

Chapter 1 : Black Death - HISTORY

*Seaports and People of Europe [Addie Laidlaw Harding, Garnett Laidlaw Eskew] on calendrierdelascience.com *FREE* shipping on qualifying offers. This is a new release of the original edition.*

Bring fact-checked results to the top of your browser search. The Age of Discovery In the years from the mid-15th to the mid-16th century, a combination of circumstances stimulated men to seek new routes, and it was new routes rather than new lands that filled the minds of kings and commoners, scholars and seamen. First, toward the end of the 14th century, the vast empire of the Mongols was breaking up; thus, Western merchants could no longer be assured of safe-conduct along the land routes. Second, the Ottoman Turks and the Venetians controlled commercial access to the Mediterranean and the ancient sea routes from the East. Third, new nations on the Atlantic shores of Europe were now ready to seek overseas trade and adventure. World map by J. Contarini, depicting the expanding horizons becoming known to European geographers in the Age of Discovery. Courtesy of the trustees of the British Museum; photograph, J. The sea route east by south to Cathay Henry the Navigator, prince of Portugal, initiated the first great enterprise of the Age of Discovery—the search for a sea route east by south to Cathay. His motives were mixed. He was curious about the world; he was interested in new navigational aids and better ship design and was eager to test them; he was also a Crusader and hoped that, by sailing south and then east along the coast of Africa, Arab power in North Africa could be attacked from the rear. The promotion of profitable trade was yet another motive; he aimed to divert the Guinea trade in gold and ivory away from its routes across the Sahara to the Moors of Barbary North Africa and instead channel it via the sea route to Portugal. Expedition after expedition was sent forth throughout the 15th century to explore the coast of Africa. Prince Henry died in 1482 after a career that had brought the colonization of the Madeira Islands and the Azores and the traversal of the African coast to Sierra Leone. All seemed promising; trade was good with the riverine peoples, and the coast was trending hopefully eastward. Then the disappointing fact was realized: In 1482 he rounded the Cape of Storms in such bad weather that he did not see it, but he satisfied himself that the coast was now trending northeastward; before turning back, he reached the Great Fish River, in what is now South Africa. On the return voyage, he sighted the Cape and set up a pillar upon it to mark its discovery. In 1492 Columbus had apparently reached the East by a much easier route. Interest was therefore renewed in establishing the sea route south by east to the known riches of India. This he did after a magnificent voyage around the Cape of Storms which he renamed the Cape of Good Hope and along the unknown coast of East Africa. Soon trading depots, known as factories, were built along the African coast, at the strategic entrances to the Red Sea and the Persian Gulf, and along the shores of the Indian peninsula. In 1497 the Portuguese established a base at Malacca now Melaka, Malaysia, commanding the straits into the China Sea; in 1511, the Moluccas, or Spice Islands, and Java were reached; in 1557 the trading port of Macau was founded at the mouth of the Canton River. Europe had arrived in the East. But Portugal was soon overextended; it was therefore the Dutch, the English, and the French who in the long run reaped the harvest of Portuguese enterprise. Some idea of the knowledge that these trading explorers brought to the common store may be gained by a study of contemporary maps. The delineation of the west coast of southern Africa from the Guinea Gulf to the Cape suggests a knowledge of the charts of the expedition of Bartolomeu Dias. The coastlines of the Indian Ocean are largely Ptolemaic with two exceptions: The Contarini map of 1492 shows further advances; the shape of Africa is generally accurate, and there is new knowledge of the Indian Ocean, although it is curiously treated. Peninsular India on which Cananor and Calicut are named is shown; although too small, it is, however, recognizable. There is even an indication to the east of it of the Bay of Bengal, with a great river running into it. East again, as on the map of Henricus Martellus, the Malay Peninsula appears twice. The sea route west to Cathay It is not known when the idea originated of sailing westward in order to reach Cathay. Many sailors set forth searching for islands in the west; and it was a commonplace among scientists that the east could be reached by sailing west, but to believe this a practicable voyage was an entirely different matter. Christopher Columbus, a Genoese who had settled in Lisbon about 1480, argued that Cipango lay a mere 2,000 nautical miles west of the Canary Islands in the eastern Atlantic. He could not convince the

Portuguese scientists nor the merchants of Lisbon that his idea was worth backing; but eventually he obtained the support of King Ferdinand and Queen Isabella of Spain. The sovereigns probably argued that the cost of equipping the expedition would not be very great; the loss, if it failed, could be borne; the gain, should it succeed, was incalculable—indeed, it might divert to Spain all the wealth of Asia. From the Canaries he sailed westward, for, on the evidence of the globes and maps in which he had faith, Japan was on the same latitude. If Japan should be missed, Columbus thought that the route adopted would land him, only a little further on, on the coast of China itself. With the help of the local Indians, the ships reached Cuba and then Haiti. Although there was no sign of the wealth of the lands of Kublai Khan, Columbus nevertheless seemed convinced that he had reached China, since, according to his reckoning, he was beyond Japan. At the time, however, his efforts must have seemed ill-rewarded: He died at Valladolid in 1492. Did he believe to the end that he indeed had reached Cathay, or did he, however dimly, perceive that he had found a New World? Whatever Columbus thought, it was clear to others that there was much to be investigated, and probably much to be gained, by exploration westward. In England, Bristol, with its western outlook and Icelandic trade, was the port best placed to nurture adventurous seamen. In the latter part of the 15th century, John Cabot, with his wife and three sons, came to Bristol from Genoa or Venice. His project to sail west gained support, and with one small ship, the *Matthew*, he set out in May, taking a course due west from Dursey Head, Ireland. His landfall on the other side of the ocean was probably on the northern peninsula of what is now known as Newfoundland. From there, Cabot explored southward, perhaps encouraged to do so, even if seeking a westward passage, by ice in the Strait of Belle Isle. The coasts between the landfalls of Columbus and of John Cabot were charted in the first quarter of the 16th century by Italian, French, Spanish, and Portuguese sailors. Sebastian Cabot, son of John, gained a great reputation as a navigator and promoter of Atlantic exploration, but whether this was based primarily on his own experience or on the achievements of his father is uncertain. The map of Contarini represented a brave attempt to collate the mass of new information, true and false, that accrued from these western voyages. The land explored by Columbus on his third voyage and by Vespucci and de Ojeda is shown at the bottom left of the map as a promontory of a great northern bulge of a continent extending far to the south. In the wide sea that separates these northern lands from South America, the West Indies are shown. Halfway between the Indies and the coast of Asia, Japan is drawn. A legend placed between Japan and China reveals the state of opinion among at least some contemporary geographers; it presumably refers to the fourth voyage of Columbus in 1498 and may be an addition to the map. Christopher Columbus, Viceroy of Spain, sailing westwards, reached the Spanish islands after many hardships and dangers. Weighing anchor thence he sailed to the province called Ciambra [a province which then adjoined CochinChina]. To more and more people it was becoming plain that a New World had been found, although for a long time there was little inclination to explore it but instead a great determination to find a way past it to the wealth of Asia. The voyage of the Portuguese navigator Ferdinand Magellan, from 1499 to 1522, dispelled two long-cherished illusions: Ferdinand Magellan had served in the East Indies as a young man. Familiar with the long sea route to Asia eastward from Europe via the Cape of Good Hope, he was convinced that there must be an easier sea route westward. His plan was in accord with Spanish hopes; five Spanish ships were fitted out in Sevilla, and in August they sailed under his command first to the Cape Verde Islands and thence to Brazil. The Gulf of St. In September a southward course was set once more, until, finally, on October 21, Magellan found a strait leading westward. It proved to be an extremely difficult one: It was a miracle that three of the five ships got through its 107-mile km length. After 38 days, they sailed out into the open ocean. Once away from land, the ocean seemed calm enough; Magellan consequently named it the Pacific. The Pacific, however, proved to be of vast extent, and for 14 weeks the little ships sailed on a northwesterly course without encountering land. At last, on March 6, 1522, exhausted and scurvy-ridden, they landed at the island of Guam. Ten days later they reached the Philippines, where Magellan was killed in a local quarrel. The survivors, in two ships, sailed on to the Moluccas; thus, sailing westward, they arrived at last in territory already known to the Portuguese sailing eastward. One ship attempted, but failed, to return across the Pacific. Cano, not having allowed for the fact that his circumnavigation had caused him to lose a day, was greatly puzzled to find that his carefully kept log was one day out; he was, however, delighted to discover that the cargo that he had brought back more than

