
**Via Appia. Regina Viarum
(Italy)
No 1708**

1 Basic information

Official name as proposed by the State Party

Via Appia. *Regina Viarum*

Location

Lazio (Latium) Region

Metropolitan City of Rome Capital

Province of Latina

Campania Region

Province of Caserta

Province of Benevento

Province of Avellino

Basilicata Region

Province of Potenza

Province of Matera

Puglia Region

Metropolitan City of Bari

Province of Taranto

Province of Brindisi

Province of Foggia

Province of Barletta-Andria-Trani

Italy

Brief description

Via Appia. *Regina Viarum* is a Roman road more than 800 kilometres long comprising twenty-two component parts. Originally conceived for the conquest and territorial control of the south of the Italian Peninsula, and then the Roman Empire's expansion towards the East and Asia Minor, the road was built from 312 BCE onwards on the initiative of the Censor Appius Claudius Caecus, to connect Rome to Capua along the Tyrrhenian coast. Extended in 191 BCE as far as the ports of *Tarentum* (Taranto) and *Brundisium* (Brindisi), the road, which had by then become a route for cultural contact and trade, was completed in 109 CE by the Emperor Trajan who added the Via Traiana to the last stretch of the Via Appia, connecting *Beneventum* (Benevento) to Brindisi more easily along the Adriatic Coast.

With its twenty-two component parts, the Via Appia is a fully developed ensemble of engineering works illustrating the advanced technical skill of Roman engineers in the construction of carriageways, civil engineering, drainage and development works.

The Via Appia links the road itself to a series of ancient cities, ports and other ancient establishments, as well as isolated civil and religious monuments that are landmarks of the territory whose creation or growth it aided right up until the 4th century AD.

Category of property

In terms of categories of cultural property set out in Article I of the 1972 World Heritage Convention, this is a serial nomination of twenty-two *groups of buildings*.

Included in the Tentative List

1 June 2006

Background

This is a new nomination.

Consultations and technical evaluation mission

Desk reviews have been provided by ICOMOS International Scientific Committees, members and independent experts.

An ICOMOS technical evaluation mission visited the nominated property from 10 September to 1 October 2023.

Additional information received by ICOMOS

A letter was sent to the State Party on 4 October 2023 requesting further information about the boundaries of the nominated property, the comparative analysis, conditions of integrity and authenticity, protection and management.

Additional information was received from the State Party on 6 November 2023.

An interim report was provided to the State Party on 21 December 2023, summarising the issues identified by the ICOMOS World Heritage Panel.

Further information was requested in the interim report on the rationale for the selection of the component parts, integrity and authenticity, boundaries, conservation, management system, risk mitigation plan, tourism management and Heritage Impact Assessment and development projects.

Additional information was received from the State Party on 28 February 2024.

All additional information received has been incorporated into the relevant sections of this evaluation report.

Date of ICOMOS approval of this report

13 March 2024

2 Description of the nominated property

Note: The nomination dossier and additional information contain detailed descriptions of this property, its history and its state of conservation. Due to limitations on the length of evaluation reports, this report provides only a short summary of the most relevant aspects.

Description and history

The nominated property comprises a series of linear component parts attesting to the course and structure of the Via Appia, as well as engineering structures, service infrastructures, monuments, urban systems, towns,

agricultural landscapes and establishments which reflect how the road, although originally built for military purposes, soon became a driver for the founding of settlements linked to agricultural production and trade.

The twenty-two component parts of this serial property form an ensemble of 778 attributes which demonstrate the main building and development stages of the ancient road, urban ensembles and associated facilities or infrastructure, from 312 BCE to the 4th century CE.

The attributes can be grouped according to the following typology:

Road route: road section with flagstone pavement (*via lapide strata*); road section with surface hardened with gravel (*via glareata strata*); wheel ruts; cobbled/unpaved/traces rows; straight roads; secondary roads/branch; by-pass roads.

Engineering works: bridges/viaducts; substruction/terraced walls; road cut-offs; water canals/water conduits/hydraulic structures.

Service infrastructures: milestones; way stations (*stationes/mansiones/mutationes*); public fountains; Exedra.

Settlements and ancient cities: cities; villages; rural settlements and buildings; productive settlements and buildings; villas; various buildings/buildings complexes/urban sectors.

Funerary buildings – burial sites: catacombs; columbaria; hypogea; mausoleums; necropolises; burial sites; grave/tombs.

Religious buildings and places of worship: altars; mithraea; shrines; sanctuaries; temples.

Monumental evidences: aqueducts; acropolis; amphitheatres; honorary arches; Roman basilicas; city walls; circuses; reservoirs; *domus*; masonry buildings and structures; *fora*; baths; nymphaeums; city gates; taverns; theatres;

Harbours/landing places: military and/or commercial harbours; sea and river landing places.

Land divisions (centuriations).

Sculptural and *in situ* elements: bas-reliefs/statues/ sculptures *in situ*.

Commemorative elements/epigraphs/inscriptions.

The Via Appia is the oldest Roman road whose route is beyond doubt and among the first created; built under the authority of the Censor Appius Claudius Caecus from 312 BCE onwards, the Via Appia was originally conceived as a strategic road for military conquest, connecting, via the most direct route, Rome to Capua. As Rome continued its territorial expansion, the Via Appia was extended towards *Beneventum*, *Tarentum* and finally *Brundisium*, reached in 240 BCE, thereby paving the way to conquest of the East and Asia Minor. The Via Appia, once the territories conquered by Rome had been stabilized, swiftly became a key route for trade and territorial and cultural expansion, and was open to everyone to use toll-free. In 109 CE, Emperor Trajan inaugurated the Via Traiana, an extension of the Via Appia intended to connect *Beneventum* to *Brundisium* via a shorter route along the Adriatic coast.

All the resources of Roman engineering were fully harnessed to build the Via Appia and Via Traiana, involving sweeping land reclamation works, the construction of major engineering works and the use of the most enduring and innovative techniques to build the carriageway itself. In addition, the road was equipped with numerous amenities to facilitate travel. At many points along it were military milestones indicating distances, fountains for people and animals, and way stations which were soon converted into accommodation and stopping places for travellers. Religious sanctuaries were established on the outskirts of towns while a series of necropolises and funerary sites developed around the road. The road also set the stage for a vast series of monumental works, including triumphal arches, baths, amphitheatres and basilicas as well as aqueducts, canals and reservoirs. The Via Appia enabled the cities it connected to grow: new settlements emerged and an official land division system was introduced.

Regular maintenance of the road was the responsibility of the Censors until the end of the Roman Republic, then of the road officials (*curatores viarum*) in the Imperial period. This maintenance work by the *curatores*, created by Augustus, is attested right up to the end of the Constantinian age, in the 4th century. At this point, the road lost its status and was no longer maintained at regular intervals.

The Via Appia continued to be used as an access route to rural villages, and at the beginning of the Middle Ages, the Church of Rome relied on it to spread Christianity by reviving agriculture. From the 11th century, the buildings lining the road were repurposed as defensive structures, and pilgrims and Crusaders travelled along it on the way to the Holy Land. Amid renewed interest in antiquity and its monuments during the Renaissance, the Papacy had restoration work carried out on the road owing to its spiritual and historical value for Christianity. The idea of archaeological conservation of the road began to take shape in the 16th century.

