

Integrated Rehabilitation Project Plan  
Survey of the Architectural and Archaeological Heritage (IRPP/SAAH)

*Regional Programme for Cultural and Natural Heritage in South East Europe*

Plan pour la mise en œuvre de projets de réhabilitation intégrée  
Evaluation du patrimoine architectural et archéologique (IRPP/SAAH)

*Programme régional pour le patrimoine culturel et naturel dans le Sud-Est de l'Europe*



## Preliminary Technical Assessment (PTA)

**THE STONE BRIDGE**  
**Vushtrri/Vučitrn**  
**Kosovo/UNMIK**

**INTEGRATED REHABILITATION PROJECT PLAN /  
SURVEY ON THE ARCHITECTURAL AND ARCHAEOLOGICAL HERITAGE  
(IRPP/SAAH)**

**Regional Programme  
for Cultural and Natural Heritage  
in South East Europe  
2003 - 2006**

**PRELIMINARY TECHNICAL ASSESSMENT  
OF THE ARCHITECTURAL AND ARCHAEOLOGICAL  
HERITAGE IN SOUTH EAST EUROPE**

Document adopted by  
The Center for Cultural Heritage, Mitrovice, IPMK (PISG)  
on 5 July 2005

**THE STONE BRIDGE  
Vushtrri/Vučitrn  
Kosovo/UNMIK**



## FOREWORD

In the framework of the European Commission/Council of Europe Joint Programme on the Integrated Rehabilitation Project Plan /Survey on the Architectural and Archaeological Heritage (IRPP/SAAH), the present Preliminary Technical Assessment (PTA) was prepared by local experts: Flamur Doli, Njazi Haliti, Predrag Nacic headed by Mr Bujar Demjaha IRPP/SAAH Project Coordinator, in cooperation with the PTA expert group: Leader Dr. John Bold (United Kingdom); Experts: Ms. Emma Carmichael (United Kingdom), Mr. Giorgio Gianighian (Italy), Mr. Andreas Heymowski (Sweden), Mr. David Johnson (United Kingdom), Ms. Clairy Palyvou (Greece), Mr. Pedro Ponce de Leon (Spain), Mr. Alkis Prepis (Greece).

The Preliminary Technical Assessment (PTA) was adopted by the Center for Cultural Heritage, Mitrovica, IPMK (PISG) on 5 July 2005.



## 1. Introductory page



Site map



View of the Stone Bridge

<b>1.1 Country or Territory:</b>	KOSOVO/UNMIK
<b>1.2 Name of organisation compiling the information:</b>	Ministry of Culture, Youth and Sports
<b>1.3 Contact name:</b>	Bujar Demjaha
<b>1.4 Email address:</b>	Bujar_Demjaha@gmail.com
<b>1.5 Name and address of building or site:</b>	The Stone Bridge, Vushtrri/Vučitrn
<b>1.6 Inventory reference number(s):</b>	Being processed
<b>1.7 Building/Monument/Site type:</b>	Public infrastructure
<b>1.8 Main dates:</b>	Early mediaeval, Byzantine, Ottoman
<b>1.9 Current use(s):</b>	Not in use

## 2. Executive Summary: the site and its management

Historically, military and commercial routes ran through Vushtrri/Vučitrn connecting Kosovo to the Adriatic Sea. The bridge was initially constructed of five arches, probably in the early mediaeval Byzantine era, with four further arches constructed during the later Ottoman period. Through time, the Sitnica River has changed direction and today the bridge stands on dry ground.

The function of the bridge has significantly changed from an active use to a passive use, and signifies a monument of nostalgic as well as historic value and is used as an unofficial meeting place by the local community.

The current physical condition of the bridge is poor. A large proportion of the bridge is submerged in vegetation, debris and soil build up. Buses park up against the side of the bridge and locals use the site to burn and dump rubbish. The surrounding area is in much need of rehabilitation and it is expected that the ground is liable to flooding in winter.

Funding would potentially:

- Repair a unique monument of architectural and historic importance.
- Significantly enhance the surroundings to the bridge and provide an incentive to tackle the existing waste management issues affecting the landscape and river.
- Provide a definite link between the historic bridge and the town of Vushtrri/Vučitrn.
- Provide future revenue for the town through multicultural events.
- Increase people's awareness and responsibility for their cultural and historical heritage.

The Old Stone Bridge of Vushtrri/Vučitrn bridge is a symbol of the past and is of unique architectural importance to the region.