paid for the expenses of the voyage. It is fitting to consider this first circumnavigation as marking the close of the Age of Discovery. Not all the major problems of world geography were, however, now solved. Two great questions still remained unanswered. The emergence of the modern world The centuries that have elapsed since the Age of Discovery have seen the end of dreams of easy routes to the East by the north, the discovery of Australasia and Antarctica in place of Terra Australis Incognita , and the identification of the major features of the continental interiors. While, as in earlier centuries, traders and missionaries often proved themselves also to be intrepid explorers, in this period of geographical discovery the seeker after knowledge for its own sake played a greater part than ever before. In a trading company, later known as the Muscovy Company , was formed with Sebastian Cabot as its governor. Under its auspices numerous expeditions were sent out. Soon, attempts to find a passage to Cathay were replaced by efforts to divert the trade of the ancient silk routes from their traditional outlets on the Black Sea to new northern outlets on the White Sea. The Dutch next took up the search for the passage. The English navigator Henry Hudson , in the employ of the Dutch, discovered between and that ice blocked the way both east and west of Svalbard Spitsbergen. The Northwest Passage , on the other hand, also had its strong supporters. In the English explorer Sir Martin Frobisher found the bay named after him. Between and , three English voyagersâ€”Robert Bylot, Sir Thomas Button , and William Baffin â€”thoroughly explored the bay, returning convinced that there was no strait out of it leading westward. As in the quest for a Northeast Passage, interest turned from the search for a route leading to the riches of the East to the exploitation of local resources. Lawrence estuary and Hudson Bay. Further search for the passage itself did not take place until the 19th century: It was left to the Norwegian explorer Roald Amundsen to be the first to sail through the passage, which he did in â€” It was the Dutch, trading on the fringes of the known world, who were the explorers. Victualing their ships at the Cape, they soon learned that, by sailing east for some 3, miles 5, km before turning north, they would encounter favourable winds in setting a course toward the Spice Islands now the Moluccas. In a farsighted governor general of the Dutch East India Company , Anthony van Diemen , sent out the Dutch navigator Abel Tasman for the immediate purpose of making an exploratory voyage, but with the ultimate aim of developing trade. He sailed north without finding Cook Strait , and, making a sweeping arc on his voyage back to the Dutch port of Batavia now Jakarta , Indonesia , he discovered the Tonga and the Fiji Islands. Westward voyages to the Pacific The earlier European explorers in the Pacific were primarily in search of trade or booty; the later ones were primarily in search of information. The traders, for the most part Spaniards, established land portages from harbours on the Caribbean to harbours on the west coast of Central and South America; from the Pacific coast ports of the Americas, they then set a course westward to the Philippines.

Chapter 2 : List of busiest ports in Europe - Wikipedia

There are a number of other major ports on the Mediterranean and the Baltic with levels of container traffic which would place them in the Top 20 table above, but they are omitted since they are located in countries which do not contribute to the Eurostat statistics from which the table has been produced.

Bring fact-checked results to the top of your browser search. People A scanty population of now-extinct hominin species see Hominidae lived in Europe before modern humans appeared some 45,â€”43, years ago. Throughout the prehistoric period the continent experienced continual waves of immigration from Asia. In the modern period, especially since the midth century, large numbers of people have immigrated from other continents, particularly Africa and Asia. Nevertheless, Europe today remains preeminently the homeland of various European peoples. On the other hand, territorial differences in language and other cultural aspects are well known, and these have been of immense social and political import in Europe. These differences place Europe in sharp contrast to such relatively recently colonized lands as the United States , Canada, and Australia. Its many states, some long-established, introduced another divisive element that was augmented by modern nationalistic sentiments. Efforts to associate groups of states for specific defense and trade functions, especially after World War II , created wider unitary associations but with fundamental east-west differences. Thus, there appeared two clear-cut, opposing unitsâ€”one centred on the Soviet Union and the other on the countries of western Europeâ€”as well as a number of relatively neutral states Ireland , Sweden , Austria , Switzerland , Finland , and Yugoslavia. This pattern was subsequently altered in the late s and early s with the dissolution of the Soviet bloc including the Soviet Union itself , the rapprochement between east and west, and the creation and expansion of the European Union EU. There are some culturally distinct groups in Europe, including a number of groups in the Caucasus region that have affinities with both Asia and Europe. Each of these large groups exhibits two significant features. First, each is characterized by a degree of self-recognition by its members, although the basis for such collective identity varies from group to group. Second, each groupâ€”except the Jews and the Roma Gypsies â€”tends to be concentrated and numerically dominant within a distinctive territorial homeland. For a majority of groups the basis for collective identity is possession of a distinctive language or dialect. The Catalans and Galicians of Spain , for example, have languages notably different from the Castilian of the majority of Spaniards. On the other hand, some peoples may share a common language yet set each other apart because of differences in religion. In the Balkan region, for instance, the Eastern Orthodox Serbs, Muslim Bosnians Bosniaks , and Roman Catholic Croats all speak a language that linguists refer to as Serbo-Croatian ; however, each group generally prefers to designate its language as Serbian, Bosnian, or Croatian. Some groups may share a common language but remain separate from each other because of differing historical paths. Thus, the Walloons of southern Belgium and the Jurassiens of the Jura in Switzerland both speak French, yet they see themselves as quite different from the French because their groups have developed almost completely outside the boundaries of France. Even when coexisting within the same state, some groups may have similar languages and common religions but remain distinctive from each other because of separate past associations. The primary European cultural groups have been associated by ethnographers into some 21 culture areas. The groupings are based primarily on similarities of language and territorial proximity. Although individuals within a primary group generally are aware of their cultural bonds, the various groups within an ethnographically determined culture area do not necessarily share any self-recognition of their affinities to one another. This is particularly true in the Balkan culture area. Peoples in the Scandinavian and German German-language culture areas, by contrast, are much more aware of belonging to broader regional civilizations. Languages Romance, Germanic, and Slavic languages Within the complex of European languages, three major divisions stand out: Romance , Germanic , and Slavic. All three are derived from a parent Indo-European language of the early migrants to Europe from southwestern Asia. All are derived from the Latin language of the Roman Empire. Romance languagesDistribution of Romance languages in Europe. The Germanic languages are found in central, northern, and northwestern Europe. They are derived from a common tribal language that originated in southern Scandinavia , and they include German