The Via Appia assumed significance in the collective memory, whether in literary or iconographic terms, or even musically speaking. It became a key stage of the Grand Tour.

The nominated property comprises component parts which primarily include the vestiges of the main structure of the road and its immediately associated landscape. Some component parts are located beyond this main structure and along secondary roads

The original area, before the changes made to the boundaries of the property, of the twenty-two component parts totals 9,387.64 ha, with buffer zones totalling 41,354.34 ha.

State of conservation

The serial nominated property and its individual attributes have been inventoried, described and documented to an excellent level. The attributes of the serial nominated property have all been added to a database managed by the Ministry of Culture, which also brings together information about their state of conservation. Regular updating of this database will enable the state of conservation of the nominated property to be monitored.

The state of conservation of component parts 001, 002, 003, 004, 005, 006, 009, 012, 018 and 022 is good or very good. ICOMOS notes that regular funding is provided for their conservation. Component parts 007 and 008 present a state of conservation that is good overall, although ICOMOS notes the necessity to undertake consolidation work. The state of conservation of component parts 011, 013, 014, 016 and 021 is unequal owing to the poor state of conservation of some attributes. The state of conservation of component parts 010, 015, 017, 019 and 020 is poor or very poor. ICOMOS does note, however, that maintenance work and restorations are in progress or scheduled for some of the attributes in question.

The additional information provided by the State Party in February 2024 confirms that the risks for component parts 010 and 019 have been identified and that corrective measures have been taken or an intervention planned.

In summary, based on the information provided by the State Party and the observations of the ICOMOS technical evaluation mission, ICOMOS considers that the state of conservation of the nominated property is satisfactory overall, even though some attributes present an unequal, and sometimes poor, state of conservation. The funding needed to improve the conservation of the nominated property's component parts shall be subject to regular, prioritized planning.

Factors affecting the nominated property

Based on the information provided by the State Party and the observations of the ICOMOS technical evaluation mission, ICOMOS considers that the main factors affecting the nominated property are: the lack of maintenance, natural factors and those associated with climate change, changing agricultural practices, abandonment of farmland, urban development or infrastructure works, including for transport or energy generation.

The Italian Institute for Environmental Protection and Research (*Istituto Superiore per la Protezione e la Ricerca Ambientale* – ISPRA) has concluded that no negative impact associated with informal urban development was to be expected on the nominated property. The nature of the planned cultivation concerning the use of farmland situated within the nominated property or its buffer zone is specified in the nomination dossier and does not affect the potential Outstanding Universal Value of the serial nominated property.

Analyses of land use and consumption included in the nominated property management plan, which are aimed at controlling the future development of land alongside the Via Appia, will be carried out every three to five years to measure changes in rural or urban pressure.

The climatological analyses have focused on the deterioration of the cultural heritage caused by air pollution and climatic conditions in the regions where the heritage is located. The measures implemented between 2010 and 2020 showed a reduction in pollutant concentrations. The pollution risk has thus fallen from medium to low. In some areas, such as Capua or Brindisi, the analyses indicate that a medium risk remains. Constant monitoring of the air quality and climatic parameters is therefore recommended.

Nearly 20% of the nominated property is in an area of high seismic risk and 15% of the buffer zone lies in an area of high seismic risk and nearly 35% in an area of very high seismic risk.

There are risks of flooding for 8% of the nominated property and more than 10% of its buffer zone.

To mitigate the seismic risks, all municipalities concerned shall draw up a civil protection plan which implements assessment of the seismic zone. The measures to adapt and mitigate the seismic risk will be demonstrated, as regards the safety of structures and visitors alike. These recommendations will form part of the management and monitoring plan. Mitigation measures will also be defined for the risks of flooding and landslide, as well as for the volcanic and coastal risks.

An *ad hoc* working group has identified four main factors: the local conditions affecting the physical fabric; climate change and extreme climate events; sudden geological or ecological events; invasive or over-abundant species.

The fire risk remains high owing to the lack of maintenance of the vegetation cover, notably in areas where nature is at its most remarkable (Egnatia and the Itri pass).

Based on the integrated analysis of the main risk factors identified, continuous monitoring of the state of conservation of the natural resources should lead to targets being set for improving the control of these phenomena.

A team of researchers from the University of Salerno conducted a study on the "Tourism Carrying Capacity" (TCC) of the nominated property using pre-existing models. The property was split into thirteen zones determined according to their spatial and functional links. The team calculated the physical visitor capacity, i.e. the maximum number of tourists able to physically fit within a defined space over a given period. This data was used to draw up ten-year projections to 2034, in which three scenarios were outlined. The analytical results showed that, overall, the Via Appia is far from reaching saturation

point and that its actual reception capacity is three to six times higher than the current number of visitors, as long as tourist flows are better distributed.

ICOMOS considers that whilst the factors affecting the nominated property have been identified and can be controlled, the potential threats to the component parts, notably the natural risks and those associated with the development or abandonment of the land, should be addressed as a priority.

ICOMOS considers that the state of conservation is satisfactory and that the factors affecting the nominated property are under control.

3 Proposed justification for inscription

Proposed justification

The Via Appia is considered by the State Party to be of Outstanding Universal Value as a cultural property for the following reasons:

- The Via Appia is a model for all the other Roman roads and is historically at the start of the entire network of Roman roads that would develop across three continents and which still forms the basis of modern road networks to this day.
- The Via Appia, designed originally as a strategic route for territorial conquest, would subsequently evolve through its interaction with navigable waterways and maritime ports to become a route facilitating trade and cultural interchange, the movement of people and ideas in the Mediterranean area and towards Asia Minor.
- More than any other road, the Via Appia brings together an extensive series of technical innovations that would enable Roman civilisation to grow and thrive.
- From its inception right through to modern times, the Via Appia has been a major vector of interchange and spread of ideas, beliefs and religions.

Based on the nomination dossier, the key attributes of the serial nominated property can be divided into tangible and intangible attributes and grouped by macro-categories as follows: eleven tangible attribute categories and six intangible attribute categories.

The tangible attributes, when belonging to the main structure of the road or to the immediately associated landscape, come under the following categories: road route; engineering works; service infrastructures; settlements and ancient cities; funerary buildings – burial sites, religious buildings and places of worship; monumental evidences; harbours/landing places; land divisions (centuriations); sculptural and *in situ* elements; commemorative elements.

The intangible attributes group together the following aspects: the literary renown; the iconographic renown; conservation and protection interventions; museum displays; intangible heritage; economic and social practices.

Comparative analysis

The comparative analysis has been developed with account taken of the following parameters: the period of reference and place of the Via Appia in Italy and within the rest of the Roman Empire as a *via publica* named after its commissioner and its level of recognition; its place within historical sources and the significance of the scientific research devoted to it; the constancy of its maintenance as a communication route and the extent of conservation of the road and all the component parts making up the serial nominated property.

The analysis focused on properties inscribed on the World Heritage List, included on States Parties' Tentative Lists and belonging to the Ancient Roman world. As there are no Roman roads inscribed as such on the World Heritage List, the analysis focused on the Roman sites, towns and monuments inscribed on the World Heritage List that are representative of Roman civilisation.

