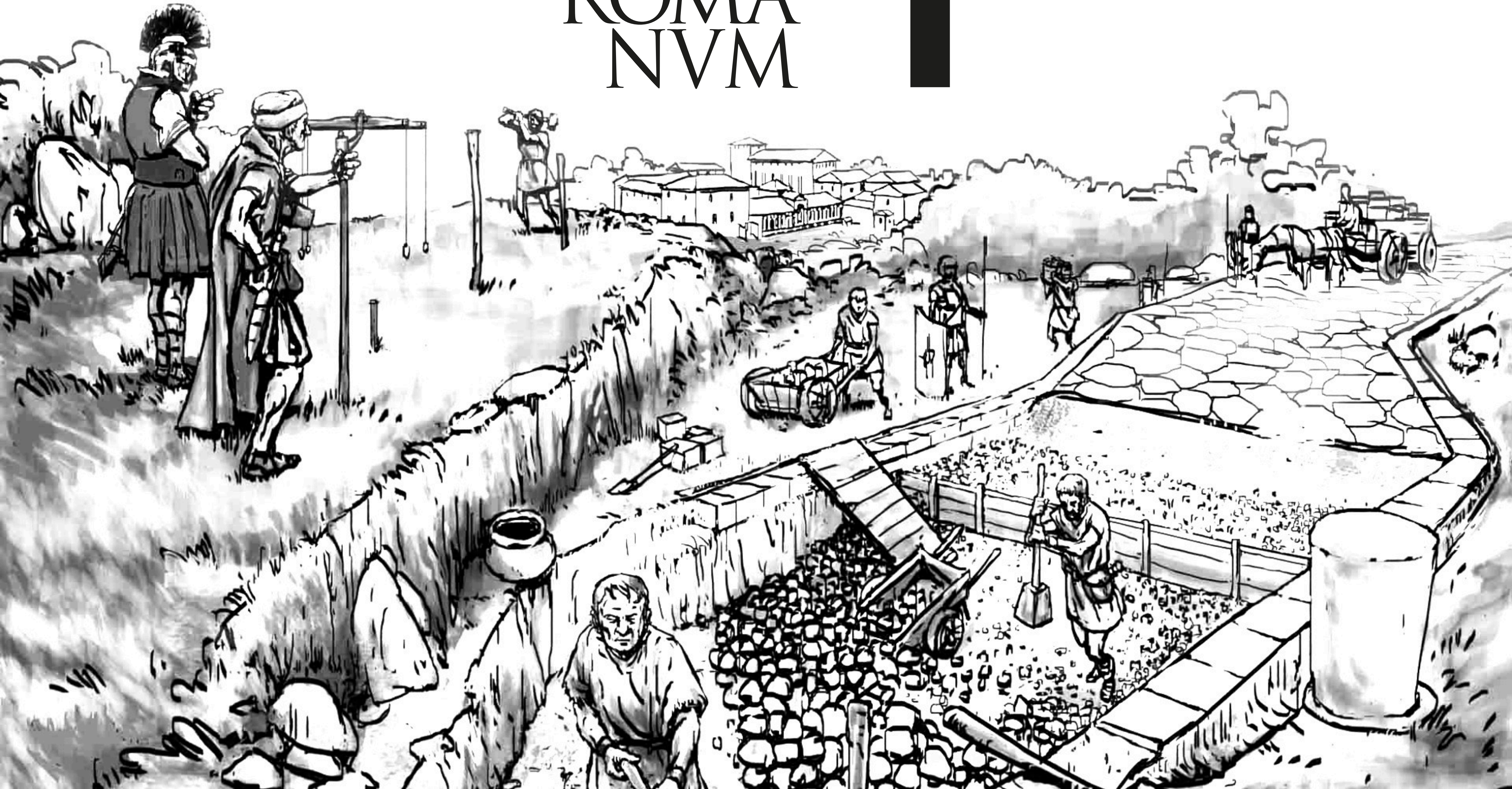


ITER ROMA NVM



ITER ROMA NVM



Today, as yesterday, communication and mobility are essential in the configuration of landscapes, understood as cultural creations. The dense networks of roads that nowadays crisscross Europe have a historical depth whose roots lie in its ancient roads. Under the might of Rome, a network of roads was designed for the first time that was capable of linking points very far apart and of organizing the lands they traversed.

