Executive Summary

This information, to be provided by the State Party, will be updated by the Secretariat following the decision by the World Heritage Committee. It will then be returned to the State Party confirming the basis on which the property is inscribed on the World Heritage List.

Bosnia and Herzegovina

State Party

State Larry	Bosina and Herzegovina
State, Province or Region	Entity Republika Srpska Sarajevo Macro Region
Name of Property	Mehmed paša Sokolovic's Bridge in Višegrad
Geographical coordinates to the nearest second	Višegrad: 43.78°N 19.30°E Mehmed paša Sokolovic's Bridge in Višegrad: 43°46'53,2'' N 19°17'16,89'' E
Textual description of the boundary(ies) of the nominated property	Area of nominated property: 1,5 ha Buffer zone 12, 2 ha Total 13,7 ha
A4 (or "letter") size map of the nominated property, showing boundaries and buffer zone (if present)	See page no. 4
Statement of Outstanding Universal Value (text should clarify what is considered to be the outstanding universal value embodied by the nominated property)	The Višegrad Bridge is among the most impressive bridges in the world, and in its setting, its engineering and its formal features, as well as in its durability and solidity, and its readiness to receive and absorb changes to its environment, it is a masterpiece by a world master architect. The verse inscribed in the stone at the middle of the bridge states that it is "a bridge that has no counterpart in the world". To anyone observing the bridge, regardless of his or her knowledge of history, art and literature, it is plain to see at first glance that the bridge in Višegrad reflects the skill of a master architect and builder. The architect of the Višegrad Bridge was Mimar Koca Sinan ibn Abd al-Mannan, most famous of all the architects of the Ottoman Empire and one of the greatest architects the world has known. The Višegrad Bridge is one of his two most important designs of this type. The uniqueness of the Višegrad bridge is associated largely with its form – a geniculation structure composed of a section with eleven arches spanning the Drina, and a fourarched ramp by means of which the bridge takes a right angle to join the left bank, following the lie of the land. This form, which was that of the bridge on completion, has largely survived in

authentic shape to this day.

What especially makes this bridge unique and outstanding is that it is either reflection of or reflected on the power, skills and ability of the three the most prominent historical figures - its endeavor grand Vezier Mehmed-pasha Sokolovic, its author - the chief architect of the Ottoman Empire Mimarbasha Koca Sinan and its "biographer", the Nobel's prize laureate Ivo Andric – writer of the famous "The Bridge over Drina". It makes its architectural, historical and symbolic values merging into the outstanding expression that is among few icons representing Bosnia and Herzegovina.

In the symbolism of its function – to connect people, to secure passage from one side to the other, to be a link between different roads coming from faraway parts of the world – the very idea of the Bridge in Višegrad has connected people from both sides of the Drina with their fellow countryman in faraway Istanbul, with the great imperial architect, with writers, readers and painters from the whole world. The Bridge is a reflection of diversities expressed through harmony and the durability of memory.

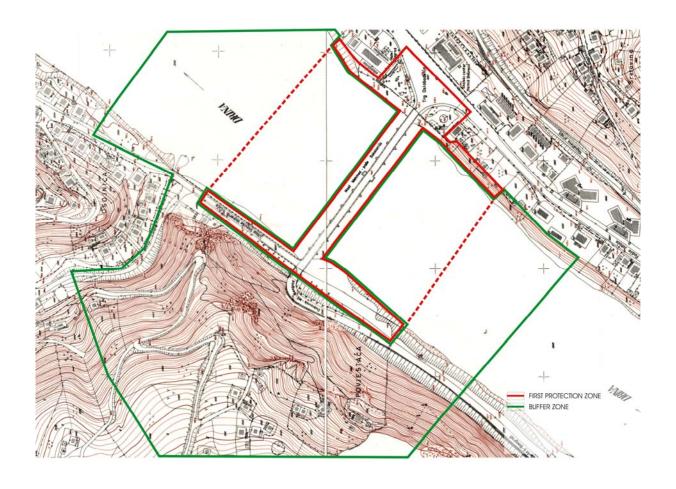
The Bridge was built at the peak of power and glory of the Ottoman Empire, in the period when several men originating form Bosnia were influential and authoritative in the very heart of Empire. Their influence resulted in ability to build glorious endowments in their homeland. Mehmed-pasha Sokolovic was the most famous among them and his legacy is immense – but the bridge across the river near the village of his origin – this bridge in Višegrad - is in fact the most famous.

It has been glorified by folk tradition and folk poetry, by historiography and writers, artists and visitors more then any other piece of human work in Bosnia and Herzegovina.

The Mehmed-pasha Sokolović Bridge has always been understood by each and all citizens of Bosnia and Herzegovina as their own precious heritage. That is why this monument survived even the war 1992-1996 when cultural heritage of Bosnia and Herzegovina was the target of wanton and systematic destruction.

The bridge is associated with important historical events from different periods of Bosnian-Herzegovinian history. It is a place that lot of citizens associate with the memories of historical and social changes, rebellions, wars, persecution of civilians – what adds to this old structure built in 1551-1557 – a new symbolic and semantic layer that some World Heritage

	sites have as a basic and prevailing value.		
Criteria under which property is nominated (itemize criteria) (see Paragraph 77 of the Operational Guidelines)	C (i). To represent a masterpiece of human creative genius C (ii.) To exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design C (iv.) To be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history C (vi.) To be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance		
Name and contact information of official local institution/agency	Organization: Commission to Preserve National Monuments Address: Obala Kulina bana 1 Tel: +387 33 27 67 60 Fax: +387 33 27 67 68 E-mail: aneks8ko@bih.net.ba Web address: http://www.aneks8komisija.com.ba		



Forn	nat for the nom	ination of proper	ties for inscrip	tion on the Wor	ld Heritage List
	Mehmed	paša Sokolo	vic's Brid	lae in Više	red
	wiemneu j	Jasa Sukuk	VIC S DITC	ige in vise	51 au

CONTENTS

FOLDER 1

MEHMED PASHA SOKOLOVIĆ BRIDGE IN VIŠEGRAD, BOSNIA AND HERZEGOVINA – NOMINATION TEXT

1. IDENTIFICATION OF THE PROPERTY

- 1. a Country (and State Party if different)
- 1. b State, Province or Region
- 1. c Name of Property
- 1. d Geographical coordinates to the nearest second
- 1. e Maps and plans, showing the boundaries of the nominated property and buffer zone
- 1. f Area of nominated property (ha.) and proposed buffer zone (ha.)

2. DESCRIPTION

- 2. a Description of Property
- 2. b History and Development

3. JUSTIFICATION FOR INSCRIPTION

- 3. a Criteria under which inscription is proposed (and justification for inscription under these criteria)
- 3. b Proposed Statement of Outstanding Universal Value
- 3. c Comparative analysis (including state of conservation of similar properties)
- 3. d Integrity and/or Authenticity

4. STATE OF CONSERVATION AND FACTORS AFFECTING THE PROPERTY

- 4. a Present state of conservation
- 4. b Factors affecting the property

5. PROTECTION AND MANAGEMENT OF PROPERTY

- 5. a Ownership
- 5. b Protective designation
- 5. c Means of implementing protective measures.
- 5. d Existing plans related to municipality and region in which the proposed property is located
- (e.g., regional or local plan, conservation plan, tourism development plan)
- 5. e Property management plan or other management system
- 5. f Sources and levels of finance
- 5. g Sources of expertise and training in conservation and management techniques
- 5. h Visitor facilities and statistics
- 5. i Policies and programmes related to the presentation and promotion of the property
- 5. j Staffing levels (professional, technical, maintenance)

6. MONITORING

- 6. a Key indicators for measuring state of conservation
- 6. b Administrative arrangements for monitoring property
- 6. c Results of previous reporting exercises

7. DOCUMENTATION

- 7. a Photographs, slides, image inventory and authorization table and other audiovisual materials
- 7. b Texts relating to protective designation, copies of property management plans or documented management systems and extracts of other plans relevant to the property
- 7. c Form and date of most recent records or inventory of property
- 7. d Address where inventory, records and archives are held
- 7. e Bibliography

8. CONTACT INFORMATION OF RESPONSIBLE AUTHORITIES

- 8. a Preparer
- 8. b Official Local Institution/Agency
- 8. c Other Local Institutions
- 8. d Official Web address

9. SIGNATURE ON BEHALF OF THE STATE PARTY

FOLDER 2 MANAGEMENT PLAN

FOLDER 3 ANNEX I - VI

FOLDER 4 VIDEO DOCUMENTATION AND PUBLICATIONS

1. Identification of the Property

1.a Country (and State Party if different)

Bosnia and Herzegovina

1.b State, Province or Region

Entity Republika Srpska Sarajevo Macro Region

1.c Name of Property

Mehmed paša Sokolovic's Bridge in Višegrad

1.d Geographical coordinates to the nearest second

Višegrad: 43.78°N 19.30°E

Mehmed paša Sokolovic's Bridge in Višegrad: 43°46'53,2" N 19°17'16,89" E

1.e Maps and plans, showing the boundaries of the nominated property and buffer zone

(i) **Topographic map** - original copy

AII -5 TOPOGRAPHY MAP OF VISEGRAD

(ii) Location Map

- AII -1 THE MAP OF BOSNIA AND HERZEGOVINA
- AII -2 THE MAP OF BOSNIA AND HERZEGOVINA ENTITIES
- AII 3 THE MAP OF REPUBLIKA SRPSKA
- AII -4 SITE MAP

AIII -9

AIII -10

- AII -6 AREAL VIEW OF VIŠEGRAD
- AII -7 ORTO-PHOTO RECORD OF THE CITY
- AII -8 ORTO -PHOTO RECORD OF THE BRIDGE
- AII -9 PROTECTION ZONE AND BUFFER ZONE
- AII -10 ORTO -PHOTO RECORD OF THE BRIDGE PROTECTION ZONE AND BUFFER ZONE
- AII -11 GEOLOGICAL MAP OF BOSNIA AND HERZEGOVINA
- AII -12 MAP OF EARTHQUAKES IN BOSNIA AND HERZEGOVINA
- AII -13 MAP OF EARTHQUAKES IN VIŠEGRAD MUNICIPALITY
- AII -14 RELIABILITY OF BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -15 CURRENT USE OF THE BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -16 HEIGHT OF BUILDINGS IN THE PROTECTION BELT
- AII -17 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -18 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -19 TOWN PLAN OF THE MUNICIPALITY OF VIŠEGRAD TO 2010
- AII -20 DRAFT URBAN DEVELOPMENT PLAN OF VIŠEGRAD TO 2015
- AII -21 DRAFT OF THE VIŠEGRAD TOWN PLANNING PLAN: TRAFFIC PLAN DETAIL

(iii) Plans and specially prepared maps of the property

AIII -1	PLAN OF VISEGRAD FROM AUSTRO-HUNGARIAN PERIOD
AIII -2	SITUATION OF THE BRIDGE IN THE SCALE OF 1:1562,5 FROM 1911
AIII -3	PLAN OF INVESTIGATION WORKS FROM 1911
AIII -4	FACADE FROM 1907
AIII -5	DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR IV
AIII -6	DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR V
AIII -7	DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1909 / PILLAR VI
AIII -8	DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR VII

DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR VIII

DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1909 / PILLAR IX

2

AIII -11	PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR IV
AIII -12	PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR V
AIII -13	PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR VI
AIII -14	PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR VII
AIII -15	PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR VIII
AIII -16	PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR IX
AIII -17	PROJECT FOR RECONSTRUCTION FROM 1911 / DETAIL
AIII -18	PLAN AND FACADE OF THE BRIDGE WITH IRON CONSTRUCTION FROM 1916.
AIII -19	PLAN AND FACADE OF THE BRIDGE, SCALE 1:200
AIII -20	FACADE FROM 1921.
AIII -21	ANALYSES OF PAVEMENT FROM 1940.
AIII -22	INTERVENTION ON PAVEMENT FROM 1940.
AIII -23	PLAN, FACADE AND CROSS SECTION OF THE BRIDGE
AIII -24	UPSTREAM FACADE OF THE BRIDGE
AIII -25	DOWNSTREAM FACADE OF THE BRIDGE
AIII -26	PLAN AND CROSS SECTIONS
AIII -27	DRAWING OF THE GATE /MIHRAB/
AIII -28	PLAN AND THE CROSS SECTION OF THE BRIDGE WITH PRESENTATION OF ALL
	DAMAGES IN PERIOD FROM 1911. TILL 2004.
AIII -29	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR I, II
AIII -30	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR III
AIII -31	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR IV
AIII -32	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR V
AIII -33	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR VI
AIII -34	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR VII
AIII -35	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR VIII
AIII -36	PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR IX

1.f Area of nominated property (ha.) and proposed buffer zone (ha.) Area of nominated property: 1,5 ha

Buffer zone 12, 2 ha

Total 13,7 ha

2. Description

2.a Description of Property

"For the greater part of its course the river Drina flows through narrow gorges between steep mountains or through deep ravines with precipitous banks. In a few places only the river banks spread out to form valleys with level or rolling stretches of fertile land suitable for cuitivation and settlement on both sides. Such a place exists here at Višegrad, where the Drina breaks out in a sudden curve from the deep and narrow ravine formed by the Butkovo rocks and the Uzavnik mountains. The curve which the Drina makes here is particularly sharp and the mountains on both sides are so steep and so close together that they look like a solid mass out of which the river flows directly as from a dark wall. Then the mountains suddenly widen into an irregular amphitheatre whose widest extent is not more than about ten miles as the crow flies. Here, where the Drina flows with the whole force of its green and foaming waters from the apparently closed mass of the dark steep mountains, stands a great clean-cut stone bridge with eleven wid sweeping arches. From this bridge spreads fanlike the whole rolling valley with the little oriental town of Višegrad and all its surround-ings, with hamlets nestling in the folds of the hills, covered with meadows, pastures and plumorchards, and criss-crossed with walls and fences and dotted with shaws and occasional clumps of evergreens. Looked at from a distance through the broad arches of the white bridge it seems as if one can see not only the green Drina, but all that fertile and cultivated countryside and the southern sky above.

On the right bank of the river, starting from the bridge itself, lay the centre of the town, with the market-place, partly on the level and partly on the hillside. On the other side of the bridge, along the left bank, stretched the Maluhino Polje, with a few scattered houses along the road which led to Sarajevo. Thus the bridge, uniting the two parts of the Sarajevo road, linked the town with its surrounding villages."

Ivo Andrić begins his novel *The Bridge on the Drina* with this description of the Drina and the bridge over it, locating the action in an entirely real landscape. Both the bridge and the Drina were still the same when Andrić was awarded the Nobel Prize for Literature, and the image survives to this day with no major changes. The river Drina is the largest tributary to the south of the river Sava, with the greatest volume of water. The river bed drops steeply, and the river with its great volumes of water flows northwards. The river's considerable depth and width make it difficult to cross, as a result of which it was the natural boundary between two regions for centuries (Annex IV, AIVb-1). The Drina arises from the rivers Piva and Tara merging into one (Annex II, AII-2). It flows into the Sava at Rača, north of the town of Bijeljina. The overall length of the river is some 340 km. In its upper course, it flows through gorges. Between the towns of Goražde and Višegrad it has carved out a gorge with sides about 900 m in height.

The fullest description of the bridge is the one given by Mehmed Mujezinović and Džemal Čelić in their book *Stari mostovi u Bosni i Hercegovini*², which we quote almost in its entirety³.

"A characteristic of the basic design of the bridge is that it consists of two sections: one crossing the Drina at right angles to the flow of the river, and another making a right-angled turn down from the roadway of the bridge along the left bank to ground level⁴. This is an unusual design for a bridge.

The main structure of the bridge over the river is borne by nine large stone piers (Annex II, AII-4), set in the river bed and so shaped that they lie longitudinally in the direction of the current, terminating on the upstream side at a flood divider and reducing the pressure; on the downstream side, they are polygonal.⁵ The width of these piers ranges from about 3.50 to 4.m, and they are some 11.50 m in length. These markedly long piers, countering the water pressure from upstream, are a basic element of the stability of the structure. At mid height the piers taper off into a pyramidal section, abutting onto the spandrel walls at about three-quarter height above normal water level⁶. The transition from the vertical section of the pier to the pyramidal is accentuated by a moulded string course, and the top of the pyramids by a single decorative

¹ Andric, I. *The Bridge on the Drina*. Beograd: Dereta, 2003. p. 13.

² Old Bridges in BiH- Sarajevo Publishing, Sarajevo 1998. pp. 189-195

³ Here and there, briefer descriptions or clarifications by other scholars, or more detailed descriptions of certain features of the bridge, are inserted into the text; these are placed within square brackets.

⁴ See sections 3. Justification for Inscription 3.a Criteria under which inscription is proposed (and justification for inscription under these criteria)C (i). To represent a masterpiece of human creative genius

⁵ See sections 3.c Comparative analysis (including state of conservation of similar properties) 1. Typological attributes, chronological and stylistic attributes

⁶ See sections 3.c Comparative analysis (including state of conservation of similar properties) 2. Attributes of the Architect/Designer – Comparison with other Works of Architect Sinan

stylized stone flower⁷. [In the case of the bridge in Višegrad, there is a stress gradient in each arch structure. Two approximately equal angles of force meet on the pier between two approximately equal arches. Their horizontal components, of the same value but opposite in direction, cancel each other out, and their vertical components are transferred via the pier to the load-bearing ground. This creates equilibrium of forces in the series of arches. Only the end arches put pressure on the banks with their horizontal components. See: Milan Gojković, *Stari kameni mostovi* (Old Stone Bridges), Naučna knjiga Beograd, Beograd, 1989]⁸.

