

IV. ANALYTIC SUMMARY

Achón Insausti, José Ángel (Universidad de Deusto): **Integrar un espacio, conectarse al mundo: La evolución de las vías de comunicación en Vasconia entre los siglos XVI-XVIII.** (Integrating an area and connecting to the world: The evolution of communication routes in Vasconia between the 16th and 18th centuries). (Orig. es).

In *Iura Vasconiae*, 18, 137-160

Abstract: The evolution of modern roads in Vasconia (16th to 18th centuries) was characterised by three transformations: a) the transition from a policy of maintenance to one of construction of new roads; b) the shift from the role of local institutions to that of genuinely territorial institutions – the provincial councils; c) the shift from an interest in the entries to and exits from the territories to a policy that prioritised their internal structuring.

Key-words: Roads, provincial council, territory, communication, enlightenment, first globalisation, Basque-Navarre provinces, road infrastructures.

Agirreazkuenaga Zigorruga, Iñaki (Euskal Herriko Unibertsitatea / Universidad del País Vasco): **Competencias forales en materia de carreteras en Araba, Bizkaia y Gipuzkoa.** (Regional competences with regard to roads in Araba, Bizkaia and Gipuzkoa). (Orig. es).

In *Iura Vasconiae*, 18, 377-408

Abstract: The Historical Territories of the Basque Country have exclusive competences with regard to roads. However, the Common Institutions of the Basque Country approve their General Plan. With regard to its financing, the transfer of the A-8 in 1999 and the maintenance of its toll in Bizkaia and Gipuzkoa, at the end of the concession period, represents a different model but one that is incomplete inasmuch as there are motorways for use free of charge by light vehicles, when the normal situation would be that everyone pays for the use and maintenance of the roads (except those who pay the most now), establishing a maximum total monthly or annual payment threshold that is lower than the existing one. This should be done with coordination between the Historical Territories, in such a way that the roads are financed through tolls or fees, where all those who use them contribute in a balanced way.

Key-words: Roads, conflicts of competence, Historical Territory, tolls, heavy goods vehicle transport levies

Alli Aranguren, Juan-Cruz (Nafarroako Unibertsitate / Universidad Pública de Navarra: **Competencias forales en materia de vías de comunicación terrestre en Navarra: etapa de los convenios económicos y de la Ley Paccionada; Amejoramiento.** (Regional competences with regard to land communication routes in Navarre: stage of economic agreements and the Ley Paccionada (“Compromise Act”); Improvement). (Orig. es).

In *Iura Vasconiae*, 18, 345-375

Abstract: The powers of Navarre in land communication routes have their origin in the institutions of the Kingdom of Navarre, recognized by the laws of 1841 and by the Organic Law 13/1982, as a historical right. Its legislative and executive history is presented in this article, in which a road network has subsequently been acted on, renewing and adapting it to the economic, social and technical needs, as well as organizational needs and the human, legal and planning resources applied.

Keywords. Land communications. Historical power. Historical law. Legislative regime. Resources.

Aragón Ruano, Álvaro (Euskal Herriko Unibertsitatea / Universidad del País Vasco): **Circulación de ganado y vías pecuarias en el País Vasco (español y francés) y Navarra durante la Edad Moderna.** (Circulation of cattle and livestock routes in Vasconia during the Modern Age). (Orig. es.)

In *Iura Vasconiae*, 18, 85-136

Abstract: The evolution of livestock herds throughout the Modern Age in the northern and southern territories of the Basque Country influenced the practices of livestock circulation and the network of livestock routes, forcing the former to be modified and the establishment of a clear delimitation of the latter, in the Mediterranean area since the end of the 15th century and the beginning of the 16th century, and particularly since the 18th century in the Atlantic area.

Keywords: Livestock, agriculture, Basque Country, Foral systems, free grazing, sunrise to sunset limitation, drovers' roads.

Ayerbe Iribar, M^a. Rosa (Euskal Herriko Unibertsitatea / Universidad del País Vasco): **La regulación jurídica de los caminos en los ordenamientos históricos vascos (siglos XIII-XIX).** (The legal regulation of roads in the historical legal systems of Vasconia (13th-19th centuries). (Orig. es.)

In *Iura Vasconiae*, 18, 161-216

Abstract: This study analyses the origin and development of the legislation that regulated the roads of the three Basque territories of Spanish Vasconia

(Araba, Gipuzkoa and Bizkaia), both in terms of security and the establishment of their road infrastructure (opening, maintenance, cleaning, responsibility for their management, etc.) from the 13th century until the loss of the fueros in 1876. How the influence of Castilian Law in its early days, especially in matters of security, gave way to their own regulatory development, promoted by their territorial councils and the municipalities themselves in a similar and parallel way, until the institutionalisation of the fully matured systems of management throughout the nineteenth century.

Keywords: Roads, Paved roads Bridges, Pontoons, Foral systems, Araba, Gipuzkoa, Bizkaia.

Azkarate Garai-Olaun, Agustín e Ismael García-Gómez (Euskal Herriko Unibertsitatea / Universidad del País Vasco): **Metodología arqueológica y análisis viario. El corredor de Armentia a Busturia como eje troncal de la red viaria vasca en las épocas antigua y medieval**. (Archaeological and road analysis methodology. The corridor from Armentia to Busturia as the backbone of the Basque Road network in ancient and medieval times). (Orig. es.)