Roman Roads in Iter Romanum (2018)

- Via Lusitanorum (Vias XVIII and XIX)
- Via de la Plata
- Via Flavia III
- Via Flavia I
- Via Aquitania
- Via Sucinaria



ITER ROMA NVM



They represent some of the Empire's landscapes and are testimony to the ways in which highly diverse regions were integrated under one single power:

Roads of conquest

The rural world

Integration
of the limits

Water and land:
ports and trade

Integration
of the mountains





Roads of conquest

The initial course of the roads was often marked by the Rome army in its advance. Their role as an instrument of control over conquered lands was a constant, with soldiers, orders, magistrates, embassies and emperors all moving along them. Alesia is undoubtedly one of the most emblematic landscapes of the war waged by Rome's legions against the peoples that inhabited Europe. Its material remains and the famous account by Caesar, the Gallic Wars, have meant that Alesia has been recognized for two centuries now as a symbol of the expansion of Rome and the resistance of local communities.



MuséoParc ALÉSIA

Alesia is the famous battle between Julius Caesar and Vercingetorix, the Roman army against the Gaulish tribes. The siege of Alesia took place in 52 BC, but its location was not actually discovered until the 19th century thanks to archeological research! Located on the site of the battle itself, in the centre of France, in Burgundy, in the village of Alise-Sainte-Reine, the MuseoParc Alesia opened its doors in 2012 in order to provide the key to understanding this historical event and the historical context, in order to make history accessible to the greatest number of people. It is the result of 150 years of interest in this emblematic event in areas of history, archeology, tourism and culture. The Interpretation Centre completes the visit of the Gallo-Roman city which was built on the former Gallic oppidum (fortified village).

MORE INFORMATION





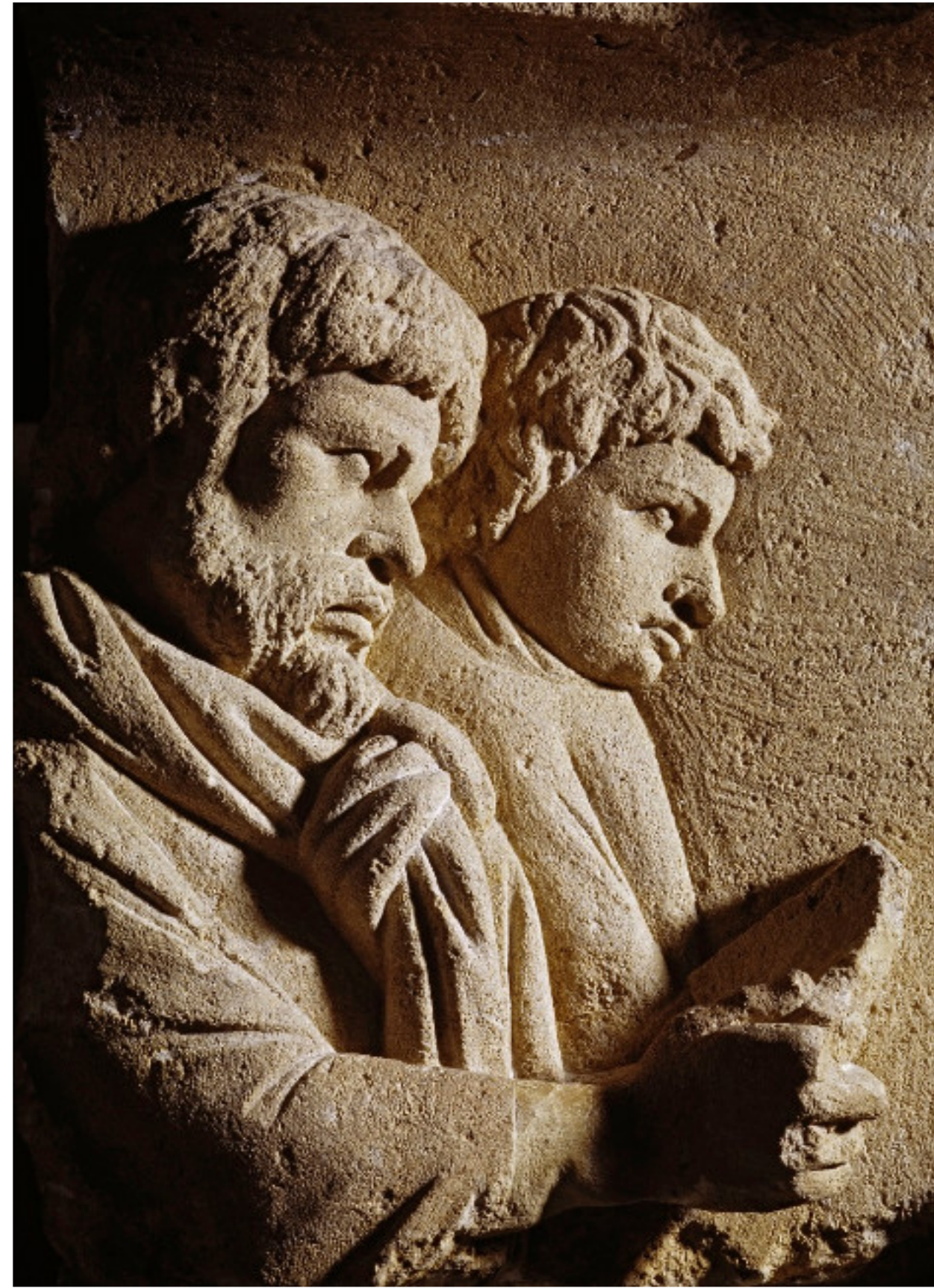
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The rural world