At the ends of the bridge, the abutment of the bridge on the right bank consists of two retaining walls, which the bank cuts into two different levels, with the difference spanned by a single small arch; while on the left bank, the abutment consists of a massive angled section of the bridge, which leads to the ramp already referred to. Ten strong arches of unequal span, ranging from 10.70 to 14.80 m, rest on the piers described above. There is an eleventh arch by the right bank, below which no water flows at normal water level, and the span of which is less than half that of the smallest arch over the water.

Four stone oculi were also made below the stone ramp, of which the largest, close to the angle of the bridge, has a span of 4.5 m, while the remaining three smaller ones are almost at the end of the descent (Annex III). Of these, the last two had become filled with sand by the end of the last century, while through the third flows a stream that runs into the Drina at this point. The arches of the bridge begin at approximately two-thirds of the height of the vertical pier, and rest on a moulded projection. In shape these are classic pointed Turkish arches, with the eccentricity of the centers of the arcs relatively small (approx. 1 m), making them almost semicircular in shape. Such arches are typical of the classical arches of Turkish bridges [bridges of the Ottoman classical style], the pointed arch of which appears much more gently sloped and serene than, for example, the steeply pointed Gothic arch.

The overall length of the bridge is 179,44 m, consisting of the following structural quantities, from the left (west) bank to the right (east):

width of the retaining wall of the ramp	8 00 m
-	
first opening	
first pier	
second opening	
second pier	3,76 "
third opening	12,74 "
third pier	3,77 "
fourth opening	
fourth pier	
fifth opening	
fifth pier	
sixth opening	
sixth pier	
seventh opening	
seventh pier	
eighth opening	
eighth pier	
ninth opening	
ninth pier	
tenth opening	
lower retaining wall by right bank	
eleventh opening	
Overall length of bridge	.1/9,44 m

⁷ See sections 3.c Comparative analysis (including state of conservation of similar properties) 3. Atributes concerning specific elements or features / Comparison from the perspective of the use of separate elements

⁸ See sections 3.c Comparative analysis (including state of conservation of similar properties) 1. Typological attributes, chronological and stylistic attributes

The descent of the ramp is about 120 m long, and the largest opening here has a span of 4.50 m. The height of the bridge, at the highest point above the normal water level above the central, sixth opening, is 15.40 m, from which point the roadway slopes gently down towards the right and left banks, a fall of 25.6%. The overall width of the bridge is 7.20 m, of which 60 cm on each side consists of the parapet walls, leaving a roadway width of 6 m. The overall width of the ramp, including the parapet, is 6.60 m. The thickness of the arch structure is 85 cm in the case of the widest spans.

The spandrel walls of the bridge are accentuated with a minimum of moulding outside the voussoirs of the arches. The face of these spandrel walls is composed of precisely cut horizontal courses of travertine blocks, architecturally complemented with two shallow niches in the form of blind windows above each pier apart from the sixth, which projects outwards along the façade to support two decorative features: the sofa⁹ and the portal¹⁰. The windows have the proportions and contours of the upper row of windows in a mosque, and discreetly accentuate the places where, in some bridges, there is a relieving aperture. It is possible that in the original structure of the bridge they accentuated cavities like those of the Mostar Bridge. [Above each of these niches is a shallow rectangular niche with a narrow moulded frame. This gives the spandrel walls a regular rhythm expressing two facets of the bridge – the structural and the decorative. (Annex IV, AIVb-23, AIVb-24)]

The roadway of the bridge is indicated by a finely moulded string course with a height of 30 cm, on which the *korkaluk* (parapet) once rested and which now bears the substantial parapet wall.

The sixth pier of the bridge, counting from left to right bank, is of particular interest on account of its elaborate form and finishing details, both on the upstream and the downstream side. On the upstream side, the triangular footprint of the projection of the pier gradually widens out stepwise into a rectangular projection, surrounded by a string course at the level of the roadway, from which a tall blind portal rises, with the inscription of the building of the bridge, already referred to earlier. The downstream side of the pier, with its polygonal footprint, is treated somewhat differently as to the stepped transition, but also ends in a rectangular projecting, decoratively treated above the main string course and supplemented by small console brackets, while above the string course is a small sofa by way of a resting place, two steps up from the roadway and surrounded by a stone bench¹¹.

Ivo Andrić describes this part of the Bridge as follows: "The bridge was about two hundred and fifty paces long and about ten paces wide save in the middle where it widened out into two completely equal terraces placed symmetrically on either side of the roadway and making it twice its normal width. This was the part of the bridge known as the kapia. Two buttresses had been built on each side of the central pier which had been splayed out towards the top, so that to right and left of the roadway there were two terraces daringly and harmoniously projecting outwards from the straight line of the bridge over the noisy green waters far below. The two terraces were about five paces long and the same in width and were bordered, as was the whole length of the bridge, by a stone parapet. Otherwise, they were open and uncovered. That on the right as one came from the town was called the sofa. It was raised by two steps and bordered by benches for which the parapet served as a back steps, benches and parapet were all made of the same shining stone. That on the left, opposite the sofa, was similar but without benches. In the middle of the parapet, the stone rose higher than a man and in it, near the top, was inserted a plaque of white marble with a rich Turkish inscription, a tarih, with a carved chronogram which told in thirteen verses the name of the man who built the bridge and the year in which it was built. Near the foot of this stone was a fountain, a thin stream of water flowing from the mouth of a stone snake." 12

The piers, arches and spandrel walls are of travertine¹³ from the Višegrad spa quarry, which has proven to be a highly durable building material. The basic feature of this kind of stone, apart from its porosity and ease of working, is that its mechanical characteristics improve with time. The separate blocks are bound with iron cramps set in lead.

⁹ This part of the Ottoman bridges is comonly known in Turkish as *kitabi kiosk* (inscription *kiosk*) and *sofa* ("bench"). But for this very bridge the terms that are used as the names of the elements are kapija (gate), mihrab and sofa, in both folk tradition and written

sources.

10 See sections 3.c Comparative analysis (including state of conservation of similar properties) 3. Atributes concerning specific elements or features / Comparison from the perspective of the use of separate elements

11 See sections 3.c Comparative analysis (including state of conservation of similar properties) 3. Attributes concerning specific

elements or features / Comparison from the perspective of the use of separate elements

¹² Andric, I. *The Bridge on the Drina*. Beograd: Dereta, 2003, p. 14-15.

¹³ See section 3.d Integrity and/or Authenticity, Materials and Substance, Traditions and Building Techniques

The roadway of bridges in the classical Ottoman style was constructed in a manner that depended on the slope of the roadway and the importance of the bridge itself. The roadway structure of the main part of the bridge was as a rule of markedly better quality than that of the approach roads. In the case of bridges built during the Ottoman period in south-eastern Europe, including the bridge in Višegrad, the roadway was usually paved with sizeable pieces of very hard cut stone, but sometimes of ordinary quarry stone or pebbles set in a layer of lime mortar. The type and thickness of the mortar varies according to the importance of the bridge or the slope of the roadway. The mortar was also made by adding a certain quantity of finely ground brick or *terra rossa* to the binder; these, being materials with a high proportion of oxides, produced hydraulic mortar, which resulted in a base that was impermeable to water (See: Milan Gojković, *Stari kameni mostovi*, Naučna knjiga Beograd, Beograd, 1989.). [The present roadway of the bridge is not the original, and consists of pavement made of small subs of dark granite.]

The guard tower on the bridge was not architecturally part of the structure, and although we do not know exactly when it was erected, it can fairly safely be said to date from the early 19th century and to have been built in response to the First Serbian Insurrection.

The tower on the bridge was also used as a customs house, where excise taxes were levied on goods. A monthly account book of duties collected on the Sokolović Bridge and other places near Višegrad, dated 11.VII. 1845, has survived.¹⁴

The tower is to be seen on the 1873 drawing already referred to, and it is also mentioned by several scholars dealing with the Višegrad Bridge. These include Fr. Jukić, who noted that the bridge 'has been built onto at the centre, where there is a *čardak* where the guard is housed; it is closed at night. The guards ask travelers passing this and that way to show their travel documents.' 15

(Text by Mirzah Fočo)

2.b History and Development CULTURE AS THE MEANING OF HISTORY

"Anyone who understands architecture and construction is left in astonishment and amazement when looking at the bridge." ¹⁶

The purpose of this paper is twofold. It is designed, first, to set out how mediaeval Bosnia became part of the Ottoman Empire; and second, to indicate the historical background against which the Mehmed Pasha Sokolović bridge in Višegrad came into being – "beyond doubt the most famous structure dating from the years following the occupation of Bosnia by the Ottomans" a time that coincided with the Ottoman Empire's height of power, when it became a "world-wide state." ¹⁸

Ι

After taking Gallipoli in 1354, since when the Ottomans settled permanently on European soil, the effectiveness of the resistance to Ottoman inroads to the north-west became the yardstick of the "success of the operations of rulers and political communities in the Balkans." The Balkan peninsula, all of which had belonged to the Byzantine Empire in about 1160, as far as the Sava and the Danube, now consisted of about 15 states or independent provinces with their own political and military forces. Apart from an attempt on the eve of the battle of Kosovo in 1389, from the moment the Ottomans first appeared and right through to their

15 F. Jukić, pp 121-2.

¹⁴ Idem p.r. 167.

¹⁶ Evliya ÇELEBI, from: *Putopis. Odlomci o jugoslovenskim zemljama (Travelogue: excerpts on Yugoslav lands)* Sarajevo, 1996, p. 262

^{262 &}lt;sup>17</sup> Kosta HÖRMANN, Ćuprija u Višegradu (The Bridge in Višegrad), in: Glasnik zemaljskog muzeja u Bosni i Hercegovini (Inl of the National Museum in BiH), bks, I-IV, Sarajevo, 1889, p. 79.

¹⁸ Historija osmanske države i civilizacije (History of the Ottoman State and Civilization) Ed: Ekmeleddin Ihsanoğlu, Oriental Institute in Sarajevo – Ircica – Istanbul, Sarajevo, 2004, 39 passim. **Original Title**: Osmanli Devleti ve Medeniyeti Tarihi I/II, Istanbul, 1994, 1997.

¹⁹ Tomislav RAUKAR, *Hrvatsko srednjovjekovlje (prostor, ljudi, ideje), (Mediaeval Croatia [area, people, ideas])* School book – Institute for Croatian History of the Faculty of the Humanities in Zagreb, Zagreb, 1997, 94.

occupation of the entire peninsula, there was no serious effort by these states to join forces.²⁰ Each was left to its own, which makes it easier to understand the Ottomans' military successes.

The basis of the territorial expansion of the Ottoman Empire was its effective military organization, subordinate to its principal aim: to conquer new regions, and their economic and human resources. The Janissary troops, the system of military landholdings, and the levying of many soldiers from subjugated lands (Bulgarians, Serbs, Albanians, Macedonians and Greeks) to form part of the Ottoman military forces gave them a superiority that their opponents could not even conceive of. The Ottoman army went on campaign with two to three months' food rations, enabling it to fight much further from home base than any other comparable European force in the late mediaeval period. Its average marching speed meant that it covered about ten miles a day. Rough calculations show that the Sultan, with only half the revenues, achieved considerably more than Hungary's King Matthias Corvinus (1458-1490) – the most notable ruler of eastern-central Europe – was able to with immense financial effort. 22

Although warnings of the growing Turkish threat were first deliberately disseminated through the courts of Europe as early as 1392,²³ Europe's Christian countries regarded the threat as negligible, or even disregarded it totally. Later, when this position became untenable, European states entered into relations both covertly and overtly with the Porte, so as to hold the enemy forces in Europe in check. The Doges of Venice, the "Most Christian" kings of France, and, in the later stages of the Turkish wars, many notable and influential families from Hungary, backed the Ottomans' imperialist aims, which were indeed barely distinguishable from similar political aspirations on the part of the Christian powers.²⁴

In the autumn of 1444, the last attempt to mount a joint action against the Ottomans came to nothing at Varna. The last chance of saving Constantinople, the imperial city, was lost; the fall of Byzantium became inevitable, and the liberation of the Balkans impossible. Varna announced the fall of Byzantium, and Ottoman rule in the Balkans was secured. In the summer of 1448, with no significant financial backing from the West, the governor of Hungary, Ivan Hunyadi, launched a crusade against the Turks. In mid October 1448 his forces were routed to Kosovo, and on his return to Hungary he was taken captive by despot Durad. This was the "dynamic maximum" of the West and Hungary in their clashes with the Ottomans.

In late May 1453, Sultan Mehmed II took Constantinople. This caused dismay and shock in Europe, expressed in literary form in the pessimistic reflections of Eneo Silvio, who wrote on 21 July 1453: "We have experienced the fall of the Greeks, and we now expect the downfall of the Latins." With the occupation of Constantinople, the Turks set the seal on their standing as a European power, acquired with the victory of Varna, and the historic significance of their "century and a half of incursions." The dilemma in which Constantinople found itself after Varna was resolved: whether to become the capital city of the land-

²⁰ Sima M. ĆIRKOVIĆ, Cena najamnika u Jugoistočnoj Evropi krajem srednjega veka (The price of mercenaries in South-eastern Europe in the late mediaeval period), Offpring from Vojne krajine u jugoslovenskim zemljama u novom veku do Karlovačkog mira 1699 (Military frontier regions in Yugoslav lands in the modern age, to the 1699 Treaty of Karlowitz) (Seminars of the Serbian Academy of Science and the Arts. bk. XLVIII. Department of Historical Sciences, bk. 12), Beograd, 1989, 12.

Academy of Science and the Arts, bk. XLVIII, Department of Historical Sciences, bk. 12), Beograd, 1989, 12.

21 Jean W. SEDLAR, *East Central Europe in the Middle Ages 1000-1500. A History of East Central Europe*, Volume III, Editors P. F. Sugar – D. W. Treadgold, UNIVERSITY OF WASHINGTON PRESS, Seattle and London, 1994, 241-244. For the structure of Ottoman military troops, see: S. ĆIRKOVIĆ, *op.cit.*, 14.

²² On the economic and military resources of Hungary and the Ottoman Empire, with comparative illustrative details, see: S. ĆIRKOVIĆ, *op.cit.*, 13-22.

²³ Jörg K. HOENSCH, Kaiser Sigismund Herrscher an der Schwelle zur Neuzeit 1368-1437, C. H. Beck, München, 1996, 81.

²⁴ Stephan VAJDA, *Felix Austria. Eine Geschichte Österreichs*, Ueberreuter, Wien-Heidelberg, 1980, 150.

²⁵ Georgije OSTROGORSKI, *Istorija Vizantije*, Serbian Literary Society-Prosveta, Beograd, 1969, 524-525. (Title of original: *History of the Byzantine State* (2nd ed. New Brunswick 1997)

²⁶ Oskar HALECKI, *Borderlands of Western Civilization*. A History of East Central Europe, The Ronald Press Company, New York, 1952, 135.

²⁷ Halil INALCIK, *Pitanje Segedinskog mira i kriza turske države 1444. godine* (*The issue of the Treaty of Segedin and the crisis of the Turkish state in 1444*), *Contributions to Oriental Philology*, Oriental Institute in Sarajevo, XII-XIII, Sarajevo, 1965, 306. Cf. *HISTORY of POLAND*, by A. Gieysztor, S. Kieniewicz, E. Rostoworowski, J. Tazbir, H. Wereszycki, PWN – Polish Scientific Publishers, Warsaw, 1968, 141.

²⁸ Jovan RADONIĆ, *Zapadna Evropa i balkanski narodi prema Turcima u prvoj polovini XV veka (Western Europe and the Balkan Peoples vs. the Turks in the first half of the 15th century) Ed. Matice srpske, Novi Sad, 1905, 257-258; Momčilo SPREMIĆ, in: <i>Istorija srpskog naroda (History of the Serbian People)*, II, SKZ, Beograd, 1982, 263-264.

²⁹ Milan ŠUFFLAY, Hrvati u sredovječnom svjetskom viru (Croats in the mediaeval world vortex), in: Sveslavenski zbornik. Spomenica o tisućugodišnjici hrvatskoga kraljevstva (Pan-Slav Anthology: Commemorative Volume on the Thousandth Anniversary of the Croatian Kingdom), Zagreb, 1930, 239.

³⁰ Ralf-Peter MÄRTIN, *Dracula. Das Leben des Fürsten Vlad Tepes*, Fischer Taschenbuch Verlag Frankfurt/M, 1991, 83.

based Muslim empire or the centre of the maritime empire of the Catholic world.³¹ After taking Constantinople, Mehmed II declared: "One God rules the Heavens; it is proper that on Earth too one ruler should reign." This phrase circulated around Europe.

