

THE CONFERENCE

Roads and rivers 2:

the transformation of life along the communications
from Roman times to middle ages

Programme and the Book of Abstracts
Program i knjiga sažetaka

Institute of Archaeology / Institut za arheologiju

Zagreb, 30th November – 1st December 2020
Zagreb, 30. studeni – 1. prosinac 2020.

IMPRESSUM

Nakladnik/Publisher

INSTITUT ZA ARHEOLOGIJU

Glavni i odgovorni urednik/Editor-in-chief

dr. sc. Ivana Ožanić Roguljić

Prijevod/Translation

Autori/Authors

Korektura/Proofreading

Jere Drpić, Mislav Fileš

Grafičko oblikovanje/Graphic design

Računalni slog/Layout

Hrvoje Jambrek

Tisak/Printed by

Tiskara Zelina d.d., Sv. I. Zelina

Naklada/Issued

100 primjeraka/100 copies

ISBN 978-953-6064-58-8

The conference is organized and financed as an activity of the project Life on the Roman road: communications, trade and identities on Roman roads in Croatia from 1st – 8th CE, supported by the Croatian Science Foundation (UIP-05-2017-9768) and with help of Croatian Ministry of Science and Education.

Scientific committee:

Ivana Ožanić Roguljić

Ivan Bugarski

Organizational committee:

Ivana Ožanić Roguljić

Pia Šmalcelj Novaković

Angelina Raičković Savić

Jere Drpić

Coordinator (AMZ)

Hana Ivezić

LIFE ON
THE ROMAN
ROAD

Institute of Archaeology



Institut za arheologiju



Adress of the conference: Galerija Arheološkog muzeja u Zagrebu, Ul. Pavla Hatza 6, 10000 Zagreb



Programme / Program

30th November

9.00 -9.30. Green room

9.45. - 10.00. Pozdravni govor

10.00. – 11.30. Topic: New research on communications, road side stations and other facilities

Chair: Ivana Ožanić Roguljić

Tino Leleković

Road network in the area around Aelia Mursa

Barbara Hajdu

A newly discovered section of the ripa Pannonica in the area of Aquincum's civil town

Biljana Lučić, Alessandro De Rossa, Sara Zanni, Radoslav Muždeka, Sonja Štefanski Zorić, Uroš Nikolić (Ruma County Museum), Gorana Lemajić (Zavod za zaštitu spomenika kulture Sremska Mitrovica)

On the Road from Ad Herculem to Rittium

Angelina Raičković Savić, Nemanja Mrđić

Lifeline of the frontier – Road and Port Network and Concept of Supply and Distribution in Moesia Superior

Discussion

11.30. – 13.00. Lunch break

12.30. – 13.00. Green room

13.00. – 14. 30. Chair: Mislav Fileš

Vladimir Petrović

Roman Fluvial and Terrestrial Communication Network in the Area of the Iron Gates: Archaeological and Epigraphical Testimonies

Aleksandra Bugar

Okuje and Gradići-Šepkovčica Sites – Rural Settlements along Roman Roads



Ivana Ožanić Roguljić
Roadside station at Žuta Lokva

Ana Konestra, Fabian Welc, Paula Androić Gračanin
An island of connectedness. Intra-insular and inter-regional communications of Rab island (NE Adriatic, Kvarner gulf), Croatia

Domagoj Bužanić, Jelena Bužanić, Blaž Glavinić, Karla Ivak, Marko Jukić, Lucija Prusac, Domagoj Tončinić, Ivan Vidović
Discovering Roman roads of the Trilj area

Discussion

Coffee break

14.45. – 15.00. Presentation of project

Ivana Ožanić Roguljić, Mislav Fileš
Living Danube Limes

15.00. – 15.30. Poster section chair: Ivana Ožanić Roguljić

Branka Marciuš
Roman road from the village of Presek to Sveti Martin na Muri in Međimurje County

Ivana Hirschler Marić
Crkvišće Bukovlje - life on a late antique fortress along a Roman road and river, pottery evidence

Jere Drpić
Unknown about known; Roman road Moždenec-Sudovec

Lovorka Štimac Dedić
Petrijanec (*Aqua Viva*)

Andrej Janeš, Ivana Hirschler Marić
New Data, Old Town: The Case of Aquae Balissae

Discussion, end of the first Day



1st December

9.00. – 9.45. Green room

10.00. – 11.30. Chair: Jere Drpić

Topic: Early Medieval period: new finds, observations and ideas, transformation from Late antiquity to Middle ages

Anita Rapan Papeša

What to expect when you're expecting?

Andrea Rimpf

New insights into Ilok roads - past and present

Anita Rapan Papeša

Small items, big results

Željko Krnčević, Toni Brajković, Andrija Nakić

Grušine - Sv. Lovre – šibensko Donje polje

Discussion

11.30. – 13.00. Lunch break

12.30. – 13.00. Green room

13.00. – 15.00. Chair: Anita Rapan Papeša

Ante Alajbeg

What's Roman in the Early Medieval Dalmatia?

