



INSTITUTE OF ARCHAEOLOGY
BELGRADE
•
VIMINACIUM DEPARTMENT



UNIVERSITÀ DEGLI STUDI DI FERRARA
•
LABORATORIO DI STUDI E RICERCHE
SULLE ANTICHE PROVINCE DANUBIANE

6th INTERNATIONAL CONFERENCE
ON THE ROMAN DANUBIAN PROVINCES
•
ROMAN ROADS AND CROSSROADS

Belgrade and Viminacium, 1st–5th November 2022

Venues:

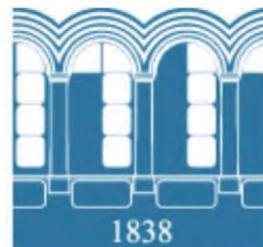
Faculty of Philosophy, Belgrade, Dragoslav Srejskić Hall

Limes Park, Viminacium, Hall 1

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PROGRAM

Tuesday, 1st of November | Belgrade, Dragoslav Srejović Hall

14.30–15.30 | Registration | Faculty of Philosophy, Belgrade, Main building,
Dragoslav Srejović Hall Reception

15.30–16.00 | Opening speech

SNEŽANA GOLUBOVIĆ, Director of the Institute of Archaeology, Belgrade

16.00–17.40 | Paper presentations | Chair: SOFIJA PETKOVIĆ

MILICA TAPAVIČKI-ILIĆ: From Prehistory to Antiquity:
Continuity of settlements and roads

VLADIMIR PETROVIĆ: Some considerations about Serbia at the crossroad of
Roman terrestrial and fluvial communication lines

JELENA ANĐELKOVIĆ GRAŠAR · BRANKA NOVČIĆ KORAC: Place
branding: Rethinking place image communication in antiquity. Case study Serbia

JASMINA DAVIDOVIĆ: Few remarks on the Imperial Sirmium

GORDANA JEREMIĆ: Roman and Late Roman traffic infrastructure
on the territory of Naissus

17.40–17.55 | Coffee break

17.55–19.20 | Paper presentations | Chair: MILICA TAPAVIČKI-ILIĆ

ANCA CEZARINA FULGER: Traiano a Drobeta: Il ponte sul Danubio

BEBINA MILOVANOVIĆ · IVANA KOSANOVIĆ · BOJAN POPOVIĆ:
Gerulata: A fort on the road from Taliata to Egeta

SOFIJA PETKOVIĆ: Timacum Minus as the crossroad between the Danube and
Morava Valley

RADMILA ZOTOVIĆ: Roads and crossroads of the cultural influences on the
eastern part of the Roman province of Dalmatia

20.30 | Dinner at “Dom vojske”, entrance from Francuska street, number 2.

Wednesday, 2nd of November | Belgrade, Dragoslav Srejović Hall

09.00–10.40 | Paper presentations | Chair: NADEŽDA GAVRILOVIĆ VITAS

ANA HONCU: Considérations historiques sur les miliaires de Mésie Inférieure sous Marc Aurèle

RADU ARDEVAN: The Septimii in the Roman Danube provinces

STEFANO MAGNANI: The many paths of a prince: Observations on Caracalla's journeys through the Danubian spaces

SONJA VUKOVIĆ · IVAN BOGDANOVIĆ: Supplying and management of wild beasts for the spectacles in the amphitheatre of Viminacium

GOCE PAVLOVSKI: Fusion of the West and East in the Architecture of the Roman Theatre at Stobi

10.40–11.05 | Coffee break

11.05–12.45 | Paper presentations | Chair: IVAN BOGDANOVIĆ

NADEŽDA GAVRILOVIĆ VITAS: Roman roads and crossroads as religious networks in the Central Balkans' provinces

CSABA SZABÓ: Roads of Roman religion in the Danubian provinces: A macro-spatial approach

BOJANA PLEMIĆ · LJUBIŠA VASILJEVIĆ: Possible ways of cult influences on the religious practice of Roman provinces in the territory of Southeastern Serbia

SILVANA BLAŽEVSKA: Foreign Cults in the Ancient City of Stobi

IVO TOPALILOV: The cult to Diana in Ratiaria

13.00–14.30 | Lunch break

14.30–15.30 | Paper presentations | Chair: RADU ARDEVAN

MATTIA VITELLI CASELLA: Presenze epigrafiche degli imperatori tardoantichi sui percorsi d'accesso all'Italia: Alcuni spunti di riflessione

MIHAELA SIMION · MARGARETA ARSENESCU: Discovering the forgotten story of a Roman soldier from Sirmium

NASER FERRI: Percorso della strada antica Municipium DD – municipium sconosciuto nella regione di Peja\Peć: Sulla base di reperti archeologici

15.45–17.45 | Visit to the National Museum of Serbia

18.00–19.00 | Visit to the Big Gunpowder Magazine (Kalemegdan fortress)

19.00–22.00 | Dinner at caffe „Pobednik“ (Kalemegdan fortress)

Thursday, 3rd of November | Excursion to Ram and Viminacium

07.45 | Meeting

08.00 | Departure from Belgrade (bus transfer)

10.00–11.30 | Visit to the Ram medieval fortress (medieval period)

12.00 | Arrival in Viminacium, accomodation

13.00–14.30 | Lunch

15.00–18.00 | Visit to the Archaeological park Viminacium

20.00–22.00 | Dinner

Friday, 4th of November | Viminacium, Limes park Hall 1

08.00-09.15 | Breakfast

09.15–10.50 | Paper presentations | Chair: DOMAGOJ TONČINIĆ

JERE DRPIĆ: Potential Roman mountain roads in the area of today's NW Croatia

MICHAŁ DUCH · MATEUSZ JAEGER: Supply and distribution of the legio I Italica stamped building ceramics

LIVIO ZERBINI: Itinerari e vie tra l'Italia e la Dacia

VLAD-ANDREI LĂZĂRESCU · SORIN COCIȘ · SERGIU-TRAIAN SOCACIU:
Contributions to the infrastructure of the Roman road network of Dacia
Porolissensis: A case study for the road segments recently discovered at Sutor
(ancient Optatiana), Sălaj County, Romania

FELIX MARCU · GEORGE CUPCEA · ȘTEFANIA DOGĂREL: Re-assessing the
itinerary of the 'Roman imperial road' of Dacia

10.50–11.15 | Coffee break

11.15–12.30 | Paper presentations | Chair: LIVIO ZERBINI

DÉNES GABLER: Road stations in the area of the Amber Road in West Pannonia
DÁVID BARTUS: Fortress on the road: Topographical research of the legionary
fortress in Brigetio

DOMAGOJ TONČINIĆ · DOMAGOJ BUŽANIĆ · JELENA BUŽANIĆ:
At the crossroads: Pons Tiluri

FLORIAN MATEI-POPESCU: Drobeta from Trajan to Hadrian

AGNIESZKA TOMAS · EMIL JEĆZMIENOWSKI: The streets and roads of
Novae in Lower Moesia

13.30–15.00 | Lunch

15.00–16.20 | Paper presentations | Chair: ADRIAN ARDEȚ

IVANA OŽANIĆ ROGULJIĆ · HRVOJE KALAFATIĆ · BARTUL ŠILJEG: Life
on the Roman road: case study Cibalae-Mursa (Pannonia Inferior, Croatia)

ALINA STREINU: Routes of trade - roads to prosperity: The circulation of goods
from city to hinterland in Roman Dobroudja (Moesia Inferior)

IULIA DUMITRACHE: Trade Routes for garum and Pontic fish in the Danube
provinces

IONUȚ BOCAN · CĂȚĂLINA-MIHAELA NEAGU: The relationships between
Micia and the cities on the Danube line: The ceramic evidence

16.20–16.35 | Coffee break

16.35–17.55 | Paper presentations | Chair: IVANA OŽANIĆ ROGULJIĆ

ADRIAN ARDEȚ: L'importazione di anfore occidentali in Dacia dalla prima metà
del II secolo d.C.

CĂȚĂLINA-MIHAELA NEAGU · IONUȚ BOCAN: Bringing light on Empire: A
bridge between Micia and Viminacium

DIMITAR NIKOLOVSKI: Imported glass vessels at Stobi as evidence for trade
relations

ZDRAVKO DIMITROV: On the Road between Bononia and Ratiaria: Latest
Discoveries

17.55–18.10 | Coffee break

18.10–18.45 | Book promotion

IVANA OŽANIĆ ROGULJIĆ · ANGELINA RAIČKOVIĆ SAVIĆ (eds.):
Roads and rivers, pots and potters in Pannonia: Interactions, analogies and
differences. Zagreb 2022.

