



# Cruising on Paris canals





## EDITORIAL

Linking the territories it crosses, the City of Paris' fluvial network is an open air aqueduct, infrastructure providing an alternative to road transport in the heart of the Greater Paris Metropolis, leisure facility, driver of urban renewal and reservoir of biodiversity all in one.

The canals bring nature into the city and provide plenty of space for keeping cool, much appreciated in summer. As far as ecological transition is concerned, they're both an opportunity and a challenge. The need to continue protecting the biodiversity they harbour and improving water quality has led us to implement ever more environmentally friendly practices. Maintenance, cleanliness and greening of fleets: canal managers and users all have a role to play. It's thanks in particular to this common requirement that we've been able to open a secure, free of charge bathing area accessible to one and all in the La Villette basin every summer since 2017.


Our canals are being used in increasingly numerous and varied ways. Events that have become traditional, such as Paris Plages and Été du Canal, are now complemented by film shoots, sports competitions, cruises and summer watersports centres. A rich cultural offer is provided by a host of actors eager to make the utmost of and showcase this altogether unique network. The challenge here is living in harmony with the canals' essential functions: providing Paris with non-potable water, enabling pleasure boating and freight transport, and accommodating marinas. This wide variety of uses is a real asset, and their harmonious coexistence is a matter for everyone who plies the canals.

I am pleased to invite each one of you to go explore the wealth of resources and various landscapes offered by the canals of Paris while enjoying the serenity that a journey along water provides.

Happy boating!

**Dan Lert**

Deputy Mayor of Paris responsible for the ecological transition, the Climate Action Plan, water and energy.



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# Overview

The City of Paris owns a canal network composed of some 130 kilometres of partly navigable waterways, located in five départements 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 Sevrans);
- ▶ **non-potable water supply** for the City of Paris;
- ▶ **river tourism**.

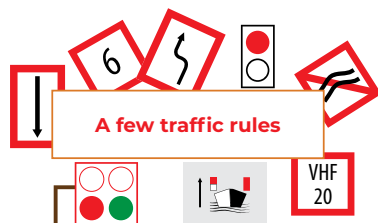
When navigating, you will discover a variety of areas from the Parisian atmosphere of the Saint Martin Canal, mariners' activities on the Saint Denis Canal, and in the countryside bordering the Ourcq Canal for small craft, located only a few kilometres away from Paris.

**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.



### A few traffic rules

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



Approaching traffic occurs like on the road by keeping to the right. This can only occur if the channel is wide enough. Boats going **upstream**<sup>1</sup> must give way to boats going **downstream**<sup>2</sup>.



Commercial boats have absolute priority over leisure boats.



Only overtake if the manoeuvre 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 navigation lights.



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

<sup>1</sup>Upstream, <sup>2</sup>Downstream > See page 18

## ... to be observed.

The landscape and the territory are part of a common heritage. The Canals Service is certified ISO 14001<sup>1</sup> for its management and its overall activities. Protecting nature and the environment concerns everyone. Here are a few traffic rules and rules of good conduct to be observed.



Respect the rules of courtesy towards others (fishermen, inland waterway operators, navigation agents, neighbouring residents, etc.). 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!



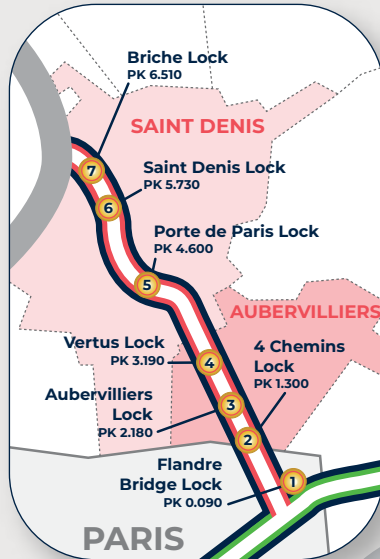
Preserve the surrounding fauna and flora.



Slow down in the presence of small crafts.

<sup>1</sup>ISO 14001 > See page 18

# THE RIVER NETWORK



**Saint Denis Canal**

**6.6 km**

**7 locks**

Average sailing time estimated at 2h30 \*

**Ourcq Canal**

**97 km**

**6 locks**

**1 moveable bridge**

Average sailing time estimated at 24h \* (+Ourcq River)

**Saint Martin Canal**

**4.5 km**

**9 locks**

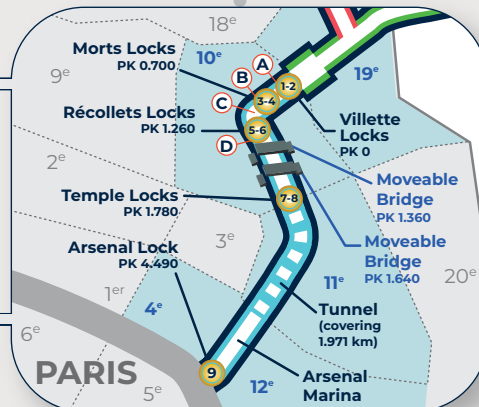
**2 moveable bridges**

Average sailing time estimated at 2h30 \*

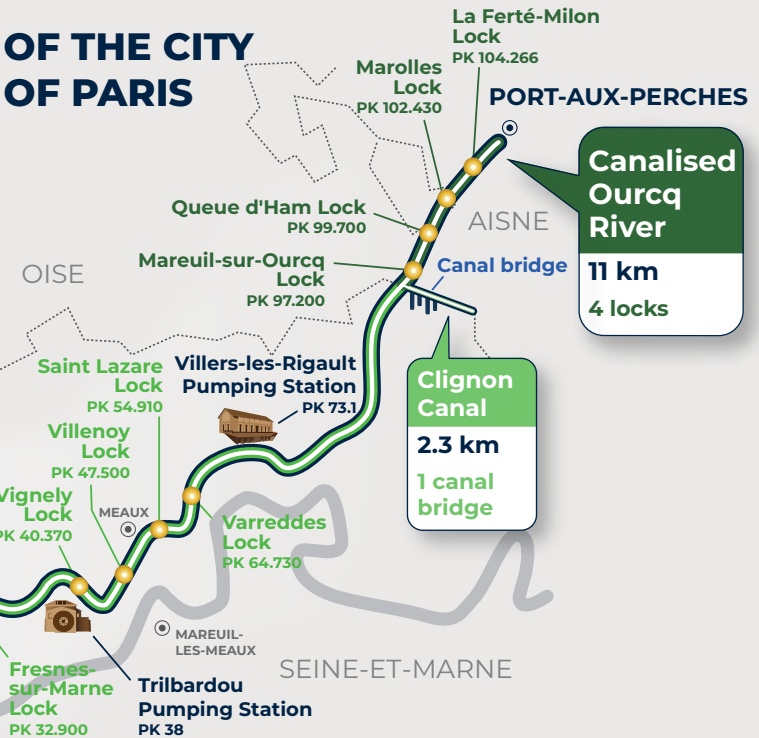
\* at 6 km per hour and taking lockages into account

## Basins

- A Louis Blanc
- B Du combat
- C Des récollets
- D Des marais



## OF THE CITY OF PARIS






















## MAXIMUM DIMENSIONS FOR BOATS, PUSHED CONVOYS AND FLOATING CRAFTS
































SECTORS	PK (kilometre point)	WIDTH (metre)	LENGTH (metre)	AIR DRAFT (metre)	DRAUGHT (metre)
Saint Martin Canal	0.000 - 4.500	7.50	40.70	4.27	1.90
Saint Denis Canal	0.000 - 6.600	8.00	61.50	4.44	3.00 (6th to the 3rd reach) 2.60 (1st and 2nd reaches)
Ourcq Canal La Villette Basin to Pavillons-sous-Bois	0.000 - 11.065	8.00	61.50	4.09	2.60
Ourcq Canal Pavillons-sous-Bois to downstream Claye-Souilly	11.065 - 27.380	3.70	16	2.30	0.80
Ourcq Canal Claye-Souilly	27.380	8	16	2.20	0.80
Ourcq Canal Claye-Souilly to downstream Varreddes	27.380 - 64.500	3.70	16	2.30	0.80
Ourcq Canal Varreddes	64.730	3.10	28.50	2.90	0.80
Ourcq Canal Upstream Varreddes to Mareuil-sur-Ourcq	64.730 - 96.780	3.70	28.50	2.20	0.80
Ourcq River canalised	96.780 - 108	3.70	28.50	2.60	0.80
Clignon Canal	93.400 over 1.2 km	3.20	12	2.95	0.60

