

COLOURS COMMUNICATION GROUP

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ROMAN ROADS IN EUROPE RUTA VIA DE LA PLATA

Rome.

Ancient capital of the Empire; today it is one of the principle tourist destinations in the world.

Legend tells how the twins, Romulus and Remus, sons of Mars, were abandoned at birth on the shores of the river Tiber. Fortunately, a she-wolf took it upon herself to nurture them. Later on, and according to the myth, Romulus killed his brother Remus and declared himself founder of Rome.

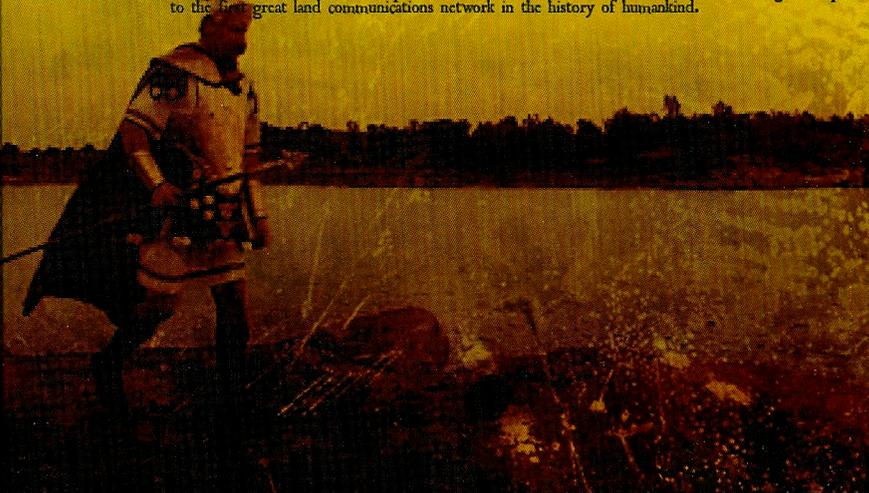
Roman civilization is one of the most compelling in history; the feats of engineering and techniques of construction are, perhaps, one of its most amazing breakthroughs. The Romans constructed theatres, amphitheatres, baths, aqueducts, temples ... and an ingenious land communications network that connected the whole Empire.

The Appian Way, which began in Rome, represented "kilometre 0" of every Roman road; this is the origin of the saying: "All roads lead to Rome".

Europe was replete with roads that shortened distances between the cities of the Empire; Via Claudia Augusta, Via Tiburtina, Via Cassia, Via Flavia ... and which enabled life for the Romans.

Hispania was one of the most significant provinces of the Empire and had excellent roads, such as the Iter ab Emericitan Asturican, which is known today as the "Via de la Plata Route", number XXIV on the Antonine Itinerary.

But the present day Via de la Plata route, whose name could originate from the Arab "al balata", meaning paved road, is in fact a route that would have been used even in protohistoric times. It was the Romans, however, that gave shape to the first great land communications network in the history of humankind.



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Total running time approx. 140 minutes. An Orange Productions S.L. presentation for Colours Communication Group.

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ROMAN ROADS IN EUROPE RUTA VIA DE LA PLATA



A JUAN FRUTOS FILM "ROMAN ROADS IN EUROPE"

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HISPANIA.

Según el Itinerario de Antonino, alrededor de 400 rutas, de las cuales una treintena corresponden a las Provincias de Hispania, unirían todos los puntos del Imperio. Pero estas, son sólo las calzadas que aparecían en el registro del Pretor, algo así como las carreteras del Estado, por lo que se hablaban de miles de caminos secundarios y vías alternativas que no figuran en este documento.

Estas calzadas tuvieron en su génesis una función única y primordial: hacer llegar las legiones romanas a aquellos lugares que Roma pretendía conquistar.

Hoy, la Vía de la Plata es un compendio de bellas poblaciones y una de las grandes vías romanas en Europa. Esta vía enlazaba con otras tantas de importancia, así como con un sinnúmero de prolongaciones naturales y caminos subsidiarios.