, Dutch , Danish , Norwegian , Swedish , and Icelandic , as well as the minor Germanic tongue of Frisian in the northern Netherlands and northwestern Germany. English is a Germanic language, but about half its vocabulary has Romance origins. Distribution of the Germanic languages in Europe. The Slavic languages are characteristic of eastern and southeastern Europe and of Russia. These languages are usually divided into three branches: West, East, and South. Other languages In addition to the three major divisions of the Indo-European languages , three minor groups are also noteworthy. Modern Greek is the mother tongue of Greece and of the Greeks in Cyprus , as well as the people of other eastern Mediterranean islands. Older forms of the language were once widespread along the eastern and southern shores of the Mediterranean and in southern peninsular Italy and Sicily. The Baltic language family includes modern Latvian and Lithuanian. The Old Prussian language also belonged to the Baltic group but was supplanted by German through conquest and immigration. Two other Indo-European language divisions were formerly widespread but now are spoken only by a few groups. Celtic languages at one time dominated central and western Europe from a core in the German Rhineland. Cultural pressures from adjacent Germanic- and Romance-speaking civilizations eliminated the Celtic culture area, save for a few remnants in the British Isles and Brittany , in northwestern France; surviving Celtic languages include Cornish , Welsh , Irish , Scots Gaelic , Manx , and Breton. It survives solely in the Albanian language. Non-Indo-European languages also are spoken on the continent. The sole example in western Europe is the Basque language of the western Pyrenees ; its origins are obscure. In northeastern and central Europe the Finnish , Sami , Estonian , and Hungarian languages belong to the Uralic language family , which has other representatives in the middle Volga River region. Turkic languages are spoken in portions of the Balkan and Caucasus regions, as well as in southern Russia. Religions The majority of primary culture groups in Europe have a single dominant religion, although the English, German, Swiss, Hungarian, and Netherlandic groups are noteworthy for the coexistence of Roman Catholicism and Protestantism. Roman Catholicism in the west and southwest, Protestantism in the north, and Eastern Orthodoxy in the east and southeast. The divisions of Christianity are the result of historic schisms that followed its period of unity as the adopted state religion in the late stages of the Roman Empire. The bishop of Rome became spiritual leader of the West, while the patriarch of Constantinople led the faith in the East; the final break occurred in The line adopted to divide the two parts of the empire remains very much a cultural discontinuity in the Balkan Peninsula today, separating Roman Catholic Croats, Slovenes, and Hungarians from Eastern Orthodox Montenegrins, Serbs, Bulgarians, Romanians, and Greeks. The second schism occurred in the 16th century within the western branch of the religion, when Martin Luther inaugurated the Protestant Reformation. Although rebellion took place in many parts of western Europe against the central church authority vested in Rome , the Reformation was successful mainly in the Germanic-speaking areas of Britain , northern Germany, the Netherlands, Scandinavia, and the adjacent regions of Finland, Estonia , and Latvia. Jews undertook continued migrations into and throughout Europe, in the process dividing into two distinct branches—the Ashkenazi and the Sephardi. Although the Holocaust and emigration greatly reduced their numbers in Europe—particularly in eastern Europe, where Jews once made up a large minority population—Jews are still found in urban areas throughout the continent. Horsch, Willy Islam also has a long history in Europe. Islamic incursions into the Iberian and Balkan peninsulas during the Middle Ages were influential in the cultures of those regions. Muslim communities still exist in several parts of the Balkans, including Albania, Bosnia and Herzegovina, and northeastern Bulgaria. Large Muslim communities exist in many western European cities as well. The in-migration of guest workers from Asia, North Africa , Turkey , and the former Yugoslavia during eras of labour shortages and economic expansion, particularly in the second half of the 20th century, contributed to the growth of these communities. Muslim women and children Muslim women and children in Iserlohn, Germany. Such high numbers, achieved by high birth rates and falling death rates, were sustained by expanding economies. By the end of the 20th century, however, population growth in Europe had slowed dramatically, while numbers had grown proportionately faster in the Americas, Asia, and Africa. Overall densities In antiquity the focus of settlement was in southern Europe, but the south lost its numerical domination from medieval times onward, as settlement developed vigorously in western and central Europe and, later still, as the steppe lands of Ukraine and Hungary were settled for crop farming. While