18.45–19.45 | Poster presentations

KAJA STEMBERGER FLEGAR · ANA KOVAČIĆ · PRIMOŽ PREDAN · ELA
URANKAR: The long and winding road: Roman maintenance of the road
Poetovio-Savaria

IVAN RADMAN LIVAJA · OZREN DOMITER: The milestone from Jelkovec:
Reflection of space in time

ZVEZDANA ŠTIMAC: Provincial Pompeian platters from the site 42 in Sremska
Mitrovica (Sirmium) Serbia

ANA MITIĆ: Pottery from the Eastern necropolis of Viminacium: Site Pirivoj

MICHAELA IACOB: Roman provincial coinage as a historical document for the
mobility of people in the Roman Empire. Case study: Moesia Inferior province

MARIUS BARBU · MIHAELA SIMION: Horses and riders: Location of Ala I
Hispanorum Campagonum in the Micia camp (Dacia)

MIHAI STELIAN MUNTEANU · RADU ARDEVAN: Considerations on a Roman
phalera from Dacia

MIHAI STELIAN MUNTEANU: Archaeometric investigations on a Roman bridge
in Cluj County, Romania

ȘTEFAN HONCU: Watching the roads: The Roman minor fortifications along the
inner roads from Scythia Minor province

20.00-22.00 | Dinner

Saturday, 5th of November Viminacium, Limes park Hall 1

08.00-09.00 | Breakfast

09.00–10.40 | Paper presentations | Chair: SILVANA BLAŽEVSKA

MELINDA SZABÓ: Merchants along the Amber Route: Different strategies of
transport and storage

LUCREȚIU BÎRLIBA: Milestones in Moesia Inferior under the barracks emperors: Historical issues

DECEBAL VLEJA · MIHAELA SIMION: Some considerations regarding the locatio operarum contracts at Alburnus Maior, Dacia

LYUBA RADULOVA: La petizione di Dagis e il mantenimento della rete del cursus publicus: Alcune osservazioni

CHIARA CENATI: Carmina on the road: Verse inscriptions of soldiers in Moesia superior

10.40–10.55 | Coffee break

10.55–12.35 | Paper presentations | Chair: LUCREȚIU BÎRLIBA

GHENKA MOZZHUHINA: L'espropriazione per pubblica utilità di terreni per la costruzione di strade nelle province di Roma

JASMINA DAVIDOVIĆ · ZVEZDANA ŠTIMAC: ArcheoDanube project and its results

ANA-CRISTINA HAMAT · ȘTEFAN GEORGESCU: The water roads: Travelers, travels and worship of water, represented on the gems from the Romanian collections

IGOR BJELIĆ: The relationship of the position and the name of castrum Pontes with the surrounding infrastructure travel routes

RADU PETCU · INGRID PETCU-LEVEI: Ulmetum: Statio and fortification located at the intersection of roads

12.35–13.05 | Closing remarks

13.30–15.00 | Lunch

15.30 | Departure from Viminacium (bus transfer to Belgrade)

ABSTRACTS

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PLACE BRANDING: RETHINKING PLACE IMAGE COMMUNICATION IN ANTIQUITY CASE STUDY SERBIA

In Roman history, territory of today's Serbia was an important crossroad not only for economic and military movements, but for cultural, religious and artistic exchange. In such a way, within heterogenous Roman empire provinces such as Moesia Superior, Pannonia, Dalmatia or Dacia, their economic and cultural centers were perceived both as part of the uniform Roman visual language, but also accentuating specific features and characteristic of the territory or people as well. Various visually and symbolically known personifications, such as Tyche or Fortuna, took the role of a recognizable communicator with the public about the importance of the province or the city within the Empire. On the other hand, small details or specific symbols provided special character to the image, conveying particular message about the territory, its richness, importance within the military system, trade, mining or economy. There were also deities associated with quite distant territories that provided important insight into the variety of people and multi-ethnic communities which followed migratory paths in order to reach desired destination.

Today, this kind of visual communication about the specific place or land is known as place branding. In this paper, the authors will try to rethink the Roman creation, communication and perception of images associated with territories, places and city centers within the Roman provinces of today's Serbia. This rethinking will be based upon the modern marketing and branding methodology, which place branding define as the process of creating brands through networks of mental associations in the consciousness of a target group.

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L'IMPORTAZIONE DI ANFORE OCCIDENTALI IN DACIA DALLA PRIMA METÀ DEL II SECOLO D.C.

La provincia romana della Dacia ha due fasi evolutive nella sua formazione ed esistenza sotto l'Impero Romano. La prima tappa è rappresentata dal periodo compreso tra il 101 e il 105 dopo la vittoria dei Romani a Tapae e l'organizzazione del territorio conquistato nella Dacia meridionale (oggi le province di Banato e Oltenia in Romania) e annesso alla provincia di Moesia Superior. In questo periodo furono costruite le strade principali, attraversando il territorio di nuova conquista, strade che partivano da Drobeta dove al 105 fu inaugurato il ponte sul Danubio e attraversavano gli insediamenti e i campi di nuova costruzione: Drierna, Ad Mediam, Pretorium, Ad Pannonios, Gaganae, Mascliane e Tibiscum.

Fin dai primi momenti della presenza romana in Dacia, il Danubio fu considerato un'importante

arteria commerciale per i commerci delle province con la neonata Dacia romana. Un aspetto particolarmente importante nel commercio romano è l'anfora, tanto che fino alla metà del II secolo i capi nel commercio delle anfore in Dacia sono rappresentati dall'Italia, dalla Baetica e dalla Gallia che forniscono l'olio d'oliva necessario, olive verdi o nere, vino di qualità e prodotti ittici tra i garum è al primo posto.

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THE SEPTIMIUS IN THE ROMAN DANUBE PROVINCES

The paper collects all the attestations of the nomen gentile Septimius in the Danubian provinces. This onomastic material is classified chronologically and geographically, and the results are indicative. It becomes obvious that the spread of this name is mainly a result of the granting Roman citizenship during the reign of Septimius Severus. However, its distribution and grouping by geographical areas are very different, since each province has specific features. Also, the number of attestations is relatively small, lower than for other Roman imperial gentilicia. Even the involvement of the natives in this process is less clear.

These realities raise the problem of granting citizenship through military service in the early 3rd century, just before the Constitutio Antoniniana.

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HORSES AND RIDERS: LOCATION OF ALA I HISPANORUM CAMPAGONUM IN THE MICIA CAMP (DACIA)

The Micia camp, located close to the Mureş Gorge, was an important strategic point of Dacia's defensive system. By its position, this fortification guarded the western border of the province, controlling access through the most important route from Pannonia. From the beginning and its strategic importance imposed, it contained a large garrison. With the passage of time, the number of troops was supplemented, and at least since the Severian period, three separate auxiliary units were deployed there (Coh. II Flavia Commagenorum Equitata Sagittariorum, Ala I Hispanorum Campagonium and Numerus Maurorum Miciensium).

Recent research in the north-eastern part of the Veşel camp has led to the identification of two-row barracks' segment, oriented parallel to the short side of the fortification and dated to the Severian period. In the roof debris preserved in situ, nine tile fragments bearing the ALAE CAMPACONVM stamp were identified. Under these circumstances, we believe that this building, which contained a rich military material specific to the cavalry troops, belonged to the Hispanic cavalry and that in the stone phase of the camp, Ala I Hispanorum Campagonium had the garrison in this part of the fortification.

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FORTRESS ON THE ROAD: TOPOGRAPHICAL RESEARCH OF THE LEGIONARY FORTRESS IN BRIGETIO

The legionary fortress of Brigetio is one of the key sites in the province of Roman Pannonia, but its inner structure and buildings are almost unknown. Although the retentura of the legionary fortress is almost entirely covered with modern buildings, the praetentura can be researched by remote sensing methods. During the last decades, the northern wall and gate, several roads and buildings have been identified on aerial photos. In recent years, a geophysical survey campaign has also been initiated, using ground-penetration radar and magnetometer. Over the past few years and besides the non-destructive methods, systematic excavations took place, based on results of the geophysical surveys. This comprehensive research shed new light on the topography, chronology and building periods of the legionary fortress in Brigetio, including the main roads, gates, the principia, valetudinarium and the baths.

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MILESTONES IN MOESIA INFERIOR UNDER THE BARRACKS EMPERORS: HISTORICAL ISSUES

The author reveals an overview of the milestones erected under the rule of the barracks emperors in Moesia Inferior. These texts represent part of the epigraphy of the above-mentioned period and they can be brought in connection with specific historical events which concerned the province. The road reparations and the building restorations are linked with invasions and with political situation of Moesia Inferior. In the meantime, a short evaluation of the crisis of this period will be achieved.

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THE RELATIONSHIP OF THE POSITION AND THE NAME OF CASTRUM PONTES WITH THE SURROUNDING INFRASTRUCTURE TRAVEL ROUTES

The existence of the wooden palisade fortification of Pontes cannot be ruled out before the construction of the bridge over the Danube, but its size and inner organization remain, for most part, unknown. On the other hand, the position and size of the stone structure of castrum Pontes were reliably dated into the period of Trajan's Bridge construction, when it was shaped as a fortification and got the inner organization which corresponds to fortifications of the Antonine period along the Limes. The position of the fortification along the Danube in this part of Limes, the orientation of its lateral gates and urbanized structures in the nearby settlement of Konopište (Mala Vrbica) reliably indicate that in this section, the Roman road followed the banks of the Danube. They help us establish the position of Pontes in a more reliable manner. Specific position of the fort regarding the canal

around the fort, which was previously dug out for the construction of Trajan's Bridge, indicates that the fortification could only have been accessed by means of bridges, leading towards all the gates except for the northern one. This fact certainly influenced the specific name of the fortress Pontes (plural of the noun Pons).

