

Transnational Serial Architectural Heritage in Turkey: Traces of the Roman Empire via Egnatia

By Aylin Akçabozan Taşkıran* & Can Şakir Binan[‡]

The term “Transnational Serial Property” generally refers to expansive World Heritage sites, which extend across the territory of two or three UNESCO Convention member states. Transnational serial properties provide various cultural and natural qualities as well as a number of local, regional and national series of nominations in World Heritage. Serial Nominations consist of more components that developed jointly in cultural connections. Each individual element is not only in unique universal value, but also the series as whole have the cultural integrity. However, in today’s world, the speed of globalization creates severe problems on World Heritage areas such that the current trends unfortunately suggest an increasing depreciation through existing cultural heritage. There are numerous potential Transnational Serial World Heritage properties in Turkey, many of existing cultural routes. At this point, by highlighting the need for re-evaluation of traces of the Roman Empire as a Transnational Serial architectural heritage, this paper explains the critical discussion of World Heritage areas which should be evaluated as a Serial Transnational Architectural Heritage. An example of this is the Via Egnatia, a road constructed by the Romans in the 2nd century BC, was the first Roman highway to be built east of the Adriatic. It passes through the Roman provinces of Illyricum, Macedonia, and Thrace, running through territory that is now part of modern Albania, the Republic of Macedonia, Greece, and European Turkey. The research study aims to provide a framework for the Transnational Serial World Heritage properties in general and mainly focuses on traces of the Roman Empire and cultural routes. Within the context of the cultural routes, Via Egnatia and the need for evaluation as a serial hybrid heritage by concerning preservation of historical, archeological and other values will be discussed. Connected to the information gathered, the paper finalized with a summary on Transnational Serial Nomination system and the transformation of the historical road as a cultural and communicational connection from past to present.

Introduction

Terminology

- ICOMOS and its International Committee on Cultural Routes invest great efforts to define the concept of cultural route.¹ Emphasis is placed on the following key features of the concept:
- **Cultural route** is a traditional way, materially determined historical track;
- Cultural route matches a certain historical purpose and function;

*Research Assistant, Yildiz Technical University, Turkey.

[‡]Professor, Yildiz Technical University, Turkey.

1. International Charter on Cultural Routes, Quebec, 2008.

- **Cultural itinerary** includes tangible and intangible cultural phenomena;
- Cultural Routes integrate spiritual and economic relations, environmental and cultural values into comprehensive cultural tourism systems. With these characteristics, cultural routes creates in historical territories conditions for the application of the principle of "competitive cluster"² as a basis for sustainable regional development of different sectors related to tourism.
- Cultural roads are kind of cultural heritage, which is evidence of exchange in space and time; demonstrate the role of culture in society. They are not just communication, not just "tourist product" and are a type of heritage associated with memory.³

Transnational Serial Nominations: The term Transboundary Properties generally refers to expansive World Heritage sites, which extend as a cohesive and closed area across the territory of two or three UNESCO Convention member states.⁴ Serial entries consist of two or more subcomponents that have arisen and developed jointly in cultural, social or functional terms, and which are linked by clearly defined connections. Each component should be clearly distinguishable and should contribute to the Outstanding Universal Value (OUV) of the property (including possible immaterial attributes) (Transnational Serial Nominations for the UNESCO World Heritage List). The Operational Guidelines (paragraph 19) provides for the inscription of Serial Nominations on the World Heritage List. A serial nomination is any nomination which consists of two or more unconnected areas.⁵

A single World Heritage nomination may contain a series of cultural and/or natural properties in different geographical locations, provided that they are related because they belong to: (i) the same historico-cultural group; (ii) the same type of property which is characteristic of the geographical zone; or (iii) the same geological, geomorphological formation, the same biogeographic province, or the same ecosystem type, and provided that it is the series, and not necessarily each of its components taken individually, which is of outstanding universal value.⁶

2. A competitive cluster may be defined as a grouping of companies, training centres, and public or private research units in a given geographical area, committed to a partnership-based approach intended to generate synergies in relation to common projects of an innovative nature (www.clusters.wallonie.be).

3. International Charter on Cultural Routes, Quebec, 2008.

4. IUCN, *Guidelines for Protected Area Management Categories* (Gland, Switzerland and Cambridge, UK: CNPPA with the assistance of WCMC. IUCN, 1994).

5. The Operational Guidelines, 2013.

6. UNESCO, *Guidelines for the Preparation of Serial Nominations to the World Heritage List* (UNESCO World Heritage Center, 2001).