northern Europe from Iceland and the Scottish Highlands to northern Russia is only scantily settled, the population reaches high densities in a more southerly belt stretching from England across northern France and Germany to the Moscow region. A second major population strip extends southward from the Ruhr valley in Germany through Italy. High population densities are often associated with coalfields that, in the past more than today, strongly attracted industry. Giant cities like London , Paris , and St. Petersburg , offering large markets and labour forces, also created regions of high density. Other populous areas are sustained by mining, manufacturing, commerce, and productive agriculture. Malta , San Marino , and the Netherlands are the most densely populated countries; Iceland and Norway are the least densely settled. In general, population is scantiest in mountain regions, some highlands, arid parts of Spain , and the Arctic regions of Russia. Urban and rural settlement City life has, from Classical antiquity, nurtured European culture, although tributary rural life was for centuries the common lot. During the 19th and 20th centuries, however, there was a revolutionary urbanization that now embraces the great majority of contemporary Europeans. Aided by the mechanization of agriculture, urbanizationâ€”offering varied employment, better social services, and, apparently, a fuller lifeâ€”greatly reduced the rural population. The increased ease of travel helped to depopulate many culturally rich, high-altitude areas as well. Today some European towns are quite old, containing architectural survivals from their historic past; others are creations of the Industrial Revolution or the suburbanization trend that began in the late 20th century. In most of the highly industrialized countries the proportion of urban dwellers is highâ€”90 percent or more in such countries as Belgium , Iceland , and the United Kingdom. In Germany , Denmark , the Netherlands , and Sweden over 80 percent of the population is urban, and in the Czech Republic , France , Norway , and Spain the figure is greater than 70 percent. Only a handful of countries, including Albania , Bosnia and Herzegovina , and Moldova , have urban populations that number less than half their national totals. Towns of different scale and varying function continue to grow rapidly. One distinct type is represented by the conurbation linked with outgrowth from London and another, as in the Ruhr, by the fusing of separate cities. Both types stem from an unchecked economic expansion associated with population growthâ€”including immigration from rural areas and from abroad. As elsewhere in the world, these giant agglomerations pose difficult social and aesthetic problems, but, by concentrating population, they help to prevent some areas of the countryside from becoming too built-up. Although infant mortality rates have remained somewhat higher in the countries of eastern Europe, where death rates also increased after the collapse of communism, low mortality rates have been achieved virtually everywhere else on the continent. Birth rates and death rates, as they vary in time and place, necessarily affect the proportion of the population available to the different European countries for the economy and the armed forces. In most countries, increased longevity and lowered birth rates have generated a rising proportion of retired citizens. Also, the trend toward education over longer periods has drawn more young people from the economy. The labour force thus has been shrinking somewhat, although in most places it has continued to constitute more than two-fifths of the population, exceeding half the population in most countries. Labour force totals have remained high on the continent because of the increasing proportion of employed women as well as the influx of large numbers of workers from outside Europe. Migration Despite heavy mortality resulting from continual wars, Europe has been a source of emigrants throughout modern times. The push factors often were sheer poverty, the desire to escape from persecution, or loss of jobs through economic change. The pull factors included new opportunities for better living, often at the expense of original inhabitants elsewhere.

Chapter 3 : Port Of Rotterdam Wins ESPO Award

A Pew Research Center survey published last month found Spain to be the European country most supportive of refugees, with 86 percent of Spanish adults in favor of taking in people fleeing.

Visit Website The Black Death was terrifyingly, indiscriminately contagious: People who were perfectly healthy when they went to bed at night could be dead by morning. Understanding the Black Death Today, scientists understand that the Black Death, now known as the plague, is spread by a bacillus called *Yersinia pestis*. The French biologist Alexandre Yersin discovered this germ at the end of the 19th century. They know that the bacillus travels from person to person pneumonically, or through the air, as well as through the bite of infected fleas and rats. Both of these pests could be found almost everywhere in medieval Europe, but they were particularly at home aboard ships of all kinds – which is how the deadly plague made its way through one European port city after another. Then it reached Rome and Florence, two cities at the center of an elaborate web of trade routes. Today, this grim sequence of events is terrifying but comprehensible. In the middle of the 14th century, however, there seemed to be no rational explanation for it. No one knew exactly how the Black Death was transmitted from one patient to another, and no one knew how to prevent or treat it. Meanwhile, in a panic, healthy people did all they could to avoid the sick. Doctors refused to see patients; priests refused to administer last rites; and shopkeepers closed their stores. Many people fled the cities for the countryside, but even there they could not escape the disease: It affected cows, sheep, goats, pigs and chickens as well as people. In fact, so many sheep died that one of the consequences of the Black Death was a European wool shortage. And many people, desperate to save themselves, even abandoned their sick and dying loved ones. Because they did not understand the biology of the disease, many people believed that the Black Death was a kind of divine punishment – retribution for sins against God such as greed, blasphemy, heresy, fornication and worldliness. Some people believed that the way to do this was to purge their communities of heretics and other troublemakers – so, for example, many thousands of Jews were massacred in and Thousands more fled to the sparsely populated regions of Eastern Europe, where they could be relatively safe from the rampaging mobs in the cities. Some people coped with the terror and uncertainty of the Black Death epidemic by lashing out at their neighbors; others coped by turning inward and fretting about the condition of their own souls. Flagellants Some upper-class men joined processions of flagellants that traveled from town to town and engaged in public displays of penance and punishment: They would beat themselves and one another with heavy leather straps studded with sharp pieces of metal while the townspeople looked on. Then they would move on to the next town and begin the process over again. Though the flagellant movement did provide some comfort to people who felt powerless in the face of inexplicable tragedy, it soon began to worry the Pope, whose authority the flagellants had begun to usurp. In the face of this papal resistance, the movement disintegrated. The Black Death epidemic had run its course by the early 1400s, but the plague reappeared every few generations for centuries. Modern sanitation and public-health practices have greatly mitigated the impact of the disease but have not eliminated it. Start your free trial today.

People smugglers only charge a few hundred dollars for the trip to Yemen, a fraction of the cost demanded for the more direct, and more lethal, route to Europe through Sudan to Libya.