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FOREIGN CULTS IN THE ANCIENT CITY OF STOBI

Location of the ancient city of Stobi on the crossroad of two major roads and trade routes along Axios and Erigon rivers was favorable for its prosperity during the Roman and Late Antique periods. Various items and ideas from both the East and the West flowed into the city and influenced many aspects of the daily life of its population, along with various religious beliefs and cults brought by the Roman settlers, immigrants, merchants or missionaries, etc. This paper is an overview of the foreign cults in the ancient city of Stobi based on available evidence in architectural remains, statues and inscriptions with the emphasis on the "Oriental" cults.

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THE RELATIONSHIPS BETWEEN MICIA AND THE CITIES ON THE DANUBE LINE: THE CERAMIC EVIDENCE

The Roman settlement at Micia (which is nowadays called Vețel, Hunedoara County, Romania) is situated on the left bank of the Mureș River, near the modern town Deva. The artefacts uncovered at Micia, numerous and well assorted, consist of pottery, metal artefacts, stone and glass artefacts. Among pottery finds, terra sigillata is of particular interest from the artistic, but also from the quantitative point of view. The present study is dedicated to the analysis of some special categories of archaeological material found within the Roman settlement at Micia: terra sigillata and lamps imported from Moesia Superior (Viminacium – Margum). After the Roman conquest of Dacia, most of the products available at that time were imported into the newly established province. This is clearly the case of terra sigillata, among which the most notable are the imports from Lezoux, Rheinzabern and Westerdorf. In the second phase, along with the population's growth and the accompanying increased demand, import centers are diversifying and the local officinae began to produce terra sigillata. In conclusion and based on these criteria, we can say that the objects analyzed in this study are represented by the import from Moesia Superior discovered in Micia.

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CARMINA ON THE ROAD: VERSE INSCRIPTIONS OF SOLDIERS IN MOESIA SUPERIOR

In the Roman Empire, poetic compositions travelled mainly with the soldiers. The appearance of epigraphic carmina along the limes is indeed linked with the presence of military units. Although they share many common features, the carmina epigraphica composed in these provinces progressively develop regional patterns. In this paper, verse inscriptions of soldiers in Moesia superior will be presented. Results of autopsies carried out by the team of the ERC-funded project MAPPOLA (mappola.eu) during the next campaign in summer 2022 will also be included.

Moesia Superior, and especially Viminacium, were the center of Roman military crossroads. This is also reflected in the rich production of verse inscriptions. The very first carmina are to be attributed to soldiers recruited in Italy, who had settled here. Since then, the habit of producing carmina was taken over by soldiers born in this or in a neighboring province. Verse inscriptions were commissioned or composed by soldiers of different ranks or veterans and by their families to commemorate people, places and relationships. These are characterized with a broad variety of meters, styles and themes and from time to time, they show common traits with orally transmitted compositions like rhymes and songs.

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FEW REMARKS ON THE IMPERIAL SIRMIIUM

Sirmium was a Roman town situated on the river Savus (Sava) some 40 km south from the river Danubius (Danube). Although Sirmium started its life in the Neolithic age with settlers of Starčevo culture, Roman history developed from the first August's campaign to conquer Pannonia that happened around 35-34 before the new era and lasted until 582, when the Avars entered the city and made all inhabitants leave. Very soon they also left. So, there is at least, six centuries of rich life in this Pannonian town with many evidence of Roman life. Imperial Sirmium can be identified with the time of the emperor Diocletianus ruling and throughout the entire 4th century. This was a period when monumental buildings were erected, luxuriously decorated. In this work, exclusive material will be presented used by emperors to make Sirmium one of capitals of the huge Roman Empire. This can be seen in buildings, also in existence of a huge hippodrome, but also with luxurious stone decorations, glass vessels and porphyry sculptures found at the Palace complex. There are also some small finds, like fibula with Christogram, that shows the emperor's staying in the city of Sirmium.

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ARCHEODANUBE PROJECT AND ITS RESULTS

ARCHEODANUBE project is one of the Interreg DTP projects financed by European Union funds (ERDF, IPA, ENI). This title is an acronym for Archeological park in urban areas as a tool for local sustainable development. The project is oriented to preservation and presentation of cultural heritage with the main goal to help small and medium towns in achieving sustainable economic development of the archeological research, touristic presentation of things found introducing the importance of branding, marketing, and management plan with maintenance of archeological sites. Archeodanube project offered different tools as solutions for the always present problems with preservation of archeological sites, especially in urban areas. For example, they include development of the Guide for designing Local Archeo Plans with a detailed explanation of all necessary steps to be taken into account when developing your local area, also bearing in mind that archeological sites are becoming the most important tourist destination worldwide. These sites include ruins and archeological dig sites, monuments, buildings, museums, and interpretive centers. Although this kind of tourism is at its beginning, it is becoming clear that there are endless possibilities in that regard. Although there are huge costs in marketing and packaging of the past, the idea is to obtain government support for local urban museums, provide educational and other means for locals (especially children) but also for visitors from all around the globe. This idea is the core of the ARCHEODANUBE project.

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ON THE ROAD BETWEEN BONONIA AND RATIARIA: LATEST DISCOVERIES

In the last three years excavations in the Vidin district have contributed to the discovery of a number of settlements, villas, complexes of ceramic production and necropolises. All these newly found sites are elements of the Lower Danubian Limes landscape system in the territory of Ratiaria, Upper Moesia province.

Field studies detected two Roman villas – at the vicinity of Gramada town and Sinagovtzi village, estates of the wealthy families from the territory of Ratiarian. The excavations also led to the discovery of the nearby settlements, necropolises belonging to these large suburban complexes and also to a production center with pottery kilns.

The structures near Sinagovtzi village are the most important ones. They date back to the period of the Roman Limes foundation along the Lower Danube. Same micro region contains a necropolis with 140 graves and more than 700 finds, the largest grave complex from the period of Augustus Emperor to the Flavians.

These latest field data are extremely important because so far, we do not have too many archeological excavations along the road from Ratiaria to Bononia. Therefore it is a good idea to present them in front of the scientific group working with Danube provinces of the Roman Empire.

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POTENTIAL ROMAN MOUNTAIN ROADS IN THE AREA OF TODAY'S NW CROATIA

The area of today's NW of Croatia (Roman southern Pannonia) was crossed by the main road along the Drava valley corridor, known from Roman itineraries. Other directions that had to relate to it in the further road network to the south, are not mentioned, which certainly does not mean that they did not exist. From the Drava valley area the shortest connections to the southern lowland areas (Čazma-Ilova plateau), leads throughout Kalnik and Bilogora mountains, which connect but also separate these two lowland areas. The connecting aspect of these mountains is in the natural corridors that intersect them. It is assumed that the Romans, known for their practicality and development of road networks, spotted the potential of these natural corridors for linkage and use them as optimal for connection. Therefore, to determine these optimal corridors that could be used by Romans, we used a geographic information system as a tool, to map known Roman sites in the selected area, and interconnected them using least-cost path analysis. Further on, we compared these results with data provided by earlier researchers to single out the most potent routes that the Romans could use, thus predicting possible positions of material remains of roads in the future.

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SUPPLY AND DISTRIBUTION OF THE LEGIO I ITALICA STAMPED BUILDING CERAMICS

Building ceramics produced by the I Italic legion were used for more than just military architectural structures. Basically, the sites of its discovery can be divided into four categories: (a) military areas (b) semi-militarized areas (canabae, vici) (c) towns (d) villae rusticae.

The purpose of the presentation will be to examine selected examples of building ceramics discovered outside of military facilities, as well to reconstruct the distribution network of stamped building ceramics of the I Italic Legion. An attempt will also be made to compare different types of stamps discovered in a number of sites in Lower Moesia (and beyond) with the material discovered in Novae, the main seat of this legion.

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TRADE ROUTES FOR GARUM AND PONTIC FISH IN THE DANUBE PROVINCES

Based on various sources (literary, epigraphical, archaeological), the presentation intends to trace trading routes of fish products from their place of origin to the consumers located in the Danubian provinces. In addition to Italic and Istrian connections, amphorae indicate more distant relations with Spain, the Greek islands, and North Africa. Norric, Pannonian or Dacian amphorae from the Julio-Claudian period or, more precisely, their contexts and distribution – are associated with the Roman army. After the organization of Lower Dacia, the situation stabilized and the preferred supply area shifted towards the East, even more so as Roman troops were stationed in the northern Black Sea area. As for the territory of Dobrudja, the situation is a bit more complex. Although containers have been identified for the transport and sale of salted fish in both civilian and military settlements, in urban as well as rural areas, the vast majority of them cannot be attributed to fish sauces, but to salted fish in its solid form.