The Roman routes and roads inscribed on the Tentative Lists of other European States Parties were also taken into account in the comparative analysis: The Silver Route (Spain); Roman Ways. Itineraries of the Roman Empire (Spain); The Ancient Towns of Narbonensis and their region: Nîmes, Arles, Glanum, aqueducts, Via Domitia (France); and The Bavay-Tongeren section of the Roman Boulogne-Cologne road, situated in the territory of the Walloon Region (Belgium).

The comparative analysis also focuses on Roman sites which are inscribed on Tentative Lists and represent Roman civilisation or which experienced renewed development with Roman civilisation.

In October 2023, ICOMOS suggested to the State Party that the comparative analysis be extended to the network of Roman roads not featuring on the World Heritage List or on the Tentative Lists, but which developed within the Empire over the same reference period (312 BCE to the 4th century CE). In November 2023, the State Party responded with a detailed document describing all of the roads in Italy and in the Roman world, based on precise scientific and graphical documentation.

On completion of its comparative analysis and the additional information provided, the State Party concluded that although the sites analysed present one or more characteristics of the serial nominated property, none present all of the characteristics of the Via Appia.

ICOMOS considers that the additional information provided by the State Party deepened the comparative analysis and enabled a clearer appreciation of the place of the nominated property within its historical and geographic context, as regards not only the number and

relevance of attributes, but also the state of conservation, the age of the road, the technical prowess entailed in its construction and its enduring influence on Rome's development, on the movement of goods and people, on trade, on cultural or spiritual interchange and its place in history, art, science and the human imagination from antiquity to the present day.

ICOMOS considers that the comparative analysis justifies consideration of this property for the World Heritage List and that the serial approach is justified.

Criteria under which inscription is proposed

The property is nominated on the basis of cultural criteria (iii), (iv) et (vi).

Criterion (iii): *bear a unique or at least exceptional testimony to a cultural tradition or to a civilisation which is living or which has disappeared;*

This criterion is justified by the State Party on the grounds that the Via Appia is among the most enduring testimonies that Roman civilisation has bequeathed to posterity. Its very construction was a feat of engineering and technical design, and its impact extended across space and time over half of the Mediterranean for more than a thousand years. Along the road are to be found all the structural and urban typologies that are characteristic of Roman civilisation.

ICOMOS considers the Via Appia to be one of the most striking and enduring accomplishments of Roman civilisation. Its construction, which began during the Roman Republic, represented an event of exceptional significance in terms of defining a standard of engineering and of technical design, leaving its mark on the whole of Ancient Italy. A strategic route, the Via Appia heralded the establishment of a vast empire. As a route for development, movement and trade, the road was a vector for the spread of an urban culture and then for cultural interchange between the civilisations of the Mediterranean, Asia Minor and the Arabian Peninsula for more than a thousand years.

Criterion (iv): *be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history;*

This criterion is justified by the State Party on the grounds that the Via Appia bears witness to the outstanding organizational capabilities and efficiency of Roman civilisation. It is an example of the innovative techniques developed by Rome and of its ability to produce masterpieces of engineering, as evidenced by the myriad structural works and facilities built for the Via Appia.

ICOMOS considers the Via Appia to be an example of Rome's vision, pragmatism, sense of organization and administrative efficiency. The construction of the road, over and above the infrastructure directly associated with it, such as inns, stopping places, way stations, etc. is also

a benchmark for the division of land assigned to army veterans according to the criteria governing land divisions (centuriations). Along its course, the Via Appia also promoted the regulation and aggregation of new urban residential areas and shaped the development of the ancient cities it connected or which were associated with it. The Via Appia is also accompanied by a monumental ensemble of temples, funerary monuments, aqueducts and villas, and at city entrances, triumphal arches, gates or such amenities as theatres, amphitheatres or baths which all bear witness to an ancient civilisation.

Criterion (vi): *be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance;*

This criterion is justified by the State Party on the grounds that the Via Appia was a major vector for the spread of ideas and beliefs. It holds a significant place in the Christian religion. Crusaders and pilgrims alike travelled along it towards the Holy Land.

Representative of Rome's power, the Via Appia was symbolically used from the 16th century onwards by numerous victorious generals or monarchs to celebrate their power or their victories.

During the Renaissance, the Via Appia was celebrated by artists, be they writers, poets, painters or musicians. As an object of study for archaeologists, architects and academics, the Via Appia has fascinated generations of visitors who, from the 16th century onwards, embarked on their Grand Tour.

ICOMOS considers that, owing to its continuous use over the centuries, the Via Appia has played host to numerous remarkable events that have marked the history of the Italian Peninsula and beyond from antiquity up to today: the departure of the Roman legions to conquer Greece and the East, the arrival in Rome of the apostles Peter and Paul along the Via Appia, the pilgrims and Crusaders who travelled along it towards the Holy Land, as well as key moments during World War II.

The Via Appia is also an outstanding example of cultural heritage protection and of the history of archaeological restoration. Its restoration began in the 16th century when Classical art was rediscovered during the Renaissance, and has continued up until today. Poets, writers, scholars as well as architects, archaeologists, historians and travellers on the Grand Tour have all found a source of inspiration in the Via Appia and borne witness to its importance in their work.

ICOMOS considers that the nominated property meets cultural criteria (iii), (iv) and (vi).

Integrity and authenticity

Integrity

The integrity of the nominated property is based in the fact that its component parts help to paint a coherent picture of the Via Appia in its course and its characteristics.

The additional information provided by the State Party in November 2023 clarifies that the component parts have been selected owing to their location along the route, the contribution their attributes make to the typology, their state of conservation and the preserved nature of their context. The component parts of the nominated property have, moreover, been selected to guarantee a certain coherency and are protected and managed in accordance with the legal provisions in force.

The intactness of the tangible attributes is to be considered in light of the nature of each attribute. The attributes are for the most part archaeological vestiges, and, with a few rare exceptions, they are identifiable and present a good state of conservation. The component parts present differences in terms of size and character, which may be natural or urban, and their attributes, among the 778 identified in the nomination dossier, differ in number, quality, significance and state of conservation.

In its interim report, ICOMOS noted that most of the component parts of the nominated property were necessary and sufficient to express the proposed Outstanding Universal Value, with the exception of component parts 015, 016 and 020. Component part 015 makes very little contribution to the justification of the proposed Outstanding Universal Value. Component part 016 has been impacted by the development of the city of Taranto and various destructions. Component part 020 has suffered negative impacts from recent wind turbine projects.

In its interim report, ICOMOS also drew the State Party's attention to the compromised contribution of component parts 010 and 019 to the proposed Outstanding Universal Value for the serial property, as they present a poor state of conservation and their integrity is under threat, requiring urgent conservation measures.

In the additional information received in February 2024, the State Party confirmed the policy for monitoring the state of conservation and the completion or scheduling of conservation work for the damage affecting component parts 010 and 019 reported by ICOMOS. ICOMOS welcomes this information and recommends implementing the scheduled conservation work at the earliest possible opportunity.

Authenticity

The Via Appia encompasses a vast ensemble of archaeological sites selected by the State Party as representative of the role and functions of the road and its wider territory, which was able to develop thanks to it. In this context, the initial design and form have evolved over

time but nevertheless remain visible in most of the nominated component parts. The same can be said for the materials and the substance.