If the major roads were the arteries of the Empire, the minor roads were its capillaries, allowing the integration of the rural world: its settlements, lands, livestock and mines. Beyond the major roads, a multitude of smaller roads made it possible for peasant communities to form part of the Empire. Thanks to these, some products were able to spread far and wide: pottery, glass, wine, produce of the sea... However, these roads were also essential to guarantee the subsistence of the Empire: coin, orders and tax collecting reached its remotest corners along them. The Vía de la Plata Route and Arlon are two excellent examples of the capacity of the secondary road network to link cities and villages, from the heart of the Empire right out to its borders.



Arlon is one of the oldest cities in Belgium. As such, the visitor can still today discover many traces of the Gallo-Roman period. The Archaeological Museum keeps dozens of carved blocks and objects discovered in the excavations of the past decades. And a walk in town will make you discover sections of the ancient wall, as well as the Jupiter and Neptune Towers. Dive 2000 years back to discover the ancient Orolaunum vicus

[MORE INFORMATION](#)



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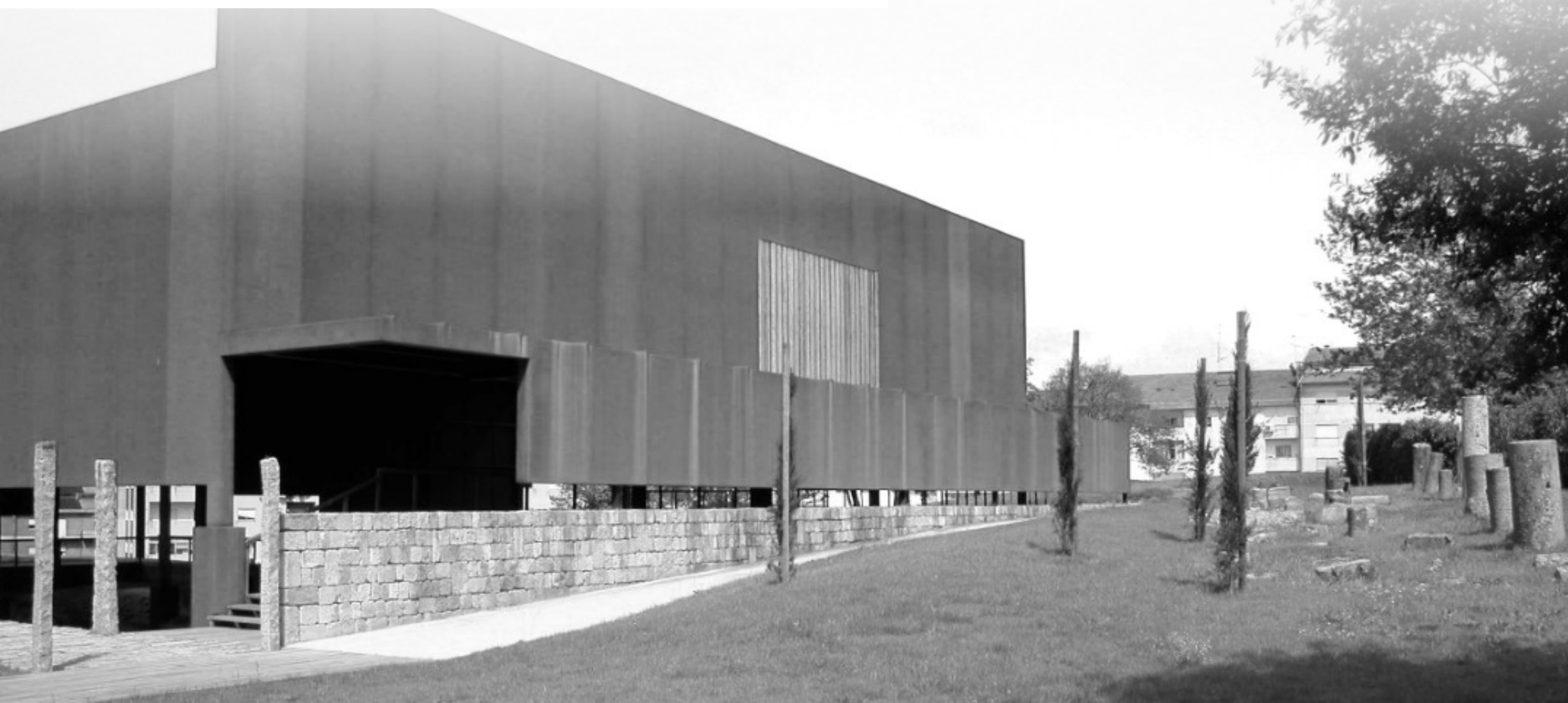


RONCO
INABIA



Integration of the limits

From the Baltic to the Mediterranean, from the Atlantic to the Black Sea, the ends of the roads also marked those of the known world (the oecumene). Braga (Bracara Augusta) (Portugal) and the Vía de la Plata Route are two key pieces to understand the integration of the western limits of the Empire.