Via Egnatia as a Cultural Route

The Via Egnatia, the Roman road built 130 BC, from the Adriatic coast to Byzantium; named after the proconsul in Macedonia Cn. Egnatius (AE1973, 492), the Via Egnatia was the main route from Rome to the east. Two branches of the road, starting respectively from Dyrrhachium and Apollonia, united in the Skumbi valley, crossed the Balkan range by Lake Lychnidus (now Ochrid), and descended to Thessalonica by way of Heraclea, Eordaea, Aegae, and Pella, then it followed the Thracian coast to Byzantium. Also, it followed the line of a trade-route through the Balkan range which Corinth had exploited.⁷

The Via Egnatia is a continuation of Via Appia, which starts from Rome and reaches to Brindisi. This road from Brindisi goes by sea to Apollonia and Dıraç goes from here to the East by land. The important cities where Via Egnatia passes along this route are Mirake (Albania) (Figure 3), Dyrrachium – Dıraç Thessaloniki– (Selanik), Amphipolis, Neapolis (Kavala), Phillippi, Abdera, Maronea, Traianoupolis, Kypsela (Ipsala), Ainos (Enez), Rhaidestos (Tekirdağ), Perinthos (Marmara) Ereğlisi, Selymbria (Silivri), Byzantion (Istanbul) (Figure 1-2). According to Holdich, about 168 B.C. a road was commenced which ultimately connected old Rome with new Rome (Constantinople), called the Via Egnatia. This road started from Durazzo on the Adriatic coast and passed by Ochrida, Monastir, Salonika, and Kavala to Perinthus (then rivalling Byzantium), and continued to Armenia and Persia. Then followed the road connecting Monastir with Sofia and the Danube.⁸

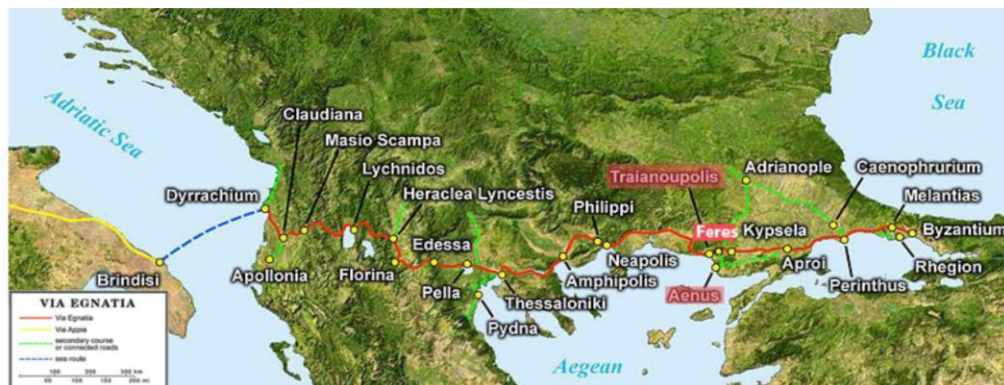


Figure 1. Route of the Via Egnatia

Source: Gaba and Sting, 2006.

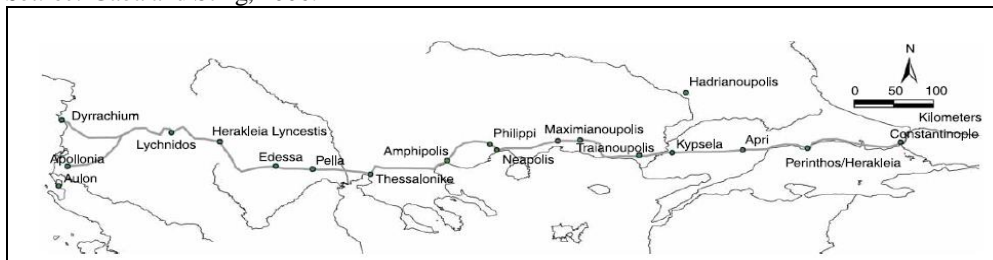


Figure 2. Via Egnatia Schematic Reconstruction

Source: Lolos, Via Egnatia after Egnatius: Imperial Policy and Inter-regional Contacts, 2007.

7. N. Geoffrey and L. Hammond, *Subject: Ancient Geography*, 2016.

8. T. Holdich, *Boundaries in Europe and the Near East* (London: Macmillan and Co., 1918).



Figure 3. *Via Egnatia Still Shows Roman Paving Stones, such as These near Mirakë in Eastern Albania*

Source: Url-2.



Figure 4. *Thrace and Via Egnatia, 19th Century Map*

Source: Url-3.

The general route of the road, however, is not difficult to discern, and would have closely matched with the existing highway to Istanbul today, covering a distance of approximately 320 kilometers between Edirne and Istanbul.⁹ It is described as, the road from Adrianople to Constantinople via Silivri follows the natural line of approach to the capital, avoiding Istrandja Mountains to the North,

9. Great Britain Naval Intelligence Division, Handbook of Turkey, 283.

and largely following the course of the Ergene River, a major tributary of the Maritsa (Figure 4).¹⁰



Figure 5. Present and Ancient Roman Roads in Bulgaria, Turkey, Greece, Macedonia and Albania

Source: Ancient World Mapping Center, Talbert, 2000; Deluka et al., 2003; Dzino, 2010; Google Maps Engine.



Figure 6. East Thracian Road Map

Source: Mansel, 1938.