The primary function of allowing the movement of people, goods and ideas has evolved without ever disappearing completely over the centuries of its use. Uses have evolved in terms of their motivation but not in terms of their purpose. Finally, the wealth of information and knowledge obtained about the road over the centuries through scientific research, as well as artistic and literary works, also contributes to its authenticity.

The authenticity of the serial nominated property is based in the ability of the component parts to truthfully and credibly express its cultural values through its attributes.

The nominated property can be considered authentic in its forms, designs, materials and substance as demonstrated by the archaeological vestiges and by the location and setting of the component parts.

In its interim report, ICOMOS expressed its concerns regarding the compromised conditions of authenticity of component parts 015, 016 and 020 because of the loss of substance of their attributes. These three component parts are now barely discernible in terms of form, design and materials. The setting and situation of component parts 016 and 020 no longer express an authentic character. As such, ICOMOS asked the State Party about the possibility of removing these component parts from the nomination or of adjusting their boundaries.

In its response in February 2024, the State Party took ICOMOS' concerns on board by only keeping the course of the road for component parts 016 and 020 within the boundaries of the nominated property, thereby placing the archaeological perimeters of the ancient cities in the buffer zone, thereby strengthening the integrity and authenticity of both these component parts. However, the State Party wished to maintain component part 015 within the boundaries of the nominated property.

ICOMOS welcomes this information and these changes made by the State Party, but considers the number and quality of attributes of component part 015 to be too weak in comparison with the other component parts of the nominated property and that the practice of transhumance highlighted as an intangible attribute for this component part is a phenomenon that originated long before the creation of the road.

Boundaries

Following ICOMOS' request about the methodology adopted for the delineation of the boundaries of the component parts, the State Party clarified in November 2023 that the boundaries of the nominated property's component parts have been determined taking into consideration the fact that the Via Appia is essentially a linear connection between different elements that are much larger, i.e. cities and settlements.

The road is evenly demarcated by a strip seventy metres wide taking into account the road and its immediate attributes. The road itself is typically twelve metres wide, corresponding to the standard width of Roman roads, to enable two chariots to pass. In addition to this width, there could be sidewalks for pedestrians and horseriders. In places where, from the road, the boundaries sometimes extend considerably to encompass the attributes of these much bigger parts, the State Party indicated that the boundaries around ancient towns and plots of land depends on the remaining vestiges and archaeological mapping data, and respects natural or administrative borders, areas of natural or cultural protection, or infrastructure (e.g. a watercourse, a municipal boundary, a boundary of a protected zone, a road, etc.).

In its interim report, ICOMOS notes that the component parts of the nominated property primarily comprise the vestiges of the main structure of the road and its immediately associated man-made landscape, even though, in some cases, the component parts are located beyond this main structure and along roads that branch off the main Via Appia, namely the Lanuvium branch road (component part 003), Norba branch road (component part 004) and San Stefano and Torre Santa Sabina branch road (component part 022). ICOMOS does not consider the inclusion of these component parts within the boundaries of the nominated property to be sufficiently justified and recommends that they be excluded. In its interim report, ICOMOS suggests adjusting the boundaries of component part 008 in its western part as it is lacking in significant attributes.

In the additional information submitted in February 2024 to ICOMOS, the State Party indicated that it had adjusted the boundaries of component part 008 in line with ICOMOS' recommendations. The State Party has also removed the San Stefano and Torre Santa Sabina branch roads of component part 022, but wished to maintain the Lanuvium and Norba branch roads within the boundaries of component parts 003 and 004 as well as component part 015.

Nevertheless, ICOMOS does not consider the additional information submitted by the State Party sufficient to justify maintaining the Lanuvium and Norba branch roads within the boundaries of component parts 003 and 004 since neither of these cities formed a specific stage along the Via Appia, but simply happened to be located near the road. Once the latter was in use, they were then connected to it via branch roads.

In addition, ICOMOS considers that the conditions of integrity and authenticity of component part 015 have not been demonstrated.

In conclusion, ICOMOS notes and welcomes the changes made by the State Party to the boundaries of the component parts but considers that the nomination should be limited to the sites located along the main road structure and falling within the period defined in the

nomination dossier, namely between 312 BC and the 4th century AD.

As such, ICOMOS recommends the exclusion of component part 015 from the nomination and the exclusion of Lanuvium and Norba and their respective branch roads connecting them to the Via Appia (component parts 003 and 004).

The State Party has determined the buffer zone in such a way that takes into account the immediate environment and the sectors participating in the conservation and perception of the nominated property, as well as its integration within its context. Land use planning regulations provide additional protection for the buffer zone.

In response to a request from ICOMOS about the drawing of the buffer zones, in November 2023 the State Party answered that the width of the buffer zones corresponds to the Via Appia protection area identified by the regional landscape plans (*Piani Territoriali Paesaggistici Regionali* – PTPR).

The width of the buffer zones is determined specifically in each region. The PTPR identifies the historic centres and corresponding protection areas. Outside urban areas, over and above consideration of the zones protected by the Code of the Cultural Heritage and Landscape or identified by the Plans for their historic, cultural and environmental value, the PTPR also limits agricultural zones. Where the plan is not yet approved, such as in Campania, the Ministry of Culture and the Regional Ministry have jointly defined the boundaries of the buffer zone.

The proposed buffer zone is often much wider than the protection areas outlined in the regional plans, depending on regulatory or planning restrictions, not least to do with landscape or archaeology or owing to the overlapping of natural and archaeological parks on the course of the Via Appia. Extension of the buffer zone beyond the boundaries set by the PTPRs also allows for improved protection of views, particularly in the foothill zones.

In the additional information submitted in February 2024, the State Party indicated that it had adjusted the line of the buffer zone of component part 013, in line with the recommendations of ICOMOS' interim report, but that it was not in favour of extending the buffer zone of component part 011 since this sector presents a greatly degraded urban and architectural landscape.

ICOMOS welcomes the change in the buffer zone of component part 013.

Evaluation of the proposed justification for inscription

In summary, ICOMOS considers that the comparative analysis justifies consideration of the nominated property for the World Heritage List. ICOMOS considers that the nominated property meets criteria (iii), (iv) and (vi) and that the serial approach is justified. ICOMOS also considers that the conditions of integrity and authenticity

of the whole series and of each of the component parts are met, except for component part 015. The boundaries include all the attributes that convey the proposed Outstanding Universal Value excluding components 003, 004 and 015. The buffer zones provide adequate protection of the landscape and urban setting of the nominated property

4 Conservation measures and monitoring

Documentation

The serial nominated property and its individual attributes have been inventoried, described and documented to an excellent scientific level. The corpus is based, on the one hand, on all the research conducted over the past century and existing archives of publications and unpublished scientific material about the Via Appia and its attributes and, on the other hand, on concerted action during preparations for the nomination, which particularly entailed creation of an information system bringing together the different levels of information.

The documentation can be accessed through a number of essentially public institutions, Vatican City State, the British School at Rome, and some non-governmental institutions such as the Italian Geographical Society (*Società Geografica Italiana*). All archives prior to 1900 are held by the State archives in Rome and in the State archives in the regions.