World Facts Europe History As for Europe, a brief chronological account of its significant events begins during prehistoric times with the emergence of Homo sapiens early man , roughly 40, years ago. Early inhabitants during the Paleolithic Age, in an effort to survive, grouped together into small societies such as bands, and subsisted by gathering plants and hunting for wild animals. The practice of cultivating the soil, producing crops and raising livestock began in the Neolithic Age some 9, years ago; stone tools were used and people began to live in small groups, or villages. As man continued to journey east-to-west across Eurasia a combination of Asia and Europe , knowledge of tools and new methods of organization arrived; civilizations flourished as metal axes and arrowheads improved survival. Classical Greek culture had a powerful influence on the Roman Empire, which carried a version of it to many parts of the Mediterranean region and Northern Europe. In short, the Greek culture provided the foundation of modern Western culture. Of the great civilizations to develop in Europe, the previously mentioned Roman Empire certainly had the most lasting influence. During its often tumultuous year period of innovation, it changed the continent and had a profound and lasting influence on the development of modern architecture, language, law and religion. In Western Europe, a wide series of tribes and tribal alliances moved into positions of power in the remnants of the former Roman Empire; small kingdoms were established, and the geography of Western Europe was about to change. The Kingdom of the Franks was a southeastern European territory inhabited and ruled by the Franks. They would evolve into the Kingdom of France, and parts of it would morph into the Holy Roman Empire, a forerunner to the Germany we know today. Anglo-Saxons soon crossed what is now the English Channel to southern Britain and established a series of kingdoms in what would eventually develop into the Kingdom of England by AD ; years later the Kingdoms of Poland and Hungary would also take shape. With little interest in land acquisition, the Scandinavian Norse Vikings aggressively explored Europe for trade and riches. The Normans a Viking people gave their name to Normandy, a region in northern France. Initially emerging in the first half of the 10th century, they had a significant impact on many parts of Europe, from the Norman conquest of England to southern Italy and Sicily. By the end of the 15th century, great powers emerged in Europe, with England, France, The Netherlands, Portugal and Spain playing predominant roles in global affairs from the 15th century onward, especially after the beginning of colonialism. The European colonial period, the s to the mids, was the era when the European powers mentioned above established colonies in Asia, Africa, and the Americas. Between the 16th and 20th centuries, European nations, at various times, controlled the Americas north and south , most of Africa, Oceania and large portions of Asia. As people craved freedom across the globe, the European colonial era began to fall apart. Specifically the British Empire, the first genuinely global empire, began to lose its powers in Africa, India and much of the Middle East, and they soon crumbled away. The enormous costs of both wars greatly contributed to a decline in Western European dominance in world affairs, and some Eastern European countries have not yet fully recovered. After the Berlin Wall came down on November 9, , and after the fall of the Soviet Union in , Europe certainly changed for the better. As for its people, they are an innovative, optimistic and resilient group who changed our world for the better more than once, and surely they will do it again. Europe Geography Facts For additional geography details please use the yellow navigation bar at the top of this page. Note that some stats shown below are found in European Russia, even though that landmass is geographically considered a part of Russia, an Asian country. It is not a separate country, but rather called that because of its longterm political, cultural and geographical blending with the bordering European countries. For reference purposes it is shown above, however, the entire country as a whole is still considered part of the continent of Asia. European Russia comprising roughly 3,, sq. Its Eastern border is defined by the Ural Mountains and in the South it is defined by the border with Kazakhstan.

Chapter 5 : Early Modern Ports, â€“ â€” EGO

The largest port in Europe the Port of Rotterdam Authority has been awarded the European Sea Ports Organisation (ESPO) Award The award was made in recognition of the port's engagement with.

Therefore, knowledge of production outlets, consumption markets and market behavior was paramount for a thriving port. This knowledge gave information about production techniques, weather conditions, creditworthiness and fashion a value of its own, since the different degrees of information might work for or against a certain port, depending on the timing and amount of information available at a given moment. Therefore, no major international port was able to do well in transacting products if the flows of information were not at least as efficient. Information traveled with people, and for that reason ports were at an advantage when compared to other types of towns. Since people often traveled with products, and since ports were always an attractive environment for immigrants because of the broad availability of work within the city, or the opportunity to find transport to somewhere else, news was quick to reach most ports. If most of the information flows reaching Early Modern European ports were of a practical nature, often linked to trade news of shortages, prices, weather, wars, embargoes and so on , there was also a flow of intellectual transactions that one may also classify as information. It is thus not surprising that most ports were more or less tolerant environments for the exchange of unorthodox religious ideas, political concepts or technological developments. The growth of the amount of practical and intellectual information within the European networks of Early Modern ports emphasizes the importance that human transactions gained in many of these towns. The spread of manufacturing, services and military activities linked with trade imposed a permanent demand for a fluid and flexible labor force within most European port systems. Often offering a broad range of specialized activities, ports were known to be places where one might earn a relatively higher wage than in other towns and where the permanent availability of work was a constant. These circumstances attracted very significant numbers of immigrants coming from the rural hinterlands, the region or even from the informal hinterlands overseas. That was certainly the case with European ports that received a fair share of slaves imported from the West Coast or the North of Africa , and free Africans, as was the case with Lisbon, Livorno , Liverpool or Marseille. If slaves were forced into migration against their will, other groups left their towns of origin owing to religious persecution. That was the case with the Iberian New Christians, often forced into exile by the actions of the Inquisition, or the Huguenots , forced to flee their home towns to avoid religious exclusion. A considerable number of these migrants fled to Northwestern European ports like Antwerp, Amsterdam, Hamburg or London, where they made a significant contribution to the economic, social and cultural life of those ports for more than years. Unfortunately, not all Early Modern migrants were successful, and their survival at the port of destination was often hindered by the instability of the labor markets or by economic crises. Very often, the weaker members of the urban agglomerates fell prey to daunting survival challenges. That was the case with all the members of society who for some reason had no place in the traditional family framework, as was the case with single men and women, widowers and widows or orphans. Among these groups, the young and the women were those in the most precarious situation, since their presence in large anonymous metropolises was often perceived as criminal or morally questionable at best. Often driven by poverty or in need of income owing to exclusion by the charitable institutions of the time, some were forced into pilfering, pick-pocketing or prostitution. Even though prostitution was a common feature of Early Modern ports, its perception seems to have been overemphasized by the feelings of the contemporaries. Recent studies have shown that prostitution was often a seasonal activity for most married and not single women and was used as to supplement their meager family incomes. During spring and summer, they were able to find petty jobs in the harbor or as suppliers of logistics for the ships, although autumn and winter were tough times to find a job. Those who could not apply for charity were forced into prostitution. That was certainly the case in most Dutch and English ports in the 17th and the 18th centuries. With people thus being forced to live together in often small urban spaces, religious, cultural and social tolerance became paramount for the survival of ports as social identities, especially in matters concerning the