The Via Militaris facilitated the movement both of soldiers, the original intention when Cicero called it a *via militaris*, and of ideas—an accidental by product of Roman road engineering (Figure 5). There is also a way of connecting

10. Ibid, 24.

the city of Mansel (Figure 6) Feres with Enez. Geomorphological formations have changed the path used for centuries. It is thought that there are a few ways (secondary roads) to be traveled in a short time. A road through the secondary separated from the Via Egnatia reaches Gallipoli.¹¹

Historical Evaluation of the Via Egnatia as a Cultural Route

The Emperors generalized the use of the roads throughout the entire Empire and linked their construction to the enterprises of conquest and occupation. The decision to build one of these roads was an immense civil engineering undertaking and the well-preserved remains of some can be found in numerous locations. As a general rule, a Roman road is composed of a foundation covered with gravel or cobblestones; the curved shape of the top layer and the side gutters drain the water from the road. These roads are also notable for their linearity. While some are the result of modernising previously existing ancient and even prehistoric roads, others are newly built roads. The Romans also continued to use secondary and more ancient roads.

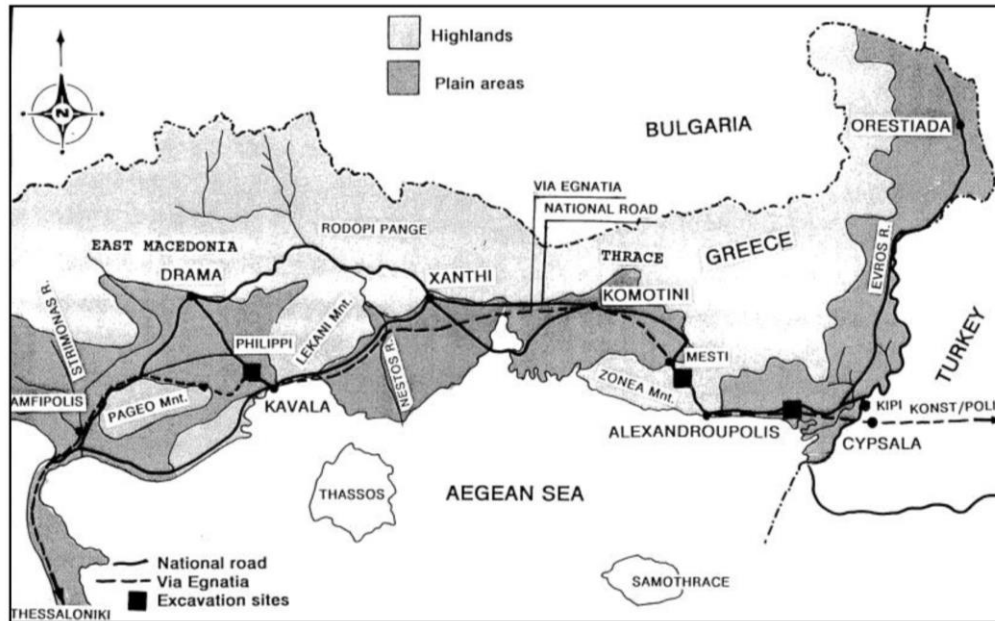


Figure 7. Via Egnatia in the Region of East Macedonia and Thrace, Greece, and the Sites of Trial Excavations

Source: G. S. Xeidakis and E. G. Varagouli, "Design and Construction of Roman Roads: The Case of Via Egnatia in the Aegean Thrace, Northern Greece," *Environmental and Engineering Geoscience* III, no. 1 (1997).

The implications of road construction for the economic, social and urban development of Roman territories are commonly described as cumulative: population centres popped up and grew along the roads, while farmers and

11. E. A. Zachariadu, *Sol Kol Osmanlı Egemenliğinde Via Egnatia* (Istanbul: Tarih Vakfı Yurt Yayınları, 1999).

merchants became the principal users of the roads once all of the conquered regions were at peace. In this regard, historians indicate that the inhabitants of the Empire gradually took over the roads because they were directly useful to them. Another contributing factor to the takeover was the fact that the roads were not maintained by the imperial administration, but rather by the local authorities; proof of this can be found in the survival of Roman infrastructure for many centuries, some as late as the twentieth century.¹²

Values of Via Egnatia

Archeological Value

There are several archeological components on the road such as; Bradashesh Complex (Figures 8-9), Philippi Roman Forum (Figure 14), Edessa (Figures 10-11), Traianoupolis, Octagon (Figure 12) and Bishop's Residence (Figures 13-14). Also there could be seen lots of milliaria (mile stone) which measure distances between main cities (Figures 15-16).



Figures 8-9. Bradashesh Complex and Philippi

Source: Fasolo, Via Egnatia, 146.

12. L. Cibir, "La Tecnica Stradale in Epoca Republicanana ed Imperial," in *Selciato Romano: il sampietrino* (Roma: Gangemi Editore, 2003), 57-59; B. R. Hitchner, "Roads, Integration, Connectivity and Economic Performance in the Roman Empire," in *Highways, Byways and Road Systems in the Pre-Modern World* (ed.) Alcock, E. Susan, J. Bodel and R. J. A. Talbert. Malden: John Wiley & Sons, 2012, 222-234; N. Rudd-Jones and D. Stewart, Roman Roads, in *Pathways. Journeys along Britain's Historic Byways, from Pilgrimage Routes to Smugglers' Trails* (London: Guardian Books, 2011), 41-54.



Figures 10-11. *Edessa and Traianoupolis*

Source: Fasolo, *Via Egnatia*, 146.