## Signs...



  	<ol style="list-style-type: none"> <li>1. Speed limited to 6 km/hour.</li> <li>2. Obligation to navigate 5 metres away from the bank.</li> <li>3. Call the lock on channel 20.</li> </ol>
  	<ol style="list-style-type: none"> <li>1. Draught limited to 1.90 metres.</li> <li>2. Channel width limited to 4 metres.</li> <li>3. Air draft limited to 3 metres.</li> </ol>
  	<p><b>Mandatory to:</b></p> <ol style="list-style-type: none"> <li>1. keep a particularly sharp lookout;</li> <li>2. to stop in front of the panel for lock transit;</li> <li>3. give two long blasts.</li> </ol>
 	<ol style="list-style-type: none"> <li>1. Mooring reserved for recreational crafts for a maximum period of 6 hours.</li> <li>2. Air draft limited to 2.30 metres in low position.</li> </ol>
 	<p><b>Restrictions:</b></p> <ol style="list-style-type: none"> <li>1. do not berth to right side of the sign;</li> <li>2. do not overtake or cross.</li> </ol>
 	<p><b>Restrictions:</b></p> <ol style="list-style-type: none"> <li>1. no passing outside the area marked;</li> <li>2. no entry (sign, flag, light or signal flag).</li> </ol>
 	<p><b>Mandatory to:</b></p> <ol style="list-style-type: none"> <li>1. go to the channel side on the port side;</li> <li>2. respect the direction indicated by the arrow.</li> </ol>
 	<p><b>Panels or lights:</b></p> <ol style="list-style-type: none"> <li>1. recommended passage in both directions (be careful!);</li> <li>2. passage recommended and prohibited in the opposite direction.</li> </ol>

## ...a few reminders

  	<ol style="list-style-type: none"> <li>1. The waterways being approached are considered to be tributaries of this waterway.</li> <li>2. This waterway is considered to be a tributary of the waterway.</li> </ol>
 	<ol style="list-style-type: none"> <li>1. Drinking water supply.</li> <li>2. Turning area.</li> </ol>
  	<p><b>Panels, lights or flags:</b></p> <ol style="list-style-type: none"> <li>1. do not create wash;</li> <li>2. mandatory to pass on the red and white side.</li> </ol>
  	<p><b>The signs located above these panels only concern:</b></p> <ol style="list-style-type: none"> <li>1. leisure boats;</li> <li>2. commercial boats for transporting passengers;</li> <li>3. commercial boats for transporting goods;</li> </ol>
   	<ol style="list-style-type: none"> <li>4. boats with over 2.50 metres in air draft;</li> <li>5. boats with over 0.80 metres in draught;</li> <li>6. boats with over 0.80 metres in draught;</li> <li>7. boats with less than 30 metres in length overall.</li> </ol>
  	<p><b>Waterway lights:</b></p> <ol style="list-style-type: none"> <li>1. entry prohibited;</li> <li>2. entry prohibited, but prepare to get underway;</li> <li>3. go.</li> </ol>
 	<p><b>Waterway lights, navigation stop:</b></p> <ol style="list-style-type: none"> <li>1. short stop;</li> <li>2. long stop.</li> </ol>
    	<p><b>Marking:</b></p> <ol style="list-style-type: none"> <li>1. right-hand side buoy;</li> <li>2. left-hand side buoy;</li> <li>3. buoy marking zone boundaries.</li> </ol>
    	<p><b>Marking, end of navigable channel:</b></p> <ol style="list-style-type: none"> <li>1. on the right-hand side;</li> <li>2. on the left-hand side;</li> <li>3. middle-ground.</li> </ol>
	<p><b>Caution!</b></p> <p>Presence of divers in the water.</p>





## Regulations for the waterway

### NAVIGATION REGULATIONS

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 by a name or registration number.

The practice of recreational water activities is developing, and special care must be taken to avoid collisions. Navigation speed is limited to 6 kilometres per hour and mooring is regulated.

### TOLLS

The rules on payment of recreational craft navigation fees for the current year can be downloaded from the City of Paris website: [www.paris.fr/canaux](http://www.paris.fr/canaux) ("Naviguer sur les canaux / Sailing on the canals" section).

Navigation on the City of Paris' fluvial network requires the acquisition of an **annual flat rate** "Canaux de Paris" (Paris Canals) vignette. This allows you to sail on around 115 km of waterways and cross movable bridges and locks. **Please note** that this vignette is different from the one that gives access to the Voies Navigables de France (Navigable Waterways of France) network.

You can buy the vignette before or after your time on the Parisian canal network.

Either way, you must complete an **information sheet** and hand it to the lockkeepers at the network's entrance. It's available:

- ▶ at the Paris Arsenal Marina harbourmaster's office (see information below);

Paris Arsenal Marina harbourmaster's office		
11 boulevard de la Bastille 75012 Paris		
Monday to Sunday		Tel. +33 1 43 41 39 32 / +33 6 88 93 55 63
<b>9:00 am to 6:00 p.m.</b> (1st October to 30th April),	<b>9:00 am to 7:00 p.m. – until 8:00 p.m. on Saturday and Sunday</b> (May, June, September)	<b>8:00 am to 8:00 p.m.</b> (July – August).
You can pay for the <b>annual flat-rate vignette</b> on the spot: by cheque (made out to Fayolle Marine), in cash or by credit card.		

- ▶ on the City of Paris' [paris.fr /canaux](http://paris.fr/canaux) website, as a form to be completed online and downloadable in PDF format;
- ▶ by contacting the Directorate of Roads and Travel's **Canals Department**, see contact details below:

Canals Department - 62 quai de la Marne 75019 Paris
Monday to Friday 9:00 am to 12:00 p.m. – 1:30 p.m. to 5:00 p.m. Tel. +33 1 44 89 14 14 (switchboard)

**WARNING!** When you go there, don't forget to take the following documents with you:

- ▶ photocopy of an identity document including the boat owner's name and address;
- ▶ photocopy of the boat's sailing permit;
- ▶ photocopy of the boat's insurance certificate.

## STOPS, STOPOVERS AND BERTHING

### ◆ STOPS AND STOPOVERS ACROSS THE NETWORK:

You can stop and stopover wherever you wish except in areas where navigation is difficult (narrowing of and bends in canals) and areas prohibited by inland waterway signs.

### ◆ BERTHING IN PARIS:

For recreational craft **under 15 metres in length**, **Paris Arsenal Marina** (near the Bastille) and **the La Villette Basin nautical stopover** (on the right bank, alongside Quai de la Seine, immediately downstream of the Rue de Crimée lift bridge) are available all year round. They're equipped with landing stages and water and electricity supply terminals and wastewater collection systems.

**Users who wish to stop or berth there must first of all contact >>>**

Arsenal Marina harbourmaster's office
Tel. +33 1 43 41 39 32 / +33 6 88 93 55 63
24/7 - <a href="http://www.fayollemarine.eu">www.fayollemarine.eu</a>

For boats **over 15 metres in length**, **Paris Arsenal Marina** is available all year round. Locations not equipped with terminals and indicated by panels are also available to boaters all year round, for maximum stopovers of 7 days:

- ▶ on the left bank of the **La Villette Basin**, upstream of the Passerelle de la Moselle footbridge:

▶ Berthing in these locations must be authorised beforehand by the Canal Operations Department (+33 1 44 52 82 30), which will specify which spot to use and how to go about it.
▶ Boaters who arrive on a weekend must contact the Department on the following Monday.
▶ Double berthing is allowed there.
▶ These locations may be out of service during sailing events or such events as "Paris Plages".

- ▶ on the left bank of the **Louis Blanc basin** (1st reach of the Saint Martin Canal):

▶ Due to the narrow width of the waterbody to the right of these locations, double mooring is not allowed there.
--

### ◆ BILLING BERTHING IN PARIS

An invoice will be drawn up **for one or more nights** spent in the network:

- ▶ **for boats under 15 metres long**, by FAYOLLE MARINE (Arsenal Marina harbourmaster's office);
- ▶ **for boats over 15 metres long**, by the CANALS DEPARTMENT (except in Arsenal Marina = Fayolle Marine).
- ▶ **Turn to page 55 for the Canals Department's and Arsenal Marina's contact details.**

## Boaters' language

### BARGE POLE

A long pole used to go near or away from a bank.

### BOLLARD

A mooring post on land or on a boat.

### CANAL POUND

The portion of the waterway located between two locks.

### CHANNEL

The navigable part.

### DOWNSTREAM

The direction in which the water flows.

### FLOATING BOLLARD

A bollard that moves up or down with the boat.

### GATES

The mobile part of lock gates; gates have either one or two leaf gates.

### ISO 14001 STANDARD

International standard that recognises and serves as a benchmark for the establishment of an environmental management system.

### LOCK CHAMBER

Space located between the upstream and downstream gates of a lock.

### LOCK WALL

Stone wall forming the sides of a lock.

### MOORING

Docking for 24 hours or more.

### MOORING DOLPHINE

A metal post enabling mooring near a lock or in a port.

### NAME

The name of the boat.

### OVERTAKING

The act of going past another boat.

### PK

A kilometric point, abbreviated by the acronym PK, is a mark or marker used to locate a point along a transport route (rail, road, navigable).

### PILING

Metallic sheeting for protecting the bank.

### RING

A mooring ring located on the dock.

### SHOCK-ABSORBER OR FENDER

A removable protection designed to absorb shocks between the boat and the dock or another craft.

### STOP

Short-stay docking with a boat driver aboard.

### STOPOVER

Mooring for less than 24 hours.