Goran Bilogrivić

Croatian Dukes and the Carolingian Renaissance – distancing through integration

Discussion



Poster section

Pia Šmalcelj Novaković

Role of (post) Roman communications in Early Medieval Western Srijem

Andrej Janeš, Nikolina Vrančić

A Fort on the road

Final conclusions, End of conference



ABSTRACTS / SAŽECI

New research on communications, road side stations and other facilities

Tino Leleković

Road network in the area around Aelia Mursa

The lecture will give insight into current knowledge on the development of the transport network during 500 years of Roman rule in southeastern Pannonia. The focus will be on the area around the veteran colony of Aelia Mursa, considering that this town was as one of the most significant urban centres in that part of the Empire. One of the problems that this lecture will try to resolve is to determine the diachronic development of the transport network, with particular consideration on the results of recent archaeological research in the landscape around Mursa. The stipulation on the gradual development of the road network could be a sound basis for creating insight into the social geography of this region. Special attention will be paid to rural settlements in Osijek-Baranja County, discovered during recent archaeological research, and to the possibility of using the results of these studies in establishing routes of the roads in the area.

Barbara Hajdu

A newly discovered section of the ripa Pannonica in the area of Aquincum's civil town

In 2020 a section of the Roman limes-road unearthed during an excavation which was carried out near the riverbank of the Danube, southeast of Aquincum's civil town. This is a quite important piece of the Pannonian built heritage because it is unique on the territory of Aquincum in many aspects. The road was discovered in a well-preserved condition and it is one of the longest sections regarding to the Hungarian part of the ripa Pannonica.

It was quite clear from the beginning of the archaeological research that this road was used for more than a thousand years like an important transportation route because on its surface besides the roman bronze objects and coins we could find the iron parts of horse-drawn carts and horseshoes dated from the middle ages, as well. This route – or its later version, at least – also can be observed on those maps which were made in the 18th and 19th centuries.



The unearthed building was divided into three pieces because two modern age channels disrupted it. During the excavation the structure of this road revealed itself step by step. The northern part of the road was built with huge rocks and its foundation was 70 cm thick. This well-built road type is rare in Pannonia and it was likely to be used within the larger towns or inside the important military facilities during the roman times but not outside of Aquincum and in the “suburban-like” areas. The surface of the road was strongly eroded by the horse-drawn carts and by floods of the Danube.

Another part of the unearthed road was founded by wooden pilings and beams which refer to the fact that the riverbank was a swampy area during the roman and medieval times. This muddy and oxygen-free environment preserved the wooden parts for the posterity. During the excavation we could distinguish several construction periods and additional scientific researches (such as carbon-dating, dendro-chronology and geophysical sampling) were also carried out in order to state the chronology of the unearthed structure more precisely.

Biljana Lučić, Alessandro De Rossa, Sara Zanni, Radoslav Muždeka, Sonja Štefanski Zorić, Uroš Nikolić (Ruma County Museum), Gorana Lemajić (Zavod za zaštitu spomenika kulture Sremska Mitrovica)

On the Road from Ad Herculem to Rittium

In this paper, we will present research results of the Danube Limes Lower Pannonia section in the Srem region with an emphasis on the part of the Roman road from the archeological site Ad Herculem (Mihaljevačka šuma in Čortanovci) through Acumincum (Gradina in Stari Slankamen) to Rittium (Gradina in Surduk). The research methodology was multi-disciplinary, involving at once bibliographical and archive research, satellite remote sensing analyses, georeferenced historical and Li-DAR images. All these data were used to geo-reference the remainings of the Roman roads, archaeological sites and possible elements of the road landscape as well as to verify the formulated hypothesis in the field. In this way we wanted to acknowledge the importance of integrating spatial techniques within the archaeological research workflow. The research will include an overview of the spatial distribution of archaeological sites from the Roman and other periods in order to monitor the continuity or discontinuity of settlements in the wider research area. We will pay special attention to the analysis of the collected archaeological material from the site of Marina in Surduk as a case study in presented area.



Angelina Raičković Savić, Nemanja Mrđić

Lifeline of the frontier – Road and Port Network and Concept of Supply and Distribution in Moesia Superior

Defining relationship between the Danube as a major river route and adjacent limes road with all its crossroads and shortcuts proved to be a challenging task. Both military and civilians were focused on both routes exploiting them to the maximum. From the earliest decades after forming Moesia as a province, legions were tasked to build roads through some of the harshest terrains. Importance of these actions can be traced through time with tablets, both imperial and legionary celebrating these enormous undertaking absolutely necessary for the frontier to function. Placing and coordination of military distribution centers was crucial for supply of garisons in smaller forts that had no facilities for long term storage of food. In theory major routes are simple and follow the course of river. In the field situation is far more complicated.

Viminacium as a case study had its own network of roads directed towards all directions with multiple roads intersecting and merging. Following the distribution of villas, cemeteries and production centers for almost 20 years to this date – a vivid network came to life. The city and legionary fortress were in the center of this spider's road net with Mlava and Danube to encircle and open it worldwide towards both east and west.