The Ministry of Culture, via the Central Institute for Cataloguing and Documentation (*Istituto Centrale del Catalogo e la Documentazione – ICCD*), holds and manages the inventory of archaeological monuments and protected movable objects and the historic and contemporary photographic archives of the property. The regions, via their Directorates of Museums and other institutions such as the Pontifical Commission for Sacred Archaeology (*Pontificia Commissione di Archeologia Sacra*), carry out inventorying for the nominated property, according to their means. The reports bearing on archaeological research, conservation or restoration work are stored in the local offices (*Soprintendenze Archeologia, Belle Arti e Paesaggio*) of the Ministry of Culture and in the universities to whom the research has been entrusted.

Iconographic documentation is archived by the Ministry of Culture through the Central Institute for Graphics (*Istituto Centrale per la Grafica – ICG*) and by the institutions, academies, archives and specialist libraries established in Rome and at the Vatican. The research data concerning development and environmental pressures and the prevention of natural disasters has been conducted by the Italian Institute for Environmental Protection and Research (*Istituto Superiore per la Protezione e la Ricerca Ambientale – ISPRA*); research on climate change has been conducted by the Department of Planning, Design and Technology of Architecture of Sapienza University of Rome (*Dipartimento di pianificazione, design, tecnologia dell'architettura –*

Sapienza, Università di Roma). The University of Salerno led the study on the Tourism Carrying Capacity, which it conducted in the context of the nomination dossier.

Conservation measures

The component parts of the Via Appia are controlled and monitored by the local offices (*Soprintendenze*) of the Ministry of Culture. Since heritage conservation is exclusively the State's responsibility, the conservation and maintenance studies and works are conducted either directly by the local offices or indirectly, under their supervision, which ensures a coherent methodology in the way the component parts of the nominated property are addressed.

This system guarantees that the works are carried out by competent persons with the right expertise. In all these activities, the local offices seek to co-operate actively with the local authorities and the private sector.

Measures for conserving the archaeological sites making up the Via Appia and its surroundings have been in place for a number of years. Funding from the State Party, the local authorities and their establishments have increased amid preparations for the Via Appia's nomination to the World Heritage List. This funding has made possible interventions on hundreds of sites and considerably improved the state of conservation of the nominated property.

Conservation of the nominated property is addressed in action 1.1 – heritage conservation – in the sustainable communities' plan, one of the three action plans presented in the management plan. For this action, the additional information provided by the State Party in February 2024 specifies that, in addition to the funds of the National Recovery and Resilience Plan (*Piano Nazionale di Ripresa e Resilienza – PNRR*), in force until 2026, the Via Appia has benefited from the programme *Appia Regina viarum, il cammino dell'Appia antica*, which is still ongoing, with financial support through the Fund for Development and Cohesion (*Fondo per lo Sviluppo e la Coesione – FSC*) programme, comprising research, conservation and promotional projects for the nominated property. This programme has identified specific actions for conserving and presenting the nominated property's component parts. These actions are either finished or ongoing until 2026.

The State Party points out that, given the importance of the Via Appia, the ordinary budgetary programmes of the Ministry of Culture, the regions, municipalities, national and regional parks can always be called on, as can funds from Rome's *Sovrintendenza Capitolina* and the Holy See's *Pontificia Commissione di Archeologia Sacra*.

Monitoring

The system for monitoring the nominated property entails two distinct forms of monitoring. The first concerns monitoring of the state of conservation of the nominated property, which is the responsibility of the Ministry of Culture and its local offices, the *Soprintendenze*. This

involves assessing and preserving the attributes of the property, irrespective of the owner, on an ongoing basis. The second focuses on monitoring the management plan's implementation, which is the responsibility of the governing structure still to be set up. This role is aimed at ensuring the effective implementation of the actions in the management plan.

The goals in terms of conserving the nominated property's component parts are as follows: preventive conservation of the tangible attributes; the eventual reduction in restoration work; the upkeep of cultural sites and museums in the buffer zone. The indicators for measuring the attainment of these goals are the number of partnerships forged, the number of maintenance projects scheduled and the number of conservation improvements accomplished.

To ensure detailed monitoring of the nominated property's state of conservation, the Directorate-General for Cultural Heritage, which is responsible in this regard, has opted to use a specific tool developed by the *Istituto Centrale del Restauro*, as part of the project "Risk Map" of Italian cultural heritage. This tool is an IT database compiling a state of conservation for each attribute of the component parts. This regularly updated database can be used to assess the extent and significance of the different forms of deterioration recorded. It is also possible to assess the management conditions of the nominated property using this tool.

ICOMOS considers that the serial nominated property benefits from comprehensive scientific and technical documentation. The conservation measures are generally appropriate and monitored regularly. The monitoring system is appropriate overall for the scale and needs of the nominated property.

5 Protection and management

Legal protection

The main text bearing on the protection of heritage and landscapes is the legislative decree 42/2004 of the Code of the Cultural Heritage and Landscape (*Codice dei beni culturali e del paesaggio*), drafted pursuant to the Law of 6 July 2002. The Code of the Cultural Heritage and Landscape stipulates that the legislative power over cultural heritage and landscape lies exclusively with the State, while its implementation is the responsibility of the regions. The Code was amended in 2006, 2008 and 2023, to incorporate implementation of the National Recovery and Resilience Plan (*Piano Nazionale di Ripresa e Resilienza* – PNRR) and National Plan for Complementary Investments to the PNRR (*Piano Nazionale per gli Investimenti Complementari al PNRR* – PNC), as well as for the implementation of cohesion policies and the common agricultural policy (*Decreto-Legge 24 febbraio 2023 n. 13 - Disposizioni urgenti per l'attuazione del Piano nazionale di ripresa e resilienza e*

del Piano nazionale degli investimenti complementari al PNRR).

The Code of the Cultural Heritage and Landscape is a reference text in terms of regulations at national level. With the 1942 Urban Planning Law No. 1150, both these elements constitute the national legislative framework in terms of heritage protection.

The regions, together with the local offices of the Ministry of Culture (the *Soprintendenze*), are in charge of planning related to landscape and cultural properties, via Regional Landscape Plans. Any modification or transformation of such properties is subject to an administrative authorization separate from the building permit. This authorization, which is even a prerequisite to obtaining the building permit, is issued by the region or, by delegation, a local authority (province or municipality) and is subject to agreement from the *Soprintendenze*. Regarding the component parts located in historic centres, the applicable provisions are the local urban planning instruments (*Piano Territoriale di Coordinamento* (PTC), *Piano Regolatore Generale* (PRG), *Piano Territoriale Paesaggistico* PTP)) produced and/or updated always pursuant to the law, as well as the national and regional urban planning regulations and laws. Lastly, environmental protection measures concerning the serial nominated property and the buffer zones are provided for in the framework of Natura 2000 areas, natural protected areas and those defined by the Regional Territorial Landscape Plan (PTPR).

Management system

Coordination of the management plan's implementation is a responsibility which will be entrusted to a structure, a participatory foundation, whose role will be to guarantee the effective implementation of the plan's actions, according to indicators based on the thematic indicators for culture corresponding to the Sustainable Development Goals set out in UNESCO's Agenda 2030. This organization should make it possible to check that the management plan takes an exhaustive approach to both the preservation of cultural heritage and sustainable development.