### UPSTREAM

The direction against the current.

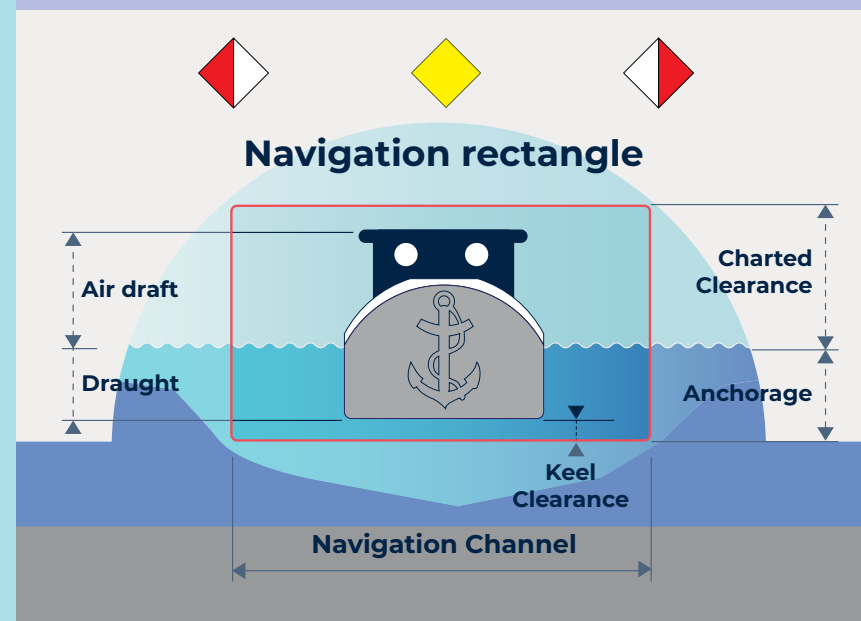
### VALVE

Vertical valve located on a lock gate serving to fill or empty the lock chamber.

### VHF CHANNEL

Pre-set radio frequency band.

## 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

The measurement 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 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 measurement between the water surface and the base of the navigation triangle.

### KEEL CLEARANCE / NAVIGATION MARGIN (fluvial)

Minimal depth that should be under a boat. It ranges between 20 and 50 cm, for safety reasons naturally, but also to ensure proper water flow under the boat.

### NAVIGATION CHANNEL

The part of the channel 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.

Diagram definitions © VNF

# How to use the canals



## SAINT MARTIN CANAL

The Saint Martin Canal's locks and swing bridges are operated remotely from **centralised control stations**, one located at the Pont de Flandre lock (Saint Denis Canal PCC1) and the other at the Temple locks (Saint Martin Canal PC 7/8).

**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.

**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 harbour-master'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 by VHF (channel 9) or by telephone on +33 1 43 41 39 32, or +33 6 88 93 55 63 outside opening hours (for emergencies).**

### ▶CROSSING THE TUNNEL

This portion is one way (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 tunnel is 30 minutes).
➤➤	Ensure your navigation lights are working.
➤➤	Use your navigation lights.

The safety rules for crossing the tunnel are indicated in the first notice to skippers of the current year.

➤ **TURNING-AROUND:** please note that turning-around 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 no. 8).

**When you arrive at the 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 no. 2).

**When you arrive at the 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 Saint Denis Canal's seven locks are operated remotely from the **Centralised Control Station** (PCC1) at the Saint Denis Canal's Pont de Flandre lock. **They operate every day** (except 25th December and 1st January) **from 6:15 a.m. to 7:30 p.m.**

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

### ▶PASSING THROUGH THE CRIMEE LIFT BRIDGE

The bridge is operated remotely; it can be crossed **every day from 6:15 a.m. to 11 p.m.** (except 25th December and 1st January); boaters must respect navigation lights.

**To pass through the bridge, you must contact the PCC1 via VHF channel 20 or by phone on +33 1 40 35 63 21.**

## ► SIZE THRESHOLD (PK 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 dimensions the Varredes Lock on page 11.**

Navigation is only authorised during the day in this part of the network. To navigate, 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 arrondissement +33 1 40 35 63 21
➤➤	Command Station for the Temple locks (PC 7/8) in Paris 10th arrondissement +33 1 42 03 44 32
➤➤	Ourcq to Meaux (77) tourism area. +33 1 60 09 95 00 (switchboard)

## ► CROSSING THE VARREDDDES LOCK

The entirely manual operation of this very narrow lock (3.10 metres) is a complicated business..

- **For more details see pages 11 and 50.**

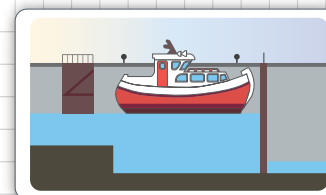
## Tips for...

### 1) Mooring

If you must stop, **use the mooring bollards**, rings or cleats provided for this purpose. If not available, use your stakes to be driven into the ground.

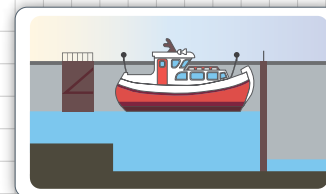
However, don't forget that mooring on trees is **prohibited** and **by no means should you obstruct the towpath**.

### 2) Crossing a lock



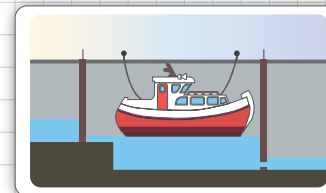
#### a) Entering

Enter the lock chamber of the lock.



#### b) Mooring

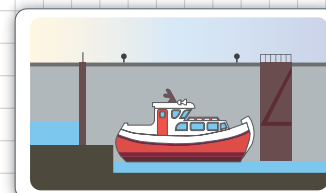
**You must** moor the front and the back of the boat. Moor the boat to the bollards and/or hooks.



#### c) Manœuvres

**Danger caution!** The ropes should be looped around 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!**

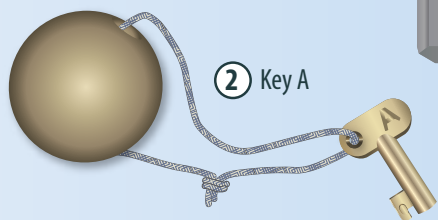
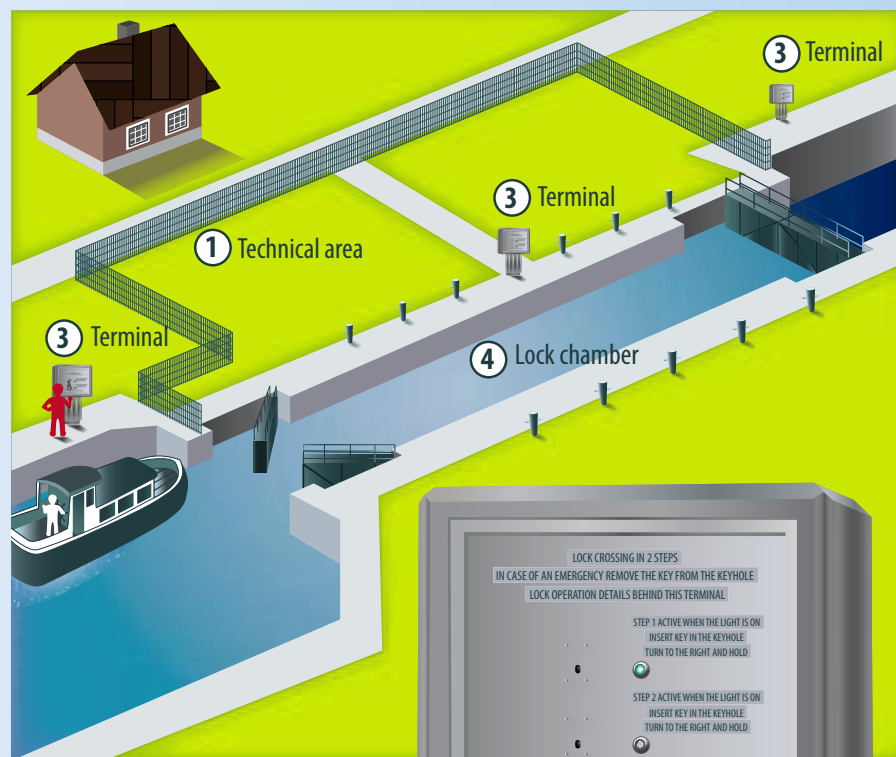


#### d) Exit

Only release the moorings when the lock manoeuvre is completed.

## Crossing the Sevrans Lock

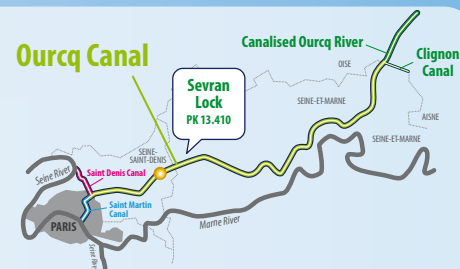
This lock has a **technical area** ① that cannot be accessed through the towpath. It's a **self-service area**. "Key A" ② serves to operate the three **two-keyhole terminals** ③ located outside and inside the **technical area** ①.