Limes was the best economically developed region in Moesia Superior with most of its production potential focused on Danube for distribution. Local production of pottery and coinage from Viminacium mint found its way to remote provinces along this line.

Vladimir Petrović

Roman Fluvial and Terrestrial Communication Network in the Area of the Iron Gates: Archaeological and Epigraphical Testemonies

The Roman fortifications and civil settlements of the limes in Upper Moesia were linked by a terrestrial communication line which for the most part followed the right bank of the Danube, between Singidunum and Ratiaria. The Roman itineraries inform us about the toponyms and their mutual distances on the road. The main axes depicted in the itineraries bypassed the Iron Gate gorge between Taliata (Donji Milanovac) and Egeta (Brza Palanka), following the southern slopes of Miroč Mountain. From Egeta it continued to Ratiaria.



The majority of infrastructural works in the Iron Gate region, in relation with the construction of the road and the improvement of navigation conditions on the Danube, were undertaken during the 1st century AD in the eve of Trajan Dacian wars. Due to the presence of cataracts (rocky cliffs, rapids and whirlpools) which prevent, or even, in some places, banned the river traffic, it was necessary to ensure the towing of ships and to dig a navigation channels in order to pass the Iron Gates gorge. This explains why there existed another land route between Taliata and Egeta that followed strictly the river, including the places where the cliffs fall steeply into the river. We are informed about the construction works and repairs from the engraved commemorative inscriptions.

Despite a relatively late confirmation of Classis Flavia Moesica, in a military diploma from Dacia dated in the year 92, it is generally accepted that the fleet was already in existence at the time of Augustus. Remains of buildings that could be related to the fleet and its ports were recorded in several places in the Iron Gates. The port of Kusjak, near Aquae (Prahovo), with its stone quay built parallel to the river and with at least two docks, completes the image we have of the aspect of the ports, the Roman fleet and its capital role in the Trajan Dacian Wars.

Aleksandra Bugar

Okuje and Gradići- Šepkovčica Sites – Rural Settlements along Roman Roads

Between 2006 and 2009 Zagreb City Museum explored two multi-layered archaeological sites at Gradići - Šepkovčica and Okuje along the route of the Zagreb - Sisak Motorway. These excavations were preceded by intensive field surveys and geophysical researches. To date these are the largest archaeological excavations of their kind in Turopolje, a region south of Zagreb. Research into such large tracts of land has greatly contributed to our knowledge of life in different archaeological periods, namely traces of life from the Eneolithic, Early and Late Bronze Age, La Tène period, Roman period, Middle Ages and the Early Modern period have been recorded. Research and interpretation of the Roman remains at these sites contribute to our knowledge of life in rural settlements along and in the immediate vicinity of Roman roads. These two settlements were part of the estimated territory of the *municipium* of Andautonia and both sites were densely populated in the Middle Ages.



Ivana Ožanić Roguljić

Roadside station at Žuta Lokva

In Roman times, the site Žuta Lokva was situated in the hinterland of province Dalmatia, its northern part. Žuta Lokva was probably a station near a road mentioned in Itinerarium Antonini Augusti Ad Aquileia per Liburniam Sisciam (Senia – Avendon – Arrupio – Bibium – Romula – Quadrata – Siscia). Today it is located few meters from a crossroad Senj-Otočac-Brinje. The existence of the site was known from the end of the 19th. It was refound during the building of the road in 1996 when rescue excavations began. Since then, it was excavated several times until 2003. Investigations were conducted by Državna uprava za zaštitu kulturne i prirodne baštine, Glavno povjerenstvo u Zagrebu and Museum of Lika from Gospić. Archaeological excavations revealed a building that had two phases. We can assume that the building of the 1st phase (dimensions 23 x 16 m) was built around the beginning of the 1st CE and probably lasted until the third quarter of the 1st CE. The building of a second phase was bigger (dimensions 30 x 20 m), and according to the finds, it was in function until the middle of the 2nd CE.

Ana Konestra, Fabian Welc, Paula Androić Gračanin

An island of connectedness. Intra-insular and inter-regional communications of Rab island (NE Adriatic, Kvarner gulf), Croatia

Islands often tend to be perceived as isolated, detached insular entities, surrounded by the sea forming a barrier, both protective and isolating. Similarly, when thinking of smaller islands' connectedness and their past communication infrastructure, we tend to think exclusively of harbors and landings, and thus travelling by sea. With this contribution and on the example of the island of Rab (NE Adriatic) possible trait of both internal, terrestrial, transport infrastructure and the island's wider commercial networks will be highlighted as a crucial key for understanding its role within the region in different historic periods.

Starting from the archaeological evidence, mainly pertaining to Antiquity, the possible reconstruction of an island wide network of roads and paths will be illustrated, based on a large corpus of interdisciplinary archaeological evidence. Its development and persistence, as testified by later evidence, will be followed allowing to highlight its main functional features, and thus understand its longevity. Linkage of the terrestrial transportation network to direct and hinted evidence of maritime infrastructure will be attempted, showing their complementarity and evidencing the actors benefitting from these communications.