Over the divided, partisan interests of politically ramshackle Christian Europe lay the shadow of the transcontinental Ottoman Empire in full ascendancy: by now it covered more than 500 000 km², equal in area to present-day France. Its strike force consisted of its perfect military organization, the core of which was the Spartan-disciplined regular units of the *spahis* and the elite detachment of the Janissaries. By the "international" standards of its time, the army of the "slaves of the Porte," as they were known, was the best, and well paid too, which meant that its soldiers could dedicate themselves wholly to their profession. The entire standing army was on permanent readiness in barracks, unlike Europe's mercenary troops, of which only the command-level personnel was on full battle readiness in times of peace.³³

The Ottoman tax system provided the treasury with annual revenues of about 2 million ducats, of which about 800,000 was spent on the Sultan's court alone, while 60% of the state funds was allocated to the war budget.³⁴ According to Jakov de Promontori, during Mehmed II's reign the revenues from the European regions of the Turkish Empire amounted to 1,469,000 ducats, of which the kharj (Turkish harç) or land tax, collected direct from the population or from vassals, generated 850,000 ducats. The Asian regions of the Empire provided an annual of 331,000 ducats. The total revenues of the Porte were thus 1,800,000 ducats, with outgoings of 1,375,000 ducats. According to Venetian calculations based on Turkish data, Sultan Mehmed II's revenues amounted to 1,196,000 Venetian ducats.³⁵ Taking into consideration the overall structure of regular revenues, Sigismund of Luxembourg's treasury in Hungary enjoyed between 300 and 350,000 ducats (guldens).³⁶ In France, by the end of his reign in 1483 Louis XI, who laid the foundations of the modern state, had annual revenues of 2,500,000 francs, and an 80,000-strong army, of which 40,000 were fighting troops.³⁷ In the European part of his Empire alone, the Sultan had 120,000 soldiers, and his revenues in the fourth decade of the 15th century are estimated at as much as 2,500,000 ducats.³⁸ At this time the revenues of King Ladislaw (László) V Postumus of Hungary were no more than 200,000 ducats.3 King Matthias Corvinus had at his disposal revenues of about 650,000 ducats (florins), while in 1475 the annual revenues of the Ottoman Empire amounted to about 1,800,000 ducats. 40 Both Matthias and his contemporaries were aware that with such economic resources, Hungary could not afford an army capable of defeating the Ottomans.41

The prevailing attitude towards the Ottomans in the courts of Europe long remained contemptuous, and it was only after the 1529 siege of Vienna and the Habsburg-Ottoman negotiations that "the Habsburgs were compelled to acknowledge that they were not facing a bunch of barbarians, but a power equal in all

³¹ H. INALCIK, op.cit., 1965, 306.

³² R.-P. MÄRTIN, *op.cit.*, 85

³³ Jozef MATUZ, *Osmansko Carstvo (The Ottoman Empire) Historical Studies Series*, School book, Zagreb, 1992, 41-42, 66. Title of original: *Das osmanische Reich*. Grundlinien seiner Geschichte, Wissenschaftliche Buchgesellschaft, Darmstadt, 1985. Trans. N. Moačanin. Cf.. Momčilo SPREMIĆ, *Despot Đurađ Branković i njegovo doba (Despot Đurađ Branković and his rule)* 2nd ed., CLIO-Glas Srpski, Banja Luka, 1999, 228-229.

³⁴ R.-P. MÄRTIN, *op.cit.*, 59.

³⁵ Momčilo SPREMIĆ, "Turci i Balkansko poluostrvo u XIV i XV veku" (The Turks and the Balkan peninsula in the 14th and 15th century), in: *Jugoslovenski istorijski časopis* (*Yugoslav Jnl of History*) 1-2, Beograd, 1966, 40; Momčilo SPREMIĆ, *Turski tributari u XIV i XV veku* (*Turkish Tributaries in the 14th and 15th century*), in: *Istorijski glasnik* (*Historical Gazette*) 1-2, Beograd 1970, 56-57. The annual revenues of the Byzantine Empire in the early mediaeval period amounted to 7 - 8 000 000 nomismas. G. OSTROGORSKI, *op.cit.*, 453.

³⁶ Pál ENGEL, *Die Einkünfte Kaiser Sigismunds in Ungarn*, in: *Sigismund von Luxemburg Kaiser und König in Mitteleuropa 1387-1437*, Beiträge zur Herrschaft Kaiser Sigismunds und der europäischen Geschichte um 1400. Vorträge der internationalen Tagung in Budapest vom 8.-11. Juli 1987 anlässlich der 600. Wiederkehr seiner Thronbesteigung in Ungarn und seines 550. Todestages. Studien zu den Luxemburgern und ihrer Zeit, Band 5, Hrsg. von J. Macek †, E. Marosi, F. Seibt, Fahlbusch Verlag, Warendorf, 1994, 182.

<sup>182.
&</sup>lt;sup>37</sup> Jean CARPENTIER- Francois LEBRUN, *Povijest Francuske*, BARBAT, Zagreb, 1999, 111. Title of original: *Histoire de France*, Copyright 1995 by Éditions de Seuil. Trans. Vesna Pavković.

³⁸ M. SPREMIĆ, Despot Đurađ Branković i njegovo doba, 228.

³⁹ Jörg K. HOENSCH, *Matthias Corvinus. Diplomat, Feldherr und Mäzen.* Verlag Styria, Graz-Wien-Köln, 1998, 18.

⁴⁰ Pál ENGEL, *THE REALM OF ST STEPHEN. A HISTORY OF MEDIEVAL HUNGARY*, 895- 1526, International Library of Historical Studies, 19, I. B. Tauris *Publischers*, LONDON-NEW YORK, 2001, 311; S. ĆIRKOVIĆ, *op.cit.*, 21.

⁴¹ S. ĆIRKOVIĆ, *op.cit.*, 20.

respects to theirs."⁴² The roots of the so-called Eastern Question did not lie in the decline of the Ottoman Empire, but reached back to the years before it was in the ascendancy, and simultaneously with these developments in south-eastern Europe, similar problems emerged in the north-east of the continent. In both cases, exposed to grave threats from both sides, the chief victim was east-central Europe.⁴³

Renegades from the Christian countries of Europe, seen by the Turks, in line with Islamic precepts, as equals, played no small part in the rise of the Ottoman Empire. They included adventurers and hardened careerists, but also genuine sympathizers of the teachings of Muhammad: Greeks, Serbs, Italians, Hungarians, Germans and French; scholars, merchants, artisans and knights, who had at some time been repudiated, come under attack or been banished as Cathars from the ruling courts of the West. In their new chosen homeland, they worked on the continuing development of technology and armaments for the military, above all the accurate Turkish artillery and the fleet, which was originally in a state of neglect, and also in building up the foreign services of what was, above all, a sensitive and polished political instrument. The Greeks ran the finances and the Jews ran trade, while the Italians, Greeks and Catalonians supplied the fleet with crews, and the Germans the artillery. The favourable position of Christians in the laws of the Ottoman Empire was helpful propaganda for the Turks in their on-going military campaigns in Europe. Although discrimination on religious grounds was an essential feature of the system, the position of non-Muslims in the Ottoman Empire was undoubtedly better than that of non-Christians or so-called heretics under Christian rule.

Within Islam, there were dogmatic party clashes, but unlike Christian Europe, these were not exacerbated by any rift between the secular and the religious authorities. The Sultan, indisputably the supreme authority of the Empire, could invariably count on the full support of Muslim dignitaries, a circumstance of major importance for the Turks' political and military success during the dynamic stage of their ascendancy.⁴⁷ The religion of the Ottoman Empire, its effective military organization and feudal system, the unprecedented weakness of the defense of Byzantium, reduced to an army of 10 to 12,000 men at most, economic factors, and the close links between the Muslim interior to the east, formed the basis of its territorial expansion.⁴⁸ Between 324 and 1453, a period of 1129 years, 14 different dynasties ruled Byzantium, whereas the Ottoman Empire was ruled by a single dynasty for 633 years (1291-1924).⁴⁹ Much like its Byzantine predecessor, the Ottoman state was a bureaucratic theocracy.⁵⁰

Finally, there were structural differences between the type of feudal relations in the Ottoman Empire and those of its opponents. The system of conditional land tenure that prevailed in the Byzantine and Ottoman Empires was the exception in mediaeval east-central Europe. This meant that most land tenure was not specifically associated with military service, which formed a separate obligation.⁵¹

In the circumstances outlined by these strictly historical paragraphs, Bosnia found itself in the path of the unstoppable Turkish expansion. Along with military and political pressure from Hungary at the turn of the 14th and 15th centuries, and its systematically preventing the introduction of established Catholicism, Bosnia – victim of the fateful mechanism of the Turkish hammer and the Hungarian anvil – fell to the Ottomans in 1463. On the civilization rift line of the "Skadar meridian" – in the cultural and civilization noman's-land that belonged at one and the same time to East and West⁵² – the Ottoman conquest of Bosnia in 1463 was a historical "performance" with the great powers in the leading roles. One came to an end, and

⁴² Citirano prema: Marija POLIĆ BOBIĆ, *Među križom i polumjesecom. Dubrovačke dojave španjolskome dvoru o Turcima u XVI stoljeću*, LJEVAK, Zagreb, 2000, 89-90. Usp. i str. 24-25.

⁴³ O. HALECKI, *op.cit.*, 142.

⁴⁴ S. VAJDA, *op.cit.*, 144, 146. Usp. Ferdo ŠIŠIĆ, *Vojvoda Hrvoje Vukčić Hrvatinić i njegovo doba (1350-1416)*, Matica hrvatska, Zagreb, 1902, 104; J. W. SEDLAR, *op.cit.*, 244.

⁴⁵ J. W. SEDLAR, op.cit., 267.

⁴⁶ J. W. SEDLAR, *op.cit.*, 195.

⁴⁷ S. VAJDA, op.cit., 146.

⁴⁸ L. S. STAVRIANOS, *The Balkans since 1453*, Holt, Rinehart and Winston, New York, 1961, 36-39. On the structure of the Ottoman Empire: 53 et seq.

⁴⁹ Dimitri KICIKIS, *Osmanlijsko carstvo*, Plato XX vek, Beograd, 1999, 5, 52. Title of original: Dimitri KITSIKIS, *L' Empire ottoman*, Presses Universitaires de France, Paris, 1985.

⁵⁰ J. W. SEDLAR, *op.cit.*, 268.

⁵¹ J. W. SEDLAR, op.cit., 75. For Bosnian feudalism: Anto BABIĆ, Društvo srednjovjekovne bosanske države (Society in the Mediaeval Bosnian State), in: Contributions to the History of Bosnia and Herzegovina, I, Društvo i privreda srednjovjekovne bosanske države (Society and Economy of the Mediaeval Bosnian State), Academy of Science and the Arts BiH, special ed., bk LXXIX, Dept. of Social Sciences, bk. 17, Sarajevo, 1987, 79-82.

⁵² For more on this, see: D. KICIKIS, *op.cit.*, 14 et. seq.

another began, leading us to the time in the early years of the 16th century when the ascent began of an anonymous youth from the village of Sokolovići near Višegrad.

II

The Ottoman conquest of Bosnia took place in two stages: it began with marauding incursions, which were followed by the establishment of direct domination by economic, political and military means.⁵³ The mediaeval Bosnian state vanished from the political map of east-central Europe, and its territory was partitioned between the two regional powers – the Hungarian Kingdom and the Ottoman Empire – which continued for another 65 years to scrap over this frontier region, as they had already for many years. Five large states dominated east-central Europe in the late 15th century – Poland and Lithuania north of the Carpathians, and Hungary, Venice and the Ottoman Empire in the Danube basin and the Balkans.⁵⁴ The fate of Bosnia was decided by the power struggle between Hungary and the Ottoman Empire.

In about 1480, Hungary's King Matthias set up the Jajce Banate, and soon thereafter a similar territorial-cum-administrative entity was established centered on Srebrenik,⁵⁵ the longest-lasting Hungarian foothold in Bosnia during the 15th century. This *cordon sanitaire* on the right bank of the Sava was the front line of Hungary's defenses vis-à-vis the Turks. The Hungarian-Croatian-Bosnian part of the border fortifications consisted at this time of two parallel series of such fortifications and numerous border defense units stationed at intervals. The first series ran from Srijem via Osrova, Belgrade, Šabac, the Srebrenik Banate, Banja Luka, Jajce and Knin to Klis and Skradin along the Adriatic coast; the second from Timişoara through the Karánsebes-Lugos, Szerémséga, Dubica, Krupa, Otočac and Bihać districts to Senj in Dalmatia.⁵⁶

This system survived until the fall of Belgrade and Šabac to the Ottoman Empire in 1521, which meant that the Ottomans could advance unimpeded towards central Europe. Twenty years after Belgrade, Ottoman troops entered Buda, the capital of Hungary, the Ottomans' greatest opponent in the Balkans and central Europe. Ottoman conquests in parts of Dalmatia, Slavonia, north-western Bosnia and Lika were achieved at the same time. With the conquest of Egypt, of Rhodes in 1522, of Tabriz and Baghdad in 1534, and of Buda in 1541, and seizing control of the eastern Mediterranean, the Ottoman Empire, then ruled by Sultan Suleyman the Lawgiver (the Magnificent) (1520-1566), became one of the three global empires in Europe (the Habsburg Empire, the Russian Empire and the Ottoman Empire). This great state, of a kind previously unknown, extended from the approaches to Vienna to Baghdad, and from Buda to Algiers. In 1567, the year after Sultan Suleyman's death, the treasury of the Ottoman Empire gathered revenues to a value of 5.8 million gold bullion coins. After the fall of the Jajce and Srebrenik Banates in the late 1620s, Bosnia too became part of this Empire at the height of its powers. This marked the start of a historical period for Bosnia that would last until the 1878 Congress of Berlin, at which the Austro-Hungarian Empire was granted a mandate to administer Bosnia, replacing Ottoman rule.

The start of the Ottoman period meant, above all, an end to its partition between Hungary and the Ottoman Empire, but also an end to all illusions that Bosnia might regain its independence. On the other hand, once the Ottoman Empire and Venice signed a peace treaty in 1540, and following the establishment of the Buda pashaluk in 1541, it signified entry into a long period of stability and prosperity, characterized by mass Islamization, greater urbanization, and the widespread and productive adoption of Turko-Islamic oriental culture. "During the 16th century, in this economic and cultural constellation, all the major public

11

⁵³ Hazim ŠABANOVIĆ, *Bosanski pašaluk (The Bosnian Pashaluk)* Svjetlost, Sarajevo, 1982, 16.

⁵⁴ Paul Robert MAGOCSI, *Historical Atlas of East Central Europe*. A *History of East Central Europe*, Volume I, University of Washington Press, Seattle & London, 1993, 31.

⁵⁵ Wenceslaus VLAJIĆ, Untergang des bosnischen Königreiches, Sarajevo, 1926, 60.

⁵⁶ Ferenc SZAKÁLY, *Phases of Turco-Hungarian warfare before the battle of Mohacs* (1365-1526), Acta Orientalia Academiae Scientiarum Hungaricae, XXXIII, (1), Akadémiai Kiadó, Budapest, 1979, 99; Ferenc SZAKÁLY, *The Hungarian-Croatian Border Defence System and Its Collapse*, in: *WAR AND SOCIETY IN EASTERN CENTRAL EUROPE, Vol. III, FROM HUNYADI TO RÁKÓCZI. WAR AND SOCIETY IN LATE MEDIEVAL AND EARLY MODERN HUNGARY*, Edited by J. M. Bak and B. K. Király, *EASTERN EUROPEAN MONOGRAPHS*, NO. CIV, Brooklyn College Press, Distributed by Columbia University Press, 1982, 142-143, 145. Cf. J. HOENSCH, *Matthias Corvinus. Diplomat, Feldherr und Mäzen*, 85. On the condition of the southern frontier fortifications of Hungary in the late mediaeval period, see: András KUBINYI, *Matthias Corvinus. Die Regierung eines Königreichs in Ostmitteleuropa 1458-1490*, Studien zur Geschichte Ungarns, Bd. 2, Tibor Schäfer Verlag, 1999, 188-201.

⁵⁷ For more on this see. H. ŠABANOVIĆ, op.cit., 55-85.

⁵⁸ Historija osmanske države i civilizacije, 39 et. seq.

⁵⁹ Radovan SAMARDŽIĆ, Sulejman i Rokselana, (Suleyman and Roxelana), Serbian Literary Society, Beograd, 1976, 6.

⁶⁰ D. KICIKIS, op.cit., 96.

buildings and most significant cultural monuments of the Ottoman period in Bosnia and Herzegovina were erected."61

The reign of Sultan Suleyman the Magnificent coincided with the major period of what has been called the "Turkish artistic renaissance and the work of its most prominent exponent, Koca Mimar Sinan." It was then that were erected in Bosnia a large number of outstanding examples of Turko-Islamic oriental architecture, including a number of bridges. In addition to the bridge on the Drina – the legacy of Mehmed Pasha Sokolović – a few years earlier a bridge was built in Mostar that stands out for its extremely daring architectural treatment. Others worthy of mention are the Arslaganić bridge in Trebinje, the bridge in Žepa, Kozja ćuprija (Goat bridge) on the Miljacka near Sarajevo, Kriva ćuprija (Crooked bridge) on the Radobolja in Mostar, the bridge in Klepci on the Bregava near Čapljina, and those on the Duman in Livno, Šuica in the Duvno plain, and many more throughout Bosnia and Herzegovina. By far the most famous were the bridges of Sarajevo spanning the Miljacka, which have not survived in their original form, as well as the bridges in Konjic and over the river Buna, which were destroyed by retreating German forces in 1945. The masons who built these stone bridges came from Istanbul, Dalmatia and Italy – there were, of course, also local craftsmen from BiH – but wherever they came from, they all subordinated their work to the eastern architectural concept. The Ottoman architecture of that time "was the culmination of formal relationships...; its harmony was absolute."

"Functionally and aesthetically, these structures are perfectly adapted to the water they span and the banks they join. Then again, although they all belong to a recognizable common style, these bridges were not built to a standard pattern, but vary into a multiplicity of forms: from the dignified, monumental horizontal of the Višegrad bridge with its eleven arches, to the vertiginously daring but perfectly calculated, fantastic arch of Mostar's Old Bridge, and the unusual asymmetry of design of the Arslanagić bridge over the Trebišnjica." ⁶⁵

The bridge over the river Drina, which "is one of the most monumental examples of the architectural heritage of the Turkish period," 66 was built between 1571 and 1577, on the spot where a road linked Bosnia with the East. (On the bridge itself, there were two chronograms engraved with the years 971 A.H./1571A.D. and 985 A.H./1577A.D. respectively).