### **3. Administrative information**

#### **3.1 Responsible Authorities**

Central Institute for Protection of Monuments (IPM) Kosovo, Prishtinë/Priština.

#### **3.2 Building/Site, Name and Address**

Stone Bridge, Municipality Vushtrri/Vučitrn.

#### **3.3 Map reference**

North - 474080

South - 049700

#### **3.4 Type of monument**

Architectural monument in urban area, bridge with no known archaeological elements and not in use.

#### **3.5 Ownership**

Municipality Vushtrri/Vučitrn.

#### **3.6 Statutory Protection/Constraints**

First category of protection.

### **4. Summary of condition**

- |  |                       |
|--|-----------------------|
| <b>4.1 Summary of Physical Condition</b> | - Very bad            |
| <b>4.2 Condition Risk Assessment</b>     | - D – medium priority |
| <b>4.3 Priority for intervention</b>     | - High                |

## 5. Existing information

### 5.1 Documentary sources:

#### Reports:

The technical background, documentation, and research pictures for the stone bridge can be found in previous professional and scientific literature. In this literature, edited in 1902, 1989, 1997, and 1998, some photos were published. An architectural survey was also taken from the documentation of the archive of Kosovo's Institute for the Protection of Monuments. Lately in this Institute only the copy of the survey (made on transparent paper) and the geodesic survey of the Municipality of Vushtrri/Vučitrn, can be found.

Drawings: not available.

#### Photography (aerial/terrestrial):

1. Antiques of Kosovo and Metohija, Book X, (1997), Provincial Institute for Preservation of the Cultural Monuments – Pristina - Figure 13 The Vojinovic Bridge in Vucitrn; and Figure 15 The Vojinovic Bridge in Vucitrn, support detail of the shore pillar.

Two black and white photographs found in book kept in IPM Pristina.

Photogrammetry: not available.

Video: not available.

Publications: See bibliography.

### 5.2 Bibliography:

General analytical and professional studies, regarding the building technique and the bridge's condition:

1. Valter Shtylla, Rugët dhe urat e vjetra në Shqipëri, Tiranë 1997.
2. Valter Shtylla, Monumente kulture në Kosovë, Tiranë 1998.
3. Milan Gojkoviç, Stari kameni mostovi, Beograd 1989.
4. B. Nušić, Kosovo, Beograd 1986 (Novi Sad, 1902).
5. Antiques of Kosovo and Metohija, Book X, (1997), Provincial Institute for Preservation of the Cultural Monuments – Pristina, pp64 The Old Stone Bridges in Kosovo and Metohija (the values and actual problematic) Summary - Milan Gojkovic, Bosko Stevanovic.

### 5.3 Fieldwork already conducted:

Regarding the condition of the old bridge in Vushtrri/Vučitrn, Prof.Milan Gojkoviç - a restorer of old stone bridges - in 1988, explains the condition of this monument as follows:

*“The bridge is in a poor condition and urgently requires proper preservation. Visibly the sides of the bridge are damaged, some elements of the “korkalluk” or palisade are missing, and the construction of the deck (floor), here and there, is damaged. Most especially, the defacement of the bridge’s surfaces is noticeable, many of the hewn stones seem to be corroded as a consequence of chemical activity, pollution and “acid” rain. It is credible that by the statutory urban plan, the intrinsic monumental value of the bridge will increase its aesthetic importance.”* (Quoted from: 5.2/3, page 164).



In the same edition, page 72, the photos show a broken vault at the left side and the palisade or “korkalluk”, followed by an explanation: a sample of the corroded vertical tiles of the “korkalluk” caused by acid rain made worse by other climatic factors. The opening through the frontispiece of the vault is a consequence of the displacement of the central structure of the bridge, and of the foundations.

Comparing the photographs with the present condition of the bridge, we did not notice any further deterioration of the structure.

#### **5.4 Projects in progress:**

Not applicable.

#### **5.5 Projects already planned:**

Do not exist, except some verbal requests made by some of Vushtrri's/Vučitrn's citizens.

#### **5.6 Financial estimates already made:**

No information available although it is thought one was produced in 1986.

