

Port of Vigo ([Galician](#): *Porto de Vigo*, [Spanish](#): *Puerto de Vigo*) located in [Vigo](#), [Pontevedra](#), [Galicia](#), [Spain](#) is the biggest [fishing port](#) in the world and one of the busiest in transportation. It is also home of the world's largest fishing company, [Pescanova](#). In 2008, unloaded fish reached 751,971 tonnes.

The [Port of Vigo](#) covers a length of more than 20 km and offers more than 9 km of docks. The largest port traffic is general freight, highlighting [container](#) traffic, [RORO](#) of [vehicles](#) (the second in Spain in Ro-Ro traffic for new vehicles), natural [stone](#) and [granite](#) (the first of Spain in [granite](#) traffic), [wood](#) and preserved [food](#).

Vigo is the base for the big fishing companies which have prominent presence in countries such as [Namibia](#), [South Africa](#), [Mozambique](#), [Australia](#), [Argentina](#), the [Falkland Islands](#), [Chile](#) and [Peru](#), among others. Fish is sent all over Spain and abroad to countries like Portugal, Italy, France and other more distant markets including Asia.

In Vigo, important international trade fairs are held, like [Conxemar](#), an annual event dedicated to frozen fish products. "Navalia shipbuilding Exhibition" takes place every second year.

History

The shipbuilding tradition begins in to the early Twentieth century, with the appearance of the first small steam fishing boats. One of these early models, known as the "Vigo type steamer" was very popular all around the coast of [Spain](#) and North Africa. Hundreds of this type were built.

Another decisive moment of development was in the 1960s, when the new freezer trawlers, which revolutionised the fishing industry, were first built. Vigo shipyards have always been leaders in the field of fishing vessels and a constant point of reference.

Parts

In order from south to north:

- *Bouzas*: divided between ro-ro traffic and shipyards for the repair of vessels.
- *Beiramar* and *O Berbés*: for fishing vessels.
- Transatlantic dock.
- Marina dock for yachts (these last three are by the city center).
- *O Areal*: commercial general and fluid goods freighting, 1500 meters long with a railway connection.
- *Guixar*: for handling containers, 769 meters long with a railway connection.

Beyond this point, shipyards and fishing ships docks could be found ([Pescanova](#) dock among them).

The Port of Vigo is involved in the construction of a Logistics Platform (PLISAN), that is supposed to conform a multifunctional complex spread over 419 ha and it is located 35 km away from Vigo.

The **Galicia–North Portugal Euroregion** is a cross-border [Euroregion](#) straddling [Galicia](#) and the north of [Portugal](#). It was established in 2008.

This inter-regional co-operative effort has been shaped and justified both by the economic potential of a reinforced co-work of nearby northern Portuguese and Galician industrial core cities as well as by the historical, cultural and ethnolinguistic past that both territories traditionally shared and whose idiosyncrasy survived, although somewhat diluted, until our times. These common economic, political, cultural and societal ties can be traced back at least to the late [Bronze Age](#), before the Romanization of northwestern Iberia and when the [Castro Culture](#) evidenced a common identity and heritage in this geographical area.

With the Romanization of these societies, their shared identity has been somewhat reflected and respected through the geo-culturally explained extension of the Roman province of [Gallaecia](#). These far west populations tepidly and very gradually adapted to the manners and *modus vivendi* of the Romans, in what some historians considered to be a pacific co-habitation of different social realities. The lack of severe conflicts between the two different identities assured a relatively suitable cultural transition to the Middle Ages. After the dissolution of the [Western Roman Empire](#), multiple geopolitical and strategical decisions impacted on one way or another in the organic continuation of this geographical and cultural region, although never as definitive as to break their historical attachment. It was during the Early and High Middle Ages that successive kingdoms, all of them related to the northwestern Christian Kingdoms that evolved during the early stages of the [Reconquista](#), replaced one another depending on the location of the kingdom's seat, although both the [North of Portugal](#) and Galicia remained united and eventually formed the [Kingdom of Galicia](#). Similarly, Galicia and the north of Portugal remained a cultural and social fairly well defined continuum.