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PERCORSO DELLA STRADA ANTICA MUNICIPIUM DD – MUNICIPIUM SCONOSCIUTO NELLA REGIONE DI PEJA/PEĆ: SULLA BASE DI REPERTI ARCHEOLOGICI

Fin dalla preistoria, la Dardania è stata collegata al resto d'Europa da una rete stradale, ovvero il percorso principale della strada principale del Nord Europa e dell'Italia attraverso la Bosnia Centrale con le province dei Vardar e più avanti a sud. Dopo la conquista romana dell'Illirico, all'interno della rete di antiche strade dei Balcani, la principale comunicazione magistrale andava da nord attraverso il Municipium DD nelle odierne Sočanica, Ulpiana e Scupi, verso sud fino a Salonicco. Vicino all'odierna Mitrovica, un percorso si separava dall'autostrada e andava a ovest attraverso le località odierne Ljušta, Rakoš, Rudnik, Suvo Grlo, Krnina, Vrelo, Kaličane, Studenica, Jablanica e molte altre località minori, ai piedi della Mokra Gora e quel percorso terminava a Pećko polje dove si trovava un municipio di nome sconosciuto. Nei siti citati sono stati scoperti diversi reperti archeologici, di cui importanti documenti sono monumenti epigrafici e ritrovamenti di monete del periodo del dominio di vari imperatori romani. Nell'antico insediamento nell'area dell'odierna Peć sono scoperte tracce di fortificazioni, horrea, necropoli, sistema idrico, fognatura, ed è stata confermata la permanenza dell'equipaggio militare.

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TRAIANO A DROBETA: IL PONTE SUL DANUBIO

La realizzazione del ponte sul Danubio va inserita nel più ampio intervento di predisposizione del territorio per l'annessione della riva sinistra del Danubio. La via sulla riva destra del fiume, nella zona delle Porte di Ferro, era stata finita intorno all'anno 100, e come attesta la Tabula Traiana il canale di Sip era stato reso navigabile a partire dal 101. L'iscrizione scolpita direttamente nella roccia, situata sulla riva serba celebrava il rifacimento della strada militare romana che conduceva al ponte di Traiano.

La vittoria nella prima campagna dacica assicurava il controllo romano effettivo nella zona settentrionale del Danubio, ed è allora che si decide di costruire il ponte nella zona di Drobeta – Turnu Severin, sulla riva romena, e Pontes – Kostol, sulla riva serba, su progetto di Apollodoro di Damasco. Capolavoro dell'ingegneria antica, il ponte era la chiara manifestazione degli intenti di Roma: impiantarsi stabilmente sulla sponda nord del Danubio e preparare l'annessione dell'intera Dacia. Costruito per ordine dell'imperatore Traiano il ponte sul Danubio rappresenta una delle più spettacolari e significative opere costruttive di questo genere, deve essere considerata una vera infrastruttura romana, sia per la sua grandezza, la qualità del lavoro svolto, ma più che altro per la sua brevità di esecuzione, tra la primavera del 103 e la primavera del 105.

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ROAD STATIONS IN THE AREA OF THE AMBER ROAD IN WEST PANNONIA

Das Ziel unserer Forschung war es, drei strukturell vergleichbare Fundplätze in der Umgebung der Bernsteinstraße mit modernen Methoden der Archäologie zu untersuchen, um ein möglichst umfassendes Bild von den Baustrukturen und der chronologischen Entwicklung der an der Bernsteinstrasse unweit der Colonia Claudia Savaria gelegenen Strassenstationen zu entwerfen.

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ROMAN ROADS AND CROSSROADS AS RELIGIOUS NETWORKS IN THE CENTRAL BALKANS' PROVINCES

Upon the Roman conquest of Central Balkans' provinces, the development of settlements and installment of Roman administration was correlated to the building of roads network initially for the transfer of army, merchants and different goods, and later as important strategic system with resting points and horse changing places (mutationes). Thus as means of transportation, Roman roads became very important not only for economic, military and strategic reasons, but also in the context of the religion, presence, diffusion and installment of different cults.

In this paper we propose to take a deeper insight into the significance of roads that connected urban and rural areas in the Roman Central Balkans and question their significance for the diffusion and transfer of different cults, particularly the ones that originated from the Orient. Also, the role of

military, merchants, priests etc. will be elaborated in the context of their travels and their diffusion and establishment of certain cults and religions. Finally, we shall try to answer different questions concerning the importance of Roman roads in Central Balkans' territory in relation to specific deities and the ubication of their temples founded on or near major Roman roads and crossroads.

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THE WATER ROADS: TRAVELERS, TRAVELS AND WORSHIP OF WATER, REPRESENTED ON THE GEMS FROM THE ROMANIAN COLLECTIONS

With the passing of time, the collections of ancient gems and cameos have arisen special interest due to information that can be extracted by studying them or by studying archaeological context or the context of acquisition. The most important collections were published between 1960-1990 and the small ones were published later on, in the recent years. Through these presentations we will present gems and cameos related to water roads, regarding traveling, working and worship on the water.

In the Romanian collections, there are gems and cameos that mostly come from the antiques trade, being purchased by collectors from noble families or profile institutions starting with the 18th-19th century and for this reason, many of them no longer kept any reference regarding purchase or finding context. A small number of artifacts still kept partial or complete data about their discovery context. In the most part, these are the gems discovered in local archaeological investigations of the Roman sites from Dacia and Moesia Inferior.

Among the gems' representations from the Romanian collections, we notice representations related to the roads on water that involve various types of ships or even trades associated with their handling. Along with different types of ships, we have also sea animals used by deities to travel, such as Eros riding dolphins and other sea creatures or even Egyptian deities traveling in boats specific for the river Nile.

All these representations are a living mirror of the way one travelled in Antiquity, but also how simple people lived and amused themselves. They also provide evidence of abstract thinking about religion and especially of the desire to travel, a desire that was doubled by the fear of the unknown and also by the fear of the storms or by dangers provoked by people, imagined by the ancients through interventions of different gods who held the power over the sea or one's fortune.

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CONSIDERATIONS HISTORIQUES SUR LES MILLIAIRES DE MESIE INFÉRIEURE SOUS MARC AURELE

Le but principal de notre contribution est de réaliser un catalogue des milliaires qui sont mentionnés en Mésie Inférieure sous Marc Aurèle. Notre enquête s'appuie sur l'analyse d'une dizaine milliaires qui datent entre 161 et 180 après JC et ont été découverts dans Mésie Inférieure.

La première partie vise la chronologie des bornes milliaires; dans la deuxième partie, je parlerai sur le but de la réparation du réseau routière - enjeu principal de cette enquête.

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WATCHING THE ROADS: THE ROMAN MINOR FORTIFICATIONS ALONG THE INNER ROADS FROM SCYTHIA MINOR PROVINCE

Starting with the reforms of Diocletian and Constantine I, around the Middle and Lower Danube, a new defense strategy of the Empire in Late Antiquity was shaping up. In this specific context, construction of forts in the hinterland occurs at the territory of the Scythia Minor province (“inner fortifications”), building of small fortifications in the interior, alongside roads, while the fortifications on the limes are reinforced. Our paper aim to discuss the newly minor fortifications that had the task to protect the Roman interior roads, great inner fortifications and to be able to aid the first line of Danubian limes. In conclusion, we can point out that the administrative and military reform of the Roman Empire was not only focused on modifying the ruling system and its military strategy, but especially on how the new administrative idea can be supported and put into practice in a long term context of innovative decisions implemented by the emperor.

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ROMAN PROVINCIAL COINAGE AS A HISTORICAL DOCUMENT FOR THE MOBILITY OF PEOPLE IN THE ROMAN EMPIRE. CASE STUDY: MOESIA INFERIOR PROVINCE

The paper refers to the Roman provincial coins, other than those issued in the province of Moesia Inferior, discoveries in Moesia Inferior - as isolated discoveries or as composite parts of some treasuries. There are pieces issues in Bithynia, Thrace, Aegyptus, “Sarmatia”, but also from Moesia Superior, Dacia, Armenia, Cappadocia, Caria, Creteira, Galatia etc. The presence of these pieces is analyzed in relation to epigraphic mentions about the presence of people from those provinces, but also to economic relations between Moesia Inferior and other Roman provinces documented by archaeology.

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ROMAN AND LATE ROMAN TRAFFIC INFRASTRUCTURE ON THE TERRITORY OF NAISSUS

Naissus (Niš, SRB) belonged to one of the most important cities in the Dardanian area of the Roman province Moesia Superior, while during Late Antiquity, it was an important military and economic center of the province Dacia Mediterranea. Although it was geographically not located in borderlands, Naissus represented an important link between the hinterland and the Middle - Danubian limes in Antiquity. During a relatively short period, ca middle of the 5th century, the city was on the edge of a buffer zone, between the Huns' lands and dependent Roman areas. As a spot on an important Balkan route, the territory of Naissus had an entire net of main, magistral

roads (*viae publicae*, *viae militares*), bridges, but also roads of municipal and regional importance. Our attempt is to summarize the archaeological and epigraphic data on the remains of Roman traffic infrastructure, discovered on the territory of the city (milestones, bridge remains, roads). Special attention will be paid to the discovery of two pentagonal pillars of the potential Roman bridge in the Nišava riverbed. According to the preserved travelogues from the Late Middle Ages and the New Ages, the bridge most likely lasted for centuries, until the end of the 19th century.