## **6. Scope of the PTA**

### **6.1 Extent/Nature of the assessment:**

#### The Team

- Emma Carmichael, Building Surveyor, UK
- Francisco Montanes Garnica, Cultural Heritage Architect, Ministry of Culture
- Flamur Doli, Architect, Faculty of Architecture
- Njazi Haliti, Architect, IPM Kosovo
- Nivic Predrag, Architect, Officer for Cultural Heritage, Ministry of Culture

Time spent: 2 Days

### **6.2 Limitations of the study:**

Foundations inaccessible due to build up of earth and vegetation to a depth of at least 4m.

## **7. The PTA**

### **7.1 Background**

#### **7.1.1 Summary description of the building/site**

Vushtrri/Vučitrn lies on the northern side of Kosovo's plain. It is the oldest urban locality in Kosovo. Historically, military and commercial routes ran through Vushtrri/Vučitrn connecting Kosovo to the Adriatic Sea. After Kosovo was conquered in 1389, the Turks began to administer the town by 1454. After Vushtrri/Vučitrn was conquered, Sultan Murat I destroyed the castle (the fortress).

The old stone bridge was built on the northwest side of town, over the Sitnica River. The bridge is located near the old city, providing a focal point, with a very high architectural importance and value, not only for the city, but for the whole region.

Subsequently, the river changed its flow making a new riverbed and in 1855 another new bridge was built at a distance of 2-3 minutes walk from the original. Once again,

the Sitnica River changed its flow making a new riverbed, at a distance of about 500 m from the second bridge. Here there is now a concrete bridge, built after World War II. By 1949 the original bridge was put under the protection of law as the Old Stone Bridge (*Ura e vjeter e gurit*), nr. Nr.v.ek.859/49 by which name it is now referred.

The structure of the old bridge comprises nine arches; five original pointed arches and four semi-circular arches which are later. Walker, before 1902, describes the three middle arches as wide enough for two wagons to get through it at the same time. Besides the nine arches, through which the Sitnica used to flow, there existed another smaller arch covered by soil, through which flowed a "coulee", named as Kuri-potok, which flowed only in winter.

Until 1902, the bridge's height in the middle, respectively at the middle arch, was 7.5 metres as can be seen by the given picture<sup>8</sup>. Today, with the advent of soil infilling, the middle arch stands at 3.7 m high. This implies a 4 metre deep excavation is required to reach the original riverbed level.

### **7.1.2 Summary of historic development and evolution of the building or site, from the earliest times until the present day.**

#### Description and historic development of the bridge and its surroundings

The bridge was constructed on the Sitnica River, north west of the town of Vushtrri/Vučitrn and within the proximity of other important buildings dating from the 15<sup>th</sup> century, such as the Turkish baths, and the Mosque of Gazi Ali Beut (now demolished) at the core of the ancient city. The bridge was probably constructed in the early mediaeval Byzantine era, when the first five arches were built. Four further arches date from a later Ottoman period. The river flow changed and today the bridge stands on dry ground. The present dimensions of the bridge are 135 metres long and 6.0 metres wide.

It is said that the *old stone bridge (ura e vjeter e gurit)*, is the oldest existing bridge in Kosovo and that it was built during the medieval times of the 14th century. There are theories that this bridge belongs to both the Byzantine and Ottoman architectural periods but it is also conjectured that there are links to the romantic architecture of Northern Albania (11<sup>th</sup> to 14th century<sup>10</sup>).

The bridge's stone structure is a polychrome, with light brown/grey and red coloured stones, with a combination of green stones included. As far as we know, Vushtrri's/Vučitrn's polychromatic bridge structure with different coloured stones represents a unique case in the region.

## **7.2 Significance**

### **7.2.1 Summary statement of significance/historical and heritage importance.**

The bridge although set apart from the city of Vushtrri/Vučitrn is used as a direct walking link between the modern bridge over the Sitnica River and the town. It is used as an unofficial meeting place by the local community and holds great importance to the community as a historic landmark within the municipality.

The local bus station has extended its territory to include the bridge walls, up against which buses park. Tractors park to one side of the bridge selling trailer loads of building sand and other materials. Horse and carts also use the surrounding area to carry out local business.

The bridge is a symbol of the past and is of unique architectural importance as well as a monument representing necessity and life whose function has changed with the change of the river direction. In addition, because the bridge formed part of the old travelling route between Vushtrri/Vučitrn – Mitrovicë/Mitrovica, it is of high historical and architectural value.

The direct connection of the bridge with the city centre, or the old city nucleus, makes this bridge a focal urban point, with the possibility of organizing different multicultural activities in an open space near the bridge. At the same time the bridge can play an educational role, and consequently raise people's concern for cultural and historical custodianship.