In the mediaeval period this was already a strategically important place, as a result of which a settlement grew up there for the purpose of both controlling merchants' caravans and serving them as a way station. The town then belonged to the powerful feudal Pavlović family. In the first half of the 16th century, the Drina was spanned by a wooden bridge, which is shown on Kuripešić's drawing (Annex V, AV-1). This suggests that the Sokolović Bridge was not built at some arbitrarily-chosen spot, but at a place where the need to cross the Drina served the state economy and the Empire's expansion strategy.⁶⁷

The construction of the bridge was entrusted to the greatest Turkish architect of the day, Koca Mimar Sinan, the Empire's court architect and leading builder – the "Turkish Michelangelo." It was endowed by Mehmed Pasha Sokolović (1505-1579), who was born in the village of Sokolovići near Višegrad, whence he was taken as a youth to Turkey. Mimar Sinan designed two imposing mosques in Istanbul for Mehmed Pasha, as well as a number of other endowments in Thrace and Asia Minor; on Mehmed Pasha's native soil, in addition to the bridge in Višegrad, he designed a mosque, a saray and outbuildings in Sokolović's birthplace. These buildings house many objects of historical significance. The most valuable of these are the 21 manuscripts of parts (juz', pl. ajza') of the Koran from the 16th century.

12

⁶¹ Ivan LOVRENOVIĆ, *Unutarnja zemlja Kratki pregled kulturne povijesti Bosne i Hercegovine*, Durieux, Zagreb, 1998, 86. English translation: *Bosnia: a Cultural History*, Saqi Books, London, 2001, trans. Sonja Wild Bičanić/The Bosnian Institute.

⁶² Andrej ANDREJEVIĆ, Islamska monumentalna umetnost XVI veka u Jugoslaviji (16th century Islamic Monumental Art in Yugoslavia), Beograd, 1984, 97.

⁶³ Alija BEJTIĆ, Spomenici osmanlijske arhitekture u Bosni i Hercegovini (Monuments of Ottoman Architecture in BiH) in: Prilozi za orijentalnu filologiju i istoriju jugoslovenskih naroda pod turskom vlašću (Contributions to oriental philology and the history of the Yugoslav peoples under Turkish rule) vols. III-IV, Oriental Institute in Sarajevo, Sarajevo, 1953, 274.

⁶⁴ Godfrey GOODWIN, Sinan. Ottoman Architecture and its Values Today, Saqi Books, London, 1993, 112.

⁶⁵ I. LOVRENOVIĆ, op.cit., 106-107.

⁶⁶ Džemal ČELIĆ, Obnova Sokolovićeva mosta u Višegradu (Renovation of the Sokolović bridge in Višegrad), in Naše Starine, I, Sarajevo, 1953, 177.

⁶⁷ Džemal ČELIĆ – Mehmed MUJEZINOVIĆ, *Stari mostovi u Bosni i Hercegovini (Old Bridges in BiH*) Cultural Heritage, Veselin Masleša, Sarajevo, 1969, 141.

⁶⁸ Cf. G. GOODWIN, op.cit.

⁶⁹ A. ANDREJEVIĆ, op.cit., 97.

Until the beginning of the 20th century, the *ajza*' were kept in the Sokolovići mosque and were then handed over to the Gazi Husrev Bey's Library in Sarajevo where they have remianed to this day (Annex IVe). The buildings endowed by Mehmed Pasha Sokolović were scattered throughout the Empire, from Edirne, Aleppo and Medina to Bečkerek, Sofia, Belgrade and Bosnia. In no other religion or society has the institution of the endowment played such an important role as in Islam, so that the *waqf* (Islamic charitable endowment) system embraced the construction of countless religious, charitable, commercial and public edifices from Asia Minor to the Balkans.⁷¹

The overwhelming fact that the bridge over the Drina is the legacy of one of the greatest statesmen of his day and, on the other hand, the work of one of the greatest architects in the world at that time, bestows exceptional cultural and historical value on this structure. Through architects such as Sinan, Ottoman Bosnia had links with the stylistic stages of Islamic oriental architecture emanating from Istanbul. The Gazihusrefbeg mosque in Sarajevo was designed by Acem Esir Ali, Sinan's predecessor, and the Aladža mosque in Foča by Ramadan-aga, Sinan's contemporary and representative in this part of the world. The Old Bridge in Mostar was designed by Hayredin, Sinan's apprentice and younger associate, and the contractor for Sokolović's Ferhadija mosque in Banja Luka was Sinan's most reliable pupil.⁷² The remarkable artistic quality of the Islamic monument art of that time was enhanced by the fact that to some extent it also reflected Christian art, not only in the Balkans but also in the other countries of central and Western Europe.⁷³ The value of the work of Sinan's artistic circle leads one to conclude that "few instances of humankind's architecture as a whole have had such an effective aesthetic concept allied with structural and functional logic."74

The future Grand Vizier of three sultans – Suleyman the Magnificent (1520-1566), Selim II (1566-1574), and Murat III (1574-1595) – was born in or around 1505 in the village of Sokolovići near the kasaba (small town) of Rudo in the Višegrad kadiluk. His family belonged to the minor rural nobility. His father was called Dimitrije, and the boy himself was christened Bajo. He learned his books in Mileševa – a Serbian Orthodox monastery with the halo of a literary centre.⁷⁵ Like many other gifted young men, in the early 1620s Sokolović was brought into the ambit of the Ottoman system by the devsirme or "boy tribute", taken first to Edirne and then to Istanbul. In the 16th century, between 1,000 and 3,000 youths were recruited throughout the Empire under the *devsirme* system. ⁷⁶ The members of certain other native clans, such as the Opukovići, Vukovići-Desisalići, Boljanići and Prodovići, also operated within the ambit of Turko-Oriental culture here after embracing Islam. Their endeavors to "restore their homeland to life" led to numerous endowments, most densely concentrated in the Podrinje and Polimlje (Drina and Lim valley) areas.⁷⁷ In addition to Mehmed Pasha Sokolović, several other members of his family occupied positions of considerable responsibility at this time, making the Sokolovići the most powerful family both militarily and politically in the Ottoman Empire in the second half of the 16th century.⁷⁸ No other family from Bosnia and Herzegovina provided the Ottoman Empire with so many able statesmen as the Sokolović family.⁷⁹ In 1543, Mehmed Pasha was commander of the court guard (kapicibasi), and in 1546 he was promoted to kaptan paşa, or Admiral of the Fleet. His war record, particularly in the 1555 Persian war, earned him the post of the third vizier. His diplomatic and military successes paved the way for Mehmed Pasha's advancement to the most senior post in the Empire - on 28 July 1565 he was promoted to Grand Vizier. Grand Vizier Mehmed Pasha Sokolović's brilliant diplomatic career ended when he became the victim of court intrigues – he was stabbed to death by an anonymous dervish, native of Vučitrno, on 11 October 1579. He was buried in a handsome stone turbe (mausoleum) – the work of Sinan – in the Eyub Ensari quarter of Istanbul. 80

Dž. ČELIĆ – M. MUJEZINOVIĆ, op.cit., 143-144.
 A. ANDREJEVIĆ, op.cit., 17-18.
 A. ANDREJEVIĆ, op.cit., 99.

⁷³ A. ANDREJEVIĆ, *op.cit.*, 22, 101.

⁷⁴ A. DEROKO, Spomenici arhitekture IX-XVIII veka u Jugoslaviji (Architectural Monuments of the 9th-18th centuries in Yugoslavia) Beograd, 1964, 200. Quoted from: A. ANDREJEVIĆ, op.cit., 22, n. 46.

⁷⁵ Radovan SAMARDŽIĆ, *Mehmed Sokolović*, Serbian Literary Society, Beograd, 1971, 14.

⁷⁶ On the devsirma, see: D. KICIKIS, op.cit., 59.

⁷⁷ A. ANDREJEVIĆ, op.cit., 19, 98.

⁷⁸ Dž. ČELIĆ – M. MUJEZINOVIĆ, *op.cit.*, 142.

⁷⁹ Alija BEJTIĆ, Sokolovićev most na Drini u Višegradu (The Sokolović bridge over the Drina in Višegrad), in Narodna uzdanica, Calendar for 1945, yr XIII, Sarajevo, 1944, 148.

⁸⁰ A. BEJTIĆ, op.cit., 149.

The Bridge is known to have been repaired some time around 1625 (reparation works on the Bridge, as mentioned by E. Çelebi, Turkish travelogue), and again in 1873-75 (repairs to the piers and wooden tower), 1911 and 1939/40.

The bridge has suffered a number of major floods, of which the worst was "Veliki povodanj" or Great Flood of November 1896, when the level of the Drina was 1.60 m. above the bridge. The flood caused serious damage to the Bridge – the *korkaluk* (parapet) of the bridge collapsed, and was later replaced by a stone wall (Annex IV, AIVa-3).

In 1911/12, a technical survey of damage and repair work to piers nos.4,5,6,7,8 and 9 was carried out by Austrian engineers. During the Austro-Hungarian occupation the foundations of the piers of the Višegrad bridge underwent conservation. These works were carried out thoroughly and meticulously, ensuring the stability of the structure, which was already at risk, for a considerable time to come. The examination conducted at this time revealed that a system of wooden grid had been used for the foundations of the bridge, attached to the river bed at its outer edges by short pylons. Over the grid, the foundation slabs were laid, widening by two or three steps from the pier down to the base. This meant a transition from the basic footprint of the pier, pointed on the upstream side and polygonal on the downstream side, to a rectangle, with the sides parallel with the current considerably longer than those at right angles to it. As a result the length and width of the foundations beneath the pier were considerable greater than that of the structural elements resting on them. We have already seen that the piers are unequal in size; in the case of the foundations, these differences are still more marked, since the foundation footings themselves were laid at various levels in the river bed, so that they widen to a greater or lesser extent stepwise. According to the blueprints available to us, pier no. 5 has the widest foundations, 5.72 m prior to the Austrian reconstruction and 8.16 m following reconstruction. The length of these foundations prior to the Austrian reconstruction was 14.6 m and after, 17.63 m. Some piers, however, were made according to their original size, so that, for example, in the case of pier 8 the basic dimensions remained unchanged at 5.40 m wide and 14.11 m long. (Annex III, AIII-2 – AIII-18)

In 1914/15, during World War I, when the Austrian Army was withdrawing from Višegrad, two piers (pier no.3 and pier no.4) were blown up by explosive, because of the war-time strategic importance of the road and the Bridge in eastern Bosnia. A steel structure was laid over the demolished sections. (Annex III, AIII-18)

The following year, the Serbian Army destroyed another pier when retreating. The bridge remained in this condition until 1939 when it was repaired. (1939, 1940 – reconstruction of the destroyed sections of the Bridge – reconstruction of the stone arches and piers of the bridge (Annex III, AIII-21 and AIII-22)

During the intervening period, 1915-1939, the sections of the bridge that had been destroyed were fitted with an iron structure to make the bridge passable.

In October 1943, during World War II, when the Germans were in retreat, that part of the Bridge was destroyed again - piers No. 3,4,5 and 6, along with five arches were completely destroyed.

In 1950, 1951 and 1952, the Ministry of Local Communications, Roads Administration, rebuilt the destroyed arches and carried out the restoration of the surviving sections. The visible sections of the structure were copied from the surviving originals. The material used was extracted from the old quarry. The roadway, parapet, *sofas* and portal were completely renovated (Annex III, AIII-24, AIII-25 and AIII-26)

By Ruling no. 1099/51 dated 1951 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, the bridge was placed under the protection of the state. (Annex I, AI-9)

In 1952, granite pavement was laid on the section between pier II and pier VII. The pavement was laid on a layer of sand over a base layer of quarry stone. On the rest of the bridge, it was laid over the original cobbles.

By Ruling no. 02-741-3 dated 18 April 1962, it was registered in the Immovable Cultural Monuments Register under number 208 as a Cultural Monument of Bosnia and Herzegovina (Annex I, AI-10)

1966 saw the construction of the Bajina Bašta hydroelectric power plant downstream from the Bridge.

In 1977 the inscription slab on the gatehouse, the mihrab of the bridge, was reconstructed and the damage to the bridge was inspected.

In 1978 the roadway structure over the bridge was replaced.

In 1979 work began on drawing up the technical surveay for repairs to the damage to the bridge.

During 1980-1982, after research works were conducted, the foundations of three piers (No. 5, 6 and 8) of the Bridge were repaired according to a project by professor Gojković, a civil engineer. The works were suspended due to of a shortfall of funds,

In 1989, the Višegrad hydroelectric power plant was constructed upstream from the Bridge.

At a session held 27 and 28 March 1990, the Commission for the Categorization of the Architectural Heritage, appointed by Ruling no. 10-338-8/89 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, issued an Opinion that the Mehmed Pasha Sokolović Bridge should be listed as a Category I asset of the cultural and historical heritage, pursuant to article 14 of the law. The Regional Plan for BiH to 2002 classified the bridge as a Category 0 monument on account of its outstanding beauty.

In 1991 the ramp was reconstructed, to a design project by the Institute for the Protection of the Cultural, Historical and Natural Heritage of BiH.

In 1992, repair works started on pier No. 2. (Annex IV, AIVa -10)

In 2003, by Decision of the Commission to Preserve National Monuments of BiH, the Mehmed Pasha Sokolović Bridge was designated as a national monument of Bosnia and Herzegovina (Annex I, AI-3–Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5)

In 2003, vehicular traffic was suspended at the request of the Commission, since heavy traffic posed a threat to the structure (Annex I, AI-11– Decision of the Commission to Preserve National Monuments of BiH no: 08.2-6-101/03-5; AI-12 - Ruling of the Town Planning and Building Inspector no. 16-362-119/05).

In 2004, underwater video recording of the Bridge's foundations was carried out (folder 4 of the Nomination File)

In 2005 the Bridge was added to the WMF List of the world's 100 most endangered monuments (Annex I, AI-13)

In 2005, a geolaser survey of the bridge was begun.

(Text by Dubravko Lovrenović and Mirzah Fočo)

3. Justification for Inscription

3.a Criteria under which inscription is proposed (and justification for inscription under these criteria)

C (i).

To represent a masterpiece of human creative genius

The mortal world is a bridge over the flood of destruction

Those who cross it now put their trust in God and are free... (Verse in Tezkiretū'l Būnyân)⁸¹

There are many prominent persons – the architect, picture conservers, and writers – associated with the bridge in Višegrad. The works of three of them have left a significant mark on the history of human kind: the architect of the bridge in Višegrad, Sinan; Grand Vizier Mehmed Pasha Sokolović, who endowed the bridge; and the writer Ivo Andrić, whose lyrical reflections on the bridge, in the form of the novel *Na Drini ćuprija* (available in English as *The Bridge over the Drina*), received the Nobel Prize for Literature. 82

To anyone observing the bridge, regardless of his or her knowledge of history, art and literature, it is plain to see at first glance that the bridge in Višegrad reflects the skill of a master architect and builder. The architect of the Višegrad Bridge was Mimar Koca Sinan ibn Abd al-Mannan, most famous of all the architects of the Ottoman Empire and one of the greatest architects the world has known. The Višegrad Bridge is one of his two most important designs of this type.

During his fifty years' work in the post of chief imperial architect, between 1538 and his death in 1558 Sinan built, designed or was responsible in some other, sometimes lesser manner, for 477 structures. The inventory, and details associated with the construction of Sinan's work, are based on documents written during his lifetime, *Tezkiretül Būnyân* and *Tezkiretül Ebniye*. Those who have studied Sinan's life and his architectural oeuvre agree in claiming that the texts in both works were collected, edited, and in part written by Sâi Mustafa Çelebi, Sinan's friend and contemporary. The works are written in the form of an autobiography, and there can be no doubt that architect Sinan himself made a considerable contribution to their content. Three manuscripts that can be said with a high degree of certainty to have been written by Sinan (*Adsiz Risale*, Sinaletu'l-Mi'mariyye and Tuhfetu'l-Mi-marin and Tuhfetu'l-Mi-marin architect himself intended to write, constitute the basis for them.

Although there is disagreement over whether some of the works in the inventory were actually designed or built by Sinan, there is no doubt whatsoever that the bridge in Višegrad is his work. All published inventories of the works of architect Sinan include the Mehmed Pasha Sokolović Bridge in Višegrad. This is one of eight bridges the names and dates of construction of which are given in these inventories. (Kazim Cecen claims that it is possible to say with certainty that Sinan was the architect of nine bridges, but then suggests that a further two can be ascribed to him, making a total number, in his view, of eleven bridges, not counting those that Sinan repaired and reworked. ⁸⁹) Another two bridges in the inventory

16

⁸¹ Verse from *Tezkiretū'l Būnyân*, a manuscript work written during Sinan's lifetime in the form of autobiographical outlines of Sinan's life. The words of the verse are written as Sinan spoke them.

⁸² For more see the section on the symbolic values of the bridge by Ljiljana Ševo, *Most u tradiciji i umjetnosti (The bridge in tradition and art*).

⁸³ Dr. Aptullah Kuran has published the entire inventory of the works ascribed to Sinan in three documents written during his lifetime. Of the 477 structures listed, 173 no longer exist, 52 have been virtually reconstructed, no trace can be identified of 32, and 25 are in a ruinous condition (Goodwin, 1993:121).