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CONTRIBUTIONS TO THE INFRASTRUCTURE OF THE ROMAN ROAD NETWORK OF
DACIA POROLISSENSIS:
A CASE STUDY FOR THE ROAD SEGMENTS RECENTLY DISCOVERED AT SUTOR
(ANCIENT OPTATIANA), SĂLAJ COUNTY, ROMANIA

By definition, Roman roads are result of political and strategic will and power of the highest level in the Roman Empire. The Romans were constantly preoccupied with creation of a road network that would allow both direct connections between its main military and civilian centers as well as establishing a quick flow of information (*cursus publicus*). The province of Dacia makes no exception from this rule. Accounting for the total length of more than 4300 km, the Roman road network of Dacia is mainly known from ancient sources, either epigraphic or cartographic (such as *Tabula Peutingeriana*, Ptolemy's *Geography* or the *Cosmography of the Anonymous of Ravenna*), and few archaeological discoveries or topographic field surveys. The backbone of the road network in Roman Dacia relies on the main road connecting *Lederata* (on the right bank of the Danube, situated in the vicinity of nowadays Ram, Veliko Gradište, SRB) to *Porolissum* in north-western Romania (nowadays Moigrad-Porolissum, Sălaj county, RO) forming a South-North axis that cuts through the entire province. The rest of the roads can be viewed as extensions from this main road, junctioning regularly on East to West axes, while reaching the limes of the province and linking both military and civilian centers along their way. Recent rescue excavations performed in the area of the site at Sutor (the ancient *Optatiana*), Sălaj County have revealed two converging road segments (summing the total of 140 m of Roman road) among which we can count the Imperial Road leading from Napoca to Porolissum, previously known and mentioned in the archaeological literature, and a second segment linking the Roman forts at Bologa and Sutor. The two roads were bypassing the fort on two of its sides (the norther and southern side) allowing quick access. Under these circumstances there is no wonder that the troop stationed here was a mounted troop, able to ensure quick connectivity and flow of information from the command center of the northwestern limes around Porolissum to the political and financial headquarters of the province at Napoca. The same pattern, of mounted troops being stationed on an imaginary second defense line is also documented in the case of forts at Gilău and Gherla, a fact that cannot be ignored if one wants to understand the nature and function of the defense system of Dacia Porolissensis. At the same time,

apart from the military and strategic role, the site, or better said the civilian settlement, developed around the fort. It most likely played an economic role, at the same time functioning as a ‘logistics hub’, a hypothesis sustained also by the large-size buildings documented on site that we interpreted as large storage-houses.

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THE MANY PATHS OF A PRINCE: OBSERVATIONS ON CARACALLA’S JOURNEYS THROUGH THE DANUBIAN SPACES

On several occasions during his short life, Caracalla had the opportunity to travel along the roads that crossed the Danubian regions and connected military and civil settlements of this vast territorial district. In fact, between 193 and 214, he visited the Danubian provinces at least five or six times, first in the retinue of the imperial family and then autonomously.

In particular, the journey or perhaps journeys through the Danubian land in the years preceding the oriental expedition against the Parthians are of specific interest in relation to the reconstruction of movements of the emperor and his entourage, the journeys’ duration, the stops made, the actions taken in the context of communication system in the Danube area and their purpose.

In recent years, these are themes and aspects that were the object of a large number of studies aimed at identifying moments, stages and purposes of Emperor’s travels through the Danubian provincial territories of the Empire. Although the documentation consisted of different sources (literary, epigraphical, numismatic and archaeological), it offers some ascertained cornerstones, but modern scholars disagree on various questions. This paper will focus on some of these problematic aspects, trying to clarify the historical context in which the journeys took place, on the basis of documentary evidence. It will also consider certain ideological choices made by Caracalla and investigate what might have been the perception and vision of the Danubian spaces and their articulated connective complex based on the movements of the prince.

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RE-ASSESSING THE ITINERARY OF THE ‘ROMAN IMPERIAL ROAD’ OF DACIA

Roman roads have been an attractive subject for the provincial archaeology scholars, as they sometimes are tangible pieces of Roman heritage. In many places, roads built by the Romans are still visible on the ground surface and re-used until present day. This is also one of the reasons that they became very attractive cultural scenery items, for the public interested in cultural heritage. The project that MNIT is leading – ISTER – is the expression of one such interest, having the ultimate aim to reach touristic valorization of Roman roads in the Danube area in the framework of authentic scientific knowledge.

‘The Imperial road of Dacia’, traditionally called like this because it was the main way of communication between the Danube and the Northernmost settlement of Dacia, Porolissum, was always a point of interest and explored by scholars in Romania. However, this is the first large scale exploration that is proposed, using highly accurate and modern techniques, as LiDar and aerial photography, enforced by on-the-ground confirmation, sometimes through non-invasive geophysical research or even archaeology (e.g. only in the last year, important sectors of the road Napoca - Porolissum were archaeologically researched, including a massive crossroad, remarkably conserved), that will provide us with a more precise topographical map of the road.

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DROBETA FROM TRAJAN TO HADRIAN

The paper provides an overlook of the Roman site of Drobeta at the beginning of the Roman rule over Dacia, based on archaeological, epigraphic and literary evidence. Since exactly there Trajan built the famous bridge over the Danube, the site became an important crossroads and a crossing point over the Danube into the newly created Dacia province. Close to the bridge, a Roman fort and an amphitheater were also built. An important number of colonists from all over empire settled there, both in the military settlement and in the civilian one. At the beginning of Hadrian’s reign, the civilian settlement became the municipium Hadrianum Drobotense. My paper should give some new insights on the early history of the site.

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GERULATA: A FORT ON THE ROAD FROM TALIATA TO EGETA

Since the earliest times of Roman military presence in the Balkans, the Danube had a vital role. The elaborate system of fortifications on the Danube limes was connected by roads, one of the most important ones being Via militaris, leading to the Black Sea.

Apart from the main road following the Danube, there were alternative ones. After Porečka reka, the Danube bends and goes into the Dacian territory for 26 km, making a big curve. So, in order to get from Taliata (Donji Milanovac) to Egeta (Brza Palanka), by following the Danube road, it would take more time than by using an alternative one, across the Miroč mountain. The fort of Gerulata was erected to protect this alternative road. On Tabula Peutingeriana it is represented as one of two stations on this road, VIII miles from Taliata. The other station was Unam, VI miles from Gerulata.

The fort is clearly visible in the terrain, with some remains that can still be seen above ground. But the first systematic archaeological excavations of the site hadn't started until recently, in 2021, which were preceded by geophysical prospection. During the two short campaigns, remains of the northern rampart with parts of porta praetoria, as well segments of the western rampart with remains of porta principalis sinistra were excavated, giving new insights into chronology, size and building of this fort.

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POTTERY FROM THE EASTERN NECROPOLIS OF VIMINACIUM: SITE PIRIVOJ

During the years of research in Viminacium, the capital of the Roman province Moesia Superior and military camp, permanent seat of the VII Claudia Legion, many pottery shreds were unearthed. Numerous ceramic kilns were discovered in close vicinity to Viminacium, mostly in necropolis sites, which testifies that pottery production was well-developed. Most of the excavated pottery fragments originate from funerary units, which alludes to the possibility that large number of Viminacium pottery was made and used for the purpose of burial customs. Research conducted in the eastern Viminacium necropolis, at the site Pirivoj, revealed diverse types of ceramic forms, which confirmed advanced and sophisticated level of pottery production in this part of the Roman Empire.

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L'ESPROPRIAZIONE PER PUBBLICA UTILITÀ DI TERRENI PER LA COSTRUZIONE DI STRADE NELLE PROVINCE DI ROMA

Le strade sono una parte importante della vita quotidiana di ogni cittadino, così come delle relazioni commerciali di Roma con gli altri paesi. La questione della necessità di terreni per la realizzazione di opere infrastrutturali, come le strade, si pone non solo per Roma ma anche per le province. C'è un'opinione in letteratura secondo cui l'esistenza di un certo numero di terre sfitte e desolate non imponeva allo Stato la necessità di ricorrere a proprietà di privati per soddisfare interessi pubblici. D'altra parte, ci sono fonti, anche se poche, che indicano che tale pratica esisteva. Questa relazione si propone di esaminare la questione dell'espropriazione per pubblica utilità (publicatio o emptio ab invito) di terreni nelle province per la costruzione di strade. Sulla base dell'analisi delle fonti, vengono considerati gli aspetti giuridici dell'espropriazione, sia i prerequisiti per questo che le conseguenze per la proprietà.

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ARCHAEOMETRIC INVESTIGATIONS ON A ROMAN BRIDGE IN CLUJ COUNTY, ROMANIA

The existence of a stone bridge in Cluj county, which is said to be Roman, required the performance of archaeometric investigations, meant to clarify the age of this construction. In this sense, certain engineering analyses were performed on the mortar from this bridge, and the results were compared with those obtained by analyzing the mortar from other Roman buildings, from the same area. Also, results of this archaeometric approach are correlated with the historical reality of that geographical area.

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CONSIDERATIONS ON A ROMAN PHALERA FROM DACIA

The phalera was identified in 2001 in a collection, the owner being kind enough to allow us to photograph and measure it. Starting from the role and significance of the phaleras in the Roman Principate army, the complete description and study of this piece will be performed.

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BRINGING LIGHT ON EMPIRE: A BRIDGE BETWEEN MICIA AND VIMINACIUM

The present study is dedicated to the analysis of a special category of archaeological material found at Micia (which is nowadays called Vețel, Hunedoara County, Romania): the lamps. These finds have a special place within the framework of archaeological discoveries due to the fact that the stamps and the decorative details offer the possibility to identify the workshop in which the object was manufactured, such element being significant in establishing relative chronology. The analysis was made upon a set of 56 pieces that had been discovered during the archaeological campaigns carried out between 2000 and 2007 in the Roman settlement at Micia.