For this structure, which is currently being set up, the State Party envisages, in consultation with all of the stakeholders, the creation of a participatory foundation governed by public law, an administratively and financially independent governing body. This body will have three-member categories: founding members, institutional members and benefactor members. The status of this management body has not yet been determined. Only its functioning, internal organization and the method of participation of the stakeholders in its governance have been outlined. The status will be determined following a consultation with all of the stakeholders.

In the additional information submitted by the State Party in February 2024, the provisional consultation date given is July 2024. Pending the creation of the *ad hoc* structure, the Ministry of Culture is coordinating the network.

Part of the foundation's resources will be guaranteed in the form of regular contributions from public institutions, calculated in proportion to their different sizes and responsibilities. The remaining resources will come from the private sphere or participation in national or international funding programmes. The operating method, staff and resources allocated to this structure still need to be defined.

In the additional information submitted by the State Party in November 2023, it is clarified that, in the implementation of the management plan's provisions, the public and private institutions will maintain their prerogatives as defined by the laws in place. The various national and local authorities, four regions, ten provinces, two metropolitan centres and more than seventy municipalities will retain their specific responsibilities according to their specific competences.

The Ministry of Culture remains responsible for the protection and conservation of cultural heritage, irrespective of ownership of the sites, guaranteed through the local offices for archaeology, fine arts and landscape and coordinated centrally by the Directorate-General for Archaeology, Fine Arts and Landscape. This includes the definition and application of national standards for conservation, restoration and safeguarding to ensure the integrity of the nominated property. Moreover, the Ministry of Culture is responsible for the presentation of its own cultural properties, thereby contributing to the overall management and promotion of the whole of the nominated property.

The regions, and municipalities on behalf of the regions, also have specific skills in terms of managing and preserving cultural heritage in their area. They will be able to participate in the overall management of the nominated property by co-ordinating and implementing cultural and heritage initiatives, promoting tourism and through other activities in their respective areas. The urban and architectural projects included in the management plan will be the responsibility of the local authorities (regions or municipalities), under the supervision of the Ministry of Culture.

The role of the envisaged governing structure will be to maintain coordination between the different stakeholders and to carry out actions as part of a network to ensure the overall conservation and promotion of the management plan.

The State Party, in the management plan for the Via Appia, proposes a description of each action, the activities, the territories concerned and the stakeholders; a description of the expected impacts and performance indicators; the feasibility, with indications as to the estimated timeframe for accomplishment, the costs and feasibility; and finally, it lists the synergies with other proposed actions.

The management plan is the guiding document for the management system, drawn up as part of a broad

consultation of all the public and private stakeholders. It is organised into three axes drawn from the contextual analysis: sustainable communities; environment and landscape; attractiveness, accessibility and tourism. These axes define the strategic framework of the plan and describe a management system on the basis of which three specific action plans have been drawn up.

Their strategic objectives between now and 2030 have been broken down into concrete actions comprising projects and programmes.

The sustainable communities plan is organised around three objectives: regular maintenance of heritage; knowledge, education and training by bolstering research and education; inclusion, engagement and participation by developing residents' sense of belonging; promotion of innovation and creativity by supporting the local entrepreneurial fabric.

Three objectives underpin the environment and landscape plan: protection and enhancement of landscapes through knowledge and awareness of the populations; control of vulnerabilities and mitigation of the effects of climate change by identifying and implementing smart, sustainable local area use; green communities by designing sustainable development models.

The attractiveness, accessibility and tourism plan sets out four objectives: national and international positioning, by consolidating the presence of the Via Appia within the relevant international networks; integrated promotion, by shaping a visual identity and integrated communication; sustainable tourism by monitoring how the Via Appia is changing as a tourist destination; accessibility and mobility, via better accessibility to the site, in terms of mobility and ease of physical use.

The management plan is costed and the budgets broken down into start-up and consolidation phases. The additional information provided by the State Party in February 2024 specifies that the management plan includes actions that have already been scheduled and funded, are being drawn up or carried out through dedicated plans and programmes: National Recovery and Resilience Plan and *Appia Regina viarum, il cammino dell'Appia antica*.

The stakeholders are already involved in these programmes because of their responsibilities and their participation in the special memorandum of understanding. The stakeholders all signed a special memorandum of understanding (MoU) on 10 January 2023 in Rome. This MoU consolidates the commitment to nominate the Via Appia for inclusion on the World Heritage List and formally establishes the common objectives of the management plan. This MoU crystallizes a collective commitment to the preservation and presentation of cultural heritage; to the implementation of the actions described therein, to continue the collaborations already in progress with the regional and local authorities, and to oversee the coordination of the

ten pilot actions of the three action plans of the management plan.

In the additional information submitted in February 2024, the State Party explains that the environmental impact studies include a section on the impact on cultural heritage, for which the opinion of the Ministry of Culture is necessary. The management plan intends to include a Heritage Impact Assessment process which will round off the existing assessment tools.

The State Party also provided additional information about the consideration of the impact of climate change on the nominated property. The study conducted by the University of Rome gives an overview of the environmental, cultural and socio-economic conditions of the nominated property and draws up a strategy for managing the effects of climate change in a fragile heritage context. This study has been incorporated into the management plan.

Visitor management

With the exception of the first section in Rome, which is an archaeological park in its own right with satisfactory organization and management, and a handful of sites that already receive high visitor numbers, the Via Appia as a tourist destination does not yet have a clear identity within the Italian tourism landscape. One of the main opportunities for developing this destination as envisaged by the State Party, through various simulations and design assumptions based on existing statistical models, lies in its potential appeal as a cultural route for sustainable tourism. In its tourism strategy for the Via Appia, the State Party has established four objectives: national and international positioning; integrated promotion; sustainable tourism; accessibility and mobility. The anticipated results can be divided into economic, cultural and socio-environmental outcomes.

Through this plan, the State Party is pursuing two main objectives: one, to better share out visitor pressure across the most iconic sites which are already very popular; and two, to promote the social and economic development of disadvantaged regions in demographic decline by developing the tourism offer right across the Via Appia.

The Tourism Carrying Capacity (TCC) of the nominated property has been assessed by a team of researchers at the University of Salerno. The findings indicate that, overall, the component parts of the Via Appia have an actual reception capacity three to six times higher than current visitor numbers, owing to the very structure of the property and the very high number of accessible sites and monuments. In response to the ICOMOS interim report, in which it wished to know about the overall strategy and what measures were planned to better share out visitor pressure between the most iconic component parts of the nominated property and those that are less accessible and further away from the main towns, the State Party explained that the creation of the *ad hoc* Tourism Observatory would enable independent monitoring of the nominated property to allow for local tourism

management and that visitor flows would be better managed by creating paths and trails encouraging low-impact mobility on the initiative of local authorities and with the Ministry of Culture's support with, *inter alia*, the creation of cycle paths or revival of traditional rail routes (such as railway lines).

Community involvement

The nomination dossier was initiated and is led by the Ministry of Culture and its dedicated department. However, the project has also involved the scientific community, who have helped to prepare it, as well as all the partner local authorities.