⁸⁴ Sâî Mustafa Çelebi, *Book of Buildings,Tezkiretü'l Bünyan and Tezkiretü'l*, *Ebniye (Memoirs of Sinan the Architect)*, translation from original script into modern Turkish by Hayati Develi, translation from modern Turkish into English by Priscilla Mary Işin, introduction by Doğan Kuban, Istanbul, 2002.

⁸⁵ Untitled Treatise – the title given to the text by R. Melul Meriç, who first published it (Hayati Develi in the text *Sources Relating to Sinan* in the *Book of Buildings*, 2002) – is an outline of the autobiography and contents of the books the architect intended to write, as well as a list of his buildings, classed in eleven categories.

⁸⁶ This text too, in the opinion of scholars, is the half-completed autobiography of Sinan (Hayati Develi in the text *Sources Relating to Sinan* in *Book of Buildings*, 2002); this document too, though more complete than *Adsiz Risale*, is conceived as an inventory of buildings classed in 11 sections.

⁸⁷ The text, in the same hand as the two preceding ones, is in a sense a more comprehensive autobiography; it too includes an inventory of buildings in 11 categories.

⁸⁸ Goodwin, Godfrey, Sinan, Ottoman Architecture and its Values Today, Saqi Books, London, 1993. p. 56, 57.

⁸⁹ Cecen, Kazim, Mimarbasi Koca Sinan Yasadigi Cag ve Eserleri I, Istanbul 1988.

were built for Mehmed Pasha Sokolović and bear his name (in Marmara and in Sinanli). In every analysis of Sinan's bridges, the bridge in Višegrad and the Buyukcekemece Bridge are cited as the most important engineering and architectural feats of Sinan's opus of this type. ⁹⁰

In attempting to explain how it could be possible for 477 buildings, many of them among the most important buildings of world architecture, to be ascribed to a single man, even one as long-lived as Sinan, Godfrey Goodwin classes Sinan's works into four groups: (A) buildings which he designed and the construction of which he oversaw down to the smallest details; (B) buildings constructed to a design by Sinan and with his involvement in the construction from a distance; (C) buildings designed by Sinan but which he never saw; (D) minor works. In this classification, the Mehmed Pasha Sokolović Bridge belongs to group B. 92

The life and work of Sinan are the subject of much research and several published studies, among them a number of monographs. ⁹³ The appeal to scholars of Sinan as an individual, as well as of his immense opus, is based on a number of enigmas associated with him, making all these studies a kind of jigsaw, in which a piece of the puzzle is invariably left in mere outline.

Studies to date can be summed up as a brief outline of Sinan's biography. At the age of twenty he was called up for civilian service in the village of Kayseri in the Agirnas region; this during the reign of Sultan Selim I (1512-1520). He was born to a Christian family, in a part of the world where skilled masons and architects worked. Some scholars suggest his father was a carpenter and joiner, while others believe Sinan himself worked as a carpenter at the start of his military service. He called his father by the names Abdulmennan (the one he uses most frequently), Abdullah, Abdulkerim, Abdurrahman – the usual names for those who embraced Islam in adulthood. He served as a soldier for twenty years, taking part in numerous major campaigns, which gave him the opportunity to get to know even the most remote areas of the Empire. He took part in the 1521 Belgrade campaign, the 1522 Rhodes campaign, the battle of Mohács in 1526, the siege of Vienna, the Iraq campaign, and the 1537 Corfu campaign – which took him to Puglia, where he had the opportunity to acquaint himself with the architecture of the Italian coast.

In the *Tezkiretul-Bunyan*, the way in which he learned how to build and how he wove his observations of architecture in remote parts of the world into his knowledge is described in Sinan's own words: ". . . I acquired an interest in architecture. I worked with the dedication of the fixed needle of a compass in the service of my master, observing both the centre and the periphery . . . For many years, in the service of the Sultan, I travelled through the lands of Arabia and Persia, imprinting on my memory the angles of every lofty *iwân* and the least part of every ruined dervish lodge . . . After serving great men, I joined the army as a Janissary."

During military campaigns in Iraq and south-western Iran, Sinan built ships for the army, and probably other engineering structures required for the success of the campaign. Sinan says that with the building of the bridge during the campaign in Moldavia in July 1538, he acquired the post of chief architect of the Ottoman Empire. "Many had attempted to build the bridge, only for it to sink into the mud . . . His Excellency Lutfi Pasha then said: 'Majesty! The bridge can be built if your servant *subaşa* Sinan takes on the task . . . He is a master craftsman of great repute and a fine architect.' Then high commands were issued and I built a great bridge over the river." That same year, after building a bridge far from the heart of the Empire, Koca Mimar Sinan was appointed as chief imperial architect. Bridges thus came to occupy an important place in Sinan's career. The epitaph on the *nišan* (tombstone) over his grave refers to a bridge – the one built in Buyukcekmece during the reign of Sultan Süleyman.

"Sinan lived at a time when the links between architecture and engineering had not yet been broken, as a result of which he was responsible for a large number of primarily engineering works; among them are his most important bridges and aqueducts. These structures are of course architecturally important, but the

⁹² Goodwin, Godfrey, Sinan, Ottoman Architecture and its Values Today, Saqi Books, London, 1993.p. 123.

⁹⁰ For more see the section by Amra Hadžimuhamedović, Comparison of the Bridge with other Structures.

⁹¹ Sinan died in 1588, in his 100th year according to the *hijra* (lunar) calendar.

⁹³ Goodwin, Godfrey, *Sinan, Ottoman Architecture and its Values Today*, Saqi Books, London, 1993; Sozen, Metin, *Sinan Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, 1988; E. Egli, *Sinan, der Baumeister osmanischer Glanzzeit*, Zürich, 1954; and many others in various texts (O. Aslanapa, F. Babinger, A. i S. Batur, A. Bilge, S. Corbett, E. Diez, Z. Eren, J.N. Erzen, A. Gabriel, G. Giura, A Kuran, A.A. Mustafa...)

⁹⁴Tezkiretü'l Bünyan, after Sâî Mustafa Çelebi, Book of Buildings, Tezkiretü'l Bünyan and Tezkiretü'l, Ebniye (Memoirs of Sinan the Architect), translation from original script into modern Turkish Hayati Develi, translation from modern Turkish into English, Priscilla Mary Işin, introduction Doğan Kuban, Istanbul, 2002.

technical perfection of their construction is a factor that should not be overlooked." In regard to the mystery of where Sinan acquired his skills and his ability to build such a large number of masterly works, Goodwin hypothesizes that Sinan succeeded in mastering the secrets of building over a short period, not more than twelve years, and in training a large number of architects who worked on his buildings throughout the Empire. All Sinan's works are at one and the same time the result of great skill as an engineer, his knowledge of materials, his advanced ability to respond to the demands of the environment and the morphology of the site, and his knowledge of mathematics and physics, but are also a reflection of his quest for inner meaning. Sinan was a Sufi, a member of the Bektashi order. The use of light, numbers, forms, the proportions of space, decoration – indeed, the total expression of Sinan's works both religious and civilian – reflect his Sufi knowledge. In his works he used multiples of two, but his favorite number was eight (Goodwin, 1993, p. 114.)⁹⁶

Sinan's architecture belongs as a whole to the classical Ottoman style of building, marking the acme and of the style. Some of Sinan's works are already regarded world heritage, as part of the historic area of Istanbul. The Mehmed Pasha Sokolović Bridge in Višegrad contributes to an understanding of the attitude of the imperial architect's office to the province in the 16th century.

Sinan's architecture is deeply rooted in the Turkish architectural tradition;⁹⁷ his enthusiasm for the skills of the builder of Haghia Sophia had the greatest impact on the form and treatment of his mosques. It is not hard to appreciate that Sinan's work incorporates features of the great architectural works of other architects beyond the Empire. Sinan himself speaks of his interest in the architecture of the regions where he served on military campaigns. "To be able to understand him, one must consider Sinan along with other great figures of the 16th century," remarks Goodwin.⁹⁸

The most persuasive comparison of this great figure of world architecture is with his contemporaries, leading figures of the Italian Renaissance. Alberti and Michelangelo are, in fact of interest for a comparison with Sinan. Alberti was mainly uninterested in the actual construction process, being more focused on design. His ideas were brought into material life through the work of his assistants. Michelangelo was concerned with every detail of his buildings with a care of a perfectionist, not producing huge number of his buildings. But Sinan was both: creative designer and a person in charge.⁹⁹

Goodwin claims that contrast is the clearest method of comparison between Alberti and Sinan. Renaissance monuments in Italy are the sum of their individual elements. Sinan's classical Ottoman architecture aspires to unity of expression of the building – the parts are subordinate to the whole. Only Leonardo da Vinci, in the sketches of some unbuilt designs, demonstrated the skill of integrating the parts into the expression of the whole – which Sinan readily designated as the hallmark of the mature classical Ottoman style – or Sinan's style. 100

The choice of Višegrad as the place to build a bridge was certainly that of the founder of the bridge, Mehmed Pasha Sokolović. He set the architect the task of building a bridge in the deep bed of a powerful river and, in addition to the usual vertical load, to address the horizontal force of the fast-flowing water. The piers of the Višegrad Bridge are slender, widening somewhat towards the base (Annex III), where they sharpen into a pointed cutting edge of breakwaters, which reduces their pressure on the stone structure. The bridge makes a distinct right-angled turn on the west bank of the Drina, making it similar to Seljuk, or more broadly, to the mediaeval tradition of adapting the span to the lie of the land. 102

(Text by Amra Hadžimuhamedović)

18

⁹⁵ Sozen, Metin, Sinan Architect of Ages, Ministry of Culture and Tourism of the Turkish Republic, 1988. p.218.

⁹⁶ On the esoteric understanding of the bridge, see section by Amra Hadžimuhamedović, *Comparison of the Bridge with other Structures*.

⁹⁷ Sozen, Metin, Sinan Architect of Ages, Ministry of Culture and Tourism of the Turkish Republic, 1988.

⁹⁸ Goodwin, Godfrey, Sinan, Ottoman Architecture and its Values Today, Saqi Books, London, 1993, p. 115

⁹⁹ Sozen, Metin, *Sinan Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, 1988.

¹⁰⁰ Goodwin, Godfrey, Sinan, Ottoman Architecture and its Values Today, Saqi Books, London, 1993, p. 216).

¹⁰¹ See sections Description of the Bridge and Comparison of the Bridge with other Structures, Test of Authenticity and Integrality.

¹⁰² For more see section Comparison of the Bridge with other Structures.

C (ii.)

To exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design

The Mehmed Pasha Sokolović bridge in Višegrad reflects the major exchanges of human values during its five centuries of existence, within a geographical area that has multiple geopolitical designations – the Balkans, South-East Europe, a region within the *limes* of the Ottoman Empire, a Mediterranean region, etc. Throughout those centuries, the turmoil caused by political and geostrategic circumstances left its mark on the cultural memory of Bosnia and Herzegovina; and this is at its most enduring in the architectural heritage of Bosnia and Herzegovina. The most significant a building was in everyday life, the more powerfully it received the values expressed at various historical periods, in the diverse ways in which power and authority are acquired.

From the very outset, this «great stone bridge. . ., according to the ideas and the pious intentions of the Grand Vezir from Sokolovići, was meant to link the two parts of the empire, and 'for the love of God' make easier the passage from West to East and from East to West.» Many prominent figures – architects, picture conservators and writers – are associated with the bridge in Višegrad. The work of three of them has left an important mark on the history of humankind: the architect of the bridge in Višegrad, mimar Sinan, the Grand Vizier Mehmed Pasha Sokolović whose bequest the bridge was, and the writer Ivo Andrić, whose lyrical reflection of the bridge, the novel *Na Drini ćuprija* (The Bridge over the Drina), gained him the Nobel Prize for Literature. 104

In those three figures, and in the time span that marks their life's work, the bridge in Višegrad was to express, reflect and testify to human skill and art, the aspiration to achieve depth of knowledge, communication between people and distant worlds, human power, human openness, willingness to attempt great things, the strength to overcome suffering, the human capacity to build and to preserve what has been built. In its origins and throughout its history, the bridge has become crystallized in an image of unity in diversity; a diversity that, in its encounter, complementarity and the product of its inter-relations, was at times expressed as animosity. The Mehmed Pasha Sokolović bridge in Višegrad was part of an important military and strategic route, but at the same time a public structure where social events unfolded. Indicators of the encounter and exchange of diverse human values can be derived from the historiography of its origins. Three trajectories of exchange of human values can be based on the very fact that the bridge was the work of mimar Sinan; values reflected in this very work:

- 1. Mimar Sinan was born in Kayseri province into a Christian family known for its advanced skills in building in stone. «When he left his home province as a youth, he plainly had not only assimilated a formal and personal impression of his environment, but was a practised student, perhaps even an experienced builder, well versed in the technical and practical aspects of his art.» The skills he acquired in his birthplace were to be introduced by Sinan as a particular value in all his works.
- 2. In the 16th century the Ottoman Empire extended from Ethiopea to the Crimea, and from the Persian Gulf in the east to Budapest in the west. «Sinan emerged from the multi-ethnic society which was the basis of the empire, but his works were not of any folk culture of a subject people, diversified as these were across geographical and ethnic boundaries throughout the empire, but rather of the dominant heritage, the 'culture of empire' which transcends regional and ethnic boundaries.» Metin Sozen gives the name «synthesis of Ottoman culture» to the outcome of that exchange of human values in an area that, after the fall of the Ottoman Empire was composed of more than 20 states beyond the borders of modern Turkey, and calls Sinan «the son of a Christian mason,» who played an important part in the course of that synthesis.
- 3. Given Sinan's military role and his involvement in numerous campaigns, all his works, including the Mehmed Pasha Sokolović bridge, reflect an assortment of the many influences that inspired him in his encounter with the buildings and cultures of various parts of the world. He took

_

¹⁰³ Ivo Andrić, *Na Drini ćuprija*, op. cit. (English translation: *The Bridge over the Drina*, trans. by Lovett F. Edwards, 1959)

For more see the section on the symbolic values of the bridge: Ljiljana Ševo. The bridge in tradition and art.

¹⁰⁵ Sözen, Metin, *Sinan, Architect Ages*, Turkish Ministry of Culture and Tourism, 1988, pp 20-21.

¹⁰⁶ Sözen, Metin, op. cit., p. 16.

part in the Belgrade campaign in 1521, the Rhodes campaign in 1522-23, the battle of Mohács, the first siege of Vienna in 1529, the Iraq campaign in 1534-35, and the Corfu campaign in 1537, when he travelled the length of the Italian coast. During these travels he had the opportunity to meet the contemporary architecture of the late Gothic in the eastern Mediterranean, the Italian Renaissance, and the architectural traditions of all the regions of the world he visited. «Hence, the architect was familiar, even if only visually, with several architectural traditions and surely the process of absorbing visual information (even if, in Sinan's case, one's exposure to it is purely coincidental) is one of the basic methods of architectural education even today.»¹⁰⁷

The bridge came into being at a time when the power of the Grand Vizier – by origins a Bosnian from a Christian family, born in a village by the river Drina – and the art of a great architect – by origins a Turk from a Christian family in a province remote from Bosnia. In its astonishingly harmonious form, the bridge in Višegrad units the power of the imperial centre and the distinctiveness of provincial features. During construction, the concept of the great architect, who did not know the region where the bridge was being built, and that of the man who commissioned it, whose native region this was, were brought into being in the hands of local stonemasons and builders. The concept of the bridge arose in the heart of the Empire, but it came into being thanks to the knowledge and ability of the people who were later to cross the bridge. This encounter of the «Ottoman synthesis» in architecture and the particular Bosnian stamp and inner Bosnian attributes borne by the bridge throughout its existence is what makes the bridge a heritage that embodies the highest human values at a particular moment in history. Just as the achievements and knowledge of architecture gained at the heart of the Empire were transferred to Višegrad while the bridge was being built, so the skills and distinctive features of Višegrad and Bosnia were adopted and woven into the development of architecture throughout the Empire.

From concept to construction, and ever since construction, the bridge has ceased to be merely the work of the man who commissioned it and the architect who designed it. From the first stone extracted from the Banja quarry, it became an object that determines the identity of the inhabitants of Višegrad and, beyond, of the area along the left and right banks of the Drina; beyond that, of Bosnia, and indeed of the Balkans as a whole. The Mehmed Pasha Sokolović bridge in Višegrad is part of the framework that has shaped the complex identity of the inhabitants of neighbouring countries, and is of particular importance in the perception of the population of Serbia. «This town on the very frontier of Bosnia and Serbiahad always been inclose connection and permanent touch with everything that took place in Serbia and grew with it 'like a nail and its finger'.» ¹⁰⁸

Like every other enduring, important and major structure, it has also been marked by the later architects who protected it, repaired it, restored it and conserved it. The detailed studies of Austro-Hungarian restorers indicate that trained and competent conservators of the Austro-Hungarian Monarchy were responsible for the Višegrad bridge. Conservation works on and structural consolidation of the bridge were carried out mainly by Yugoslav specialists, on three occasions during the 20th century. The work of Milan Gojković, a professor from Belgrade specializing in the preservation of historic bridges, and the studies of Sarajevo-based experts Mehmed Mujezinović and Džemal Čelić, are the most important contributions to the exchange of knowledge of and interest in the bridge during its entire existence.

The many traditional encounters of artists, writers and other intellectuals, of which the best known are the traditional summer meetings known as the Višegrad Trail, which took place right up until 1992, have made the bridge a place that initiates and is the scene of the impetus to create and its reflection in the works of art and literature, of science and architecture, in the modern age.