Within this group of lamps, a plastic lamp with discus modelled in the shape of Isis was distinguished. The closest analogies that could be established, all have led to the conclusion that the lamp discussed here is an import from Viminacium.

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IMPORTED GLASS VESSELS AT STOBI AS EVIDENCE FOR TRADE RELATIONS

Pottery aside, glass vessels are one of the most numerous finds at archaeological sites from the Roman and Late Roman period. Their typological analysis can reveal useful information for determining movement of goods to and from various sites, help specify production sites for certain shapes of vessels, as well as provide a platform for further research in terms of material culture.

In Stobi, most of the discovered glass vessels or vessels fragments, have been discovered in the excavations in the West cemetery, but there are also intra muros finds from closed deposits. The glass vessels discovered in the 100 years of excavation at Stobi so far, have been the topic of research in two different masters studies: one in the late 1970s, and one in 2021. This paper will attempt to summarize the results of both studies, and try to group the provenance of various glass vessels, in order to determine production centers which provided goods that arrived into the city in the period between the 1st and 6th century CE.

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LIFE ON THE ROMAN ROAD: CASE STUDY CIBALAE-MURSA (PANNONIA INFERIOR, CROATIA)

One of the objectives of the Life on the Roman road (LRR) project is to utilize landscape surveys and analyses material assemblages to track the development and decline of the Roman way of life between the Cibalae and Mursa. Field surveys carried on by the LRR project in Eastern Slavonia focus on determining the communications on the Cibalae – Mursa route. Likely interpretations of the sites are that they were the farming exploitation villae or other rural establishments. Their implementation on the land was invariably conditioned by the maxim established by Columella, whereby a Roman villa had to be located “neither on the road nor far from a road” (*villamque nec in via nec pestilenti loco*, Collumella I.5.).

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FUSION OF THE WEST AND EAST IN THE ARCHITECTURE OF THE ROMAN THEATRE AT STOBI

The urbs vetus of Stobi began its accelerated development after the Roman conquest of Macedonia, when the new powerful authority recognized the importance of the crossroad between the routes along the Axios and the Erigon rivers for its future activities. Towards the end of the 1st century AD, the urban and demographic expansion of the municipium with granted privilege of Ius Italicum, implied the necessity of a mass entertainment venue. The first design of the theatre at Stobi was a unique combination of a western Roman theatre with borrowed elements from the amphitheatres' architecture, in order to serve for ludi scaenici and munera. However, during the construction, the plan was altered, and the building was finished in the first half of the 2nd century according to the model of the Asia Minor theatres, pertaining the planned versatility of the housed events. This collision of two architectural schools in this building, is one of the best material examples that reflects the cosmopolitan character of Stobi, where the cultural winds of the Roman West and the Hellenistic East fused in a distinctive way. The goal of the paper is to illustrate the theatre of Stobi as a product of ideas and trends in the Roman architecture which penetrated the province of Macedonia along its major arteries.

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ULMETUM: STATIO AND FORTIFICATION LOCATED AT THE INTERSECTION OF ROADS

Located in the center of the province of Moesia Inferior and Scythia, the fortification of Ulmetum is first mentioned in ancient sources by Procopius of Caesarea in *De Aedificiis*. The name appears on the list of fortresses in the province renovated by Emperor Justinian in the 6th century AD. Founded as a vicus in the 2nd century AD, the settlement had a more or less uninterrupted evolution until the end of the 6th century AD. Recent archaeological research carried out on the perimeter of the Late Roman fortification, has highlighted two major periods of habitation: 1. The end of the 4th century AD (the moment when construction of the defensive system began) and the third quarter of the 5th century AD (c. 380/390-470/480). This period is characterized by three main phases of habitation; 2. The second half of the 6th century AD - the beginning of the 7th century AD (c. 540/550-596/600?), where two habitation phases are identified.

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TIMACUM MINUS AS THE CROSSROAD BETWEEN THE DANUBE AND MORAVA VALLEY

The fortification and settlement of Timacum Minus was one of the first inland Roman centers of the Moesia Superior province, founded in the 1st century AD, at the place of a pre-Roman settlement. Its position in the Timok region, at the halfway from Danube to Morava Basin made it a crossroad from prehistory. During its long life, from the 1st to the mid-5th century, Timacum Minus has transformed from a military logistic center for Dacian wars, to archeometallurgical center of mining territory and, finally, to castellum controlling the road along the Timok valley. It played a role in romanization of Moesia Superior and later in defense of Dacia Ripensis and other inland provinces (Dacia Mediterranea, Dardania) from “barbarian” invasions. Also, Timacum Minus played an important role in economy of Upper Moesia, especially during the second half of 2nd-the 3rd century, functioning as an administrative and metallurgical center of mining territory (Territoria metallorum), that is supported with epigraphic and archaeological evidence. Finally, from the 2nd to 4th century, Timacum Minus was an urban settlement with prominent population of the Roman army veterans who belonged to the local elite. Baths, villas and temples (dedicated to Jupiter, Diana and Mars) show its wealth and importance.

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SOME CONSIDERATIONS ABOUT SERBIA AT THE CROSSROAD OF ROMAN TERRESTRIAL AND FLUVIAL COMMUNICATION LINES

The position of nowadays Serbia, as well as the particular importance of its territory in Roman epoch, influenced vast infrastructural undertakings related to the specific development of communication system, in general. The paper would deal with the construction and courses of major roads depicted in Roman itinerary sources as well as with significance and improvements of river courses such as: Sava, Danube, Morava, Nišava and Drim. The aim of this prominently novel and multidisciplinary approach to the topic would point out to the strategical as well as economic character of the area at the midpoint of the Empire, between East and West, that could be considered as the land of anchor and land of passage.

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POSSIBLE WAYS OF CULT INFLUENCES ON THE RELIGIOUS PRACTICE OF ROMAN PROVINCES IN THE TERRITORY OF SOUTHEASTERN SERBIA

In today's southeastern Serbia, several group finds of votive monuments have been recorded. Their repertoire largely overlaps, while some of them are presumed to testify the existence of smaller temples in those places. These are well-known sites on Belava near Pirot and Sv. Trojica in Ravna (Timacum Minus), as well as up to now somewhat less represented in the literature - the site of Mogile in the village of Nozrina near Aleksinac, or the site under Karađorđevo brdo near Paraćin. Since finds from these places almost always include reliefs with representations of Zeus/Jupiter and Hera/Juno, as well as monuments with representations of the Thracian horseman, this was probably due to the influence of Thracian cult practice. In addition, the monuments of Mithras and Apollo are noted, as another indicator of possible religious impact from the province of Thrace, where the community of Apollo and the Thracian horseman as well as the cult of Mithras were widespread. Such influences could have been brought by the soldiers of the cohort I Thracum Syriaca stationed in Ravna, while later, cohort II Aurelia Dardanorum was stationed there and in the nearby Roman mansio Praesidium Pompei. Also, bearing in mind the characteristics of Greek inscriptions from these monuments, with numerous confirmations of prevalence of the mentioned cults in the areas of Serdica and Pautalia, we assume that this may be ascribed to the practice of dedicands originating from those regions.

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THE MILESTONE FROM JELKOVEC: REFLECTION OF SPACE IN TIME

The Roman milestone found by chance in 1934 in Jelkovec, north of the Sava River, nowadays a modern eastern suburb of Zagreb, is not an unknown monument in scholarly circles. Nonetheless, it was only summarily published and never thoroughly studied, although it played a crucial role in locating Andautonia and achieving better understanding of the Roman road network in south-western Pannonia.

Our aim with this poster is to provide a more accurate dating of the monument. Besides, we also intend to discuss some of the peculiar details of the inscription, likely due to inadequate craftsman skill.

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LA PETIZIONE DI DAGIS E IL MANTENIMENTO DELLA RETE DEL CURSUS PUBLICUS: ALCUNE OSSERVAZIONI

Il contributo si propone di esaminare l'iscrizione IScM I 378. Essa attesta la richiesta degli abitanti del villaggio Dagis di essere esentati dall'obbligo di mantenere l'infrastruttura relativa al sistema del cursus publicus situata nella chora del villaggio. Verrà esaminata in primo luogo la questione generale delle modalità del finanziamento del cursus publicus e della distribuzione dell'angaria tra le comunità locali. Verrà affrontato, di seguito, il problema dei rapporti tra le comunità locali di vario livello, da un canto, e dei rapporti tra queste comunità e l'amministrazione provinciale romana. Si esamineranno, infine, i mezzi di resistenza a cui potrebbero ricorrere gli abitanti di Dagis allo scopo di alleviare il troppo oneroso peso fiscale.

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DISCOVERING THE FORGOTTEN STORY OF A ROMAN SOLDIER FROM SIRMIUM

The story begins in the early days of the pandemic we are experiencing. At that time, an illegal transport of heritage objects was intercepted at the Romanian borders. Among them is an atypical gold jewel with a cylindrical red carnelian seal. At the preliminary examination, the reading of the seal was a great surprise. On the seal, the name of a soldier (Romanian citizen) was engraved, the military unit but also the place of the garrison where he carried out his service. All this will be detailed in the paper proposed for presentation.