All these values raise this bridge to the level of a national monument.

<b>7.2.2</b>	Historical.....	High
<b>7.2.3</b>	Artistic/Aesthetic.....	High
<b>7.2.4</b>	Technological.....	High
<b>7.2.5</b>	Religious/Spiritual.....	Not applicable
<b>7.2.6</b>	Symbolic/Identity.....	High
<b>7.2.7</b>	Scientific/Research.....	Medium
<b>7.2.8</b>	Social/Civic.....	High
<b>7.2.9</b>	Natural.....	Not applicable
<b>7.2.10</b>	Economic.....	Low
<b>7.2.11</b>	Category of significance:.....	National importance

### **7.3 Vulnerability/Risk assessment.**

The change in the course of the Sitnica River at an undefined point, has significantly changed the function of the bridge from an active use to a passive use and as a monument of nostalgic as well as historic value.

The current physical condition of the bridge is poor. A number of its stone arches are dropping, substantial numbers of stones are missing from the parapet wall, and many of those that do exist, are in an accelerated form of decay. The stone surfaces are suffering from the effects of sulphation. The foundations of the bridge are not visible. A large proportion of the bridge is submerged in vegetation, debris and soil build up.

Furthermore, buses park up against the side of the bridge and leave their engines running. Pollution from bus exhausts is adding to the deterioration of the soft stone. Locals use the area to light fires of burning tyres and for dumping rubbish, all of which potentially add to the further deterioration of the bridge. The surrounding area is in much need of rehabilitation and it is expected that the ground is liable to flooding in winter.

There has been a lack of maintenance and repair, and inappropriate iron cramp interventions which are adding to the corrosion of the stonework. The fact that the stones are not considered worthy for salvage and construction elsewhere, has protected the bridge from being completely looted. Although the area is at risk from earthquakes, there are no visible signs of impact damage to the bridge.

## 7.4 Technical condition and 7.5 summary of repairs

### General description

The bridge is approximately 135metres long and 6 metres wide. It is asymmetric; the eastern half is the oldest part, and consists of five pointed arches and the western end consists of four semicircular arches. The five pointed arches are decorated in a polychromatic style of alternating cream and red ashlar forming the voussoirs. There is a distinctive roll moulded string course which acts as a weather detail above the arches and runs the length of the bridge on both sides. The stone parapet is constructed from large single stones which are edge bedded along the length of the bridge. It is presumed that the main internal structure is constructed from rubble stone. The tread layer is built from small cut stones with built in stone brake lines presumably to prevent carts from rolling backwards off the bridge.

### **Foundations and spring of arches**

Condition: The base of the bridge is buried under soil and vegetation.

Research: It is proposed that the area surrounding the bridge be excavated to a minimum depth of 4 metres and possibly to the original river level to expose the bridge foundations. Further investigations to be carried out to assess the condition of the buried stonework and foundations.

### **Stonework**

Condition:

- i. Generally: The stonework is very soft and there are at least four different types of stone present. The stonework has suffered from the effects of pollution, lack of mortar between the joints and a past repair technique of holding the stones together with iron cramps which are now exposed in many places, corroding and effecting the stonework. A great number of stones are missing at parapet level (150 metres), falling out of position and are currently unstable, or are cracked. There are many large holes present in the side elevations of the bridge where birds are nesting.
- ii. Arches: Some of the voussoirs are cracked, the erosion is more pronounced in the grey stones than in the red. The soffits of the arches are especially dirty and blackened by smoke.
- iii. Vegetation: There is much vegetation growing within open joints and particularly at the base of the bridge including moss and lichens.
- iv. Tread layer to the bridge: The tread layer is almost lost with only evidence of some small stones and sand. It should be determined what was the original tread layer.

Repairs: Cleaning and consolidation of the existing stones and addition of new stones with similar characteristics where they are currently missing. All joints to be re-pointed with a soft lime mortar similar to the existing one. Removal of iron cramps where possible and replace with stainless steel if considered necessary. Consolidation of the foundations. Re-bedding of stones and pinning of cracked stones. Repair and addition of a new stone tread surface to the bridge to match the original. Removal of all vegetation and debris from around and under the bridge.

A structural engineer should be engaged to assess the stability of the arches. An archaeologist should be engaged during the excavation works to the foundations along with a structural engineer.