In addition, it should be noted that nothing has made the Višegrad bridge so well-known world-wide, of such interest to numerous visitors and researchers from various parts of the world in our time, than the fact that it is the central subject, the background and the scene of events described in the novel *Na Drini ćuprija* for which Ivo Andrić received the Nobel Prize for Literature. This work of Ivo Andrić's, with its detailed and faithful descriptions of the bridge, has been translated into English, German, Hungarian, Russian, Ukrainian, French, Bulgarian, Norwegian, Swedish, Finnish, Italian, Spanish, Danish, Czech, Slovak and other languages. Andrić's descriptions of the bridge and its importance in the history of Bosnia, and in the

-

¹⁰⁷ Sözen, Metin, op. cit., p. 28

¹⁰⁸ Ivo Andrić, *Na Drini ćuprija*, op. cit.

¹⁰⁹ Ivo Andrić, *Na Drini ćuprija*, Prosveta, Beograd, 1971, afterword with biography of Ivo Andrić by Milosav Mirković, p. 353.

history of the empires, kingdoms and states in which it was at various times, in times of war and times of peace, times of penury and times of wealth, have been one of the reasons for the bridge's becoming the destination of many travellers from the whole world – the inquisite, scholars, artists, tourists. Even for those who have never seen it, but who know it only through Ivo Andrić's work, the brdeige has become an intangible place where human values are exchanged. Even before the preparations for this documentation, in which we seek to demonstrate that the Višegrad bridge is part of the world heritage, the structure had become the subject of widespread interest abroad. One of the final passages in Andrić's novel about the bridge sums up the meaning of its construction and its existence, drawn from the essence of the intention to erect handsome, enduring structures: «Anything might happen. But one thing could not happen; it could not be that great and wise men of exalted soul who would raise lasting buildings for the love of God, so that the world should be more beautiful and man live in it better and more easily, should everywhere and for all time vanish from this earth. Should they too vanish, it would mean that the love of God was extinguished and had disappeared from the world. That could not be.»¹¹⁰ The importance of this bridge for humankind is in fact, above all, in its links with the many sagacious and great people who build, who are inspired by the architect's messages, and who preserve that which has been built.

Preoccupation with matters associated with the history and preservation of the bridge, which brings together experts from Banja Luka, Sarajevo, Belgrade and Mostar, European experts under the auspices of Council of Europe programmes, 111 experts associated with World Monuments Watch, the Government of the Republic of Turkey and others, makes the bridge a place and subject of exchange of the intentions, knowledge, ideas and opportunities that represent human values in the modern age.

In his foreword to Ivo Andrić's *Na Drini ćuprija*, published by Prosveta of Belgrade in 1971, Milosav Mirković writes: «This bridge, this beauty, strayed into a wild region, and which is the 'emissary of some distant, brighter world,' kept company with and organized tragic, divided people (...)»¹¹²

The Mehmed Pasha Sokolović bridge in Višegrad is the distinct reflection, both in its tangible and its intangible existence, of the encounter of worlds, cultures, knowledge and skills, the encounter of diversities and diverse forms of human capacity over a long period, from the peak of power of the Ottoman Empire through its decline to its fall, from the peak of power of the Austro-Hungarian Monarchy to its defeat in Bosnia and Herzegovina, through various Yugoslav state projects, to the modern history of Bosnia and Herzegovina which – tragically defined as it is by the ravages of war, but also by the return of refugees and displaced persons and by projects designed for reconciliation and to consolidate unity in diversity – has contributed to the distinctive features of the world of today.

Understanding the Mehmed Pasha Sokolović bridge as one of the key works of the «great crucible in which human life cools and solidifies,» as one might call the modern world in line with the definition of a town by Lewis Mumford, can contribute to building bridges of knowledge between people.

C (iv.)

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

The Mehmed Pasha Sokolović bridge in Višegrad is an outstanding example of a stone-built, multi-arched bridge, which has to a great extent retained its original features. It is also an architectural and engineering achievement reflecting the summit of technical possibilities at the time it was built, as described in more detail in the sections *Description* (ed. Mirzah Fočo)¹¹³, *Comparative Analysis* (by Amra Hadžimuhamedović)¹¹⁴, *Authenticity and Integrality* (by Amra Hadžimuhamedović)¹¹⁵.

¹¹⁰ Ivo Andrić, Na Drini ćuprija, op. cit.

The preliminary technical assessment of the bridge in Višegrad is the result of the work of a group of experts, supervized by Ponxce de Leon, a Spanish conservator and Council of Europe expert, as part of the Council of Europe Regional Integrated Rehabilitation Project for the Preservation of the Architectural and Archaeological heritage, and is part of the documentation for the nomination of the bridge for inclusion on the World Heritage List.

¹¹² Ivo Andrić, Na Drini ćuprija, Prosveta, Beograd, 1971, foreword by Milosav Mirković

¹¹³ See section Description of the Bridge

¹¹⁴ See section Comparative Analysis

¹¹⁵ See section Authenticity and Integrality

The Mehmed Pasha Sokolović bridge indisputably bears witness to the attitude to building in general at the time when the Ottoman Empire was at the peak of its power and its borders were at their most extensive. Since Grand Vizier Mehmed Pasha Sokolović was the founder of the bridge, the imperial coffers were wholly available to the architect. The construction of the bridge was a challenging undertaking – both because of its distance from the centre where the imperial architect was based and because of the natural features of the rapidity and width of the river and the characteristics of the ground on which the bridge was built.

The Mehmed Pasha Sokolović bridge is one of two bridges¹¹⁶ on the inventory of works of mimar Sinan located outside the borders of mmodern Turkey, in regions that were provinces within the Empire in the 16th century. At the time it was built, and for a considerable period thereafter, the bridge in Višegrad was the most important architectural venture not only in Bosnia and Herzegovina, but over a much wider area.

The complexity of the task of building the Mehmed Pasha Sokolović bridge derived from an unusual natural circumstance – the river Drina is fast-flowing and capricious at the point where the bridge was built, and also too wide to be spanned by a single arch. Two key problems faced the architect at the very outset how to build foundations for a bridge in this powerful, fast-flowing river, and how to achieve a structure for the bridge that would prove durable, given the strong horizontal pressures on the bridge created by the force of the water. The structural solution proferred by the architect resulted in a form that blends harmoniously with the natural environs. The bridge does not have a steep roadway; the saddle-back outline of the roadway is of so unusually a gentle slope compared with other classical Ottoman bridges that it is barely noticeable. The Mehmed Pasha Sokolović bridge is a unique example of Ottoman bridge-building where the roadway is high above water-level and above the level of the road leading to the bridge, so that part of it – the access ramp - ascends steeply to the main body of the bridge. In its formal features - being composed of two sections, an access ramp parallel to the river and the section spanning the river – the bridge in Višegrad is unique among bridges from the classical Ottoman period. As a result of the steepness of the ramp, the piers of the bridge are markedly tall. The bases of the piers are significantly elongated in the direction of the flow, and are pointed on the upstream side. The bridge is geniculate in shape, and the arches on which the access ramp lies, running parallel to the water-course, serve as flood openings which, together with the smaller circular openings in the intrados of the arches, serve to reduce the pressure on the main part of the bridge above the river.

The Mehmed Pasha Sokolović bridge is a striking example of public civil engineering with the features of the classical Ottoman style of building, and a typical instance of the way Koca mimar Sinan treated civil structures. These were the product of a thorough and systematic study of the site where they were to be built and the functional demands they had to meet. However, the form of the structure was never the result only of the structural demands or function themselves. The form of the bridge in Višegrad reflects the mathematical purity of the relationships between its individual parts, its perfectly harmonious proportions of both the whole and its details, and the presence of elements that have no direct relationship either with the structural calculations or the function of the bridge – such as the decorative niches on the spandrel walls of the bridge and the moulded surrounds of the rectangular hollows, the decorative treatment of the transition from the piers to the spandrel walls of the bridge, and the symbolic representations of fleur-de-lis and rosettes.

In the light of the fact that bridge-building was not mimar Sinan's main interest, and yet forms a significant part both of his opus and of his fate as imperial architect, the bridge in Višegrad also testifies to lesser known features of Sinan's architectural work as a whole.

Since it was first built, the bridge in Višegrad has been exposed to various threats – floods, ¹¹⁷ fierce flash-floods, changes to the water-level and flow-rate resulting from the construction of a hydro-electric power plant upstream from the bridge, mechanical and structural stresses caused by motor vehicle traffic, which was permitted to cross the bridge over a long period with no limit to the size and weight of the vehicles – despite which the structure and final treatment of the bridge has remained markedly solid and durable throughout all that time. Even the destruction of parts of the bridge by military action during the two World Wars did not cause major damage to either the structure or the form of the bridge, given its exceptional mathematical precision, which gave the bridge its stability of structure and its harmony of form.

_

¹¹⁶ the other bridge is in Svilingrad, Bulgaria

¹¹⁷ See old photographs of the Great Flood – Annex IV, AIVa-3

The Mehmed Pasha Sokolović bridge in Višegrad contains all the features that make it a striking representative of the typological and chronological-cum-stylistic group of stone, multi-arched bridges of the classical Ottoman period. In addition, its unique design and technical treatment, which also called for a unique technology of foundation-building and bridge-building, the use of local materials, and the position of the bridge in space, distinguish it from others built at the same time or in the same geographical region. These features make it unique in the world.

In one of his descriptions of the bridge over the Drina, Ivo Andrić says that it is a "great stone bridge, a rare structure of unique beauty, such as many richer and busier towns do not possess ('There are only two others such as this in the whole Empire,' they used to say in olden times..." 118

Despite all the challenges of the modern age and all the threats to which the bridge is exposed, in the perception of all the citizens of Bosnia and Herzegovina it is of particular value and should be preserved for all times; it is still "the same as when the Grand Vezir had seen it in his inward vision behind closed eyes and as when his masons had built it: powerful, beautiful and enduring, beyond all possibility of change."¹¹⁹

(Text by Amra Hadžimuhamedović)

C (vi.)

To be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance

The Old Višegrad Bridge in Folk Tradition, Travelogues and Art

The Bridge in Višegrad, a supreme architectural achievement and an inseparable part of the lives of not only the residents of Višegrad and across Bosnia and Herzegovina, but of all travelers that have had the good fortune to see it, has become an eternal and inexhaustible source of inspiration.

Indirectly and directly, it is connected to tradition and ideas, beliefs and customs.

Enduring, lasting, permanent, but at the same time surreal with its refined lines, the bridge has fascinated generations and become part of their being. Constructed to tame the overflowing river for all eternity, the travertine vaults inspired the imagination to conjure supernatural forces without whose help weak human hands destined for transience would not have been able to perform such a feat. Its functionality and elegance have left an irremovable impression on travelogues of all epochs, from Evlija Čelebija in the 17th century to authors from the 20th century such as Peter Handke, Joe Sacco, Peter Maas.

Its firm pillars and vaults have inspired folk poets and academic prose writers alike. The unforgettable outline of the bridge carried one of these writers—Ivo Andrić—to the very pinnacle of literary achievement: the Nobel Prize for Literature.

The intoxicating harmony of this stone construction bridging the Drina River in Višegrad has forever remained in the eye of the painter. Its silhouette was recorded in brushstrokes, sketches, or else artists would spend hours, even days, studying how the light plays across the smooth stone surfaces, trying to record the essence of the dreamlike scene. It thus became a motif in artworks of extraordinary and universal value.

Folk Legend

The Bridge on the Drina in Višegrad has become part of folk legend. The significant architecture of such constructions, and especially those of vital importance for the population of a certain area almost always become important determinants in shaping the collective conscious which includes aesthetic views and value systems. These are then manifested, especially in patriarchal societies, in the form of folk traditions, legends, folklore, proverbs, superstitions and oral literature—both prose and poetry. Architectural buildings of exceptional monumentality, such as the Bridge in Višegrad, fascinated both their observers and users and affected their imagination which lead to a rich and varied appearance of myths about the bridge, now belonging to non-material heritage. The legends relating to the Višegrad Bridge have been recorded in older Bosnian-Herzegovinian periodicals—in almanacs published at the end of the 19th and beginning of the 20th century¹²⁰, as well as in the first professional journal for history, archaeology and ethnology—the Annual of the National Museum in Sarajevo.

119 Ivo Andric, Na Drini cuprija, op.cit.

¹¹⁸ Ivo Andric, *Na Drini cuprija*, op.cit.

¹²⁰ Bosna, br. 379, 27. IX 1873; Z. Bogdanović, Višegradska Ćuprija, Bosanska vila 1888, 174-175.

Legends inspired by the Bridge on the Drina River in Višegrad are sometimes more or less based in historical fact, such as the case recorded in the notebooks of Zaharije Bogdanović in 1888¹²¹ describing the construction of the bridge and the so-called "Stone Inn". The folk legend relies on historical facts when it comes to the duration of construction works—seven years—and concerning the free kitchen (*imaret*), as well as when it comes to the construction of the mosque in Sokolovići. Some parts of the legend published as part of Bogdanović's writings cannot be substantiated by material evidence. For instance, no evidence, archaeological or written traces have been found to corroborate the folk tale about Mehmed Pasha's endowment—a church whose construction in his birth village of Sokolovići he is said to have founded.

The folk legend has replaced the role of Mimar Sinan with that of an architect called Rade or Mitar, and the skill of the great Turkish architect was supplanted by the belief that the bridge cannot be constructed until a blood sacrifice is made in its honor. Thus, as in many civilizations worldwide, in the many accounts or symbolic implications of ritual sacrifice in the honor of great construction endeavors, the construction of the Višegrad Bridge has fostered the story of the twins Stoja and Ostoja who were entrapped in the pillars of the bridge and their devastated mother from whose breasts milk pours to this day, leaving white marks on the travertine blocks only to be petrified beneath the arches of the bridge. Reality, intertwined with the legend, indicates that the mythic sight of petrified milk reveals the process of dissolution and re-sedimentation of limestone. The folk belief in the healing power of "milk" also inspired certain rituals—in the summer, when the Drina water level drops, "stalactites" of hardened limestone were broken off the bridge, broken into clumps or ground into a powder and given to breastfeeding mothers who were running out of milk. 122

There are a few other recorded folk tales about the Bridge in Višegrad and its builder. According to one of them, before being taken from his homeland as part of the Ottoman system of recruitment of boys for military service, Bajo Sokolović, later to become Mehmed, was "... going to school in Čačak to become a priest". ¹²³ Here, the legend is loosely related to historical fact. Namely, Bajo Sokolović studied at the Miliševa monastery near Prijepolje, but the folk tale's implication that this Christian education had to have been gained near a larger Serbian medieval centre is indicative. In this case, Čačak stands for a general term that may even imply the Mileševa monastery. According to the same legend, as they were leaving, when the Turks gave the Christian boys chosen to be educated in one of the centers of the Ottoman Empire lunch, but also "spoons three meters long", only the shrewd Bajo figured out how to make sure they were not left hungry because of these unusable utensils. He suggested, "You feed me and I'll feed you." This anecdote testifies to the general fascination with the bridge—whoever commissioned it and financed its construction must have exhibited extraordinary wisdom and ingenuity already at such a young age.

The vizier's endowment in the village of his birth comes up again in the following legend. It differs from the previous one insomuch that it says both buildings—the mosque and the church—still exist. The former is in Sokolovići, inhabited by Muslims and the latter in Podravanj, inhabited by those of Christian Orthodox faith. The legend indicates two established beliefs certainly inspired by the fascination by the splendor of the Višegrad Bridge. One of them concerns the great vizier's bond to the impoverished area he came from and which he did not forget even in the blaze of his immaculate career, loyally bestowing endowments upon it—not just the bridge, but a han, an imaret, a fountain and a mosque. In this respect, the legend has a basis in facts confirmed by historical sources. The other belief—that the pasha who verifiably "carefully educated in Islam" had to have been partial to the Christian Orthodox population of his place of origin and the faith into which he was born, as he demonstrated by the building of the church—is probably based on the fact that Mehmed Pasha Sokolović was significantly responsible for the reconstruction of the Serbian Orthodox Patriarchate in Peć. Since his rivals and enemies in the intrigues of court suspected the vizier of not accepting Islam in good faith, Mehmed Pasha could not have allowed himself a concealed Serbian patriotism, and the reconstruction of the Patriarchate of Peć would have been an act justifiable only by political reasons and man oeuvres of the Ottoman Empire.

The legend continues: "In memory of the place where he parted with his mother, he erected a bridge" convinced that a successful soldier and ruler, a great founder to whom the world is indebted for the splendid beauty and colossal strength of the bridge, had to above all be a model son with the utmost respect

¹²¹ Z. Bogdanović, Višegradska Ćuprija, Bosanska vila, 1888, 174-175.

¹²² Dž. Ćelić-M. Mujezinović, *Stari mostovi u Bosni i Hercegovini*, Sarajevo 1969, 52.

¹²³ A. Softić, *Zbornik bošnjačkih usmenih predaja*, Sarajevo 2005, 91.

¹²⁴ Radovan Samardžić, *Mehmed Sokolović*, Beograd 1975, 10.

¹²⁵ A. Softić, *Zbornik bošnjačkih usmenih predaja*, Sarajevo 2005, 92.

for his parents. The tales about the bridge thus simultaneously testify to moral principles, and the stone bridge is closely intertwined with the most refined recesses of the human soul.

Another folk legend attributes the construction of the Višegrad Bridge, as well as the Bridge on the Neretva River in Mostar, to the Romans. ¹²⁶ This legend is also closely tied in with the splendid construction spanning the Drina River. Its monumentality, the inconceivable power of its domination over the dangerous torrential had to be ascribed to an ancient people. Little was known, but much conjectured about the colossal development and superhuman powers of the ancient Roman "race".