However, by the 9th century the political unity of both territories already started to fade out when the title of count was given to the nobleman [Vimara Peres](#) by [Alfonso III of Asturias](#) after his successful campaign in the reconquest of *Portus Cale* ([Porto](#)). This landmark turned out decisive for the political fragmentation of both territories, leading to the formation of the [County of Portugal](#). Although originally conceived as a vassalage of the Kingdoms of Asturias, Galicia and León, by the late 11th century it was reestablished after an increase of its counts power and finally recognized as an independent kingdom by the [Kingdom of León](#).

Aside of this political division of interests, it was during this time period that the [Galician-Portuguese language](#) became a reality and subsequently evidenced the common cultural and linguistic heritage that both kingdoms still shared. Their vernacular language became one of the most important lyrical and literary languages of Europe and was taken in great regard by the neighboring Castilian royal court. Among the conjointly claimed literary production written on any of both sides of the [Minho River](#) there is the [Cantigas de Santa Maria](#), the [Martín Codax's Pergaminho Vindel](#) or the [Cancioneiro da Ajuda](#).

The immersion into the [Late Middle Ages](#) signified a progressive historical and cultural deviance between the two territories that couldn't help but increase their geopolitical divergences during the [Modern Period](#). Nevertheless, and despite the territorial expansion of Portugal up to the [Algarve](#), located in the southwestern corner of the Iberian peninsula, both Galicia and the north of Portugal remained closely related from a sociocultural and [bioclimatic](#) point of view. Similarly, the Portuguese cities of Porto and [Braga](#), two of the most populated and Ancient urban areas of Portugal, are located quite close to the Galician nearby cities of [Vigo](#) and [Pontevedra](#) and in a certain way they represent as well a continuation of the moderate south-north [conurbation](#) that leads up to the medieval pilgrimage destiny and quintessentially Galician city of [Santiago de Compostela](#).

The tepid industrialization of both regions during the 19th and early 20th centuries led to the prevalence of the long lasting dissemination of the rural populations, specially high in Galicia by Spanish standards. This resemblance, a somewhat unique, singular and common trademark of these two regions, has been attempted to be explained by authors of both sides of the Minho River; Galician politician and writer [Alfonso Daniel Rodríguez Castelao](#) in his essay book *Sempre en Galiza* traced this trend back to the [Celts](#) idiosyncratic inclination towards [Nature](#), as the already mentioned Castro Culture is considered by some authors to be the local development of Ancient Celtic tribes that settled along the [Atlantic regions](#) of northwestern Iberia. Castelao also believed to have found a direct translation and bounding of these pre-Roman settlements with the Christian northwestern [parroquias](#), the traditional political and religious territorial configuration of these very disseminated populations. In an illustrative attempt to clarify this reality, two early to mid 20th century photographers serve as witnesses of the resemblance of these regions; on one side, [Amarante](#)-born photographer Eduardo Teixeira Pinto captured the distinctive character of the northern Portuguese people and their particular contextual

environments, as American Ruth Matilda Anderson did twenty years before with the Galician homologues.

By the late 20th and early 21st centuries the industrial and economic improvements of both Portugal and [Spain](#) and their membership into the [European Union](#), have led to an increasing exchange of services and benefits between them as with the rest of the union members. In the particular case of Galicia and the north of Portugal, their prevalent social ties and cultural resemblance along with the demand for a mutual and strengthen infrastructure and city-based economy is demanding better transport services and connections between neighboring cities like Vigo or Porto as well as many other agreements of very diverse nature: cultural and educational exchanges, bilateral political strategies or ethnogastronomic accords among others. The Euroregion domain that conjoin both the North of Portugal and Galicia attempts to reinforce these desired achievements.

The **European Fisheries Control Agency (EFCA)** is the [agency](#) of the [European Union](#) (EU) that co-ordinates the national operational activities in the area of fisheries, and assists the member states in their application of the [Common Fisheries Policy](#) (CFP).^[1] The agency is based in [Vigo](#), [Spain](#).