Figures 12-13. *Octagon, AD. 4th Century; Bishop's Residence*

Source: Url-9.

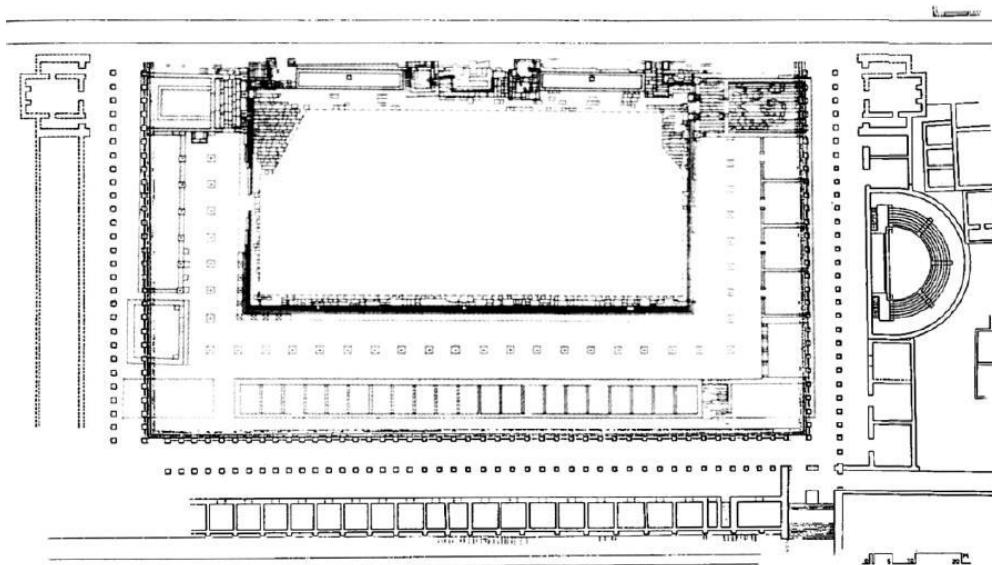


Figure 14. *Philippi Roman Forum*

Source: Lolos, *Via Egnatia after Egnatius: Imperial Policy and Inter-regional Contacts*, 2007.



Fig. 1. — Thessalonique: Militaire de la Via Egnatia.

Figures 15-16. Archeological Remains; Mile Stone in Thessalonique
Source: Url-4; Url-8.

All the roads o have sidewalks and milestones indicating the main distances (Figures 15-16).

Historical Value

The Via Egnatia is an important subsidiary route of the Roman Empire, it was for over 2300 years as a center of trade between East and West, also rich cultural exchange. Remains of ancient archaeological and cultural heritage of highly socially structured societies, linked with international trade routes as well as a landscape that could be considered as historical value.

Also, some parts of Via Egnatia were shown in the Peutinger Map. For instance, upriver, past an Ottoman bridge that could be the twin of the more famous one in Mostar, Bosnia, one reaches the Macedonian Republic's border at Qafë Thanë, a mountain pass just east of Lake Ohrid and the "Pons Servilii" listed on the The Peutinger Map (Url-2) (Figure 17).

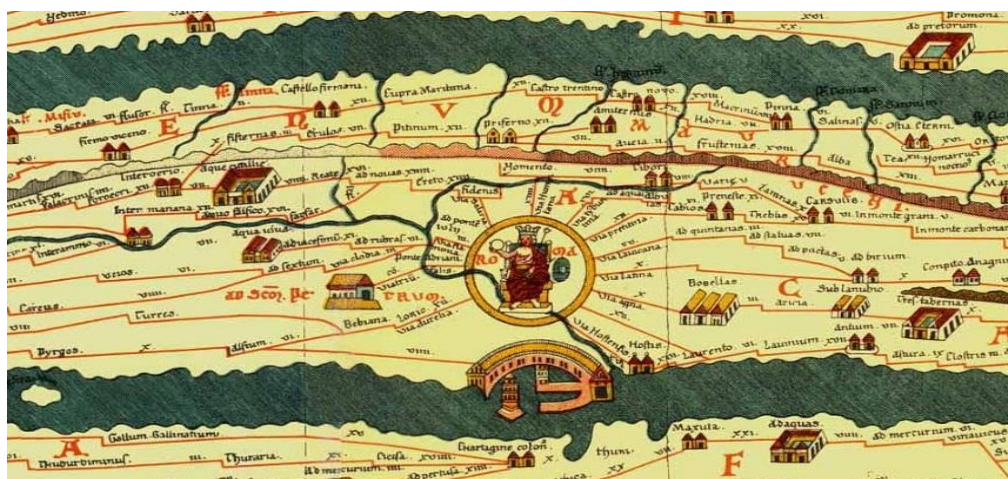


Figure 17. Peutinger Map
Source: Url-5.

Economic Value

The cultural Route of *Via Egnatia* was conceived as a communication system at the service of an economic Project of Roman Empire from the 200 BC. In the Byzantine days, most of the land trade routes with Western Europe passed through *Via Egnatia*. Also, between the 1st and 3rd centuries, Durres was an important port and trading center on the *Via Egnatia* (Figure 18).