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THE LONG AND WINDING ROAD: ROMAN MAINTENANCE OF THE ROAD POETOVIO-SAVARIA

In this poster we are going to present the findings of the excavations on a section of the roman road leading from Colonia Ulpia Traiana Poetovio (modern Ptuj, Slovenia) towards Colonia Claudia Savariensum (modern Szombathely, Hungary). The excavations that took place in 2020 have provided interesting insights into Roman road building.

The explored section of the road was initially constructed on alluvial deposits in the typical Roman manner, i.e. in a straight line. However, the problems with this layout are visible in a series of wheel tracks that were sunken deep into the road. At least once, the road had been repaired to even out the surface. More importantly, several sections were later remade in a more meandering contour, following closely the edges of the alluvial layers. This resulted in a winding road, which indicates that the Romans did not always follow straight lines when building, but that they could also adapt their designs to a certain environment.

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ROUTES OF TRADE - ROADS TO PROSPERITY: THE CIRCULATION OF GOODS FROM CITY TO HINTERLAND IN ROMAN DOBROUDJA (MOESIA INFERIOR)

Roman Dobroudja (northern Moesia Inferior) had a tradition of rich urban centers on the Black Sea shore and the Danube, as well as a complex network of rural settlements orbiting them during the 2nd-4th c. AD. The goods produced and arriving as imports in these centers found their way to the settlements both near and far, most evident through the ceramic materials discovered during excavations. Recent research in the hinterland of Histria and Argamum has revealed routes of trade between the cities and the vici with products (e.g. wine and oil, fine table ware, even coarse ware) made locally and imported from other major centers on the Black Sea (Heraclea, Sinope, northern Black Sea), the Aegean and even western sites. These finds, corroborated with previous discoveries, paint a picture of economic prosperity and complexity spanning beyond large urban centers and based on established trading routes within the province. The presentation will highlight these routes, as well as their complex background of evolution and sudden shift during the tumultuous 4th century AD.

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ROADS OF ROMAN RELIGION IN THE DANUBIAN PROVINCES: A MACRO-SPATIAL APPROACH

The focus on Roman religious studies shifted recently from the institutionalized forms of Roman religion to the individual, lived religious aspects, analyzing especially the forms of communication on the level of individual and micro-communities, small groups. Roman religion however was shaped not only by the individuals, charismatic religious leaders, but also by macro-spaces of the Roman Empire, such as cities (citification), commercial, administrative and cultural roads (Amber Road, Alpine roads, river routes), too. This paper will focus on the impact of such macro-spaces on religious communication and the topographic-spatial analysis of major roads in the Danubian provinces.

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MERCHANTS ALONG THE AMBER ROUTE: DIFFERENT STRATEGIES OF TRANSPORT AND STORAGE

The presence of the north-Italian merchant families along the Amber Route is a well-known fact. On one hand, these families were similar to each other, their main pursuit was the import of goods from direction of the Adriatic coast to Pannonia. However, the method of distribution and storage of goods were different in family networks. Members of these networks belonged to various social and/or ethnical groups and completed different tasks based on this distinction. The aim of this paper is defining the tasks (distribution, storage, transport etc.) and social status of these people based on epigraphic research.

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PROVINCIAL POMPEIAN PLATTERS FROM THE SITE 42 IN SREMSKA MITROVICA (SIRMIUM) SERBIA

Sirmium is a Roman city on the river Sava, one of the most important ones in Pannonia, existing from the 1st century B.C. until the 6th century A.D. Pioneer research of Sirmium started at the end of the 19th century, but the earliest excavations were conducted in the 1950s. The sites were named numerically, in accordance with the order of excavations over the years. Previous archaeologists characterized site 42 (Sveti Dimitrije street no. 11, excavated in 1971.) as a public building or a villa urbana near one of the city squares. They dated it in the 3rd or 4th century A.D.

Pompeian platter is a coarse red brown vessel with red-slip on the inner surface with the inclusions of black sand. It was produced in Campania, Italy and then distributed around the Mediterranean and in the north-west provinces during the 1st century A.D. Provincial Pompeian platters can be defined as local production and are found in different parts of Pannonia. They were produced from the 1st until 4th century A.D. Provincial Pompeian platters found on the site 42 are showing the trade and/or local production of Pompeian platters as well as possible usage of the building in the period earlier than 3rd century.

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FROM PREHISTORY TO ANTIQUITY: CONTINUITY OF SETTLEMENTS AND ROADS

The lecture tends to give an introduction to the entire conference, by giving an overview of prehistoric settlements and routes that existed on the territories of the later Roman provinces Lower Pannonia and Upper Moesia. Many of the settlements and routes already existed for centuries before the Roman conquest and it is interesting to observe how they developed after the change of rule. Many lived to become important Roman cities and strongholds along the Danube limes, showing that strategic importance always is a valid choice for settling down. The disposition of prehistoric settlements and forts also indicates possible road routes that also seem to correspond to the later Roman ones. Once again, they prove that configuration of the terrain and strategy have crucial importance in both settling down and establishing defensive concepts.

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THE STREETS AND ROADS OF NOVAE IN LOWER MOESIA

Although the streets of Roman legionary camps repeated the pattern constituting the axis of division into praetentura, retentura and latera praetorii, their quality, different appearance and, above all, the function and size of the gates and the presence of a crossroad building (groma) differed from one site to another. Both the orientation of the Novae camp, its location and the topography of the surroundings were of significant importance in the layout and operation of the streets, gates and outgoing roads, the course of which changed with the change of topography in the Late Antiquity.

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AT THE CROSSROADS: PONS TILURI

The foundation of today's town of Trilj lies in the distant past, perhaps in the times of the first movements of people and goods. The reason for this is its position at one of the most suitable crossings over the river Cetina. This was the place where the important state road Salona – Argentaria crossed Cetina, which is why ancient sources have recorded its Latin name. On the Tabula Peutingeriana (VI (5), 3) it is called Tilurio, on the Antonine Itinerary (337, 5) Ponte Tiluri and on the Ravenna Cosmography (IV, 16) Tilurion and Ponteluri. The importance of the crossing is confirmed with construction of several important strategic strongholds in the vicinity, such as the Roman legionary fortress Tilurium and two late medieval and modern fortifications Čačvina and Nutjak. Apart from the state road, there were other, smaller roads that gravitated towards the river crossing, which makes the surroundings of Trilj very suitable for exploring historical roads – both those from antiquity and those from later periods. Based on this assumption, a research project of surveying historical roads of the Trilj area was designed, the results of which we present in this paper.

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THE CULT OF DIANA IN RATIARIA

From the very beginning, the cult of Diana was among the most popular cults in Moesia Superior. In fact, the main sanctuary in the eastern part of the province - that at Montana was dedicated to this goddess as well, its importance reaching beyond provincial borders. This could hardly be based on the usual popularity of the cult. In some cases, closer links between emperors and imperial representatives in the region and the cult are attested. This presentation will offer insight into this matter.

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PRESENZE EPIGRAFICHE DEGLI IMPERATORI TARDOANTICHI
SUI PERCORSI D'ACCESSO ALL'ITALIA: ALCUNI SPUNTI DI RIFLESSIONE

Già solo da un rapido sguardo alle vicende politiche e militari del IV sec. si evince il ruolo strategico dell'Italia settentrionale e delle province danubiane; inoltre, nell'Illirico in particolare si svolsero gli scontri decisivi per la conquista della porpora. Poiché gli studi - su tutti quelli contenuti in *Epigraphic Cultures of late Antiquity* (2017) - hanno messo in luce, tra i cambiamenti dell'epigraphic habit, il crescente ruolo dei miliari come iscrizioni onorarie per gli imperatori in opposizione alle basi di statua, l'obiettivo del presente contributo è verificare quanto tale fenomeno sia riscontrabile lungo i percorsi più 'caldi' dell'impero nel IV secolo.

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SOME CONSIDERATIONS REGARDING THE LOCATIO OPERARUM CONTRACTS AT
ALBURNUS MAIOR, DACIA

The reading of the famous documents known as the Dacian Wax Tablets, discovered in the 18th and 19th centuries inside the Roman galleries of the ancient Alburnus Maior (today Roșia Montană, Alba County) initiated various research directions, even today still very popular. Most of the time, jurists interpreted them with their own instruments, while again historians and archaeologists applied their own methods. Extensive archaeological research, carried out in this important mining site of the Roman world, offers a new perspective of interpretation, in which the legal and the historical - archaeological arguments complement each other.

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SUPPLYING AND MANAGEMENT OF WILD BEASTS FOR THE SPECTACLES
IN THE AMPHITHEATRE OF VIMINACIUM

Sensational participation of wild beasts in Roman games held in amphitheaters, such as animal displays, hunts, fights or executions are evidenced with numerous ancient texts and iconographic data. Information on the nature of capturing beasts, their trade and management are occasionally shown, too. It is not only that such data are perceived as exaggerated, but they are also mostly related to the

spectacles held in the Colosseum and other large amphitheaters throughout Italy, so the questions of supply and management of beasts in provincial amphitheaters are challenging to answer. Recent excavations at the amphitheater of Viminacium, situated in the Roman province of Upper Moesia, enabled precise research on the supply and management of wild beasts in provincial amphitheaters. Animal bones discovered in the amphitheater area, together with architectural features related to beast management, opened a wide range of questions related to spectacles held within the Viminacium amphitheater. This paper will combine various sources of data, from archaeozoology to architectural aspects, enabling a better understanding of how wild beasts were supplied and managed in Viminacium and other provincial amphitheaters.