A glimpse to the Kvarner bay and the Adriatic area will allow us to place the evidence



from Rab into a wider perspective, showing once again how islands should be understood as key players within transportation, commercial and cultural networks.

Domagoj Bužanić, Jelena Bužanić, Blaž Glavinić, Karla Ivak, Marko Jukić, Lucija Prusac, Domagoj Tončinić, Ivan Vidović

Discovering Roman roads of the Trilj area

It has often been suggested that the prosperity of the Roman civilization was greatly impacted by its complex network of roads. This seems likely if we consider the sheer amount of work needed to construct miles and miles of roads in areas with difficult terrain. One such terrain was the Dalmatian karst. After claiming Dalmatia, the Romans were in a position to establish a new land communication route from Aquileia to Dyrrachium. Of course, many other local roads branched from it. North of the provincial center, Salona, the road to Dyrrachium had to cross the river Cetina, a natural barrier. In Roman times, the crossing itself was controlled by the military camp of Tilurium, which was located on a nearby hill. The existence of roads there is suggested by the "Tabula Peutingeriana", which depicts them in the area leading from Salona to the rest of the province. The crossing, it seems, was marked by the Tabula as *pons Tilurio*. Even today, the local town is called Trilj. Since this is one of the few places where the river could have been crossed safely, it offers great potential for any future research on historical routes. Some sections of the Roman road there are already known, as the one documented and presented on the site of Samoleč. The Austro-Hungarian cadastral and military surveys and modern satellite imagery prove an extensive network of roads in the area around the crossing. However, at the moment, differentiating Roman and later historical roads proved problematic. To help tackle this, smaller field surveys were conducted in the Trilj area in the last 4 years. The aim of the research was identifying surviving road sections, which could then be probed to better understand their chronology and construction. A larger study of Roman roads and pathways in the wider area around Salona would greatly improve our understanding of life in ancient times and also the placement of local archeological sites. This paper aims to be a step in that direction.



Poster section

Branka Marcuiš

The Roman road from the village of Presek to Sveti Martin na Muri in Međimurje County

The area of Međimurje is bordered by the rivers Mura and Drava, which have been an integral part of the extensive river network of communications since prehistoric times. It is located at the crossroads of land routes between the West and the East, and it is assumed that part of important prehistoric communication, the so-called Amber Road. During Roman rule, this communication that connected the amber-rich Baltic region with the Mediterranean became one of the Roman Empire's main road routes. In 2015, the Museum of Međimurje Čakovec organized an archaeological field survey of the presumed route of the Roman road in the area of Međimurje. The survey area included hilly western and northwestern Međimurje, from the village of Presek to the village of Sveti Martin na Muri. The total length of the inspected terrain was about 15 kilometers.

Ivana Hirchler Marić

Crkvišće Bukovlje - life on a late antique fortress along a Roman road and river, pottery evidence

The late Antique hillfort Crkvišće Bukovlje near Generalški Stol is situated on the naturally protected strategic position above the river Mrežnica, near which the Roman road *Senia-Romula* is presumed. Although research on the traces of the Roman road itself has not been conducted here so far, it is assumed that today's road has largely retained the earlier route of the Roman road. According to ceramic pieces of evidence, the traces of the earlier Roman presence in Crkvišće are more modest, and at the end of the 3rd and the beginning of the 4th century they became more numerous. It is assumed that the hillfort was probably built during the 2nd half of the 4th century, and its duration dates back to the 6th century, while a small number of fragments are so far placed in the 7th century with caution.

The location of the late antique fortress Crkvišće Bukovlje near the Roman road in the border area between the provinces of Pannonia and Dalmatia is reflected in the ceramic material. The represented ceramic groups typical for the Late Roman period are defined. Most of the finds are fragments of coarse kitchen pottery, mostly of presumed local origin. Among the pottery groups that came by transport from the north are glazed pottery and pottery with polished decoration, the so-called foeder-



atic pottery, while African amphorae, lamps, ARSW, and coarse pottery arrived from North African territory across the Adriatic, as well as the amphorae from the eastern Mediterranean.

Andrej Janež, Ivana Hirschler Marić

New Data, Old Town: The Case of Aquae Balissae

The knowledge about existence the Roman town Aquae Balissae or municipium lasorum begins in the 18th century. From that time a variety of inscription accidentally found in the town's urban core attested the existence of a thriving community that flourished from the 1st century till the Late antique period. These finds corroborated the idea that the Roman town of Aquae Balissae was situated in the present-day Daruvar.

Modern day research brought to light new structures on the site of Stari Slavik in Daruvar. The site is situated east of the present-day Special hospital for medical rehabilitation, on a hill known as Stari Slavik. In the present-day forest, excavations unearthed parts of the presumed late antique town fortifications or fort. The excavation yielded the remains of a wall and foundations 26,39 m long, with a northwest-southeast direction. On both ends the wall was destroyed by later actions. On the eastern part of the wall a semicircular construction has been discovered with 1,5 m thick wall. Geomagnetic and LiDAR surveys corroborated older finds, indicating that the roman town stretched on the southern slopes of the Stari Slavik hill. Surface features indicate the existence of underground structures of rectangular layouts on the highest ridge of the hill. The area of the roman town that was not encompassed by urban development of Daruvar comprises a total 3000 m² with possible remains of fortifications and housing.