③ Two-keyhole terminal

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

Ourcq Canal



**You can enter the lock chamber.**

**Situation A**

You enter the **lock chamber** ④ and moor your boat near 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.**

**Situation B**

You must moor your boat near 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 lock manoeuvre from **step ①** and **step ②** of situation A (see above).

⚡ ⚡ ⚡ **ONLY IN CASE OF AN EMERGENCY DURING THE MANOEUVRE** ⚡ ⚡ ⚡

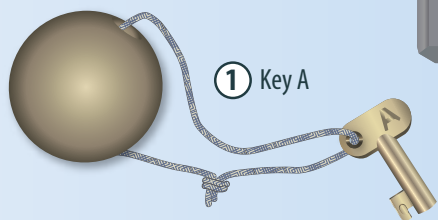
**You must remove your key from keyhole to stop the on-going manoeuvre.**

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

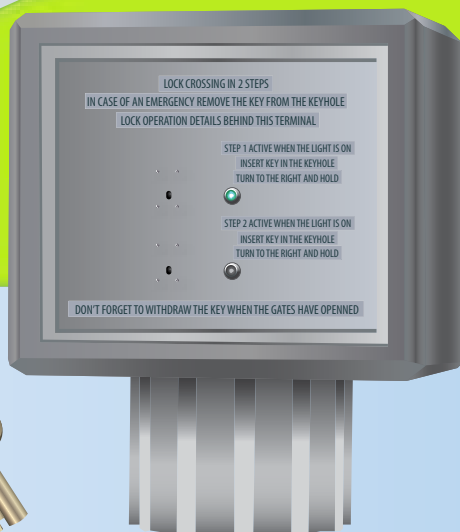


## Crossing the Fresnes-sur-Marne, Vignely, Villenoy and Marolles locks

These are **self-service locks**. “Key A” ① serves to operate the **two-keyhole terminals** ② located within the **lock chamber** ③.

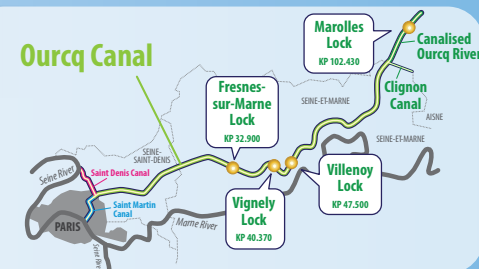


① Key A



② Two-keyhole terminal

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



**You can enter the lock chamber.**

**Situation A**

You enter the **lock chamber** ③ and moor your boat near the **terminal** ② 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.**

**Situation B**

You must moor your boat near 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).

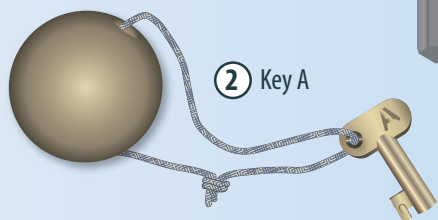
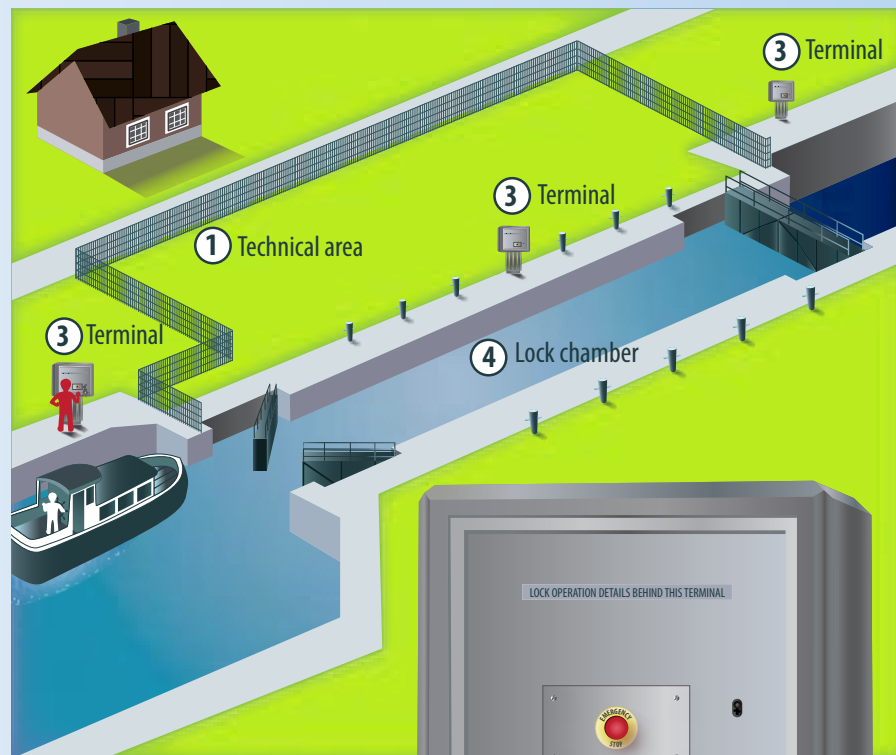
⚡⚡⚡ **ONLY IN CASE OF AN EMERGENCY DURING THE MANOEUVRE** ⚡⚡⚡

**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

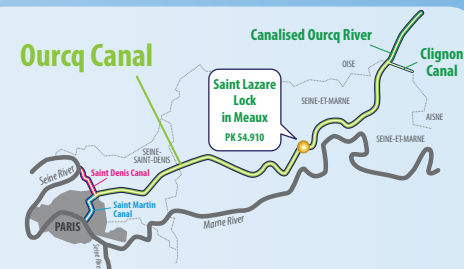
## Crossing the Saint Lazare Lock in Meaux

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.



③ One-keyhole terminal

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



### Situation A

**You can enter the lock chamber.**

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

The manoeuvre then takes place in one step:

#### Step ①

- ▶ 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 level 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.

### Situation B

**You cannot enter the lock chamber.**

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

The manoeuvre then takes place in two steps:

#### Step ①

- ▶ 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.**
- ▶ Proceed with the lock manoeuvre from **step ① of situation A** (see above).

⚡ ONLY IN CASE OF AN EMERGENCY DURING THE MANOEUVRE ⚡

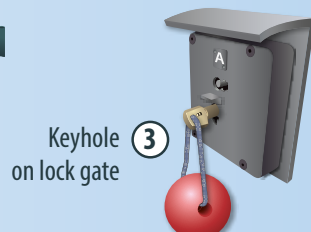
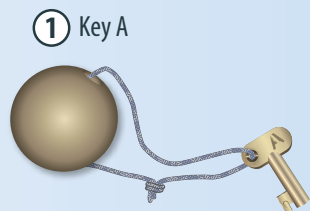
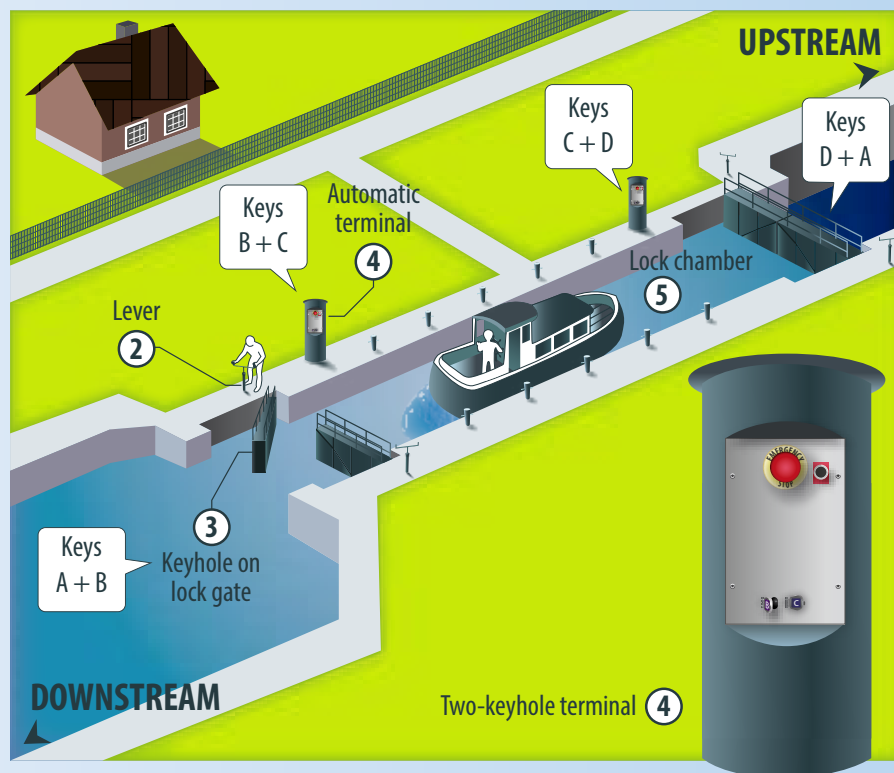
You must press the **emergency stop button** to stop the on-going manoeuvre.

