



INSTITUTE OF ARCHAEOLOGY  
BELGRADE

VIMINACIUM DEPARTMENT



UNIVERSITÀ DEGLI STUDI DI FERRARA

LABORATORIO DI STUDI E RICERCHE  
SULLE ANTICHE PROVINCE DANUBIANE

# 6<sup>th</sup> INTERNATIONAL CONFERENCE ON THE ROMAN DANUBIAN PROVINCES

## ROMAN ROADS AND CROSSROADS

Belgrade and Viminacium, 1<sup>st</sup>–5<sup>th</sup> November 2022

Venues:

Faculty of Philosophy, Belgrade, Dragoslav Srejskić Hall

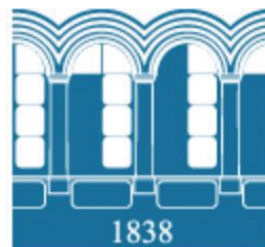
Limes Park, Viminacium, Hall 1



## PARTNERS



ARCHAEOLOGICAL PARK  
VIMINACIUM



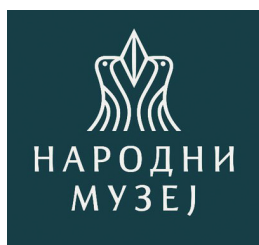
UNIVERSITY OF BELGRADE  
FACULTY OF PHILOSOPHY



MUNICIPALITY VELIKO GRADIŠTE



RAM FORTRESS



NATIONAL MUSEUM  
OF SERBIA



BELGRADE FORTRESS



NATIONAL TOURISM  
ORGANISATION OF SERBIA



TOURIST ORGANISATION  
OF BELGRADE



## PROGRAM BOARD

LIVIO ZERBINI (University of Ferrara)  
FRITZ MITTHOF (Universtität Wien)  
DOMAGOJ TONČINIĆ (University of Zagreb)  
LUCREȚIU BÎRLIBA (University of Iași)  
MILICA TAPAVIČKI-ILIĆ (Institute of Archaeology, Belgrade)

## SCIENTIFIC COMMITTEE

LIVIO ZERBINI (University of Ferrara)  
RADU ARDEVAN (University of Cluj-Napoca)  
LUCREȚIU BÎRLIBA (University of Iași)  
ATTILIO MASTINO (University of Sassari)  
FRITZ MITTHOF (Universtität Wien)  
LASZEK MROZEWICZ (University of Poznan)  
IOAN PISO (University of Cluj-Napoca)  
DOMAGOJ TONČINIĆ (University of Zagreb)  
SNEŽANA GOLUBOVIĆ (Institute of Archaeology, Belgrade)  
MILICA TAPAVIČKI-ILIĆ (Institute of Archaeology, Belgrade)  
IVAN BOGDANOVIĆ (Institute of Archaeology, Belgrade)

## ORGANISING COMMITTEE

SNEŽANA GOLUBOVIĆ (Institute of Archaeology, Belgrade)  
MILICA TAPAVIČKI-ILIĆ (Institute of Archaeology, Belgrade)  
IVAN BOGDANOVIĆ (Institute of Archaeology, Belgrade)  
NEMANJA MRĐIĆ (Institute of Archaeology, Belgrade)  
JELENA ANĐELKOVIĆ GRAŠAR (Institute of Archaeology, Belgrade)  
LJUBOMIR JEVTOVIĆ (Institute of Archaeology, Belgrade)  
IVANA KOSANOVIĆ (Institute of Archaeology, Belgrade)

‘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.

•

Florian MATEI-POPESCU

Vasile Pârvan Institute of Archaeology, Bucharest | [florian.matei@gmail.com](mailto:florian.matei@gmail.com)

### 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 Drobetense. My paper should give some new insights on the early history of the site.

•

Bebina MILOVANOVIĆ

Institute of Archaeology, Belgrade | [bebina27@yahoo.com](mailto:bebina27@yahoo.com)

Ivana KOSANOVIĆ

Institute of Archaeology, Belgrade | [ivana.kosanovic@yahoo.com](mailto:ivana.kosanovic@yahoo.com)

Bojan POPOVIĆ

Institute of Archaeology, Belgrade | [pop984@hotmail.com](mailto:pop984@hotmail.com)

### 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.

•

Ana MITIĆ  
Institute of Archaeology, Belgrade | anab\_88@yahoo.com

#### 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.

•

Ghenka MOZZHUHINA  
University of National and World Economy, Sofia | genkafm@gmail.com

#### 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.

•