Figure 18. Ancient Greek Colony Coins A(ntoni) I(ussu) C(olonia) P(hilippensium)

Natural Value

Via Egnatia is a cultural route that is related to the communication and trade in some certain historical periods. Also, the route includes all the necessary elements, not only the cultural elements such as towns, villages, buildings, archaeological remains, ports, bridges and so on, but also the nature elements such as mountains, lands, rivers, plants.

Technical Value

Technical value is related with the technical, technological, structural, material and craftsmanship of the period. It provides evidence as to the revolution in road construction brought about by the Romans (Figure 21). Furthermore, *Via Egnatia* plays an unique role in the framework of the Roman road network in that it induced the development of sites, ideas, works, testimonies and memories which in the course of over 2300 years of history.



Figures 19-20. Ottoman Arched Bridge over Voidomatis River, Vikos Gorge (Danita Delimont, 2019); Another Bridge on the Via Egnatia

Source: Url-6; Url-2.

Outstanding feats of engineering, bridges, viaducts, galleries, ensured an unwaveringly straight course, across expanses of water and mountains (Figures 19-20).

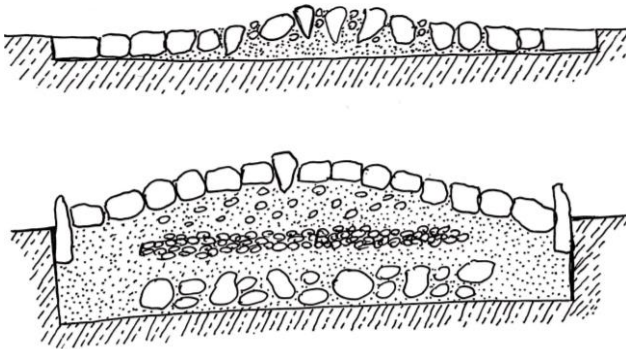


Figure 21. Section of the Roman Road

Source: Akcaboazan, 2019.



Figure 22. Modern Construction in Elbasan Goes on Above Archeology

Source: Url-7.

Multi-Layer Value

Multi-layer value defines the relations of cultural assets in multilayered and multicultural settlements which the products of other periods and covers the aims of a holistic conservation within these relations. These values define the quality of cultural heritage. Via Egnatia presents multi-layer value of historical and cultural perspective. Traces of the road are still being read today's modern cities (Figure 22).

Cultural Value

Many different ethnic groups used the Via Egnatia, and met each other along its trails, in its caravanserais: Greeks and Jews, Vlachs and Pomaks, Turks, Venetians, Egyptians and Roma. Also modern migrants travelled along it, for example the Evros-Greeks who left their country in the sixties and many of them came back in the last decade. In addition, the Via Egnatia, with intervals due to political or geographical trouble, has been a real trans-Balkan highway (Url-9). Therefore it could be said that the road is both guideline and symbol of cultural interaction.

Document Value

It is defined as the universal conservation discourse “... a set of important values that reflect the social, cultural and economic life thus reflects the next generation of more accurate and direct information on the subject”. In addition to this, UNESCO and ICOMOS agreed that dynamism in the forms of movement, idea of exchange and interchange between regions, continuity in space and time as well as integrity and multifaceted structure are the fundamental features shaping the concept of cultural routes.

Via Egnatia has a document value by exceeding the total value of the components making it up and through which it achieves its cultural importance as well as underlines exchange and dialogue between countries and regions.

Documents that give a picture of the period they belong to, also give us information about the natural and physical environment in different periods. As an example photo provided by Albania's National Coastline Agency shows a sketch drawn from Edward Lear in 1848, the English artist known mainly for "The owl and the pussy-cat" and who traveled along Via Egnatia (Figures 23-24).¹³

13. National Coastline Agency via AP. *Albania Promotes Via Egnatia with Edward Lear's Sketches* (The Associated Press - By Lllazar Semini - Associated Press, 2017).



Figures 23-24. Lear's Sketches Made in 1848 during his First Trip to Albania

Source: National Coastline Agency, 2017.

Traces of Via Egnatia in Turkey

In general, the Thrace region, we know from the sources that it starts from Macedonia in the West and covers the area up to (Bosphorus) Thrakios in the East. Remains of the Via Egnatia road surface itself are rare and few milliaria (mile stone) have been recovered in Thrace region. By far the most important is the lack of verified archeological evidence of the remains of the Via Egnatia in Turkey. Archeological paths of the original roads are very limited in Turkey. Only a few sections of the road's surface have been subjected to archeological excavations.

The Via Egnatia was originally built only to Ipsala, on the Turkish side of the Evros River. Because the road was informally connected with other, older roads that were later upgraded by the Romans, we only know without precise dating that it was later extended to Byzantium through the dense network of new roads, some going straight along the Sea of Marmara's coast, past Tekirdağ and Silivri, others running north through the city of Hadrianopolis (Edirne), to connect with the Belgrade road, or Orta Kol. In most cases, only the names are known of the stations between Ipsala and Istanbul. At the town of Marmara Ereğlisi, just 97 kilometers from Istanbul, inscriptions on four milestones all begin with the same simple salutation: "Good Luck," as if to subtly warn travelers from the west to be wary of the big city's temptations and hazards, of which there were as many then as today (Url-7).