Jere Drpić

Unknown about known; Roman road Moždenec-Sudovec

The topic of this paper is a segment of the old mountain road between the villages of Moždenec and Sudovec. Today, the road is mostly located beneath a recently built modern road, and small segments are separated from it. Over the western edge of the hilly area of Kalnik, this mountain pass is the shortest route that connects the area of the Bednja river valley in the vicinity of Novi Marof with the city of Križevci. Although this road has long been known in the literature as a well-preserved Roman road with curbstones and pavement, it has never actually been archaeologically documented. Recent archaeological research has changed that. By cleaning the



recently covered northern segment of the road and removing vegetation from the southern part of the old road, archaeologists have uncovered new knowledge about the structure and construction of this road. Also, with field inspection in the wider area around the road, they documented traces of possible Roman roads. mentioned before in the literature.

Lovorka Štimac Dedić

Petrijanec (*Aqua Viva*)

The settlement of Petrijanec is located along the ancient main road that led further east from Petoviona (Poetovio). The assumption that a Roman road station (mansio Aqua Viva) was located at this place is based on the findings of archaeological structures and a multitude of finds and rich hoards. Ancient itineraries state different distances from Ptuj and Petrijanec. As a result, the site of Aqua Viva is believed to be in several different locations. However, a documented ancient layer on the entire settlement and water springs located in the centre of the settlement speak in favour of the fact that Aqua Viva was located exactly on the site of today's Petrijanec. But there is still no archaeological confirmation for the name itself.

The first archaeological finds in the area of the settlement were recorded at the end of the 18th century. In 1805 a rich hoard of gold jewelry and coins was found. After these discoveries, random finds were discovered in the entire area of the settlement. The findings intensified after the Second World War due to increased construction in the area. Unfortunately, many of them have disappeared. The first archaeological excavations carried out in 1969 confirmed the existence of an ancient settlement. Due to limited research caused by trial excavations in the populated area, no specific data on the appearance of the settlement were obtained. It can be dated from the 1st to the beginning of the 4th century.

Many structures and finds have been destroyed and lost by unscrupulous excavations and modern construction. An unexpected discovery of a hoard of silverware and coins in 2005 reminded us again of the importance of this site and the necessity of conducting archaeological surveillance of all subsequent interventions in the settlement.

Recent small-scale research only hints at the size of the Roman road station as a building complex. The only somewhat intact layer in the courtyard of the parish house planned to be explored could contribute to a better understanding of life next to the Roman station in the Varaždin area.



Presentation of project

Ivana Ožanić Roguljić, Mislav Fileš

Living Danube Limes

Living Danube Limes is an EU funded Interreg Danube Transnational Programme project and focuses on connecting, enlivening, researching, preserving and highlighting the Roman Danube Limes as transnational cultural heritage of enormous significance, in order to create a sound foundation for a future European Cultural Route.

Main objective of the project is the connection of the Danube region through its common Roman heritage. The project seeks to support its preservation through the creation of consciousness for the value of common heritage, while respecting local differences, particularities, and creating sensibility, that the Roman Danube Limes was not just a border fortification network, but also a vast trading zone with a lot of mobility. The project supports the UNESCO World Heritage nomination of the entire Danube Limes, specially focusing on the nomination process for Croatia, Serbia, Romania and Bulgaria. Through the application of modern non-invasive archaeological geo-prospection at chosen pilot- sites, various research gaps will be closed. A Roman Danube ship of the 4 th century AD will be reconstructed, using Roman tool replicas, over the course of the project and will cruise down the entire Danube in 2022, with an international living-history crew on board, in order to highlight the connecting character of the Roman Danube Limes. After the end of the project, the ship will be at the disposal of each project pilot-site for one year, in order to serve as attraction and motivation for further investment into the pilot-site. The project will establish eight national pilot-sites with regular public activities such as living- history events and workshops on historic crafting methods. Physical reconstructions at the pilot-sites will complement the virtual reality reconstructions and invite more interest and should lead to follow-up projects and investment at the site. Workshops for the dissemination of historic crafting techniques will be organized and documented. Living Danube Limes started in July 2020 and runs until December 2022. The partner consortium consists of 19 project partners and 27 associated strategic partners from Germany, Austria, the Czech Republic, Slovakia, Hungary, Croatia, Serbia, Bulgaria, Romania and the Republic of Moldova. The Institute of Archaeology is a Croatian project partner on the Living Danube Limes project and as such is going to lead the aforementioned project plans as well as coordination and establishment of late antiquity living history group with an existing living history group Red Čuvara grada Zagreba.



Early Medieval period: new finds, observations and ideas, transformation from Late antiquity to Middle ages

Anita Rapan Papeša

What to expect when you're expecting?

Upon information about finds of graves on Vinkovci graveyard Vinkovci Municipal Museum Archaeological department strengthen with director of Institute of Archaeology in Zagreb dr. sc. Marko Dizdar went to see what was found.