The following were involved in producing the nomination dossier: education stakeholders at national, regional and local level, from universities to schools of hospitality; heritage and environmental associations; representatives of residents meeting in a UNESCO group as well as tourism stakeholders, hoteliers and guides. Regular meetings gave associations, local stakeholders and the public an opportunity to find out about and contribute to the nomination dossier.

The general public was thus able to follow and take part in the development of the project via virtual conferences, individual talks and online meetings.

Effectiveness of the protection and management of the nominated property

In summary, ICOMOS considers that the serial nominated property benefits from the highest level of protection of landscape and cultural heritage that exists in Italy in legal terms, as well as regional and local protection mechanisms which safeguard the attributes of the Outstanding Universal Value. The management system in place is satisfactory. It must be implemented by finalizing the creation of the joint management body, the legal nature of which must be determined through consultation by July 2024. Its effectiveness will be demonstrated by the qualifications of the individual members, the functions and long-term resources which will ultimately be devolved to the structure for coordinating and managing the plan. The management plan, meanwhile, provides a framework capable of guaranteeing conservation of the Outstanding Universal Value of the nominated property.

6 Conclusion

The Via Appia is a remarkable example of a road which, through its construction, infrastructure and functioning, illustrates the history of the Roman Empire's development and also attests to the spread of an urban culture and then of cultural, social, political and religious interchanges as well as trade among the civilisations of the Mediterranean, Asia Minor and the Arabian Peninsula for more than a thousand years. ICOMOS considers that the property meets criteria (iii), (iv) and (vi).

ICOMOS considers that the conditions of integrity and authenticity of the whole series and of each of the component parts are met, except for component part 015. The boundaries include all the attributes that convey the proposed Outstanding Universal Value excluding component parts 003, 004 and 015. The buffer zones provide adequate protection of the landscape and urban setting of the nominated property

The nomination dossier has a very strong scientific and technical basis and demonstrates the commitment of the State Party and all of the project partners to the conservation and presentation of the Via Appia.

ICOMOS appreciates the quality and precision of the additional information submitted by the State Party in February 2024, and acknowledges that the process for identifying the most relevant model for managing the serial nominated property is currently being drawn up with a result expected in July 2024. ICOMOS also notes that, pending this result, the Ministry of Culture remains responsible for the protection and conservation of the nominated property (legislative decree 42/2004). The Memorandum of Understanding signed on 10 January 2023 confirms the involvement of all stakeholders. On these grounds, the Ministry is responsible for implementing the start-up phase of the management plan.

ICOMOS considers that the additional information confirms the State Party's financial commitment to the nominated property's conservation in the framework of the PNC funds (*Piano Nazionale Complementare*), in force until 2026. ICOMOS also notes that the route of the Via Appia Claudia was the subject of a complementary project: *Appia Regina viarum, il cammino dell'Appia antica*, involving research, conservation and enhancement projects that are still applicable for the dozen conservation and enhancement projects currently in progress.

Finally, ICOMOS notes that the State Party considers that, given the significance of the Via Appia for the Ministry of Culture and for the other institutions involved in the nomination as a driver for growth for the whole of central and southern Italy, funds specifically dedicated to the conservation and promotion of the ancient road as well as its associated monuments will remain available once the current plans come to an end.

7 Recommendations

ICOMOS recommends that Via Appia. *Regina Viarum*, with the exception of component part 015 (*The Via Appia on the "tarantino" sheep-track*), component part 003 (*The Via Appia from the 14th to the 24th mile, with a branch to Lanuvium*) and component part 004 (*The Via Appia in the Pontine Plain, with a branch to Norba*), be inscribed on the World Heritage List on the basis of **criteria (iii), (iv) and (vi)**.

Recommended Statement of Outstanding Universal Value

Brief synthesis

The serial property Via Appia. *Regina Viarum* is the oldest Roman road whose route is beyond doubt and among the first created. Built under the authority of the Censor Appius Claudius Caecus from 312 BCE onwards, the Via Appia was originally conceived as a strategic road for military conquest, connecting, via the most direct route, Rome to Capua. As Rome was continuing its territorial expansion, the Via Appia was extended towards *Beneventum*, *Tarentum* and *Brundisium*, thereby paving the way to conquest of the East and Asia Minor. The Via Appia, once the territories conquered by Rome had been stabilized, rapidly became a key route for trade and territorial and cultural development, and was open to everyone to use toll-free. In 109 CE, Emperor Trajan inaugurated the Via Traiana, an extension of the Via Appia intended to connect *Beneventum* to *Brundisium* more easily along the Adriatic coast.

Roman engineering resources were fully harnessed to build the Via Appia and Via Traiana, involving sweeping land reclamation works, the construction of major civil engineering works and the use of the most enduring and innovative techniques to build the carriageway. In addition, the road was equipped with numerous amenities to facilitate travel. At many points along it were military milestones indicating distances, fountains for people and animals, and way stations which were soon converted into accommodation and stopping places for travellers. A series of necropolises and funerary sites developed around the road and religious sanctuaries were established on the outskirts of towns. The road set the stage for a vast series of monumental works to be built, and enabled the cities it connected to grow too. New settlements emerged in connection with the Via Appia and an official land division system was introduced.

The Via Appia continued to be used throughout the centuries. It remains an access route to rural villages. At the beginning of the Middle Ages, the Church of Rome relied on it to spread Christianity by reviving agriculture. From the 11th century, the buildings lining the road were repurposed as defensive structures, and pilgrims and Crusaders travelled along it on the way to the Holy Land. Amid renewed interest in antiquity and its monuments during the Renaissance, the Papacy had restoration works carried out on the road due to its spiritual and

historical value for Christianity. In the 16th century, the idea of archaeological conservation of the road began to take shape.

The Via Appia assumed significance in the collective memory, whether in literary or iconographic terms, or even musically speaking. It became a key stage of the Grand Tour.

Criterion (iii): The Via Appia. *Regina Viarum* is among the most enduring testimonies that Roman civilisation has bequeathed to posterity. Its construction was a feat of engineering and technical design which had an influence over much of the Mediterranean for more than a thousand years. The route is lined with all the structural and urban typologies that are characteristic of Roman civilisation.

Criterion (iv): The Via Appia. *Regina Viarum* bears witness to the outstanding organisational capabilities and administrative efficiency of Roman civilisation. The Via Appia is an example of the innovative technical prowess developed by Rome, the construction of which, in addition to the infrastructures directly associated with it, served as a point of reference for the division of land assigned to army veterans and promoted the regulation and aggregation of new urban residential areas along its course as it was often chosen as a *decumanus*. The Via Appia thus shaped the development of the ancient cities it connected or which were associated with it. The Via Appia is also accompanied by a monumental ensemble of temples, funerary monuments, aqueducts and villas, and at city entrances, triumphal arches, gates or such amenities as theatres, amphitheatres or baths which all bear witness to an age-old civilisation.

Criterion (vi): The Via Appia. *Regina Viarum* was a major vector for the spread of ideas and beliefs. It played a key role in the spread of the Christian religion and provided passage to the Holy Land for the Crusaders and huge numbers of pilgrims. Representative of Rome's power, the Via Appia was symbolically used from the 16th century onwards by numerous victorious generals or monarchs to celebrate their power or their victories. The Via Appia was celebrated by artists of the Renaissance. An object of study for archaeologists, architects and academics, it has fascinated generations of visitors embarking on their Grand Tour.