The Via Egnatia was the Roman Empire's main route in use long after the Empire fell. It gained new life under the Ottomans, even before their 1453 conquest of Constantinople, who reversed traffic and made it one of their primary corridors west, especially during the Balkan conquests of the late 14th century. As a result, today many mosques, markets, charitable kitchens (imarets), caravansarais (hans) and baths (hammams) along the route date from this time, when in Turkish it was known as *Rumeli Sol Kol*, literally "*Balkan Left Arm*."¹⁴

14. C. Heywood, *Sol Kol: Osmanlı Dönemi'nde Via Egnatia: 17. Yüzyıl Sonu ve 18. Yüzyıl Başında Sol Koldaki Menzilhaneler* (Tarih Vakfı Yurt Yayınları, 1999), 140.



Figures 25-26. *The Mile Stone in Sultanahmet: Million; the End Point of the Via Egnatia in Istanbul: Golden Gate, Istanbul*

Source: Url-7.

The road could be said to end definitively at Istanbul's Million (Figure 25), in the Sultanahmet Square, near the Hagia Sofia. This served as the marker from which all Byzantium's road distances were measured.



Figure 26. *Ainos Hagia Sophia Church (Fatih Mosque)*

Source: Binan, 2019.



Figures 27-28. *Archaeological Remains in Enez; Shapel and King's Daughter Basilica*

Source: Binan, 2019.

Other traces of Via Egnatia could be seen in the South East of Enez, West of today's Taşaltı lake, one of the two harbours of Enez, in an area called King's Daughter (Figures 27-28). The basilica which is 30 m. long has three aisles and in between these there lies a Pastophorion each. Recent excavations revealed that the basilica went through 7 building phases, the earliest of which dates back to the Roman period (Url-1) (Figure 26).

Methodology

The comparative analysis was used by specifying how the Transnational Serial Nominations in linear system (Table 1). In each country, carefully guided selection processes were carried out until reaching a definitive identification of the section, subsections and segments that were going to be nominated.

Thereafter, the comparative analysis was made in between roman roads (Table 2) which are potential for the Transnational Serial Nominations as linear systems. Outstanding Universal Value scenario and criteria were discussed for the Via Egnatia. In addition to all these, value- criteria evaluation (Table 3) is made for the cultural road as a potential linear system *Transnational Serial Heritage*.

Via Egnatia as a Transnational Serial Heritage Potential for UNESCO World Heritage List

Outstanding Universal Value Scenario

It is the first and most important of the great roads built by the Ancient Romans and is, therefore, also known as "Egnatia Odos". Via Egnatia is a Road System developed on a broad geographical area, conceived, designed and carried out with Ancient mean, in the most Roman geography in the world and is still in use, fulfilling functions of physical and symbolic connectivity between east and west. These countries today continue to exchange values, products and knowledge through routes physically traced more than 1100 km in length (696 miles/746 Roman miles), which allow the continuing of a continental connectivity until the

present day.

Functional Continuity of the Road

The Via Egnatia, even during the age of Byzantium and the Ottomans, continued to function, partially: to be used by merchants, armies, wayfarers, preachers, crusaders, invaders, explorers, migrants and fugitives, in both directions. In the middle of the 17th century, military movements were carried out in the Ottoman period. Also, the Via Egnatia was the main road in the commercial relations with the Balkan hinterland, which was the target of the activities in the sea, both in the Aegean and the Adriatic maritime world, and in the inside of the continent.

Another important function was the preservation of the quality of the Roman and Byzantine periods; which is being “the most important element of the communication network of the empire”. Like the Roman *paraveredus* before this, the Ottoman *menzilhane and ulak system* and the system of dispassion, in an era before electronic telecommunication and telegraphy, provided the public with clear or confidential instructions to the public's knowledge to be transmitted from the center to the provincial authorities, which was carrying the wishes and demand.¹⁵ The Via Egnatia was in use for almost 2000 years with some parts still in use as secondary roads today.

Outstanding Universal Value Criteria Proposal

Criteria (i)

- It is the first and most important of the great roads built by the Ancient Romans and is, therefore, also known as “Egnatia Odos”.

Criteria (ii)

- It achieves the cultural importance as well as underlines exchange and dialogue between countries and regions. The road is both guideline and symbol of cultural interaction.

Criteria (iii)

- It gives great evidence to the roman road system and architectural heritage on the road.

Criteria (iv)

- It provides evidence as to the revolution in road construction brought about by the Romans.
- In the XVII century, it became once again the main route of Ottoman Empire access to the West and essential for the political and military activities.
- The Via Egnatia is important in the history of architectural restoration for the many works aimed at reclaiming and restoring it, undertaken as of the XVI century.

15. Ibid.

Criteria (vi) The Via Egnatia plays an unique role in the framework of the Roman road network in that it induced the development of sites, ideas, works, testimonies and memories which, in the course of over 2300 years of history, formed a complex cultural environment, universally recognized as such by European writers, painters, poets and travelers who were undeniably marked by Via Egnatia and the adjacent territory areas.