In *Iura Vasconiae*, 18, 9-42

Abstract: In this article we propose a work methodology that with an archaeological focus and a markedly stratigraphic approach aims to add to the body of knowledge about the Basque Road network in the earliest times and for which there is a lack of written sources. The article begins with the explanation of the epistemological framework and then continues with a synthesis of the proposed method (called the Stratigraphic Road Deconstruction Method or MDEV) and ends with the case study of the Armentia/Busturia road corridor.

Keywords: Road network, Basque Country, Middle Ages, Antiquity, Landscape Archaeology, Methodology.

Barcelona Llop, Javier (Universidad de Cantabria): **Notas sobre el régimen jurídico del Camino de Santiago a su paso por el País Vasco (actualidad jurídica de una vía histórica)**. (Notes on the legal regime of the Camino de Santiago as it passes through the Basque Country (legal status of a historic route)). (Orig. es.)

In *Iura Vasconiae*, 18, 409-457

Abstract: This article offers an approach to the legal regime of the Camino de Santiago as it passes through the Basque Country, with special emphasis on Decree 2/2012, which is the main piece of regulation. However, it is necessary to place this provision in the broader context of the legal regime covering cultural

heritage, the regulatory framework to which the Camino de Santiago belongs regardless of the territory it crosses, both before and after the inclusion of the Jacobean routes in the UNESCO World Heritage List.

Keywords: Camino de Santiago, Physical cultural heritage, World Heritage, Legal regime of the Jacobean routes, Delimitation of the route.

Marín Paredes, José Antonio (Universidad de Deusto): **Los caminos en el medievo: la apertura de rutas comerciales en los territorios vascos.** (Roads in the Middle Ages: the opening of trade routes in the Basque territories). (Orig. es).

In *Iura Vasconiae*, 18, 43-84

Abstract: The opening of medieval roads and trade routes in the Basque territories was part of the process of social organisation of the area occurring throughout the extensive medieval period. In this article we discuss how the gradual establishment of commercial activity in the medieval Basque territories contributed to their territorial configuration and to the establishment of lines of communication geared towards the main commercial route of medieval Europe: the sea.

Keywords: Social organisation of the area, territorialisation, lines of communication.

Merino Malillos, Imanol (Euskal Herriko Unibertsitatea / Universidad del País Vasco): **Senderos de Paz y Guerra. Los caminos en los itinerarios de las comitivas regias y el tránsito de tropas por las provincias vascas y el Reino de Navarra durante el Antiguo Régimen: usos y normas, significados e improntas.** (Paths of Peace and War. The roads in the itineraries of the royal entourages and the transit of troops through the Basque provinces and the Kingdom of Navarre during the Old Regime: uses and norms, meanings and impressions). (Orig. es).

In *Iura Vasconiae*, 18, 245-291

Abstract: The geographical location of the Basque territories and Navarre, bordering on or close to the border with France, led to visits by both monarchs and soldiers throughout the Old Regime. But there was also another component that conditioned them. Their status as territories endowed with a particular legal framework, as well as their peculiar connections with the Crown of Castile, allowed both types of visit to acquire important meanings for the inhabitants and institutions of the four main territorial entities of Iberian Vasconia. In this article we analyse the logic followed in both types of transit, paying special attention

to the legal rules developed to regulate them, as well as the marks they left on the roads.

Keywords: Old Regime, Vasconia, border, royal visits, soldiers, transit.

Olaizola Elordi, Juan José (Burni bidearen Euskal Museoa / Museo Vasco del Ferrocarril Euskotren): **Los orígenes de los caminos de hierro en Vasconia.** (The origins of the iron roads in Vasconia). (Orig. es).

In *Iura Vasconiae*, 18, 293-344

Abstract: The railway is the most striking result of the Industrial Revolution. It brought together the two great achievements, the steam engine and the steel industry, and was essential for the transport of raw materials and manufactured products, while at the same time becoming the main driver of industrial demand. The initial delay of this means of transport in Vasconia was soon compensated by a notable development, resulting in one of the densest railway networks in Europe.

Keywords: Railway, Industrial Revolution, track gauge, steel industry, transport, mining, Vasconia.

Zapirain Karrika, David: Euskal herriko bideak gure aroan: ikerketa berrirako ideiak. (The roads of the Basque Country in our era: ideas for new investigations). (Orig. eus.).

In *Iura Vasconiae*, 18, 217-243

Abstract: The social meaning of roads is the focus of our analysis of the road-network during the Contemporary Age. In other words: we gave special significance to the social impact of highways. We tried to analyse society through the study of social conflicts in relation to contemporary roads. With the purpose of expanding social history, we collected direct testimonies and personal archives. In addition, we applied the theories and conceptual tools designed by Jason W. Moore to our case study. Our final aim is to expand current research making use of innovation methodologies.

Keywords. Roads, AP1, A63, NIP-IGP, Supersur, Capitalocene, Deba-goiena, Biriatu.