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, La Ferté-Milon and Mareuil-sur-Ourcq locks

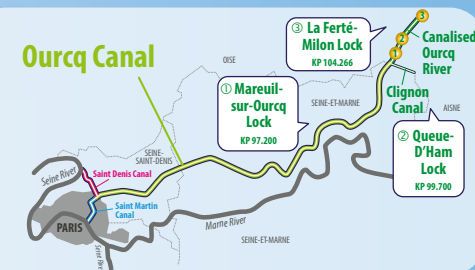
These are **self-service** locks. The gates are operated manually ②. "Key A" ① serves to operate a keyhole ③ "key B" (upstream) or "key D" (downstream) which sets the valves in motion through two **two-keyhole terminals** ④ located within the **lock chamber** ⑤.



**\* Mooring impossible at the Mareuil and Queue-d'Ham locks!**

A team of **two people** is therefore **required** to perform the manoeuvres.

### Ourcq Canal



**You can enter the lock chamber: boat proceeding upstream**

**Caution! \*** For the Mareuil and Queue-d'Ham locks, disembark your crew and then you can enter the lock chamber ⑤.

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

#### Step ①

- ▶ **Manually** close the **two downstream gates** of the lock one after the other using the lever ②.
- ▶ Insert your "key A" ① **in the keyhole** ③ of one of the downstream gates of the lock.
- ▶ Turn your "key A" ① to the right and collect "key B" located below ("key A" ① remains in the keyhole).

#### Step ②

- ▶ Insert your "key B" in "keyhole B" of the **downstream terminal** ④.
- ▶ 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** ④.
- ▶ 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 ⑤ 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 ②.
- ▶ Insert your "key D" **in the keyhole** ③ of one of the upstream gates of the lock.
- ▶ Turn your "key D" to the right and collect "key A" ① ("key D" remains in the keyhole).
- ▶ Keep your "key A" ① safely for use when crossing the next locks.

**You can enter the lock chamber: boat proceeding downstream**

▶ Identical procedure with use of the keys in reverse order: "key D" then "key C" then "key B" and lastly "key A" ①.

**You cannot enter the lock chamber: boat proceeding upstream**

- ① Manual closure of the upstream gates (lever ②).
- ② Closure of the valves of the upstream gates (upstream terminal ④, "key D" and "key C").
- ③ Opening of the valves of the downstream gates (downstream terminal ④, "key C" and "key B").
- ④ Opening of the downstream gates (lever ②).
- ⑤ Boat enters the lock chamber ⑤ 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 in the future for the Queue d'Ham and La Ferté-Milon locks.

**General hotline:**

**+33 1 60 09 95 00 (Meaux)**

# Map of the river network



## 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

Size change / PK 11.065

Ourcq Canal  
wide-gauge

Ourcq Canal  
small crafts

## Saint Martin Canal 4.5 km - 9 Locks

- ①-② La Villette Locks
- ③-④ Morts Locks
- ⑤-⑥ Récollets Locks
- ⑦-⑧ Temple Locks
- ⑨ Arsenal Locks

## 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)

## Ourcq Canal 97 km - 6 locks

- ① Sevrans 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 (self-service)
- refer to pages 11 and 22.

0 Kilometres 8

© Service des canaux

## Fluvial network map key



	Road
	Cycle track
	Route for cyclists
	Bike itinerary / cycling path (in the pipeline)
	Commune border
	Department border
	Town
	Green space
	Wooded area
	SNCF station
	Subway station
	RER train station
	Tramway stop
	Lock
	Trilbardou Pumping Station
	Villers-les-Rigault Pumping Station

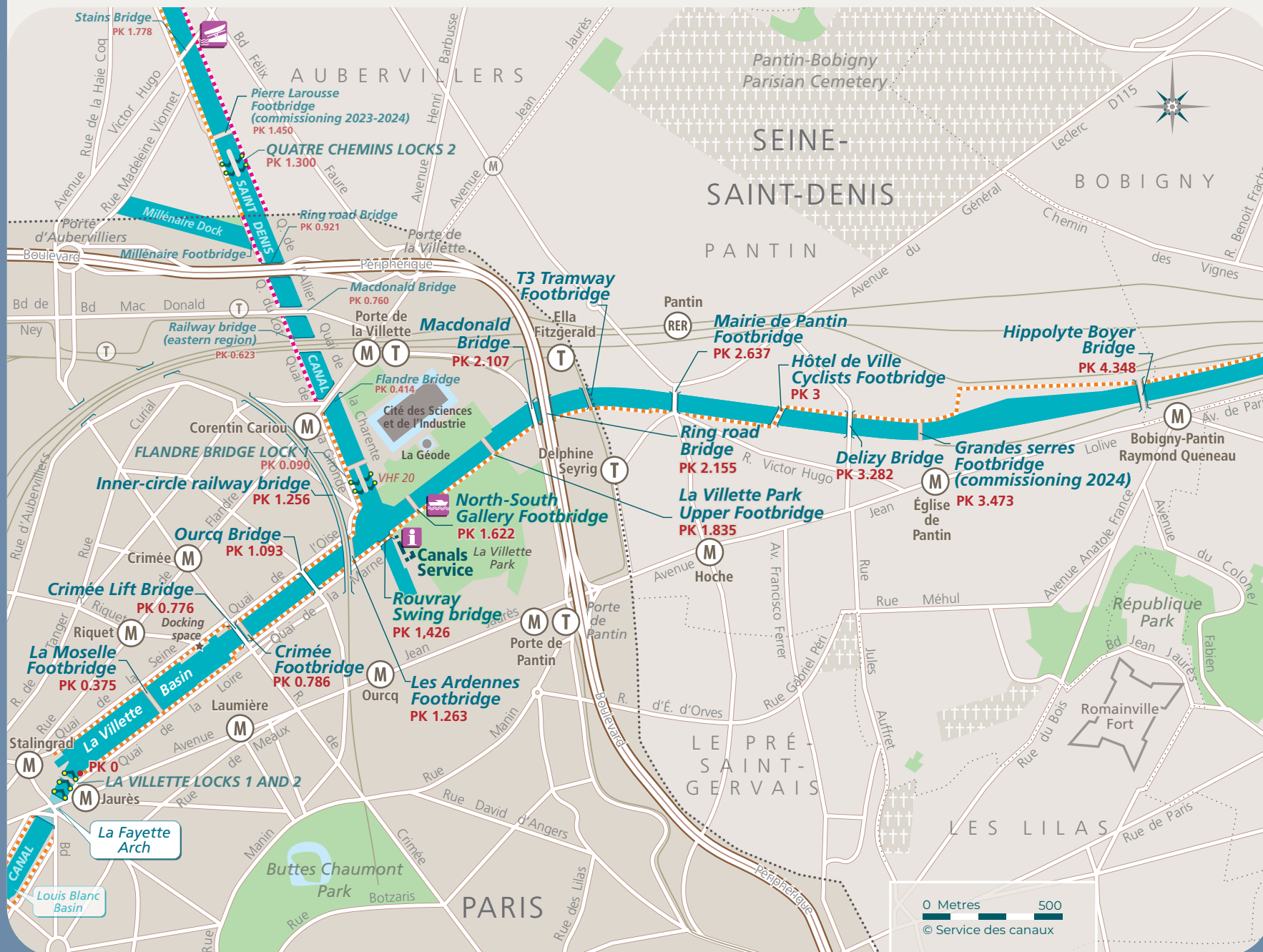
	Launching ramp
	Leisure boat
	Lift bridge
	Canal bridge
	Canoe-kayaking club
	Picnic site
	Riverside cafe
	Historical monument
	Museum
	Automatic terminal
	Toilets
	Parking area
	Supermarket
	Shops
	Nautical information
	Tourism information office