Comparative Analysis

Table 1. *Examples of Linear System Transnational Serial Nominations in the Tentative List*¹⁶

TRANSBOUNDARY SERIAL NOMINATIONS LINEER SYSTEM_TL						
Property	Augustow Canal, BELARUS	Frontiers of the Roman Empire Croatian Limes.	Frontiers of the Roman Empire Ripa Pannonica in HUNGARY.	The Cerdagne railway, FRANCE	Via Appia "Regina Viarum" ITALY	The Roman antique monuments on the Middle Danube, SLOVAKIA
Criterion	(i)(ii)	(i)(ii)(iii)(iv)(v)	(ii)(iii)(iv)	(iv)	(i)(iii)(iv)(v)(vi)	(ii)(iii)(iv)(v)
Length	101 km.	188 km.	415 km.	62,5 km.	Under 540 km.	Not specified.
Period	Early nineteenth century.	Not specified.	Not specified.	Built between 1903 et 1911.	Over 2,300 years of history.	First to fourth Centuries.
Uses	Used for exporting grain and presumably timber to Baltic ports.	The Danube acted as the border between the Roman Empire and barbaric lands.	A river frontier.	A narrow-track and electric traction railway line used to link up the high cantons of the Pyrenees.	It was the first and most important of great roads built by the Romans.	An extensive fortification system.
Current use	The gates and chambers need repairing.	Archaeological remains.	Archaeological remains.	Used for tourist purposes.	Archaeological remains.	An open-air museum.
Technology	Economically it did not meet expectations.		Unified the principles of planning military sites.	Nineteen tunnels	Important in the history of architectural restoration.	
Key features	A unique hydraulic engineering work.	These were connected by military roads and Danube.	One of the most significant river frontiers.	650 engineering masterpieces, including nineteen tunnels and two remarkable bridges, the Séjourné Viaduct and the Pont Gisclard.	One of the earliest and strategically most important Roman roads of the ancient republic.	The Romans did not succeed in keeping the borders of Panonia.

16. Qhapaq Ñan, Andean Road System, Nomination File, 1120.

Table 2. *Via Appia - Via Egnatia and Via Militaris Comparison*

Property	Via Appia “Regina Viarum” - ITALY	Via Egnatia “Egnatia Odos” -	Via Militaris
Criterion	(i)(iii)(iv)(v)(vi)	(i)(ii)(iii)(iv)(vi)	(i)(iii)(iv)(v)(vi)
Length	Under 540 km.	1120 km	1054 km
Period	Over 2,300 years of history.	Over 2,000 years	Over 2,000 years
Uses	It was the first and most important of great roads built by the Romans.	the Via Egnatia links not only Western and Eastern empires, but also more than two millennia of history over 1120 kilometers.	The road thus facilitated the movement both of soldiers, the original intention when Cicero called it a via militaris, and of ideas—an accidental by product of Roman road engineering.
Current use	Archaeological remains.	Archaeological remains and new motor way.	Archaeological remains.
Technology	Important in the history of architectural restoration.	It provides evidence as to the revolution in road construction brought about by the Romans.	Important in the history of military roads.
Key features	The Via Appia is one of the earliest and strategically most important Roman roads of the ancient republic.	First, the sources refer to “the road goes to Candavia (Candavia: Macedonia Region, Illirian Mountains) ¹⁷ -High technical achievement - The official trade of the Roman Empire - Contribution to the growth of certain cities - Roman network over the cities - Cultural traces	The Via Militaris is indicated by the name of the longest Roman road that crosses the Balkan Peninsula diagonally. It was built mainly to support military actions, as transportation between towns and army camps was an essential requirement for the conduct of military campaigns. ¹⁸

Table 3. *Via Egnatia as a Potential Transnational Serial Heritage; Value - Criteria Evaluation*

	Archeological Value	Historical Value	Natural Value	Technical Value	Economic Value	Cultural Value	Multi-Layer Value	Document Value
Criteria (i)	✓					✓		
Criteria (ii)				✓	✓	✓		
Criteria (iii)	✓	✓				✓	✓	✓
Criteria (iv)	✓			✓				
Criteria (v)					✓			
Criteria (vi)					✓	✓		✓
Criteria (vii)			✓					

17. S. Strabo, *The Geography of Strabo* (trans.) H. L. Jones. 1924.

18. J. Berechman, “Transportation - Economic Aspects of Roman Highway Development: The Case of Via Appia,” *Transportation Research Part A: Policy and Practice* 37, no. 5 (2003): 453-478.

Discussion and Conclusions

The new World Heritage System, Transnational Serial Nominations, which has emerged solution depending on excessive number of nominations on the list, has caused many cultural routes and cultural assets are evaluated as a whole Serial Nominations, which all components have joint outstanding universal value. Therefore, all state parties in today's world, has been collaborating for the Transnational Serial Nomination process of traces of a cultural domain.

The need for a closer collaboration between countries, and the necessity of promoting a common language and integrated conservation approach in order to encourage meaningful dialogue could be suggested for the Transnational Serial Nomination process.

It is important to point out the need for the integrated preservation of the road system in different countries, in which Via Egnatia passed by, not only for its historic value, but also for other values and its significance to modern road technology.