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ITINERARI E VIE TRA L'ITALIA E LA DACIA

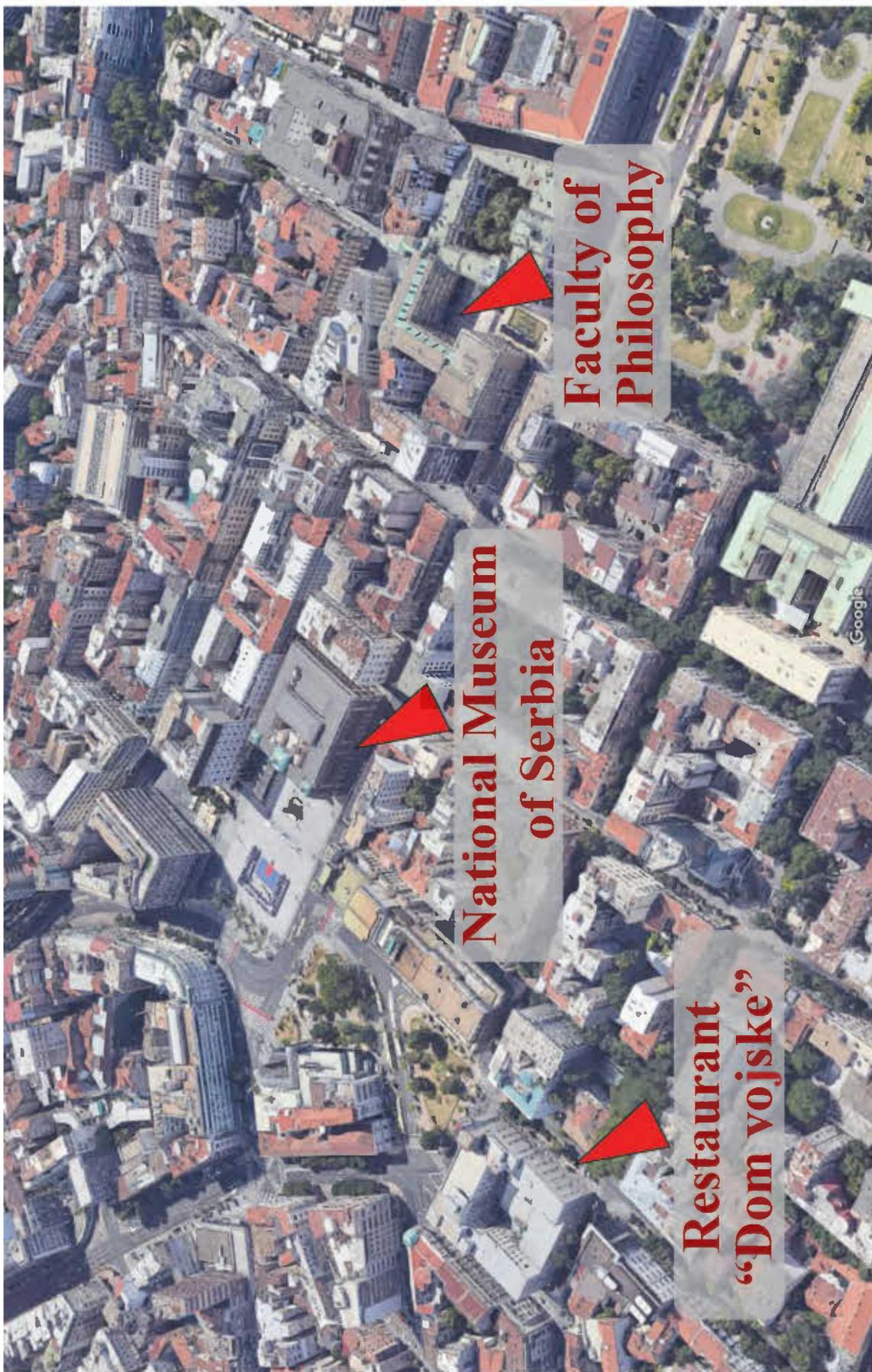
Le strade costituirono uno dei principali strumenti della rapida ed intensa romanizzazione della Dacia. Su di esse circolarono non soltanto i militari, le persone che andarono a colonizzare ed i mercatores, ma anche le merci e le idee ed attraverso di esse penetrarono gli elementi essenziali della civiltà romana, che consentirono alla Dacia di sentirsi pienamente integrata nel mondo romano.

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ROADS AND CROSSROADS OF THE CULTURAL INFLUENCES ON THE EASTERN PART OF THE ROMAN PROVINCE OF DALMATIA

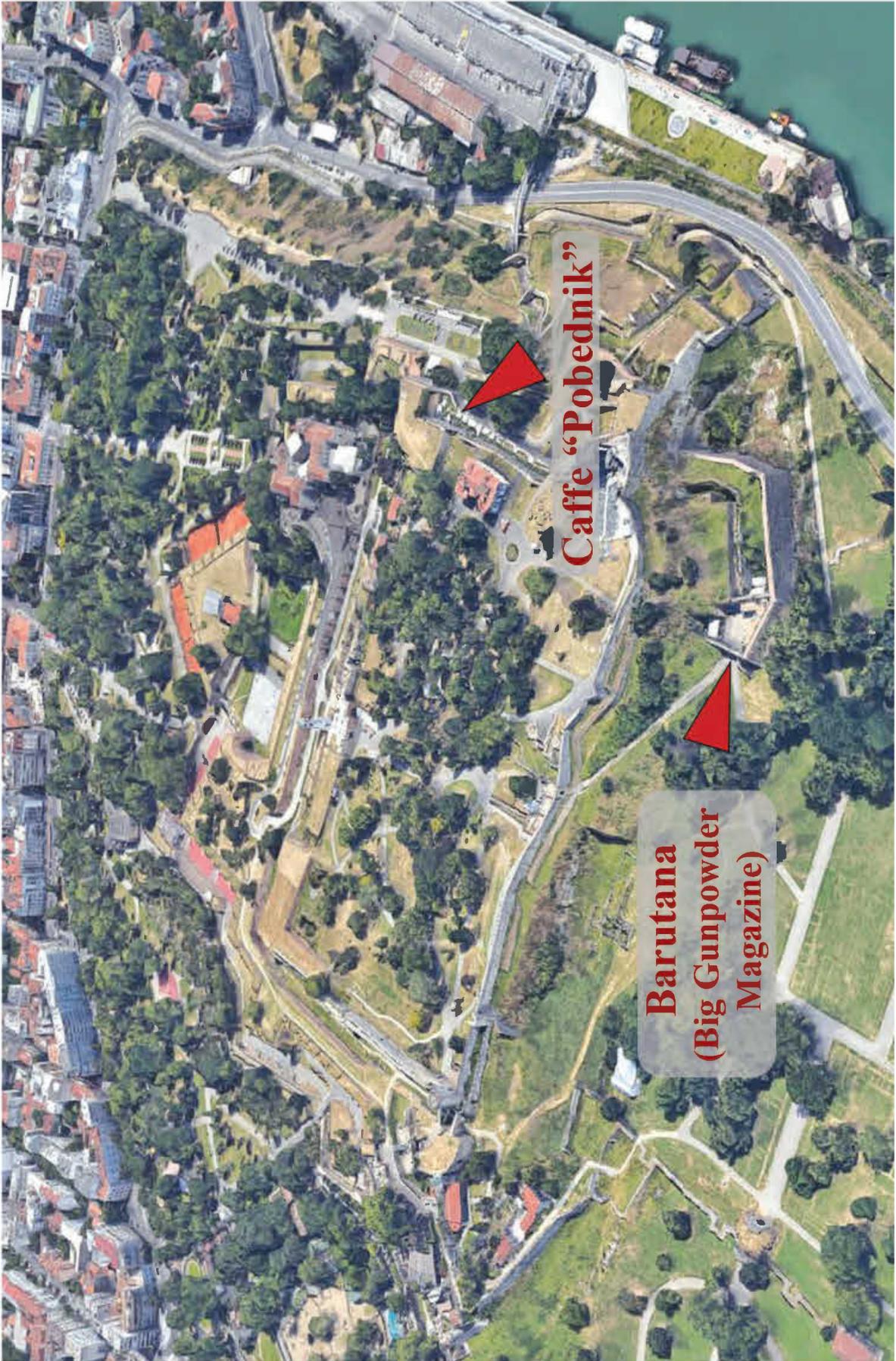
Eastern part of the roman province of Dalmatia shows the different influences in the culture, from the north to the south of its territory as well as from the east to the west. On the north it was mostly influence of Pannonia and northern Italy, on the west and south from the Macedonia and Greece. As well as the rivers were the roads and crossroads for material transport, they were also roads and crossroads for cultural influences. In that meaning the rivers Neretva and Drina have great influence, and they were also the roads of the pre-Roman period. As the crossroads of this territory autochthonic element of the culture of the population and roman element were very near and sometimes it was the process of *interpretatio romana*, but sometimes autochthonic elements were stronger and last even to the 4th century.



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