRESNES-SUR-MARNE LOCK (self-service) at KP 32.900

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From Charmentray (77) to Meaux (77)

- VILLENOY LOCK (self-service) KP 47.500
- La Ruellée Bridge KP 47.300
- La Madeleine Bridge KP 46.010
- Isles-lès-Villenoy Bridge KP 42.800
- Villenoy Lock (self-service) KP 40.370
- Saint-Rémy Bridge KP 48.160
- Recommended stop to visit Meaux

Maps of canal routes and locks, including:
- VILLENOY LOCK (self-service) KP 47.500
- La Ruellée Bridge KP 47.300
- La Madeleine Bridge KP 46.010
- Isles-lès-Villenoy Bridge KP 42.800
- Villenoy Lock (self-service) KP 40.370
- Saint-Rémy Bridge KP 48.160
- Recommended stop to visit Meaux

0 Kilometres 1
© Service des canaux
From Meaux (77) to Congis-sur-Thérouanne (77)
Ourcq Canal
► 97 km - 6 locks

From Congis-sur-Thérouanne to Neufchelles (60)
Canalised Ourcq River

11 km - 4 locks
From Mareuil-sur-Ourcq (60) to Silly-la-Poterie (02)
Ourcq Canal

From Neufchelles (60) to Mareuil-sur-Ourcq (60)
The river network of Paris canals is no longer a mystery to you. However, nature and technicity might have a few surprises in store for you... Don’t fret, you are not alone... you can benefit from the services of the canals hotline 24/7!

**ASSISTANCE – GENERAL SAFETY HOTLINE**

For any material incident on the facilities of the river network you can call 24/7

<table>
<thead>
<tr>
<th>Saint Martin Canal, Saint Denis Canal and Ourcq Canal wide-gauge section</th>
<th>PARIS ☎️ +33 1 40 35 63 21</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ourcq Canal for small crafts, Clignon Canal and Canalised River Ourcq</td>
<td>MEAUX ☎️ +33 1 60 09 95 00</td>
</tr>
</tbody>
</table>

**CAUTION!**

Petrol stations, indicated in the waterway, are not many. As such, to avoid any tedious hauling, take the necessary measures and always ensure you have enough. It is annoying to have to travel several kilometres to find a petrol station.

**LAUNCHING RAMPS:**

The network is equipped with a large number of launching ramps that are at the free disposal of the users ➤ See downloadable map of the river network on www.canaux.paris.fr

**PICNIC SITES:**

Picnic sites are at your disposal along the waterway. ➤ See map of the river network pages 36 to 53.
CANALS SERVICE / CENTRAL SERVICES
62, quai de la Marne 75019 PARIS.
📞 +33 1 44 89 14 14  📞 +33 1 44 89 14 48
Opening hours
Monday to Friday from 9:00 am to 5:00 pm  ⚪

OURCQ DISTRICT TOURISM OFFICE
6, avenue Galliéni 77100 MEAUX.
📞 +33 1 60 09 95 00  📞 +33 1 60 09 95 01
Opening hours
Monday to Friday from 8:30 am to 12 noon and from 1:30 pm to 5:00 pm

CENTRALISED CONTROL STATION (PCC1)
WIDE-GAUGE CANALS
Saint Martin Canal, Saint Denis Canal and Ourcq Canal – Wide-Gauge
📞 +33 1 40 35 63 21
VHF channel 20

ARSENAL PORT
La Villette Basin Docking Space (75019)
11 boulevard de la Bastille 75012 PARIS
📞 +33 1 43 41 39 32  📞 +33 1 44 74 02 66
✉️ opg@fayollemarine.fr
✉️ www.fayollemarine.fr
VHF channel 9 and 20
Did you know that there is a marina and docking space in Paris? How many locks are there on Saint Martin Canal? How do they operate? Where are the canals roundabout and the Richard Lenoir Arch? What is a lock wall, a mooring dolphin or a valve? All the answers to these questions (and to many more) can be found in these pages. Whether you are a beginner or experienced boater; a fan of water, navigation or simply Paris, this guide was made for you. By providing you with the keys to navigating through the canals belonging to the City of Paris, Île-de-France to Hauts-de-France regions, it will enable you to discover 130 km of fascinating and little-known heritage: the inland waterways of the City of Paris.