enforcement of law and order. Urban overcrowding was one of the many consequences of the appeal ports had for many immigrants. Although better equipped than other types of towns to survive public health problems resulting from the co-existence of large populations, very often within traditional medieval walls, ports were forced to expand to the outskirts, to create public health regulations to avoid contamination for example, by excluding polluting industries from within the city walls, to promote poor relief more often than not through the religious and social organizations such as the churches and guilds and, at times, even to regulate the access of people through the gates or the harbor of the city, encouraging as a result the development of a "town spirit" through the separation of "citizens" from "non-citizens", a division not drawn by socio-economic lines, but simply by the territorial definition of who inhabited the town and for how long. Although overcrowding imposed serious challenges to town councils, for ports the most dangerous threat came from the sea. The continuous arrival of foreign ships, usually seasonally bound, led to hectic periods around the docks, where surveillance was at times reduced, very weak or non-existent. This allowed the incoming of sick crews and contaminated products, often infected at the port of departure or at sea. Even though sometimes unaware of their health status, foreign ships called at healthy ports, where they stayed for as long as was needed for their business transactions, leaving behind a trail of sickness and pestilence that would quickly spread throughout the city, aided by the overcrowding conditions within the urban setting. However, there were always some resources that could be tapped or some measures that could be taken. For the people that lived in the towns, the obvious choice when plague or disease broke out was to abandon the city for a place in the countryside, often within the jurisdiction of the city, that is to say, in the traditional hinterland. Yet this was a possibility only for those wealthy or healthy enough to be able to abandon the town and leave their activities behind without endangering their daily survival. On the other hand, abandoning the town for the countryside was also only an option as long as the countryside was immune to the spread of the disease. As soon as urban dwellers started to flood the rural areas, disease spread as quickly as if it was still confined within the city walls, leaving the healthy areas for refuge further and further away. While well-to-do individuals had the choice to leave, the less wealthy inhabitants were not able to do so. For them, the city councils had only the choice to make food and water available through regulation and to oblige religious institutions to bury the dead as soon as possible. In order to avoid the mayhem, havoc and economic losses provoked by the spread of disease in ports, many city councils throughout Western Europe applied a set of Roman Laws as regulative measures in the case of ships that had been hit by the plague or coming from areas where the plague was reported. According to this set of laws, the city councils had the right to discriminate against ships and crews that came from certain ports or had been engaged in certain geographical areas. For those, the port was brought under a temporary embargo that was only lifted when the danger had passed either because there were no cases of disease on board, the quarantine had been successful, or the ship had just left. Although originally used as one of the few weapons against the spread of disease, health embargoes were often used with political purposes in order to bring about the demise of economic competitors. A good example of the way this mechanism was abused was the endless embargoes imposed by Genoa on Venetian ships and vice versa, with each city trying to stimulate its own commercial endeavors in the Eastern Mediterranean to the detriment of the other. The strong development of an idea of citizenship allied with the economic power brought by trade and manufacturing activities made most European ports places of intellectual tolerance and political autonomy. Although surviving in the context of growing centralized states, Early Modern European ports were able to negotiate their autonomous position within the political spectrum either by assuming political centrality and becoming capitals, or by re-negotiating medieval charters of privileges that regulated the political exchanges between central powers kings and the townsmen often represented in well-organized city councils in which elements connected with trading and manufacturing activities sat side by side with all the other representatives of the urban social order. From local town to global player Even though most Early Modern ports were wealthy urban environments, not all of them attained similar prominence. The growth and success of ports seem to have followed a clear path of development, with two possible origins and one single outcome. Early Modern ports developed into major metropolises either by gaining momentum when venturing outside their traditional informal hinterland systems or by winning a competition game against their peers at local and

regional level. Ports like Venice, Seville, Lisbon and Cadiz owe their well-known status to the prominent role they played within a broader and more general movement of expansion overseas by the central states they belonged to in the case of Venice, the city itself. Venetian expansion in the Mediterranean is all in all comparable to the Portuguese and Spanish expansions in the Atlantic and Indian Oceans. The fact that Venice, Seville, Lisbon and Cadiz were able to participate in the exchange of novelties products, culture, information, knowledge acquired in regions that went beyond their traditional informal hinterland systems made them pivotal centers of the known world before the mid 16th century. The relatively isolated geographical situation of all of these expanding ports made them dependent on the expansion enterprise. Well aware that their fortunes depended on the success of expansion and conquest overseas, Venice, Lisbon, Seville and Cadiz were prone to support all possible attempts by the central state to augment its influence overseas, all of them becoming pawns in the political and diplomatic exchanges of the time. The lack of steady and strong regional and trans-regional hinterlands forced the Renaissance and first large Early Modern ports to seek partners within the European context in order to survive as centers of transactions and exchanges. Starting with Antwerp, Amsterdam, Hamburg, the Baltic ports and London, all of them primarily regional ports with good links with their hinterlands and regions, the selection process for partnerships followed the waves of political intricacies and diplomatic agreements. In order to have a chance to engage with a major southern European partner, most northern European ports had to fight their regional competitors in order to prevail as the main candidates for partnership. Hamburg was able to beat most of its Northern German and Baltic rivals, and London became the foremost port of the British Isles. This regional competition, contrary to the expansion methods of the Southern European ports, was fuelled by offering advantages to partners so that they might engage in transactions with an advantageous starting-point. One of the mechanisms used by Northern European ports to attract the exchanges with Southern European partners was creating a set of privileges for products, people and ideas imported from those partners, either by the establishment of factories as was the case with the Portuguese factory of Antwerp or by issuing charters of privileges as was the case with the Venetian traders in London. This clear movement of port centrality from the Southern Mediterranean into the Northern mostly Atlantic European complex has been well documented and explored by Fernand Braudel and others. The reallocation of port centrality from the Mediterranean to the Atlantic axis had still further consequences that went beyond the importance of ports as gateways. This shift meant that the importing of products, people, ideas and fashions moved northwards, creating the development of a new set of economic, social and cultural values aided, as Max Weber would argue, by the religious divide initiated by the Reformation and Counter-Reformation. They were the most successful cities of the time, achieving that status by engaging in a whole range of economic, social and cultural transactions that marked their functionality within a certain region. The importance of global gateways like Amsterdam or London can be ascribed to their ability to ally a regional role with a trans-continental one, which gave them the capacity to excel as focal nodes within hinterland systems, regional networks and intercontinental exchanges. These metropolises were the engine behind a general shift from the Mediterranean to the Atlantic axis, whereby North Western Europe acquired a different social, political, economic, cultural and religious development from that of Southern Europe, thus creating a division noticeable until today. Aerts, Erik et al. *Globalisation in the Early Modern Period: Ports on the Border of the State*, International Journal of Maritime History 19,2, pp. Ricchezza del Mare, ricchezza dal mare secc. Amsterdam and Lisbon, A case study, in: *Spinning the Commercial Web: International Trade, Merchants, and Commercial Cities*, c. *Painting in Italy in a Time of Plague*, Worcester Bethencourt, Francisco et al. *Portuguese Oceanic Expansion*, Cambridge Centrality and Cities, London The Search for Identity, in: *Journal of Urban History* 2, pp. A Hypothesis about Gateway Cities, in: *Annals of the Association of American Geographers* 61, pp. Cadiz en el sistema atlantico: La ciudad, sus comerciantes y la actividad mercantil, Cadiz Merchants, Companies, and Trade: Central Places in Southern Germany, translated by C. Baskin, New Jersey Erik Aerts et al. *The Black Death Transformed: El comercio maritimo entre Amsterdam y Cadiz*, Madrid Petersburg, The Rise of the Atlantic Economies, London La pratique des documents anciens: Actes publics et notaries, documents administratifs et comptables, Annecy Guns, Germs, and Steel: Merchants, Interlopers, Seamen and Corsairs: A City and its

Hinterland, in: Peter Clark et al.