After almost 50 years of protected archaeological zone in the city and even longer tradition of excavations we were sure that we know what to expect there. According to some old finds prehistorically Bronze Age graves should have been found.

When we've arrived to the site slightly damaged tomb made of roman bricks was visible; therefore, we changed our expectations from prehistory to roman period expecting the graves to be a part of Western necropolis of Roman Cibalae.

Throughout the course of investigation, which was stopped due to COVID-19 pandemic, we've realised that, according to the finds, graves within the site are from Avar period. Altogether 7 graves were explored, one of them in an imitation of roman brick tomb, and the remaining in earthen grave pits. Some graves were robbed, but enough material evidence allows us to give some preliminary conclusions about Avar period graves in Vinkovci.

The paper shall present topographical distribution (with emphasis on Roman background) of Avar finds in Vinkovci, as well as short overview of typology of these finds.

Andrea Rimpf

New insights into Ilok roads - past and present

The town of Ilok and the suburbs of Mohovo, Šarengrad, Bapska are located on the Limes road along the Danube. However, along the Limes (international) road, numerous side roads of interregional significance have their origins in prehistory. They have been in use throughout antiquity, the Middle Ages, the New Age, and to this day. New findings related to the field survey conducted by the Institute of Archeology in Zagreb in 2006 and geomagnetic surveys associated with the project of the Ministry of Culture Danube Limes in Croatia for the UNESCO World Heritage List, a part related to the Ilok area from 2019, will be presented.



Anita Rapan Papeša

Small items, big results

The change in methodology of field survies conducted by Municipal Museum Vinkovci, as well as some private collection donated to Museum, give us new picture of distribution of (Late) Avar period sites in the area of Vukovar – Srijem county.

Apart from known (old) stray finds and (partly) investigated graveyards, which counted about ten sites known from the area new finds rise these number to more than 50 potentially Avar period sites. Such potential rise in sites shifts us closer to other, much better-known regions. This peripheral region at the south border of Avar influence hence becomes more important than previously considered.

The paper shall present topographical distribution (with emphasis on Roman background) within maps today and in the past, as well as short overview of typology of these finds.

Ante Alajbeg

What's Roman in the Early Medieval Dalmatia?

At the turn of the 8th and 9th centuries, the Slavs in Dalmatia lived surrounded by strong reminders of the Roman world. The roads they traveled were built by the Romans, as well as the ruins from which they were occasionally picking stone. The cities on the coast were Roman (now we call them Byzantine), so was civilization. Unsurprisingly, in the Slavic cemeteries of that period, there are certain elements of the Roman, i. e. late antique tradition. Given that their appearance coincided with the Frankish-Avar war and Christianization, it could be interpreted as a reflection of the Carolingian Renaissance or the first influences of the Church on the society of Dalmatian Slavs. On the other hand, in those processes some authors have recognized a Roman tradition brought to the Middle Ages by members of the indigenous population. Burial in sarcophagi and vaulted tombs are the most striking elements of the ancient funeral tradition and appear during the time of the Biskupija-Crkvina horizon, best known for the rich furnishing of graves. Soon after, the first pre-Romanesque churches emerged in the Dalmatian hinterland as the most monumental embodiment of the Roman tradition, and some of them were built on the ruins of churches from the 6th century.

What was the significance of the Roman tradition in the world of Dalmatian Slavs? Is it just about recycling heritage or did the use of antiquity mean legitimizing control over the area? Was the Frankish expansion to the east crucial in reviving the Roman tradition? Why was burial in "ancient" graves a social privilege? The answers to these questions are ambiguous, just like the Roman tradition in the Early Middle Ages.



Goran Bilogrivić

Croatian Dukes and the Carolingian Renaissance – distancing through integration

The Carolingian Renaissance is undoubtedly at the top of numerous early medieval transformations inspired by Roman antiquity. Admittedly, the very protagonists of this process do not mention a rebirth, but rather renovation – *renovatio Romani imperii* – in many aspects, from imperial rule, written culture and religious learning, to building projects. It spread throughout Europe with the extension of the Empire's borders, thus also encompassing 9th-century Dalmatia. The Croatian Principality was also formed precisely in that context, tightly bound to Carolingian authority, and deeply immersed in its cultural circle. This is confirmed by numerous Carolingian finds of secular and religious character from archaeological contexts, by church architecture and art, as well as by religion in general. Written sources are comparatively scarce, but also very telling. After all, a learned Carolingian monk spent some time at the court of one of the first Croatian dukes. But precisely the episode of Gottschalk and Trpimir reveals the other side of complex relations between early medieval Croatia and the Carolingian Empire. Although Croatian dukes faithfully accepted the impulses and patterns from the imperial center, constructed and maintained their authority according to these, they also simultaneously countered that center. Not always, and not antagonistically, but often very clearly. One of the central aspects of Carolingian Renaissance, stimulation of learning, undoubtedly found its place at the Croatian court. Since learning usually incites independence, could precisely that be seen as one of the reasons for their gradual distancing from the Empire? Can we say that Croatia was among the areas where this project experienced its complete success? By considering these questions and associated topics within the context of Carolingian Renaissance in Dalmatia, this paper will aim to present a new perspective on the relations between the Croatian Principality and the Carolingian Empire.