Integrity

The component parts of the Via Appia. *Regina Viarum* present notable differences in terms of size and character, which may be natural or urban. Their attributes differ in number, quality or significance and by their state of conservation. They all play a part in representing the Via Appia in its character, course and coherence. The component parts illustrate the major infrastructural achievement that is the Via Appia and its impact on the economic, social and political development of the regions conquered by Rome. The attributes are for the most part archaeological vestiges. They are identifiable and present a good state of conservation.

Authenticity

The Via Appia. *Regina Viarum* encompasses a vast ensemble of archaeological sites which still retain a number of attributes that are representatives of the role and functions of the road and the wider territory which was able to develop thanks to it. In this context, the initial concept and form have evolved over time but remain nevertheless. The same can be said for the materials and the substance. The road's primary function concerns the movement of people, goods and ideas. This has evolved without ever disappearing completely over the centuries of its use. Uses have evolved in terms of their motivation but not in terms of their purpose. The wealth of information and knowledge obtained about the Via Appia over the centuries through scientific research and also artistic and literary works also contributes to its authenticity.

Protection and management requirements

The component parts of the Via Appia. *Regina Viarum* are protected under the Code of the Cultural Heritage and Landscape (*Codice dei beni culturali e del paesaggio*), drafted pursuant to the Law of 6 July 2002. The Ministry of Culture is responsible for the protection and conservation of cultural heritage, irrespective of ownership of the sites, guaranteed through the local offices for archaeology, fine arts and landscape (*Soprintendenze*), and coordinated centrally by the Directorate-General for Archaeology, Fine Arts and Landscape. This includes the definition and application of national standards for conservation, restoration and safeguarding to ensure the integrity of the property. Moreover, the Ministry of Culture is responsible for the presentation of its own cultural properties, thereby contributing to the overall management and promotion of the whole of the Via Appia.

The regions, together with the local offices of the Ministry of Culture (the *Soprintendenze*), are in charge of planning related to landscape and cultural properties, via Regional Landscape Plans.

Any modification or transformation is subject to an authorisation, a prerequisite to obtaining the building permit, which is issued by the region or, by delegation, a local authority (province or municipality) and is subject to agreement from the *Soprintendenze*.

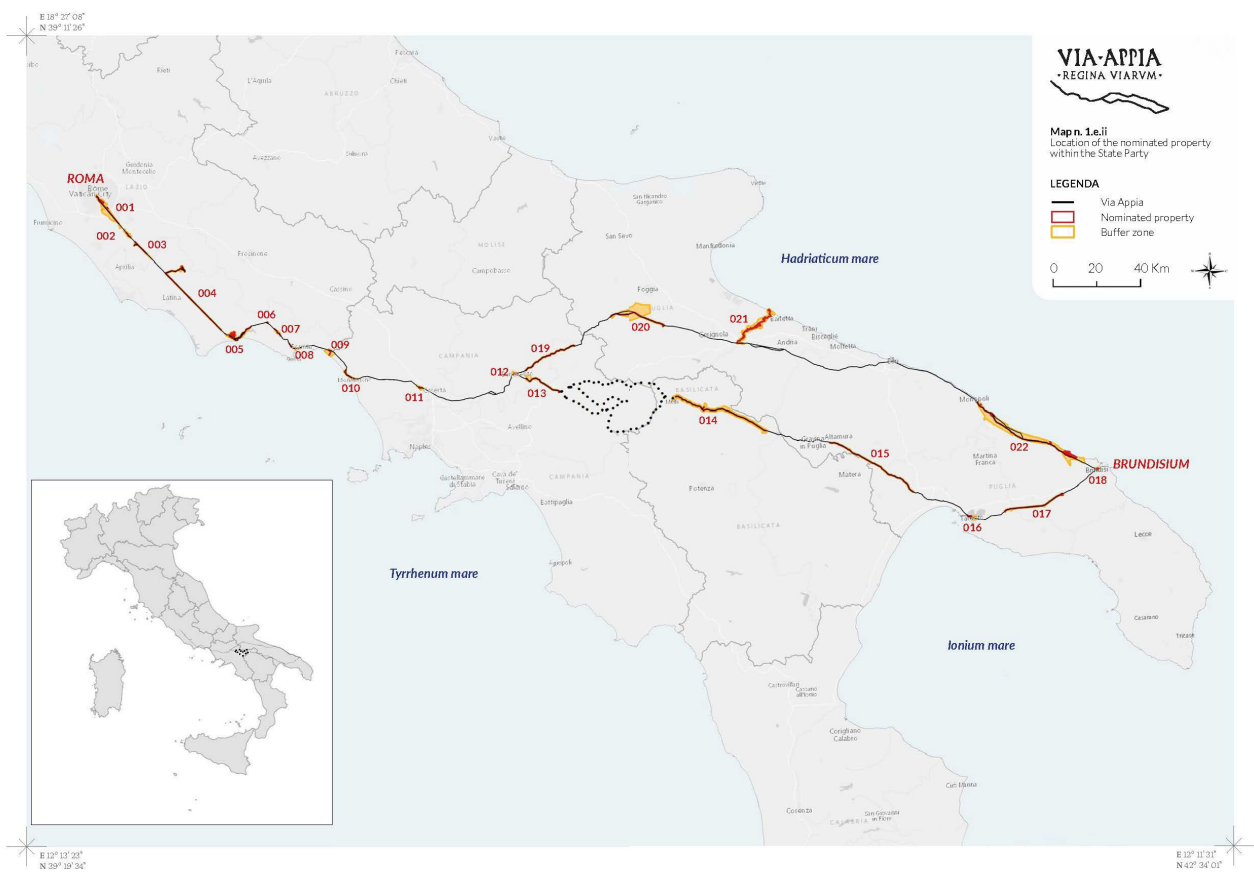
Lastly, environmental protection measures concerning the serial property and the buffer zones are provided for in the framework of Natura 2000 areas, natural protected areas and those defined by the Regional Territorial Landscape Plan (PTPR).

The management system provides for the designation of a single body as the focal point for coordinating the property's management. The role of this structure will be to maintain coordination between the different stakeholders and to carry out actions as part of a network to ensure the overall conservation and promotion of the management plan. It will oversee and manage the network of stakeholders and associated institutions.

Additional recommendations

ICOMOS further recommends that the State Party give consideration to the following:

- a) Setting up as soon as possible the participatory foundation which will act as the transversal coordination structure of the management plan for the Via Appia,
- b) Incorporating the conditions and arrangements for carrying out Heritage Impact Assessments into the management plan,
- c) Implementing the planned conservation works for the damages affecting component parts 010 and 019,
- d) Continuing and stepping up the sustainable tourism projects facilitating a wider distribution of visitors,
- e) Providing updated figures for the revised surface areas of the serial property as a whole and of each component part,
- f) Submitting revised maps reflecting the changes in the surface areas of the component parts and buffer zones,
- g) Submitting to the World Heritage Centre, by 1 December 2025, a report on the implementation of the above-mentioned recommendations for review by the World Heritage Committee at its 48th session in 2026.



Revised map showing the location of the nominated component parts (February 2024)