Eight of the ten largest ports in the world are now to be found in China, but Europe still has quite a few very large harbors. Data via American Association of Port Authorities. 1.

The Middle Ages Date: They were the German barbarians, or Teutonic tribes, who swept across the Rhine and the Danube into the empire. There they accepted Christianity. The union of barbarian vigor and religious spirit carried Europe to the threshold of modern times. That span from the ancient era to the modern is called the Middle Ages. The change from ancient ways to medieval customs came so gradually, however, that it is difficult to tell exactly when the Middle Ages began. Other historians give the year , when Alaric, king of the Visigoths, sacked Rome. Still others say about AD or even later. It is equally hard to determine exactly when the Middle Ages ended, for decisive events leading to the modern age took place at different times. Historians say variously that the Middle Ages ended with the fall of Constantinople, in ; with the discovery of America, in ; or with the beginning of the Reformation, in From to , the Carolingian House of the Franks brought stability and progress to northern Europe. A large portion of the West enjoyed military and political security as well as religious unity. This accomplishment was not to last, however. The Frankish empire did not endure, partly because it lacked the strong economic bases that has supported the Romans. By the ninth century, Muslim conquests and commercial activity successfully competed with the Franks; inland trade declined sharply and urban life almost disappeared in the north. In addition, the empire had no strong administrative machinery to compensate for the weak rulers who followed the dominating leadership of the emperor Charlemagne; the empire disintegrated amid civil wars and invasions. The impressive achievements of the Carolingians towards building a unifying governmental system were not able to counteract the decentralization of political, military, and economic activity in most of western Europe. A system of government sometimes referred to as feudalism attempted to provide stability and to serve as an effective political substitute for a powerful, effective central government. Economic life centered on a concern for subsistence and security, which could only be provided by the acceptance of local and rural customs and practices designed to ensure the necessities of life through resisting change and fostering self-sufficiency. The church continued its efforts to convert and standardize the belief of its members, and in so doing attempted to provide spiritual security in a troubled and insecure world. The kingdom of the Franks was not only the most enduring of the Germanic states established in the West, but it became, with the active support of the church, the center of the new Europe that attempted to assume the place of the western Roman Empire. Late in the fourth century the Franks began a slow movement south and west across the Rhine into Gaul. By they occupied the northern part of Gaul as far as the old Roman city of Paris; in that year Clovis I of the Merovingian House became ruler of one of the small Frankish kingdoms. By the time of his death in , Clovis had united the Franks into a single kingdom that stretched south to the Pyrenees. Clovis achieved his aims by the crafty manipulation of marriage alliances, treachery, assassination, and the use of religion. Clovis first allied himself with other kings of the small Frankish states to dispose of Syagrius, the last Roman general in Gaul. He then turned against his own allies and subdued them. According to the sixth century Gallo-Roman bishop and historian Gregory of Tours, whose History of the Franks is the most detailed account of any of the early Germanic peoples, Clovis was converted to Christianity in as a result of a battle against the Alemanni, a pagan Germanic tribe whose name became the French word for Germany, Allemagne. On the verge of being defeated, Clovis called on the Christian god for help: I will believe in you and be baptized in your name. I have called on my gods, but I have found from experience that they are far from my aid The Macmillan Company, , p. He became the only mainstream Christian ruler in the West, for the other Germanic tribes were either pagan or Arian Christians. The conversion of the Franks to Christianity is considered a decisive event in European history. Ultimately it led to an alliance of the Franks and the papacy, and immediately it assured Clovis the loyalty of the Gallo-Roman bishops, the leaders of the native Christian population of Gaul. This was a political advantage not open to the Arian Visigothic and Burgundian kings. With the help of the native population of Gaul, Clovis was able to expand his control in the name of Christian orthodoxy. The Visigothic

king was killed, and his people abandoned most of their Gallic territory. Clovis died four years later at the age of forty-five; his conquests formed the core of what would eventually become the French nation.

Chapter 7 : ESPO - The European Sea Ports Organisation

LONDON "The plea went out a few weeks ago from the bookstore in a port city in southern England: "Care to lend a hand?" Volunteers were needed for "heavy manual work" in shifts.