## Ourcq Canal ▶ 97 km - 6 locks

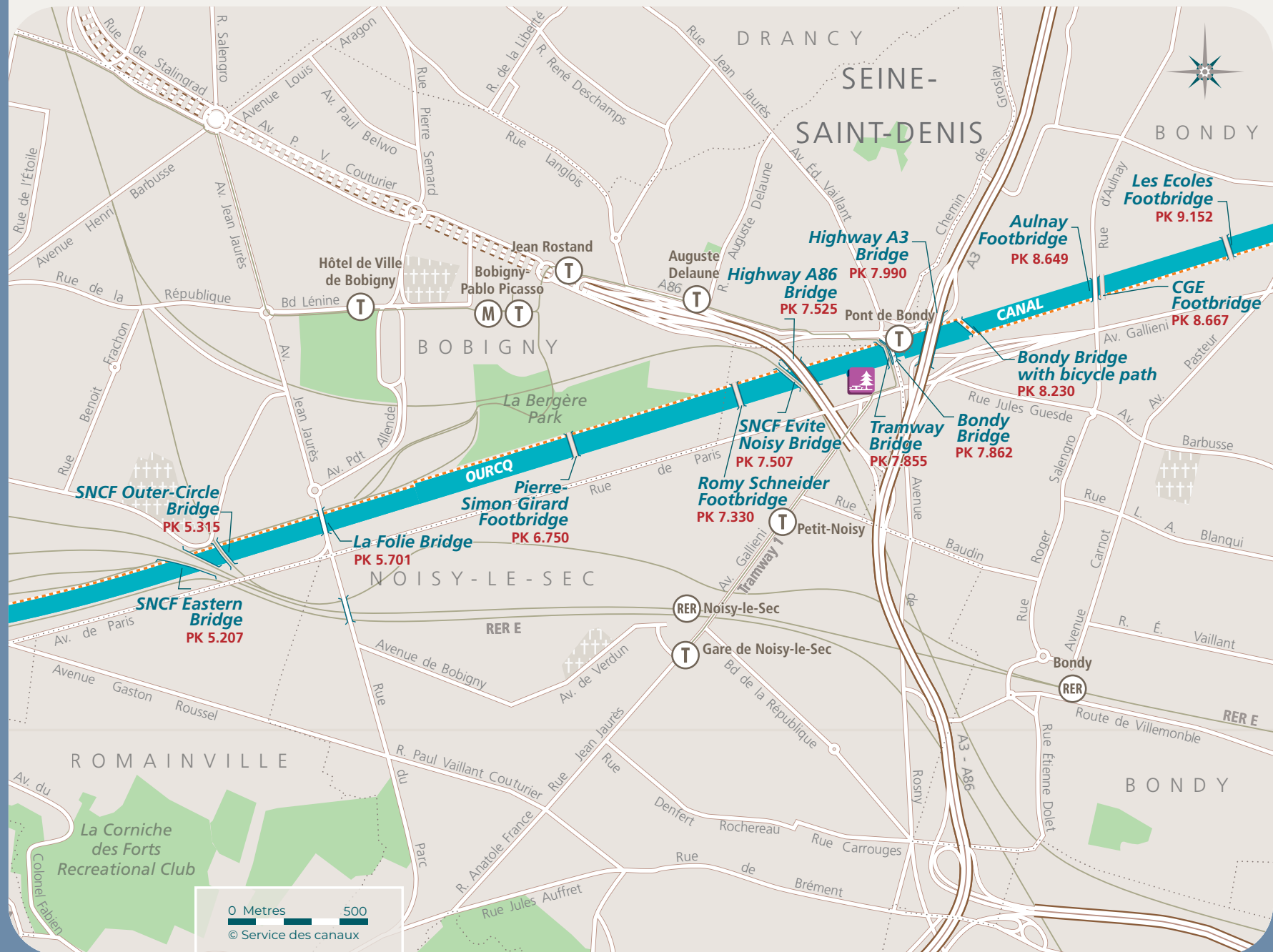
### 1 From La Villette Basin (75) to Bobigny (93)