Through the centuries, the bridge was built into the language of folklore in the form of proverbs and sayings.

"Remained standing like the Bridge over the Drina" is a saying referring to stability of character recorded by Mehmed-bey Kapetanović Ljubušak and it certainly refers to the stability of the Bridge in extreme situations such as great floods, the greatest of which was the one in 1896. Consistency as well as endurance and persistence are also expressed by the following comparisons in common Bosnian speech: "Tough as the Bridge over the Drina" and "Firm in his beliefs as the Bridge over the Drina". In his collection of folk proverbs, Vuk Stafnović Karadžić published a proverb inspired by the splendid Višegrad Bridge: "As good a deed as the Bridge over the Drina". ¹²⁷

The Bridge in Travelogues

The Višegrad Bridge left an impression on travelogue writers who passed through Bosnia and Herzegovina in the past and recorded information about the Bridge. Already in the 17th century, Evlija Čelebija wrote about the Bridge. Passing through Višegrad in 1664, he gives an exhaustive description of the town and says: "In this town on the river Drina, there is a large bridge with eleven arches. Its every span is like the Milky Way constellation. A connoisseur of architecture and building is awed and astonished by the sight of this bridge." Citing the content of the inscription about its construction, engraved in the gates of the Bridge, Čelebija continues: "When once a great flood tore down one arch of the Bridge, the town spent seventy seven thousand grosz on its repairs." ¹²⁸

In 1566, the second year of Mehmed Pasha's service as grand vizier, there is mention of his caravanserai with an imaret built on the right bank of the Drina River, by the road leading to the river. Evlija Čelebija writes about this building as well, but with a somewhat exaggerated tone: ".. in the Town, there are seven hundred houses, a beautiful mosque, a han as big as a fortress that can house ten thousand horses, camels and mules, then there is a beautiful bath and running water fountains... All of these are endowments from Mehmed Sokolović." The vizier's caravanserai commonly known as the "Stone Han" could not receive a hundred caravans with a hundred horses at the same time, but it was certainly a large and well constructed building. 130

Among the diplomats at the French General Consulate in Travnik, special attention should be given to Chaumette de Fossés, the Consulate Chancellor from 1807 to 1808 who traveled across Bosnia and left a valuable book of travelogues. He had the following to say about the Bridge of Mehmed Pasha Sokolović: "The Bridge in Višegrad, on the Drina River has a modern construction and is the best preserved ancient monument. It was built by the Greeks in the 12th century, during their temporary dominion over Bosnia from 1163 to 1180. That bridge consisting of five arches is practically triangular in shape, because its middle part is so raised and pointed... The endurance of the bridge is a testimony to its solidity, after so many centuries, in a place where the Drina is particularly torrential. The dimensions of the millstones from which it was built are very large." de Fossés was obviously unfamiliar with history and folk tradition—otherwise he would not have made a mistake in attributing the building of the Bridge to the Greeks. Despite this error, however, the record shows this Frenchman's fascination with the solidity and endurance of the Bridge.

¹²⁶ A. Softić, *Zbornik bošnjačkih usmenih predaja*, Sarajevo 2005, 93.

¹²⁷ Dž. Ćelić-M. Mujezinović, Stari mostovi u Bosni i Hercegovini, Sarajevo 1969, 52.

¹²⁸ Evlija Čelebi, Putopis, *Odlomci o jugoslovenskim zemljama*, Sarajevo 1996, 262-263.

¹²⁹ Evlija Čelebi, Putopis, *Odlomci o jugoslovenskim zemljama*, Sarajevo 1996, 262.

¹³⁰ Radovan Samardžić, *Mehmed Sokolović*, Beograd 1975, 371.

¹³¹ Chaumette des Fossés, *Voyage en Bosnie dans les années 1807 et 1808*, Paris, 1816.

¹³² Chaumette des Fossés, *Voyage en Bosnie dans les années 1807 et 1808*, Paris, 1816, 24-25. Des Fossés pravi istu grešku kada ga pripisuje Grcima. Omašku pri atribuciji mosta Grcima ili Rimljanima čine i neki drugi putopisci – Pertusier i Vignolle; Pertusier (Charles), *La Bosnie considéré dans ses rapports avec l'Empire ottoman*, Paris 1822,356; AG, Mém. et. reconn., *Aperçu sur la Bosnie par le général de division Vignolle*, 26 jullet 1807.

Traveling from Sarajevo to Istanbul in 1852, Ivan Frano Jukić left another written record about the Višegrad Bridge. Starting from Rogatica, after three hours, "... we saw in a valley the rushing Drina River and the famous bridge over it, and on the right bank the small town of Višegrad... The stone bridge on 24 pillars is a feat not only because of its hardness, but famous for its art and the best after the Mostar and Konjic bridges over the Neretva, to which it can compare. In the middle of the bridge, there is a barrier, a tower with sentries. At night the bridge is closed." ¹³³

Traveling in Bosnia and Herzegovina in 1857, the Russian Consul Alexander Gilferding noted down that in Višegrad "... a beautiful stone bridge was built." and that he was told it was the best bridge in Bosnia. The travelogue writer himself describes the bridge as "beautiful" regretting only that "... it is blemished by two half-decrepit wooden sentry towers set in the middle of it..."

The Višegrad Bridge was also visited by travelogue writers of modern times. Immediately after the end of the war in Bosnia and Herzegovina, the bridge whose perseverance had witnessed an untold number of wars is mentioned by our contemporaries—P. Handke¹³⁵, Joe Sacco¹³⁶, Peter Maas¹³⁷.

Verses from the Inscriptions Engraved in the Gates of the Bridge

Immediately after it was built "... a great white plaque was brought, with an engraved inscription, and built into the *kapia*, into that wall of reddish stone which rose a good six feet from the parapet of the bridge." This is a stone slab measuring 60 cm by 85 cm, built into the portal of the bridge and bearing engraved verses in Turkish written in Arabic script:

- 1 Noble and honest Mehmet Pasha,
- 2 with whose presence the world is honoured
- 3 spent his property to satisfy God
- 4 no one can say that property used for good deeds is wasted
- 5 During his life the vizier spent money for establishing endowments
- 6 He knew that good deeds are successors to all
- 7 In Bosnia, over River Drina he founded a large bridge
- 8 There was no line of arches over that river
- 9 Over such a deep river with strong currents
- 10 he had to build without a predecessor
- 11 Mehmet Pasha succeeded in crowning his home with beneficence
- 12 He built a bridge which has no counterpart in the world
- 13 Do not consider that the money spent for this endowment is in vain
- 14 Let the days bestowed to him by God spent in
- 15 wellbeing and charity
- 16 Seeing the completion of the bridge, Nihadi said the tarih (date)
- 17 Let God bless this wonderful, great bridge, the most beautiful!

979 н. / 1571/72¹³⁹

Another stone slab measuring 189 cm by 79 cm built into the portal of the bridge bears another chronogram written in the *jali naskh* script:

"During the reign of the ruler of the world Murad Khan, son of Selim,

The benefactor lord Mehmed Pasha,

Who served as Grand Vizier loyal to three rulers,

Created the grandest of legacies, may the Lord God receive it!

With pure intent he built with his own resolve

A great bridge over the river Drina.

¹³³ Ivan Frano Jukić, *Putopisi i istorijsko-etnografski radovi*, Sarajevo 1953, 121-122.

¹³⁴ A. Giljferding, *Putovanje po Hercegovini, Bosni i Staroj Srbiji*, Sarajevo 1972, 104-105. Giljferdingov opis odnosi se na kulu od hrastovine koja je stajala iznad sofe i kapije mosta, a koja je srušena 1886. godine, A. Bejtić, *Sokolovićev most na Drini u Višegradu*, Narodna uzdanica za godinu 1945, Sarajevo 1944, 148-149.

¹³⁵ P. Handke, Zimsko putovanje do reka Dunava, Save i Drine, Beograd 1996.

J. Sacco, Safe Area Gorazde, New York, 1966.

¹³⁷ P. Maas, *Love Thy Neighbor*, New York: Knopf, 1996.

¹³⁸ I. Andrić, *Na Drini ćuprija*, Beograd-Sarajevo 1958, 83.

¹³⁹ Translated into English by Prof. Zeyneb Ahumbay

The structure is so exquisite that all who see it

Regard it as one of the pearls of the river,

With the vault of the heavens as its shell.

God grant that the edifice of his fortune and his life be strong,

And grant him whatever he desires in this and the everlasting world.

Nihadi told me this chronogram, may those who see it be blessed:

"Mehmed Pasha built this bridge over the water."

Year 985.

The author of the verses written in 979 and 985 of the Hegira calendar, that is in 1571/72 and 1577/8 of the Christian calendar¹⁴⁰, is the famous Sarajevo poet and scholar Muhamed Čelebija Karamusić who used the pseudonym Nihadi. His fascination with Mehmed Pasha's magnificent endowment as well as his deep respect for its founder were shaped into an unforgettable poetic achievement that became an inseparable part of the Bridge. At the same time, this poetry, like the construction to which it is dedicated, attracted the attention of residents of Višegrad as if by some magic formula: "The people gathered around the inscription and looked at it until some seminarist of koranic student was found who would, with more or less ability, for a coffee or a slice of water-melon or even for the pure love of Allah, red the inscription as best he could."

Folk Poetry

Researchers from the end of the 19th century deserve the merit for the publication of folk poetry and that treasury includes verses inspired by the splendor and fascinating harmony of the Višegrad Bridge. ¹⁴³

The folk poem, steeped in fear of the wrath of the wild river upon which "no bridge could ever be made," and at the same time fascinated by the achievement of the founder and the architect gives the fullest expression of the extent to which the famous Višegrad Bridge permeated the people's conscious and ignited the poetic imagination:

"Mehmed Pasha served three emperors

And three towers of treasure earned,

Then he stood contemplating,

What to do with the treasure

To give it to the poor,

To pour it into the Drina

Or to build good deeds across Bosnia

He contemplated all and settled on one:

To build good deeds across Bosnia

But first a bridge on the Drina."

In the cited verses, the folk poet ascribes the role of builder to the legendary Mitar, and illustrates the spellbinding scope of the feat with verses in which Mehmed Pasha addresses the architect:

"Mitar Đurđev, when your charge arrives,

Go to the town of Višegrad,

And build a bridge on the Drina,

Take with you three hundred craftsmen

And a thousand children day labourers,

To lift the cold stones."

¹⁴⁰ The chronogram contains a chronological, contentual and logical anachronism. Namely, the older inscription is dated to the year 979 anno Hegirae, while the more recent 985 anno Hegirae, However, upon closer inspection of the style of both chronograms, we are led to believe that the last semiverses informing us of the start and end of contruction of the Bridge have been switched. These anachronisms can be removed if we exhchange the second to last semiverses of the inscription, i.e. by putting the second to last semiverse of the older inscription in place of the second to last verse of the more recent inscription and vice versa. M. Mujezinović, *Islamska epigrafika Bosne i Hercegovine, knj. 2, (Islamic Epigraphs in Bosnia and Herzegovina, Vol. 2)*, Sarajevo 1998, 117-120.

¹⁴¹ Nihadi died in 996 (1587/88) godine, M. Mujezinović, *Islamska epigrafika Bosne i Hercegovine, knj. 2, (Islamic Epigraphs in Bosnia and Herzegovina, Vol. 2)*, Sarajevo 1998, 120; H. Šabanović, *Književnost Muslimana BiH na orijentalnim jezicima*, Sarajevo 1973, 82.

¹⁴² I. Andrić, *Na Drini ćuprija*, Beograd-Sarajevo 1958, 83.

¹⁴³ K. Hőrman, Narodne pjesme Muhamedovaca, Sarajevo 1888, 78.

The actual feat of construction was incorporated into the fantasy of the poem in verses describing how the construction could not begin until "the Hawk Mehmed Pasha" sent Mitar the architect a "talisman", but even so the life of the builder is threatened by a force from beyond physical experience. His steed jumped out of the Drina and:

"Brought up a deciduous fairy

Her flowing hair wrapped

Around the steed's straight legs

She had come to drown Mitar"

The legend of the blood sacrifice, the twins built into the bridge, can be found in folk poetry as well—the "deciduous fairy" stopped disrupting the construction works only after the sacrifice ritual was performed.

According to the folk poet, the ordeals did not cease when the building of the bridge was completed. One day:

"The Drina ran murky and frantic,

The bridge on the Drina swayed"

And the architect tested the generosity of the founder, asking of Mehmed Pasha:

"So take a silver shovel

To bestow upon the murky Drina"

Thus the joint generosity and munificence of the founder and the skill and wisdom of the architect create a work of eternal value in the consciousness of the people:

"And so the bridge on the Drina stood,

Stood then, stood forevermore."

The universal categories of high ethical consciousness, as the only ally of the human mind and efforts in the eternal tendency towards achieving noble and elevated ideals, their paths always obstructed by dark forces, have been celebrated by the people in verses directly related to the stone bridge in Višegrad. The richness of the language, the balanced verses, the unerring gift for the development of conflict and its resolution classify the folk verses inspired by the Višegrad Bridge among the highest achievements of epic poetry.

The Bridge in the Works of Ivo Andrić

"Of all that a man builds in his passion for life, nothing is better and more valuable in my eyes than bridges."

These are the words of the Nobel Laureate Ivo Andrić, the most important prose writer from this region in the past century. He received the highest recognition in literature in 1961 for the novel "The Bridge on the Drina". The author borrowed the title for the novel from a verse of a "Muslim folk song about the building of the Višegrad Bridge:

Go to the town of Višegrad,

And build a bridge on the Drina"144

Ivo Andrić was born on 9 October 1892 in Dolac near Travnik. He spent his childhood in Višegrad where he completed primary school. He graduated from secondary school in Sarajevo and went on to study Slavic literatures at philosophy faculties in Zagreb, Vienna, Krakow and Graz. During the First World War, he was a prisoner of the Austrian government in an internment camp in Doboj. In the period between the First and Second World War, he held the post of emissary of the Yugoslav government in Berlin. At the outbreak of the Second World War, due to disagreements with the authorities in Belgrade, he resigned his post of emissary and returned to Belgrade. During the Second World War he led a secluded life in his apartment in Belgrade and prohibited the printing and publication of his works. At the same time, he wrote his best texts that would rise to global glory. He died on 13 March 1975.

Ivo Andrić's most famous novel—The Bridge on the Drina, published in 1945—is a chronological account of great event surrounding the Bridge over the Drina in Višegrad. The Bridge is a point of integration of the novel's narration and its central figure. Everything passes, only the bridge remains to show the frailty of human destiny. The bridge is a place where historical characters meet those from the writer's imagination.

_

¹⁴⁴ Lj. Jandrić, *Sa Ivom Andrićem (1968-1975)* Beograd 1977, 87.

The novel begins with a long geographic description of the Višegrad area and an account of the legends about the bridge's construction. The origins of the legends are national myth and the epic vision of the world which is an equivalent of that myth. As a rule, legends are parallel, they have a Christian and a Muslim version.

The novel ends in 1914 when troops of the Austro-Hungarian monarchy badly damaged the bridge while retreating. The destruction of the Bridge coincides with the death of Alihodža, one of the most imposing characters in the novel, symbolizing the end of the Ottoman period.

Between the beginning and the end, between the building and the destruction of the Bridge, a narrative spans four hundred years in which, through developed episodes, Andrić chronicles the destinies of the residents of Višegrad of all faiths.

The Bridge, a silent witness, remembers the mutual intersections and permeations, sometimes the antagonism between different cultures, faiths and traditions, two civilization, East and West. The Bridge is the only stable, constant, eternal point, where the friction and turmoil that inevitably lead to conflicts (between characters and between countries) are felt and seen with more clarity than elsewhere, in a material form clear as crystal.

The novel about the Bridge, as most of Andrić's novels and short stories, feeds on the history of Bosnia, a country of crossroads where Christianity and Islam and their respective lifestyles meet and intertwine; a country where wars are waged as well as peace-time inter-religious and political struggles interrupted by short and illusive truces. As a country of contradictions, Bosnia fosters a specific culture of living, full of both vitality and atavism.

The people who are caught by dint of fate on such a stage play only transient dramatic episodes in the vast theatre of history. 145

A master of our literature, he remained bound to the bridge from his childhood to the end of this life and cared for its destiny.

When he visited Višegrad in October 1972, Andrić noticed changes in the river and Bridge caused by the building of the hydroelectric plant: "The Drina is stagnant. It does not flow as before, but leaks! Since the hydroelectric plan was built in Bajina Bašta, the Bridge has lost its slender and beautiful stature. Look, doesn't it seem as if the arches are drowning in the water? In the series of misfortunes to pass over this river and its slender arch, this is the most dangerous, for it took away her restlessness, color and whir. You see, the water has risen to above the Bridge's knees and deprived the arches of that slenderness and beauty that could have been bestowed only by these crags and the skilful hands of architects from the past. You should know that changing riverbeds used to be forbidden by holy law; it was grave necessity that made them flow in just such a direction."