This publication considers the specific situation where there could be transboundary co-operation involving protected areas, and where both conservation and peaceful co-operation are important objectives. It is important to consider all these components and the values, which are relatively difficult to preserve being just contributing as one part of the whole architectural heritage.

Bibliography

- Berechman, J. "Transportation - Economic Aspects of Roman Highway Development: The Case of Via Appia." *Transportation Research Part A: Policy and Practice* 37, no. 5 (2003): 453-478.
- Cibin, L. "La Tecnica Stradale in Epoca Republicanana ed Imperial." [Road Technology in Republican and Imperial Times.] In *Selciato Romano: il sampietrino*. Roma: Gangemi Editore, 2003, 57-59.
- Deluka, A., V. Dragcevic and T. Rukavina. "Roman roads in Croatia." In *Proceedings of the First International Congress on Construction History*. Edited by S. Huerta. Madrid: Instituto Juan de Herrera, 2003.
- Dzino, D. *Illyricum in Roman Politics, 229 BC-AD 68*. Cambridge University Press, 2010.
- Gaba, E. and Sting. *Via Egnatia Foundation, Via Egnatia*, 2006. Retrieved from: <http://www.viaegnatiafoundation.eu/>. [Accessed 9 January 2019].
- Geoffrey, N. and L. Hammond. *Subject: Ancient Geography*, 2016. Retrieved from: <https://www.oxfordre.com>.
- Great Britain Naval Intelligence Division, Handbook of Turkey in Europe.
- Heywood, C. *Sol Kol: Osmanlı Dönemi'nde Via Egnatia: 17. Yüzyıl Sonu ve 18. Yüzyıl Başında Sol Koldaki Menzilhaneler* [Left Arm: Via Egnatia in the Ottoman Period: End of the 17th Century and the Headquarters on the Left Arm at the Beginning of the 18th Century.] Tarih Vakfı Yurt Yayınları, 1999.
- Hitchner, B. R. "Roads, Integration, Connectivity and Economic Performance in the Roman Empire." In *Highways, Byways and Road Systems in the Pre-Modern World*. Edited by Alcock, E. Susan, J. Bodel and R. J. A. Talbert. Malden: John Wiley & Sons, 2012, 222-234.

- Holdich, T. *Boundaries in Europe and the Near East*. London: Macmillan and Co., 1918.
- International Charter on Cultural Routes, Quebec, 2008.
- IUCN. *Guidelines for Protected Area Management Categories*. Gland, Switzerland and Cambridge, UK: CNPPA with the assistance of WCMC. IUCN, 1994.
- Lolos, Y. "Via Egnatia after Egnatius: Imperial Policy and Inter-regional Contacts." *Mediterranean Historical Review* 22, no. 2 (2007): 273-293.
- Mansel, A. M. *The Culture and History of Thrace*. Istanbul: Resimli Ay Matbaası, 1938.
- National Coastline Agency via AP. *Albania Promotes Via Egnatia with Edward Lear's Sketches*. The Associated Press - By L Lazar Semini - Associated Press, 2017.
- Rudd-Jones, N. and D. Stewart. *Roman Roads, in Pathways. Journeys along Britain's Historic Byways, from Pilgrimage Routes to Smugglers' Trails*, London: Guardian Books, 2011, 41-54.
- Strabo, S. *The Geography of Strabo*. Translated by H. L. Jones. 1924.
- Talbert, R. J. A. (Ed.). *Barrington Atlas of the Greek and Roman World*. Princeton, N.J.: Princeton University Press, 2000.
- UNESCO. *Guidelines for the Preparation of Serial Nominations to the World Heritage List*. UNESCO World Heritage Center, 2001. Retrieved from: <http://whc.unesco.org/archive/serial-noms.htm>. [Accessed 9 January 2019].
- Xeidakis, G. S. and E. G. Varagouli. "Design and Construction of Roman Roads: The Case of Via Egnatia in the Aegean Thrace, Northern Greece." *Environmental and Engineering Geoscience* III, no. 1 (1997): 123-132.
- Zachariadu, E. A. *Sol Kol Osmanlı Egemenliğinde Via Egnatia*. [Left Arm Via Egnatia Under Ottoman Domination.] Istanbul: Tarih Vakfı Yurt Yayınları, 1999.
- Url-1http://enezkazisi.org/?post_type=portfolio&p=3096&lang=en.
- Url-2www.archieve.aramcoworld.com/issue/201504/egnatia-map/tablet/index.html.
- Url-3https://www.eydamth.gr/lib/articles/newsite/ArticleID_677/OXE_Egnatia_final.pdf.
- Url-4<https://www.travel-zone-greece.com/blog/roads-lead-philippi-history-greatly-travelled-via-egnatia/>.
- Url-5<http://peutinger.atlantides.org>.
- Url-6<https://www.gettyimages.com/>.
- Url-7<https://www.aramcoworld.com/en-US/Articles/July-2015/Via-Egnatia-to-Rome-and-Byzantium>.
- Url-8http://www.persee.fr/doc/bch_0007-4217_1974_num_98_2_4838.
- Url-9<https://www.viaegnatiafoundation.eu/>.