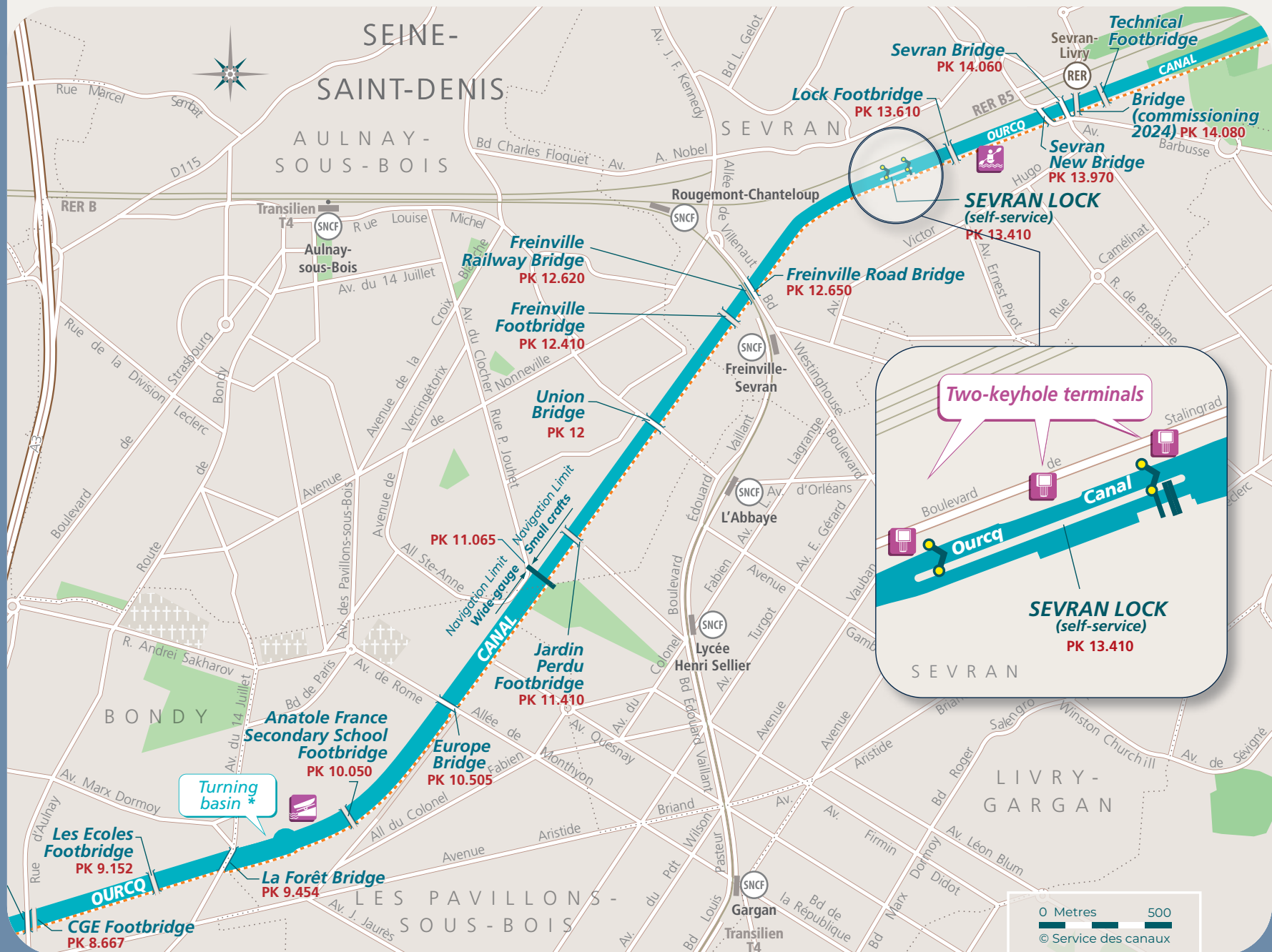
## Ourcq Canal ▶ 97 km - 6 locks

## 2 From Bobigny to Bondy (93)



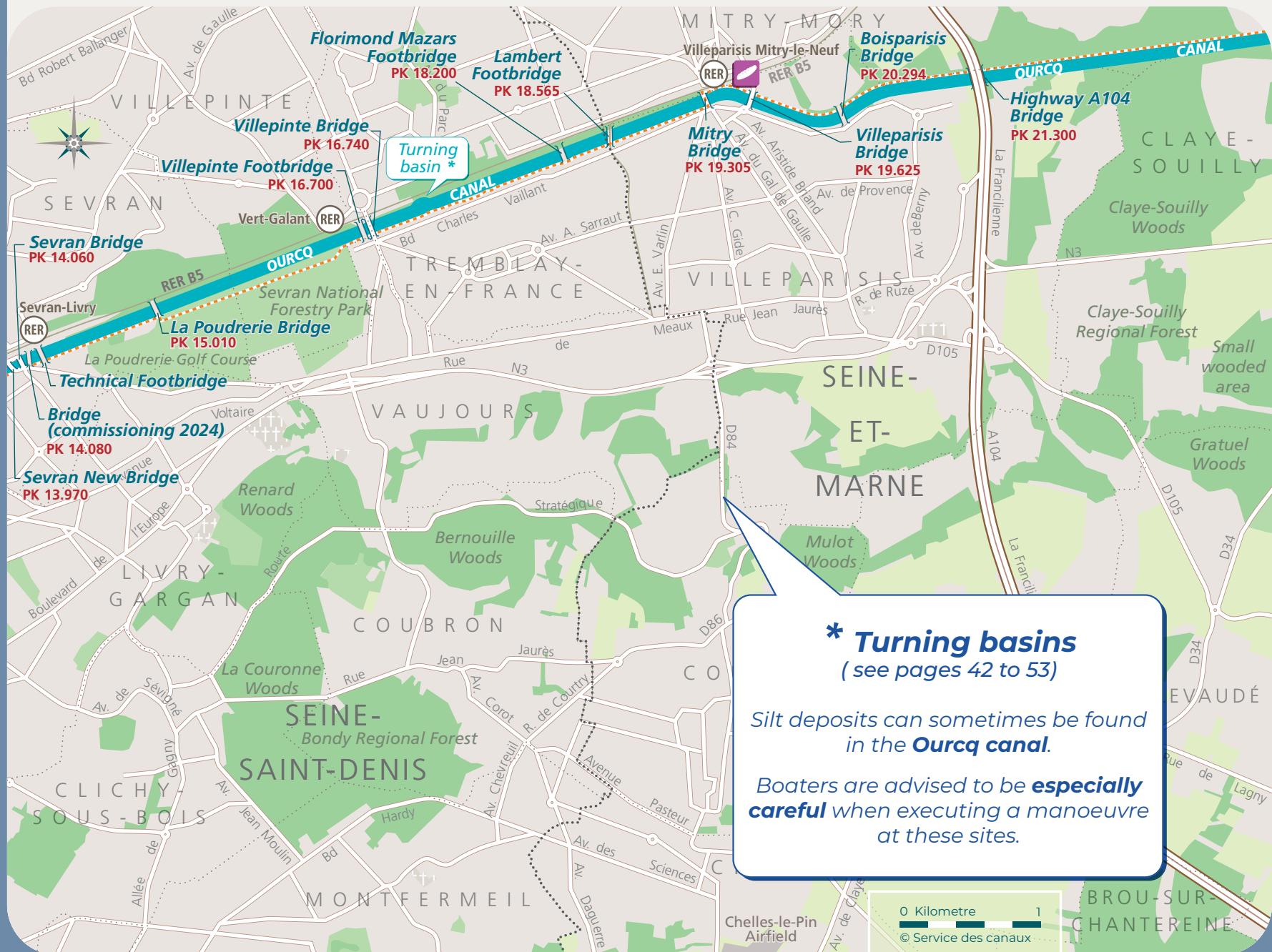
## Ourcq Canal ▶ 97 km - 6 locks

### 3 From Bondy to Sevran (93)



## Ourcq Canal ▶ 97 km - 6 locks

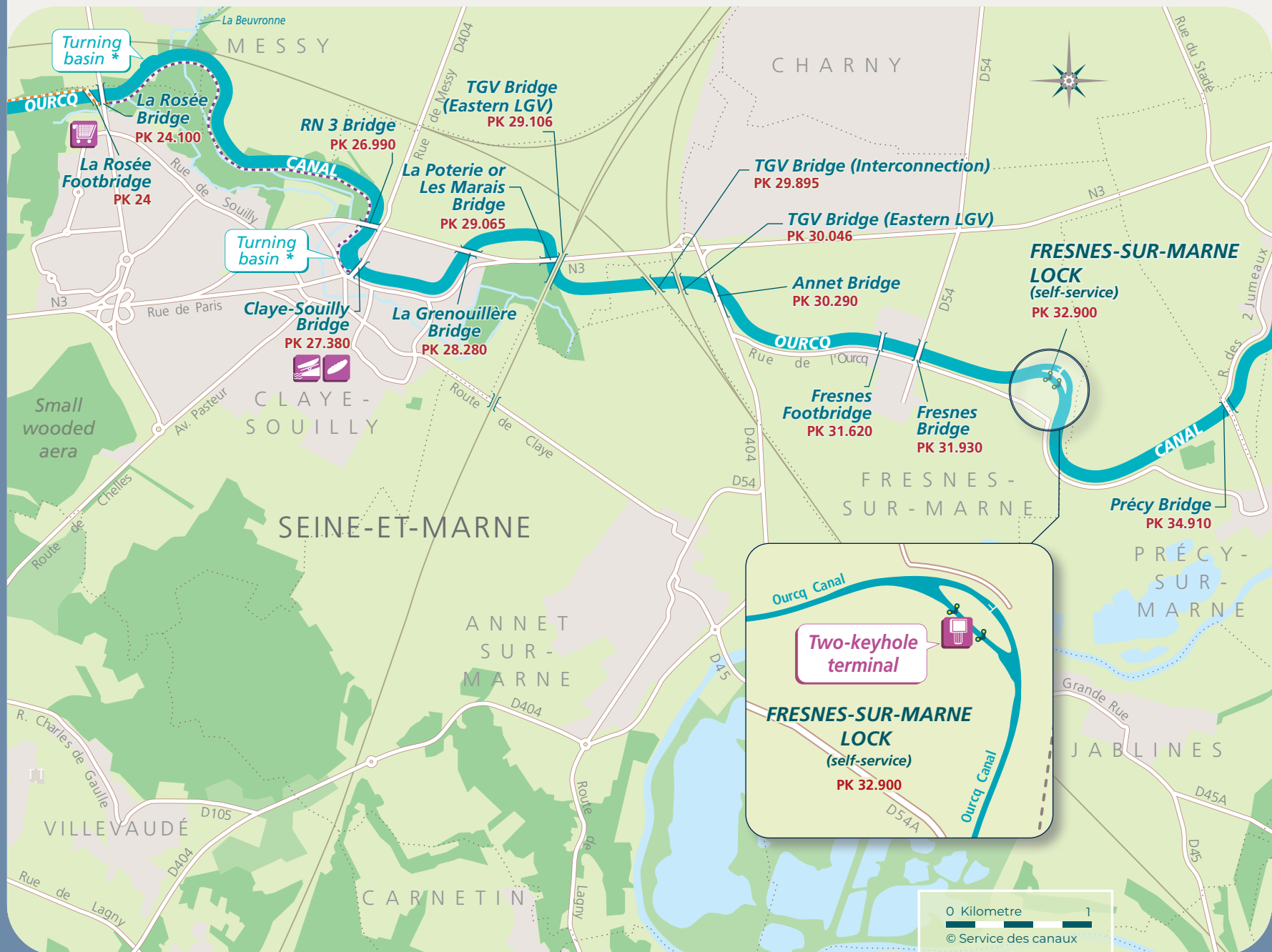
### 4 From Sevrans (93) to Claye-Souilly (77)