Željko Krnčević, Toni Brajković, Andrija Nakić

Grušine - Sv. Lovre – šibensko Donje polje

Šibensko Donje polje is located near Šibenik, on the east side. This area has always attracted people due to favorable natural conditions - water sources, fertile land, and terrain suitable for grazing cattle. Unfortunately, no Stone Age remains have been found in the reconnaissance so far. At the edge of the field to the northeast is a series of forts and in the field itself a few (mostly unexplored ancient villas). The end of the village of Jadrtovac was devastated by the construction of the "Tourist Road" in the 1930s, apparently an early Christian sacral building. However, the most important



localities are certainly at the NE end of the Grušina field and right next to them, Sveti Lovre. It is a site where we have continuity from the 1st to the 15th century, from an ancient villa to a medieval cemetery. Several significant finds have been found here (in Grušine, it is probably a vicus). Based on the analysis of the church stone furniture, it is assumed that there were two buildings here at the same time. Besides, fragments were found, which were used twice based on modifications. We should definitely connect this locality with the still existing road in the field with, let's call it the ancient port (how many, it is difficult to say), which was located on the site of today's Mandalina. Unfortunately, here the armies of several states destroyed all remnants of architecture. In several places, there is still the possibility of making several probes. Perhaps we should also think that right here was a port where products came by sea, maybe even for Danilo, the ancient Rider. The possibility of another smaller port is in Morinj, but the shape of the then bay and port should also be taken into account. So, our Grušine could be connected with a possible port in Mandalina. And from Grušin to Danilo through Donje polje, the mentioned "field road" was used until recently.



Poster section

Pia Šmalcelj Novaković

Role of (post) Roman communications in Early Medieval Western Srijem

In the Roman period, the geostrategic significance of Srijem came to the fore, thanks to an economy based on the free circulation of people and goods throughout the Mediterranean and its hinterland combined with the excellent transport infrastructure of the Roman state. Recent observations emphasize that the geostrategic importance of Srijem does not end with the disappearance of the Roman state; there are indications that the post-Roman, Avar-age population is aware that control of Srijem ensures control of Pannonian communications, but also serves as a potential approach to the very heart of Byzantium (Thessaloniki, Constantinople), one of the two ideal routes for the exchange of goods between two states. Thus, it is not surprising that Croatian part of former Roman province Pannonia Sirmiensi, today Western Srijem, has the highest concentration of Avar-age sites in comparison to the rest of continental Croatia, by the current state of research. We'll be analysing the spatial connection between published, known sites of the Avar-age and known Roman communications in the area. Also, we'll discuss an idea of other possible (Roman) communication route relatively close to the Western Syria which could have served for communication with neighbouring cultures.

Andrej Janeš, Nikolina Vrančić

A Fort on the road

Situated on the coast in the present-day Novi Vinodolski the fort Lopar represents a rare example of early 4th century fortification in the north Adriatic. With its pentagonal layout and massive walls stands as a credit to Roman builders in a time of crisis. It was constructed on the coastline itself probably to control the sea channel between the mainland and the island of Krk. Early 20th century stray finds indicate the existence of a settlement or villa in the Novi environs. This suggests that the local road connecting the towns of Tarsatica and Senia, that crossed the Vinodol valley, passed near the Lopar fort. So, it seems that the role of the fort was dual, controlling the sea channel and the coastal road.

Excavations conducted since 2011 brought to light numismatic finds of the early 4th century, with ceramic finds and radiocarbon data that show the usage of the fort till the 6th century. It seems that the fort was the farthest reach of Justinian's rule in the north Adriatic mainland. After that period finds of new inhabitants show that the fort was reused during the 8th century. The early medieval finds are mirrored in the written sources that indicate spread of the Croatian Principality in the north coastline regions from the late 9th century onwards. The importance of the fort, with the dual functions, is showed with finds lasting till the 13th century and the construction of the new castle in Novi.



List of participants / Popis sudionika

Alajbeg, Ante

ante.alajbeg@mhas-split.hr
Muzej hrvatskih arheoloških spomenika
Ulica Stjepana Gunjače bb,
21000, Split
Croatia

Androić Gračanin, Paula

paula.androic@gmail.com
Cardinal Stefan Wyszyński University in Warsaw,
Wóycickiego 1/3 (23)
01-938 Warsaw
Poland

Bilogrić, Goran

goran.bilogrivic@uniri.hr
Faculty of Humanities and Social Sciences in Rijeka
Department of History
Sveučilišna avenija 4
51000 Rijeka
Croatia

Brajković, Toni

toni.brajkovic@gmail.com
Muzej grada Šibenika
Gradska vrata 3
22000 Šibenik
Croatia