## 7.5 Outline summary of required repairs

It is proposed that the work consists of two initial phases:

Phase 1 for excavation and research of the foundations; establishing boundaries of the site; feasibility studies for the future use of the land/site as a recreational, multi-cultural open space.

Phase 2 consolidation of the bridge including the foundations.

## 7.6 Conservation policy and proposals

**7.6.1** The bridge constitutes a landmark for the town and it is hoped that with its repair and current use as a meeting place for people on foot, with bicycles and as a bus station that it could form the backdrop for a wider sustainable development of the area.

It is proposed that a marked boundary around the site will define the bridge within an open green space where people can meet and the area could potentially become a multi-cultural space for concerts, fairs etc. With the bridge as the backdrop. The local municipality would be considered the most appropriate body to manage the space, to keep it clean and patrol it on a 24 hour basis.

The area will require a proper waste management strategy to be incorporated into the overall plan to prevent the current dumping of waste on the site and around the river.

### 7.6.2 Conservation philosophy

To maintain the bridge with its current architectural features and only replace and add stonework where it is necessary. The stones should be sourced from the same quarry as the original and new interventions to the bridge should be kept to the minimum. Any new designs for the community space should recognise the bridge and its importance and should compliment it subtly. The bridge needs a marked boundary line to be defined around it to prevent any future building construction which may mar its impact within the landscape.

**7.6.3 Level of intervention** - To repair the structure to allow continued use without further deterioration whilst overcoming health and safety issues.

**7.6.4 Reconstruction** - Not applicable.

**7.6.5 Preliminary proposals for appropriate uses, as applicable** - Not applicable.

**7.6.6 Opportunities for social uses and sustainable development** - Not applicable.

### 7.6.7 Broad assessment of priorities for consolidation/covering, repair, conservation, restoration, rehabilitation.

- Dialogue with the municipality to move the bus station away from the bridge.
- Agree and fence a boundary around the site.
- Archaeological excavation and geo-technical survey research.

- Archaeology research to find foundations to the second bridge nearby.
- Repair the stone bridge.
- Feasibility study into the future sustainable usage options for the site including the possible re-routing of part of the river to run under the bridge.
- Remove all debris from around the site and instigate a waste management strategy.

**7.6.8** Public access - wholly or partly, by arrangement; potential community benefit - not applicable.

**7.6.9** Other benefits - the old disused historic hammam in the town centre could be linked as a cultural monument. It is currently swamped by the market.

## 7.7 Finance

**7.7.1** Broad assessment of budgetary needs and phasing; this is not binding and is to be more fully assessed at feasibility stage.

Description	Cost Estimate (Euros)
• Define the site and provide fencing to the boundaries to prevent further dumping.	2,500
• Architectural documentation, archaeological excavation, structural assessment, diagnostic study, and geo-technical survey research.	50,000
• Feasibility study into the possible re-routing part of the river to run under the bridge; landscaping and recreational use of space.	10,000
• Remove all debris from around the site; and level.	1,200
• Feasibility study to instigate a new waste management strategy for the town.	2,000
• Repairs to the bridge – to include stone replacement, piecing in new stone, structural repairs to arches, pinning stone, raking out and repointing mortar repairs, repairs to bridge surface; lighting and interpretation.	217,000

**The total estimated costs are 282,500 Euros**

**7.7.2** Assessment of possibilities for attracting investments: Not applicable.

**7.7.3** Assessment of possibilities for recovering investments: Not applicable.

**7.7.4** Have you already tried to raise funds for this site or monument? No.

**7.7.5** Have you already received funds for this site or monument? No.

## 7.8 Recommendations

Carry out preliminary studies to support the compilation of a full technical documentation. Feasibility studies are required for the rebuilding and conservation of the bridge. There is a need for careful excavations at an approx depth of 4 m x length of approx 140 m. to determine the architectural structure of the bridge's foundations. Prepare specification documentation and costings. Estimate costs for a final project for multi-cultural activities including landscape design and regeneration of the site into a more environmentally friendly and sustainable open air space.

It is proposed that a feasibility study is carried out to question the possibility of directing a subsidiary water flow from the Sitnica under the bridge to re-energise its original use and function as a bridge. The study will require development design for electrical infrastructure, public toilets and other covered spaces for respective functions.

### 7.8.1 The Building or Site

Intended outcome for the building or site: The Bridge, if it is to survive, needs immediate attention and repairs to ensure its survival and historic interest link with cultural heritage. Locally to be a focal point for the town and a space that could be used as a location for multi-cultural events, generating revenue for the town.