Aquellas mismas calzadas que un día fueron recorridas por legionarios como Marco Ulpio Atellus, princeps de la Legio III Italica, nacido en *Curiga...*

HISPANIA.

The Antonine Itinerary mapped out some 400 routes, thirty of which corresponded to the Provinces of Hispania; in their entirety they connected all the points within the Empire. These routes, however, are only the roads that appeared in the Praetor register, something like an official road map. Thousands of secondary paths and alternative vias also existed, which did not appear in this document.

These roads had, from their origin, a single and fundamental purpose: to transport Roman legions to the places that Rome wanted to conquer.

Today, the Via de la Plata Route is a compendium of picturesque towns; it is also one of the biggest Roman roads in Europe. This via is connected to many other important thoroughfares, as well as to an infinite number of natural prolongations and secondary paths.

Those very same roads that were once marched upon by legionaries such as Marco Ulpio Atellus, princeps of the III legion Italica, born in *Curiga...*

HISPANIA.

Secondo l'itinerario Antonino, circa 400 percorsi, dei quali una trentina corrispondono alle Province di Hispania, collegavano tutti i punti dell'Impero. Ma queste sono solo le strade che comparivano nel registro del Pretore, qualcosa di simile alle autostrade dello Stato, per cui si parlava di migliaia di cammini secondari e di vie alternative che non sono presenti in questo documento.

Queste strade ebbero nella loro genesi una funzione unica e principale: far arrivare le legioni romane in quei luoghi che Roma aspirava a conquistare.

Oggi, la Via della Plata è un insieme di bei borghi e una delle grandi vie romane in Europa. Questa strada collegava con altrettante di grande importanza, come pure con un gran numero di prolungamenti naturali e cammini secondari.

Quelle stesse strade che tempo fa furono percorse da legionari quali Marco Ulpio Atellus, princeps (primo cittadino) della Legio III Italica, nato a *Curiga...*

HISPANIA.

Dem Itinerarius Antonini zufolge waren es etwa 400 Straßen, davon an die 30 in den Provinzen Hispanias, die alle Winkel des Römischen Reiches miteinander verbanden. Es handelt sich jedoch nur um die befestigten Straßen, die im Register von Pretor aufgeführt sind, gewissermaßen die damaligen Reichsstraßen, entsprechend den heutigen Autobahnen, tatsächlich aber existierten wohl tausende kleinerer Straßen und alternativer Wege, die in diesem Dokument keine Erwähnung finden.

Diese Straßen hatten bei ihrem Bau eine einzige und wichtige Funktion: die römischen Legionen zu jenen Orten zu bringen, die Rom erobern wollte.

Heutzutage ist die Vía de la Plata eine Zusammenfassung schöner Ortschaften und eine der großen Römerstraßen in Europa. Sie war verbunden mit vielen anderen von großer Bedeutung, ebenso wie mit vielen schon existierenden weiterführenden Strecken und Wegen.

Die selben Wege, die einst von Legionären wie Marco Ulpio Atellus, Princeps der Legio III Italica, geboren in *Curiga...*

ヒスパニア

アントニーネ・アイテナリーには400ルートが記載され、そのうちの30がヒスパニア地方に相当します。全てのルートは帝国に繋がっていて、これらのルートだけが、ローマの法務官の記録簿、公式地図のようなものに記載されていました。二次経路や代わりの經由道路なども存在していましたが、それらはこの文書には載っていません。

これらの道路はその起源から、ローマ人が征服しなかった場所へとローマ軍隊を移動させるという重要な目的を持っていました。

現在、ピア・デ・ラ・プラタ・ルートは絵に描いたように美しい街の集約で、ヨーロッパで一番大きなローマ街道の一つです。この経路はその他の多くの重要な道路と繋がっているだけでなく、数え切れないほどの数の二次経路や自然に延長された小道と繋がっています。