Bugar, Aleksandra

abugar@mgz.hr



Bužanić, Domagoj

dbuzanic@ffzg.hr
Department of Archaeology
Faculty of Humanities and Social Sciences
University of Zagreb
Ivana Lučića 3
10 000 Zagreb
Croatia

Bužanić, Jelena

jelena.sekrst@gmail.com
Tržna 5A
10 290 Zaprešić
Croatia

De Rossa, Alessandro

aderosa77@gmail.com
Italia

Drpić, Jere

drpic.jere@gmail.com
Institut za arheologiju
Ulica Ljudevita Gaja 32
10000 Zagreb
Croatia

Fileš, Mislav

mfslav@gmail.com
Institut za arheologiju
Ulica Ljudevita Gaja 32
10000 Zagreb
Croatia

Glavinić, Blaž

blaglavinic@gmail.com
Imotska ulica 5
21 230 Sinj
Croatia



Hirchler Marić, Ivana

iharasa@hrz.hr

Croatian conservation institution,
Division for Archaeological Heritage,
Kožarska 5
10000 Zagreb
Croatia

Ivak, Karla

ivakkarla@gmail.com
Kolodvorska ulica 102b
49 246 Marija Bistrica
Croatia

Janeš, Andrej

ajanes@hrz.hr
Croatian Conservation Institute,
Division for Archaeological Heritage,
Kožarska 5
Croatia

Jukić, Marko

markoj828@gmail.com
Nova ulica B 4
22 203 Rogoznica
Croatia

Konestra, Ana

ana.konestra@gmail.com
Institute of Archaeology Zagreb
Ljudevita Gaja 32
10 000 Zagreb
Croatia

Krnčević, Željko

zkrncevic@gmail.com
Muzej grada Šibenika
Gradska vrata 3
22000 Šibenik
Croatia



Leleković, Tino

lelekovic@gmail.com
Hrvatska akademija znanosti i umjetnosti
Odsjek za arheologiju
Ulica Ante Kovačića 5
Croatia

Lučić, Biljana

lucic.biljana@gmail.com
Institute for Protection of Cultural Monuments Sremska Mitrovica
Svetog Dimitrija 10
Sremska Mitrovica
Serbia

Nakić, Andrija

andrija.nakic@yahoo.com

Nikolić, Uroš

urosNIKOL@gmail.com
Ruma County Museum
Glavna 192
22400 Ruma
Serbia

Marcioš, Branka

branka.marcios@mmc.hr
Muzej Međimurja Čakovec
Trg Republike 5
Čakovec
Croatia

Mrđić, Nemanja

nemanjamrdjic@gmail.com
Institute of Archaeology
Kneza Mihaila 35/IV
11000 Belgrade

Muždeka, Radoslav

muzdekaradoslav@yahoo.com
Serbia



Lemajić, Gorana

melian.sz@gmail.com

Institute for Protection of Cultural Monuments Sremska Mitrovica
Svetog Dimitrija 10
Sremska Mitrovica
Serbia

Ožanić Roguljić, Ivana

iozanic@iarh.hr

Institute of Archaeology Zagreb
Ljudevita Gaja 32
10 000 Zagreb
Croatia

Petrović, Vladimir

vladimir.arheolog@gmail.com

Institute for Balkan Studies of Serbian Academy of Sciences and Arts
Knez Mihailova 35/IV
11000 Belgrade
Serbia

Prusac, Lucija

lucija.prusac@gmail.com

Ulica Stjepana Gradića 3
10 010 Zagreb
Croatia

Raičković Savić, Angelina

araickovic@yahoo.com

Institute of Archaeology
Kneza Mihaila 35/IV
11000 Belgrade

Rimpf, Andrea

andrearimpf@yahoo.com

Muzej grada Iloka
Šetalište o. Mladena Barbarića 5
32236 Ilok
Croatia



Rapan Papeša, Anita

anita@muzejvk.hr
Municipal Museum Vinkovci
Trg bana Josipa Šokčevića 16
32100 Vinkovci
Croatia

Šmalcelj Novaković, Pia

psmalcelj@iarh.hr
Institut za arheologiju
Gajeva 32
Zagreb
Croatia

Štefanski Zorić, Sonja

sonjastefanskizoric@gmail.com
Serbia

Štimac Dedić, Lovorka

lovorka.dedic@gmv.hr
Gradski muzej Varaždin
Šetalište Josipa Jurja Strossmayera 3
Varaždin
Croatia

Tončinić, Domagoj

dtoncinic@ffzg.hr
Department of Archaeology
Faculty of Humanities and Social Sciences
University of Zagreb
Ivana Lučića 3
10 000 Zagreb
Croatia

Vidović, Ivan

vidovic.ivan@outlook.com
Side Košutić 10
10 090 Zagreb
Croatia



Nikolina Vrančić

nina.vrancic24@gmail.com

Croatia

Welc, Fabian

f.welc@uksw.edu.pl

Cardinal Stefan Wyszyński University in Warsaw,

Wóycickiego 1/3 (23)

01-938 Warsaw

Poland

Zanni, Sara

zanni.sara@gmail.com

Italia



BILJEŠKE/NOTES

Lined writing area for notes.