Urgency, timing and phasing of works:

2005 – 06 : Protection of the site including defining the boundary. Feasibility studies.

2006 – 07: Carry out conservation repair work, including archaeology survey.

Broad budget assessment : **282,500 Euros** (Refer to 7.7.1)

### 7.8.2 Requirement for further assessment / further documentation / survey works / feasibility studies / detailed costings

- Archaeology surveys to the base of the bridge. This will have direct cost effects on the current approximated budget.
- Archaeology survey to discover the base of a second bridge which stood between the existing historic and modern bridges.
- Stone analysis and close up survey and inspection of the stonework to determine the extent of the stone deterioration. Scaffold access would be required for this exercise.
- The extent of repairs required will directly effect the budget cost which at present is based on a survey from the ground. Equally the availability of the correct stone type from the local quarries will directly effect the budget.
- Mortar analysis. Necessary to decide what materials are required to match the existing mortar and source materials.
- Feasibility study into the course of the Sitnica river and possible routing of a tributary to run across the site and under the bridge. Impact on the land.

Further or improved documentation: Document and photographic research.

Recommended proposed levels of intervention: Archaeological, architectural, structural, landscape design and waste management studies are required as described previously.

Stages of intervention.

Two phases as described above to repair the bridge. Refer to Item 7.5  
Further phase to develop a multi cultural space.

Technical professional expertise required. As described above.

Site management requirements. As described above.

Timing and costing of next stage of assessment

2005 – 2006 Feasibility studies including analysis of materials: **15,700 Euros** (Refer to 7.7.1)

2006 – 2007 Architectural documentation, archaeological excavation, structural assessment, diagnostic study, and geo-technical survey research **50,000 Euros**

2006 – 2007 Repairs to bridge: **217,000 Euros**

### 7.8.3 Management

Short term: IPM will continue to manage the site.

Long term: management of the site will be required by the local municipality to keep the site clean and prevent dumping of waste and maintain the care of the site as well as maintenance of the bridge in discussion with the IPM.

Proposals for the long term management of the monument or site to ensure sustainability: to be carried out by the local municipality. Repairs to the bridge to be under the jurisdiction of the IPM.

### 7.8.4 Summary of Recommendations

Initially, management will be the responsibility of the IPM with the final management of the site being transferred to the local municipality. The significance of the site is clearly stated in Item 7.2.

Feasibility studies must be completed to ensure the suitability of the site as a multi cultural space. Waste management surveys are also essential to clean up the area currently used as a dumping ground. Archaeological excavations are essential to determine the structural stability of the foundations and arch supports currently submerged in sub-soil infill.

An overall strategy and long term programme for the repair and continued maintenance of the bridge is essential to ensure its continued survival as a unique architectural monument and object of historical and symbolic significance to the town and the region as a whole.



## 8. Supporting Documentation

Photographs and a site plan are available.

### PTA Report carried out by:

**Emma Carmichael,  
Bujar Demjaha,  
Flamur Doli,  
Njazi Haliti,  
Francisco Montanes Garnica,  
Ninic Predrag,**

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<sup>1</sup> B. NUSHIQ, Kosovo, Beograd 1986 (Novi Sad, 1902), faqe 270.

<sup>1</sup> Dr. Qazim LLESHI, Qytetet e Kosovës, Prishtinë 1977, faqe 99.

<sup>1</sup> B. NUSHIQ, Kosovo, Beograd 1986 (Novi Sad, 1902), faqe 270.

<sup>1</sup> Evlija ÇELEBI, Putopis, Sarajevo 1979, faqe 275.

<sup>1</sup> Po aty, faqe 275.

<sup>1</sup> Vepra e cit. nën (2), faqe 275.

<sup>1</sup> Po aty, faqe 276.

<sup>1</sup> Po aty, faqe 276.

<sup>ix</sup> Valter SHTYLLA, Rruget dhe urat e vjetra ne Shqiperi, Tirane 1997, faqe 68 ; Valter Shtylla, Monumente kulture ne Kosove, Tirane 1998, faqe 42

<sup>x</sup> Po aty, faqe 68

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and the Council of Europe

Une initiative conjointe de la Commission européenne  
et du Conseil de l'Europe



European Commission  
Directorate General for Education and Culture  
Direction Générale de l'Éducation  
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