Countries Ukraine is about the size of Texas, and is the largest country in both territory and population. It has about It declared its independence in The capital, Kiev, is a historical, political and cultural center. About 22 percent of the population in the eastern part of the country is Russian. It is widely known as the "Breadbasket of Europe" due to its massive amount of grain crops. Poland covers the northwest corner of Eastern Europe. The main religion is Roman Catholicism. A major industry of Poland is their coal production. Agriculture including livestock, potatoes, and wheat as well as production of petroleum are money makers for the country. The capital is Warsaw. It lies in the agricultural center of the country. Romania is the ultimate tragedy of Soviet-dominated Eastern Europe. The dictator encouraged all women to have five children to try to increase population. Along their southern border lie oil reserves that are now nearly exhausted. Its population is about Today a big part of its economy is due to tourism such as the Black Sea resorts, hiking and skiing in the Carpathian Mountains, and the Transylvania region, know as the home of Count Dracula. The Czech Republic is not only the western most country but also the most Westernized country. It is about the size of New York and is landlocked in the middle of Europe. Bohemia is the mountain-enclosed core that contains the capital of Prague. Prague always has had a great deal of contact with the west and is the countries major source for tourism. Czechs have been the leaders in both technology and engineering skills. Hungary itself has about It is bordered by seven countries and divided in half by the Danube River. This is because of the movement of populations during the time of the Austro-Hungarian Empire. Belarus covers about the same amount of land as Kansas. It has a population of about 9. The capital, Minsk, was an industrial center of the Soviet Union and now has a well developed mass-transit system. Although it gained its independence from the Soviet Union in , it still has close ties with Russia. Now known as Serbia, Yugoslavia is an example of Balkanization, which basically means the fragmentation of a region into smaller countries. In late the evolving map of former Yugoslavia consisted of five countries: Slovenia, Croatia, Bosnia, Serbia, and Macedonia. The Union of Serbia and Montenegro was formed on February 4, and officially abolished the name "Yugoslavia. Bulgaria is about the size of Tennessee. It borders Turkey and Greece. It has very rugged topography except in the Danube lowland that is shared with Romania. Bulgaria has a population of about 7. Tourism is a growing industry with many people visiting the city of Sofia, a number of historic sites, and resorts and spas on the Black Sea Coast. Slovakia has a population of about 5. The breakup left the Slovaks with serious problems such as trade links, access to markets outside Slovakia, finances, and boundary definition, just to name a few. Slovakia became an independent nation on January 1, Some of the countries major industries now include farming, forestry, mining, manufacturing, and tourism. The country is two-thirds mountainous with many popular ski resorts. Substantial Serb minorities in Croatia made conflict inevitable when Croatia followed Slovenia and declared independence in Croatia was the most prosperous of the former Yugoslav republics, but the economy has been damaged by civil war. Its population is about 4. Its tourism is on the rise though, with coastal resorts, Roman ruins, the capital city of Zagreb, and pleasant weather. Moldova is lacking in industrial raw materials. Its future rests on its fertile lands, suited for a variety of agricultural products such as fruits, tobacco, and its famous wines. The population of Moldova is about 4. It declared its independence from the Soviet Union on August 27, and is now a parliamentary democracy. In the Soviet Union annexed Lithuania, making it a Soviet republic. Even with a population of about 3. The take pride in their well developed modern infrastructure of railways, airports and four lane highways. Its economy mostly relies on its strong agriculture. Major conflict is a problem in Bosnia, the reason for this being that 49 percent of the people are Muslim, 31 percent Serbs and 17 percent Croats. A weak truce has been agreed upon. The countries important economic factors include agriculture, mining, and timber, while its tourism is slowly reviving itself. Its population is about 3. Its population totals about 3. The country has many natural resources and most of the population supports itself by farming and herding. It differs from other countries in that its topography is

mostly mountainous. Latvia is about the size of West Virginia, with a population of 2. About one-third of the population is Russian. It has very fertile land, a profitable dairy industry, and a strong textile, chemical, and electronic manufacturing base. Its capital city Riga is an important Baltic seaport. It declared its independence from Russia and Germany on November 18, The Macedonian independence produced retaliation in Greece, which said that Macedonia is a name for a region in Greece and cannot be used by any external area. It was once the Kingdom of Macedon, ruled by Alexander the Great. The Greek port of Thessaloniki was closed to Macedonia. It is the poorest of all the former Yugoslav republics. Its population is about 2 million. Slovenia was the first to secede from Yugoslavia on June 25, It is the most homogeneous of the republics but territorially small with only 2 million people. It has a large freight port in Koper, located on the Adriatic Sea, which makes a crucial gateway into Central Europe. The events of the s have disrupted the flow of raw materials in the country of Estonia. It claims Nordic ties because it was part of the Kingdom of Sweden when annexed by the Russians in It declared its independence from Russia on February 24, Its population is about 1. Its major exports are machinery and equipment, wood and paper, textiles, food products, furniture, metals, and chemical products. Upper Saddle River, NJ: Realms, Regions, and Concepts. World population data sheet Looked up individual countries through these sites:

Chapter 8 : Lists of ports - Wikipedia

World sea ports database, sea transportation, marine and ports market place, sea distances and routes.

The Adriatic Sea is a northwest-to-southeast arm of the Mediterranean Sea. Aegean Sea - is branch of the Mediterranean Sea located between the southern Balkan and Anatolian peninsulas. Alboran Sea - is the westernmost portion of the Mediterranean Sea, lying between Spain on the north and Morocco and Algeria on the south. Baltic Sea - is a mediterranean sea of the Atlantic which is enclosed by Scandinavian and Baltic countries. Barents Sea - is a marginal sea in the arctic ocean located off the northern coast of Norway and Russia. It is particularly important hydrocarbon exploration. Black Sea - is an inland sea bounded by southeastern Europe, the Caucasus and the Anatolian peninsula Turkey and is ultimately connected to the Atlantic Ocean via the Mediterranean and Aegean Seas and various straits. Bosphorus or Bosphorus Strait - , also known as the Istanbul Strait, is a body of water that forms part of the boundary between Europe and Asia. It is one of the Turkish Straits, along with the Dardanelles. Celtic Sea - is the area of the Atlantic Ocean off the south coast of Ireland English Channel - is the body of water that separates southern England from continental Europe, and links the North Sea to the Atlantic Ocean. It is also the busiest shipping area in the world. Gulf of Bothnia - is the northernmost part of the Baltic Sea, situated between the coast of Finland and Sweden. Gulf of Riga - is a bay of the Baltic Sea, situated between Latvia and Estonia Gulf of Venice - is a gulf that borders modern day Italy, Slovenia and Croatia, and is at the far north of the Adriatic Sea between the delta of the Po river in northern Italy and the Istria peninsula in Croatia. The sea is one of the most seismic areas in the world. Anglesey is the largest island within the Irish Sea, followed by the Isle of Man. Kattegat Bay - is 30, sq km sea area bounded by Scandinavian countries Mediterranean Sea - is a sea of the Atlantic Ocean almost completely enclosed by land: It covers an approximate area of 2. In oceanography, it is sometimes called the Eurafrian Mediterranean Sea or the European Mediterranean Sea to distinguish it from mediterranean seas elsewhere. It connects through the ocean via the English Channel. Norwegian Sea - is a sea in the Arctic Ocean that is northwest of Norway. They have found rich deposits of oil and natural gas are found under the sea. It is bounded on the north by Ukraine, on the east by Russia and on the west by the Crimean peninsula. The Don River flows into it. Sea of Crete - is the sea south of the Aegean Sea, north of the island Crete, and south of the Cyclades. Sea of the Hebrides - is a portion of the North Atlantic Ocean, located off the coast of western Scotland Skagerrak Gulf - connects the Baltic Sea and the North Sea and is one of the busiest shipping routes in the world. Strait of Dover - is the strait at the narrowest part of the English Channel separating the UK from continental Europe. Tyrrhenian Sea - is part of the Mediterranean Sea off the western coast of Italy. White Sea - is a southern inlet of Barents Sea located on the northwest coast of Russia.

Chapter 9 : Population of Europe () - Worldometers

One of the mechanisms used by Northern European ports to attract the exchanges with Southern European partners was creating a set of privileges for products, people and ideas imported from those partners, either by the establishment of factories (as was the case with the Portuguese factory of Antwerp) or by issuing charters of privileges (as.