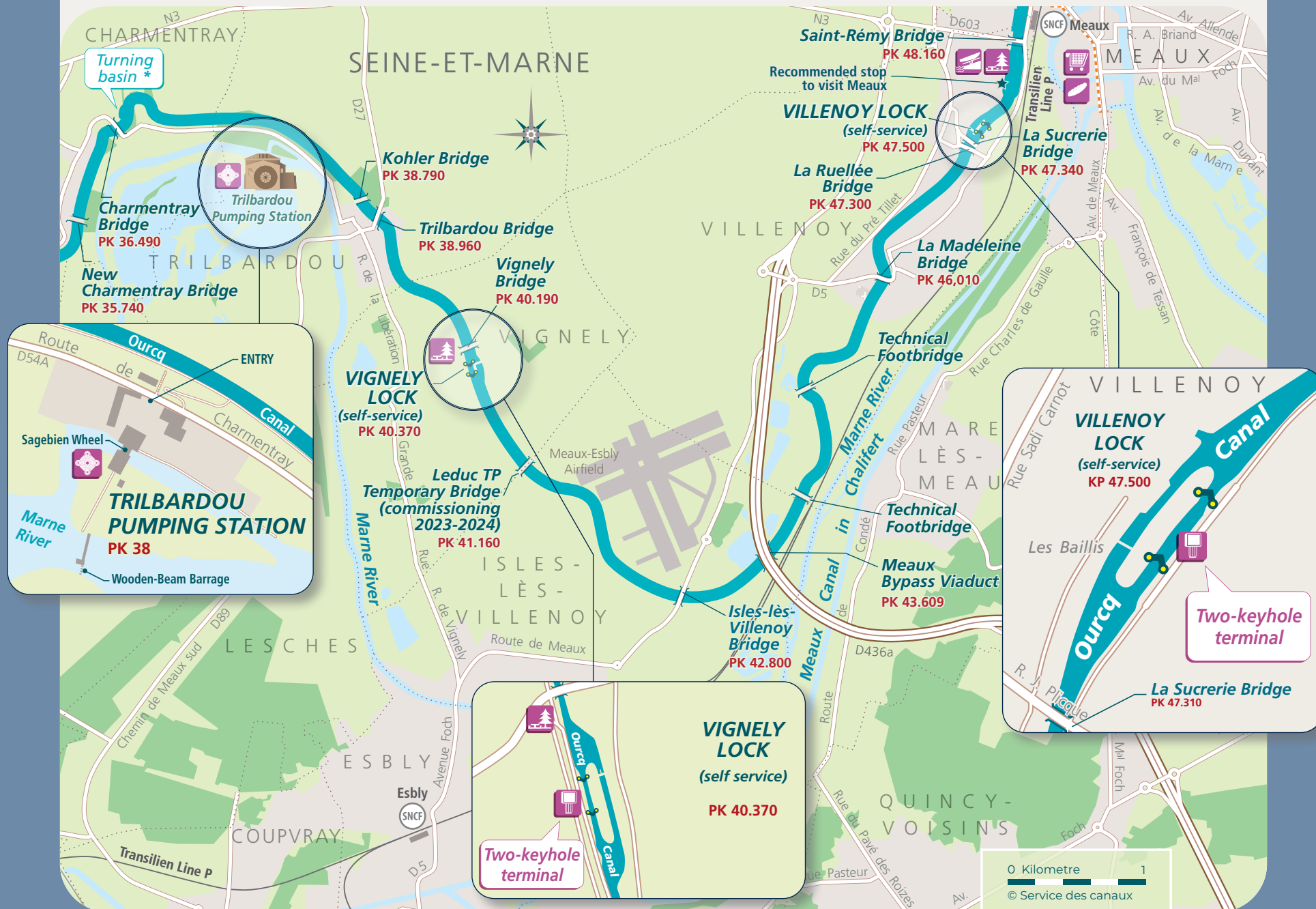
## Ourcq Canal ▶ 97 km - 6 locks

### 5 From Claye-Souilly (77) to Précy-sur-Marne (77)



## Ourcq Canal ▶ 97 km - 6 locks

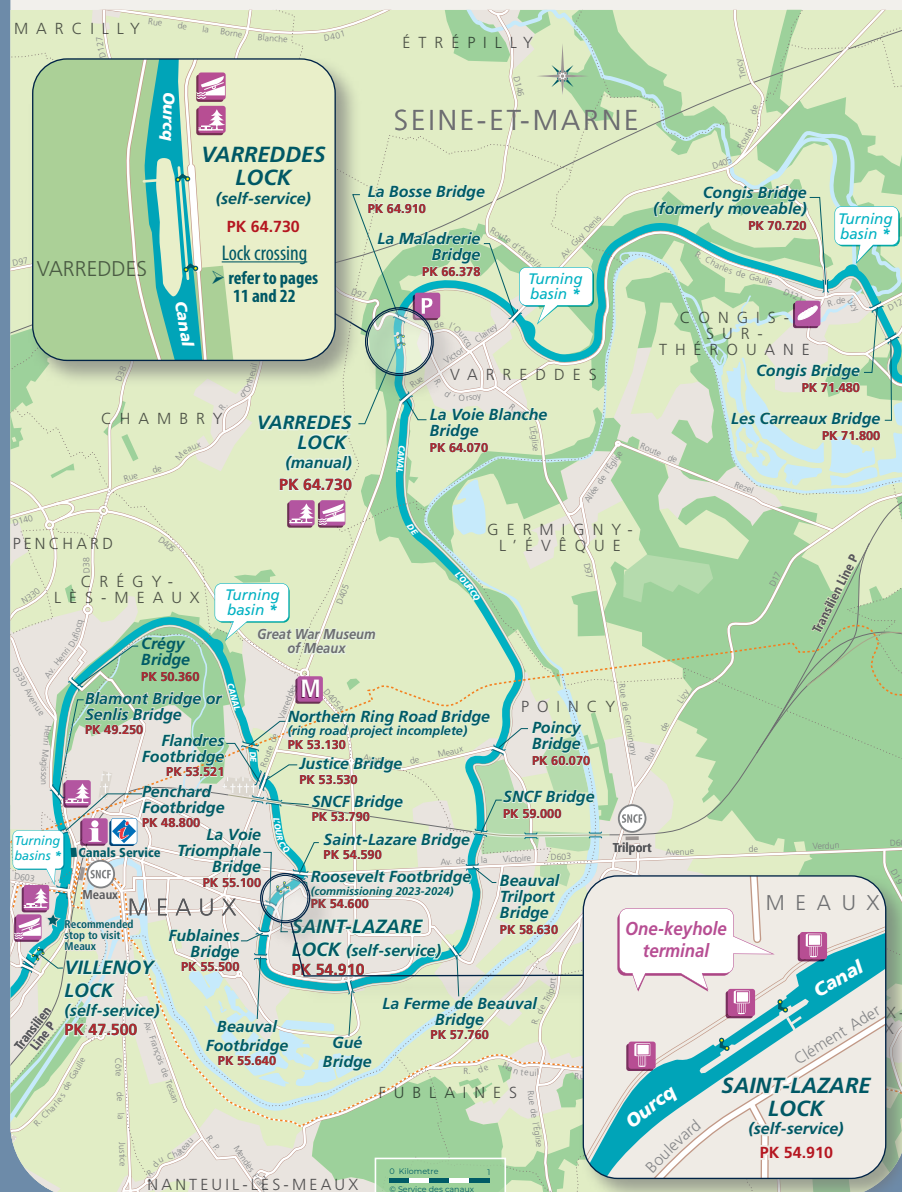
## 6 From Charmentray (77) to Meaux (77)



## 7 Ourcq Canal

► 97 km - 6 locks

From Meaux (77) to Congis-sur-Thérrouanne (77)



## 8 Ourcq Canal

► 97 km - 6 locks

From Congis-sur-Thérrouanne to Neufchelles (60)

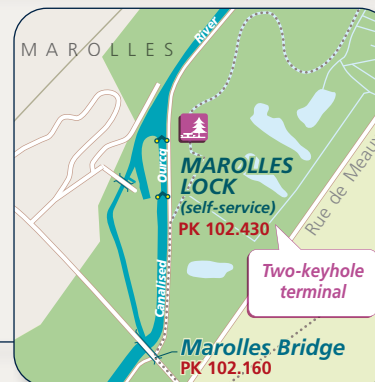




# Canalised Ourcq River

► 11 km - 4 locks

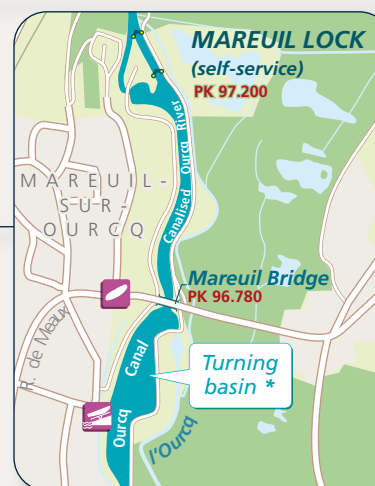
From Mareuil-sur-Ourcq (60) to Silly-la-Poterie (02)



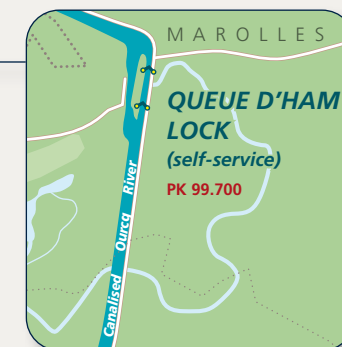
Canalised Ourcq River



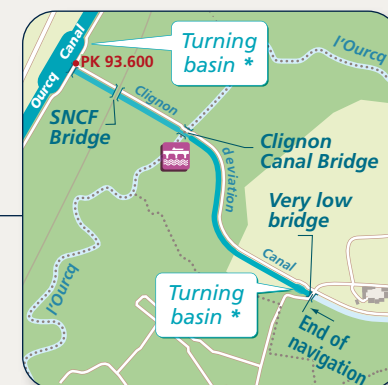
Canalised Ourcq River



Ourcq Canal and Canalised Ourcq River



Canalised Ourcq River



Clignon deviation canal  
 1.2 km - Canal Bridge

**9 Ourcq Canal**  
 ◀ From Neufchelles (60)  
 to Mareuil-sur-Ourcq (60)

## Services Offered

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

Saint Martin Canal, Saint Denis Canal and Ourcq Canal wide-gauge section  
**PARIS :** +33 1 40 35 63 21

Ourcq Canal for small crafts, Clignon Canal and Canalised River Ourcq  
**MEAUX :** +33 1 60 09 95 00

### CAUTION!

Petrol stations, indicated in the waterway, are not many. 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 several boat launch ramps freely available to users. See the fluvial network map downloadable from [www.paris.fr/canaux](http://www.paris.fr/canaux)

### PICNIC SITES

Picnic sites are at your disposal along the waterway.

► See fluvial network map pages 36 to 53.

## Telephone numbers and addresses

### CANALS SERVICE / CENTRAL SERVICES

62, quai de la Marne 75019 PARIS.  
Tel. +33 1 44 89 14 14 - Fax +33 1 44 89 14 48

**Opening hours:** Monday to Friday  
From 9:00 a.m. to 12:00 p.m. and from 1:30 p.m. to 5:00 pm



### OURCQ DISTRICT TOURISM OFFICE

6, avenue Galliéni 77100 MEAUX.  
Tel. +33 1 60 09 95 00 - Fax +33 1 60 09 95 01

**Opening hours:** Monday to Friday  
From 8:30 a.m. to 12:00 p.m. and from 1:30 p.m. to 5:00 pm



### CENTRALISED CONTROL STATION (PCC1) WIDE-GAUGE CANALS

Saint Martin Canal, Saint Denis Canal and Ourcq Canal –  
Wide-Gauge.  
Tel. +33 1 40 35 63 21 - VHF channel 20

### ARSENAL PORT and La Villette Basin Docking Space (Paris 19)

11 boulevard de la Bastille 75012 PARIS  
Tel. +33 1 43 41 39 32 (office) / +33 6 88 93 55 63 (emergency)  
[contact@fayollemarine.com](mailto:contact@fayollemarine.com)  
[www.fayollemarine.eu](http://www.fayollemarine.eu)  
VHF channel 9



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