Founded ex nihilo by Emperor Augustus, Bracara Augusta has been an important administrative and economic hub for many centuries, as evidenced by its functions as the seat of Conventus Bracaraugustanus, capital of the province of Gallaecia, from Diocletian, seat of Bishopric and, later, capital of the suevo kingdom.

The urban growth of the modern city, developed from the 60s of the 20th century, brought to light fundamental findings for the understanding of the Roman Braga, for example: the Roman Baths of Alto da Cividade, the Domus da Escola Velha da Sé and the Fonte do Ídolo, currently musealized and visitable.

MORE INFORMATION



Ruta Vía de la Plata

The Ruta Vía de la Plata is a tourist and cultural route running south to north through the western part of the Iberian Peninsula, from Seville to Gijón. Archaeological evidence shows that this route, which the Romans were to use during their wars of conquest, existed since the Tartessian period (7th century BC). Augustus (1st century AD) consolidated the route with the construction of different roads that were to link *Hispalis with Italica* –Via XXIII of the Antonine Itinerary–, *Italica with Emerita Augusta* (Merida) –Via XXIII of the Antonine Itinerary–, *Emerita Augusta with Oceloduri* (Zamora) –Via XXIV of the Antonine Itinerary–, *Oceloduri with Asturica Augusta* (Astorga) –Via XXVI of the Antonine Itinerary–, *Asturica Augusta with Legio VII* (León) –Via *Asturica ad Legionem Augusta* or *Asturica Augusta*– and *Legio VII* with the lands “beyond the mountains” to the north of the Iberian Peninsula, *Lucus Augusti* (in the vicinity of Lugo de Llanera) and *Noega* (Gijón) –Via Carisa–.

MORE INFORMATION

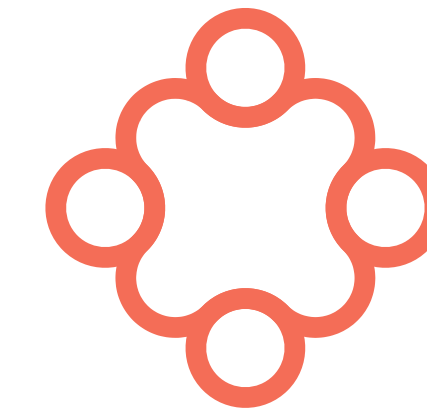






Water and land: ports and trade

The Empire expanded from the shores of the Mediterranean and if anything made it possible to maintain the stability of the Empire from the Mare Nostrum, it was its sea, river and road links. Inland and coastal ports, such as Aquileia, became dynamic hubs, veritable drivers of trade and meeting points.



FONDAZIONE **AQUILEIA**

Aquileia, founded by the Romans in 181 B.C. and inscribed in the World Heritage List in 1998, was one of the biggest cities of the Roman Empire, one of the liveliest communities of the early latin - Christianity, one of the most important ancient ports of the Adriatic, starting point of the main commercial, cultural and military roads towards north-east Europe.

The Fondazione Aquileia, having as partners the Ministry of cultural assets and activities, Friuli Venezia Giulia Region, the City of Aquileia and the Archdiocese of Gorizia, was born in 2008 to manage and promote the extraordinary archaeological heritage of Aquileia.

MORE INFORMATION






Integration of the mountains

The roads did not stop before Europe's major mountain barriers. Minor roads crossed them, passes were opened that have lasted until today and forest, livestock and mining resources were exploited.

Aquileia was essential for the incorporation of the Eastern Alps as an active part of the Empire. The northernmost section of the Ruta de la Plata secured the connection of the lands of the Astures, north of the imposing Cantabrian Mountains.

A photograph of a stone-paved path leading through a lush green landscape. The path is made of irregular, flat stones and is flanked by dense green grass and bushes. In the background, there is a stone archway or gate, and beyond that, a valley with more greenery and distant hills under a bright sky. The scene is bathed in natural light, with some shadows cast by the surrounding vegetation.

Today, Roman roads show that it is possible to link diversity and integrate the complementary heritage of the major sites/archaeological sites and museums, contributing to explain the historical processes of the construction of landscapes of power or of production, but also landscapes that are perceived, imagined or represented, all an essential part of Europe tangible and intangible heritage.

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