The Bridge as Motif and Inspiration in Visual Art

The oldest known drawing of the Višegrad Bridge was published in the Allgemeine Bauzeitung in 1873. The drawing shows the sentry tower in the middle of the Bridge (Annex V, AV-2). Although it is valuable primarily as a document, this drawing cannot be said to be void of artistic value and also clearly shows the fascination of the author with the harmonic relationship between the construction and the surrounding landscape. ¹⁴⁷

A number of other drawings, primarily by anonymous authors, testifies to the interest of Austrian civil servants for Bosnian cultural heritage and, it seems, especially for utilitarian buildings. One of these drawings, made in 1889, focuses on the view of the portal in the middle of the bridge seen from upstream (Annex V, AV-5), while another shows the upstream left corner of the Bridge, where part of the approach ramp can be seen through the opening of the arch (Annex V, AV-7). These are probably (judging from the illegible signature) works of the same author from 1889 who drew that motif of an unknown resident of Višegrad, akin to the characters from Andrić's novel, resting on the stone sofa, while in the background, in dissonant contrast to the idyllic composition of man and stone, an electric pole stands, a bearer of light bulbs and conducting cables. 150

¹⁴⁶ Lj. Jandrić, Sa Ivom Andrićem (1968-1975) Beograd Београд 1977, 162.

¹⁴⁵ www.gerila.com/knjige/katalog/869.htm

¹⁴⁷ Dž. Ćelić-M. Mujezinović, *Stari mostovi u Bosni i Hercegovini*, Sarajevo 1969, 142.

¹⁴⁸ Dž. Ćelić-M. Mujezinović, *Stari mostovi u Bosni i Hercegovini*, Sarajevo 1969, 143.

¹⁴⁹ Dž. Ćelić-M. Mujezinović, *Stari mostovi u Bosni i Hercegovini*, Sarajevo 1969, 157.

¹⁵⁰ Dž. Ćelić-M. Mujezinović, *Stari mostovi u Bosni i Hercegovini*, Sarajevo 1998, 155.

The stone bridge on the Drina in Višegrad is a motif of a series of artworks, especially from the second half of the 20th century. Bosnian-Herzegovinian artists, mainly professors from the Fine Arts Academy, immortalized the Bridge in their artworks. Vladimir Vojinović described it with oil on cardboard painting in the 1950s and then in the 1970s Mario Mikulić did a series of sketches and oil on canvas paintings. Prominent artists from the local scene tried their hand and paints at immortalizing on canvas the exciting encounter of the sculptural shapes of the Bridge and the light and color reflections from the water of the dramatic surrounding landscape. In the 1980s, Ibrahim Ljubović, Vojo Dimitrijević, Mica Todorović and Mladen Kolobarić could not resist the demanding challenge of the Bridge on the Drina. It remained forever in the eye of the artists, seen as a personal discovery of an eternal, non-temporal category of universal harmony. Hasan Fazlić and Mersad Berber immortalised the bridge in their graphics.

From 1994, artists gather in Višegrad each year to spend a week in August socializing and exchanging experience, knowledge and inspiration. They come from Banja Luka and Sarajevo, Knin and Moscow, from America, Belgrade, Budapest and Čačak, Sofia and Shanghai, Užice and Trebinje, Japan, Sweden, Belgium, the Ukraine, Greece. They come to see the Bridge, to be inspired by its manifold symbolism, to penetrate the mystery of its metaphysical splendour. By painting the Bridge on the Drina, they strive, as once its commissioner and builder did, to combine vision and reality, a dream made up of transparent flashes of bluish and golden light and the reality of the torrential river and its stone master. ¹⁵¹ In that tendency, the best manage to immerse themselves in the far-off reflections of Mehmed Pasha's longing and Sinan's virtuosity.

Some of the authors, who, in the past eleven years, expressed their rapture inspired by the old stone bridge, are among the very top of recent artistic activity in the country and abroad. In the Višegrad Town Gallery, various transpositions of this motif can be seen in the works signed by Veljko Mihajlović, Biljana Vuković, Divna Jelenković, Zdravnko Mandić, Branko Nikitović, Melisa Poper, Erika Marija Gutenšvager, Julija Suhoveckaja, Hadik Đula and many other artists whose works are prominent on the contemporary domestic and international art scene. (See Annex V)

On at two occasions, the Višegrad Bridge was featured in documentaries. In the 1970s, it was featured as part of a Film News segment on old stone bridges on Drina and Žepa and later immortalised in the unforgettable film by the famous Yugoslav director Žiko Ristić, whose extraordinary visual effects compete with the educational value of the film.

Mehmed Pasha's and Sinan's bridge on the Drina in Višegrad has also enriched our horizons in everyday life. In 1992, in Belgrade, a 5000 Dinar bill was printed with a drawing of the monumental Bridge on its reverse side, and at the moment the 200 Convertible Mark bill is decorated by a portrait of Andrić and the splendid Bridge over the Drina.

And once again, the intertwining of the Višegrad Bridge with our lives and its power to extract the meridian of universal values from those with a gift was shaped into a luminous thought by Ivo Andrić: "There are no incidental buildings, separated from the human society in which they were built, and the needs,

wishes and beliefs of that society, just as there are no incidental lines or needless shapes in architecture."¹⁵²

(Text by Ljiljana Ševo)

3.b Proposed Statement of Outstanding Universal Value

The Višegrad Bridge is among the most impressive bridges in the world, and in its setting, its engineering and its formal features, as well as in its durability and solidity, and its readiness to receive and absorb changes to its environment, it is a masterpiece by a world master architect. The verse inscribed in the stone at the middle of the bridge states that it is "a bridge that has no counterpart in the world".

To anyone observing the bridge, regardless of his or her knowledge of history, art and literature, it is plain to see at first glance that the bridge in Višegrad reflects the skill of a master architect and builder. The architect of the Višegrad Bridge was Mimar Koca Sinan ibn Abd al-Mannan, most famous of all the architects of the Ottoman Empire and one of the greatest architects the world has known. The Višegrad Bridge is one of his two most important designs of this type. The uniqueness of the Višegrad bridge is associated largely with its form – a geniculation structure composed of a section with eleven arches spanning the Drina, and a four-arched ramp by means of which the bridge takes a right angle to join the left bank,

30

¹⁵¹ According to V. Grandić, Višegrad Art colony 2004, foreword in the exhibition catalogue, Višegrad 2004.

¹⁵² I. Andrić, *The bridge on the Drina*, Beograd-Sarajevo 1958, 21.

following the lie of the land. This form, which was that of the bridge on completion, has largely survived in authentic shape to this day.

What especially makes this bridge unique and outstanding is that it is either reflection of or reflected on the power, skills and ability of the three the most prominent historical figures - its endeavor grand Vezier Mehmed-pasha Sokolovic, its author - the chief architect of the Ottoman Empire Mimarbasha Koca Sinan and its "biographer", the Nobel's prize laureate Ivo Andric – writer of the famous "The Bridge over Drina". It makes its architectural, historical and symbolic values merging into the outstanding expression that is among few icons representing Bosnia and Herzegovina.

In the symbolism of its function – to connect people, to secure passage from one side to the other, to be a link between different roads coming from faraway parts of the world – the very idea of the Bridge in Višegrad has connected people from both sides of the Drina with their fellow countryman in faraway Istanbul, with the great imperial architect, with writers, readers and painters from the whole world. The Bridge is a reflection of diversities expressed through harmony and the durability of memory.

The Bridge was built at the peak of power and glory of the Ottoman Empire, in the period when several men originating form Bosnia were influential and authoritative in the very heart of Empire. Their influence resulted in ability to build glorious endowments in their homeland. Mehmed-pasha Sokolovic was the most famous among them and his legacy is immense – but the bridge across the river near the village of his origin – this bridge in Višegrad - is in fact the most famous.

It has been glorified by folk tradition and folk poetry, by historiography and writers, artists and visitors more then any other piece of human work in Bosnia and Herzegovina.

The Mehmed-pasha Sokolović Bridge has always been understood by each and all citizens of Bosnia and Herzegovina as their own precious heritage. That is why this monument survived even the war 1992-1996 when cultural heritage of Bosnia and Herzegovina was the target of wanton and systematic destruction.

The bridge is associated with important historical events from different periods of Bosnian-Herzegovinian history. It is a place that lot of citizens associate with the memories of historical and social changes, rebellions, wars, persecution of civilians – what adds to this old structure built in 1551-1557 – a new symbolic and semantic layer that some World Heritage sites have as a basic and prevailing value.

3.c Comparative analysis (including state of conservation of similar properties)

The comparison of the Mehmed Pasha Sokolović bridge to determine its uniqueness in the process of nomination for inclusion on the World Heritage List will be conducted on the basis of the following comparative criteria: (1) Typological and stylistic attributes; (2) Attributes of the architect-designer; (3) Attributes concerning specific elements or features; (4) Geographical and spatial attributes as well as degree of originality and characteristics of conservation works.

1. Typological and stylistic attributes

The basic typological attributes for the Mehmed Pasha Sokolović Bridge in Višegrad are that it is: (a) arched, (b) masonry-built, (c) a stone bridge, (d) in the classical Ottoman style.

The bridge was built in the 16th century, and is stylistically comparable with Renaissance and classical bridges in Western Europe. More detailed stylistic attributes are associated with the classical Ottoman style that reached its culmination in parallel with the mature Renaissance.

The Mehmed Pasha Sokolović Bridge in Višegrad belongs to the group of arched multi-arched bridges. Over the centuries, builders and architects have decided whether to build bridges with a single or more than one arch on the basis of the natural conditions of the site where the bridge was to be built. The deep beds of fast-flowing rivers with steep banks are spanned by a single arch, given the difficulty of laying foundations but also in the light of the water pressure on the piers while the bridge is in use. In slower-flowing, wider rivers, it is usual to build bridges with several arches. The Mehmed Pasha Sokolović Bridge was built over a rapid, relatively deep and relatively wide river, which made its construction more challenging for the architect. All eight bridges ascribed to the architect Sinan were built as arched bridges with more than one arch.

The Mehmed Pasha Sokolović Bridge was built of hand-cut blocks of local travertine. The blocks are bonded with hydraulic lime mortar and iron cramps, with cramps and joints set in molten lead. Earlier

scholars¹⁵³ claim that the infill of the arches is also of travertine, but more recent scholars who have carried out restoration works on the bridge say that the infill is of quarry stone and river pebbles in hydraulic mortar.¹⁵⁴

Like almost all European bridge-building in the post-classical period, Ottoman bridge-building relied heavily on the influence and transmission of the knowledge of the builders of Antiquity. It could almost be said that all the Seljuk and classical bridges in the Ottoman Empire are based on the form of the first stone-built Roman Bridge – the Emilio or Lapideo Bridge over the Tiber, dating from 179 CE. The fundamental engineering treatment of the bridge was applied, in a range of architectural variants, to the bridges built in the Ottoman Empire, and is also to be recognized in Sinan's bridge in Višegrad – the series of arches, those close to the banks narrower in span, the river piers with their specific form of breakwater, and relieving apertures, both concealed and visible.

All the eleven arches of the Višegrad Bridge are different in span. The average cross-section of the arches is a shallow pointed arch with minor excentricity of the two central arches, which reach a maximum of 106 cm. As a rule, the form of the arch is determined by the line of the intrados. On this basis, arches can be classified as round, segmental, pointed (where the line of the intrados is formed by the intersection of the arcs of two circles), and elliptical. M. Gojković claims that the most common form of arch in the mediaeval and immediate post-mediaeval period was the round arch. He also refers to the frequent use of the ogee or pointed arch. Segmental arches feature only as an exception, when required by the size of the span and openings. The same scholar claims that the elliptical arch form did not exist in bridge-building in the Balkans at the time the Višegrad Bridge was built. Pointed arches are shallower than arches with a semicircular intrados. The revival of bridge-building in Europe, which accompanied the fall of the Roman Empire, was marked by the spread of the pointed arch from its origins in the Middle East. The pointed arch was a typical Gothic architectural form, structurally significant in the evolution of palaces, fortresses and, in particular, cathedrals, in Western Europe, but not especially important for bridges." 157

The bridge in Višegrad, like many other classical Ottoman bridges, has pointed arches, which are very shallow, and not reminiscent of the typical Gothic form. They are in fact a characteristic stylistic feature of the classical Ottoman style, although they first appear on bridges dating from as early as Seljuk times (Malabadi bridge near Silvano - dating from the 12th century; Ak Kopru, the White Bridge near Ankara in Turkey and the Çeşnigir bridge between Ankara and Kirşehir – dating from the 13th century).

The most important bridges in the classical Ottoman style have an intrados in the form of a pointed arch with slight excentricity (Sinan's bridge, the Daut-aga Babae Bridge between Edirne and Istanbul dating from 1633, and others).

The most common form of arch in the case of major bridges in the Balkans is either round or pointed. (Annex VI, AVI-4, illus., Gojković, p. 36).

The features of the central river piers of multi-arched bridges also provide elements for a comparison of the architectural features of bridges. Higher bridges, such as the one in Višegrad, have clearly differentiated elements: foundations, pier, and breakwater. The piers of the Mehmed Pasha Sokolović bridge are more slender than those of any other bridge of Sinan's, ¹⁵⁸ which meant that until the second half of the 20th century it was reminiscent of some old French bridges, such as the bridge over the river Tarn in Albi. The piers are relatively narrow to ensure that the reduction of the water flow profile is as low as possible. The reduction in flow profile on the Višegrad bridge is 21,2%.

The breakwaters of the Višegrad Bridge are pointed on the upstream side and polygonal on the downstream side. The length of the cross-section of the piers and the acute angle of the upstream breakwaters in the case of this bridge are part of the architect's response to the rapidity and quantity of water exerting lateral pressure on the bridge. (Annex VI, AVI-5, illus., Gojković, p. 54).

157 Eric DeLony, Context for World Heritage Bridges, A joint publication of ICOMOS with TICCIH, 1996

¹⁵³Alija Bejtić, *Sokolovićev most na Drini u Višegradu (Sokolović's Bridge over the Drina in Višegrad)*, Narodna uzdanica, Calendar for 1945 (1364-5 AH), yr XIII, Sarajevo, 1944.

¹⁵⁴ Milan Gojković, *Stari kameni mostovi (Old Stone Bridges)* Naučna knjiga, Beograd, 1989.

¹⁵⁵ Only one arch of the bridge now survives, known in modern discourse as "Ponte Rotto" (the broken bridge).

¹⁵⁶ See M. Gojokvić, op.cit.

¹⁵⁸ On the characteristics of Sinan's bridges see, e.g., Orhan Bozkurt, *Koca Sinan'in Kopruleri*, Pulhan Matbaasi, Istanbul, 1952.

¹⁵⁹ Milan Gojković, Stari kameni mostovi (Old Stone Bridges), Naučna knjiga Beograd, Beograd, 1989, p. 53.

In the light of G. Goodwin's observation that: "To be able to understand Sinan, one must consider him along with other great figures of the 16th century." It is important at this point to compare the Višegrad bridge with the bridges built during the 16th century in the areas where these great figures worked. The stone bridge of Santa Trinita in Florence dates from almost exactly the same time as the bridge in Višegrad – from 1566 to 1570. The architect was Bartolomeo Ammannti. The arches of the Santa Trinita Bridge are much flattened elliptical arches, lacking the potency of the void in forming the image of a bridge that has pointed or round arches. In its boldness, the flattened, drawn-out semi-elliptical arch ensured that the solid body of the bridge was clearly differentiated from the voids. An arch of this shape suggests that vertical loads are the primary. The empty spaces are not a formative factor of the bridge, of equal value with the piers. In the case of the Mehmed Pasha Sokolović Bridge in Višegrad – the space below the arches is part of the expanse of space around the bridge. (Santa Trinita was completely destroyed in 1944, and was rebuilt immediately after the war.)

Classical Ottoman bridges did not become multifunctional, as did the Khaju bridge in Isfahan and many mediaeval and Renaissance bridges in Italy (the Ponte Vecchio in Florence), or the Pont Marie and Pont de Notre Dame in Paris; no commercial premises, houses, towers or chapels were built onto them. Although the Mehmed Pasha Sokolović Bridge did acquire, in the early 19th century, a central wooden structure, or tower, recalling those European bridge superstructures, it did not remain there for long. By the end of the century the tower had already been pulled down, leaving no particular mark on the cultural memory fundamental to the bridge. What is important to note as a comparative fact in this paper is that most of the bridges built in Europe and Asia at much the same time as the bridge in Višegrad have been damaged in war or, more rarely, suffered the effects of dilapidation or floods. There is barely a single bridge belonging to the basic type to which we allocate the Višegrad Bridge that has preserved the highest degree of all factors of authenticity. The Višegrad Bridge thus belongs to the group of bridges that have preserved the highest degree of authenticity, and is a rare example of the fully preserved expression both of a certain type and of a style and time of construction.

2. Attributes of the Architect/Designer - Comparison with other Works of Architect Sinan

Scholars studying Sinan's opus have not disregarded his secular buildings, but the greater part of every study is taken up by a very detailed discussion of Sinan's religious buildings, and above all his mosques. Civilian structures, particularly bridges and aqueducts, are only analyzed in part, and not in great detail; their closer study remains a future scientific commitment. It is not impossible to compare Sinan's bridges and aqueducts with the supreme achievements of Sinan's mosques - bold and highly rational structures revealing an advanced level of engineering skill, mathematical complexity and precision, stone as the most common material, stereotomic principles of form, equal importance accorded to voids and solids in space, stylistic attribution to the acme of the classical Ottoman style, etc. – are a feature of all Sinan's works. The differing use of materials for the final treatment, the decoration, and the complexity of stylistic subtleties define the vocabulary of the difference between bridges and buildings with clearly differentiated exterior and interior space. Sinan used a shallow pointed arch for the bridge in Višegrad. "All the most important structures had shallow pointed arches, which became the traditional Ottoman form." ¹⁶¹ The bridge in Višegrad is one of Sinan's later works, and one of several built for the same legator - Mehmed Pasha The bridge was built after the Mehmed Pasha Sokolović complex by the bridge in Sokolović. Büyükçekmece, the complex in Lüleburgaz, the complex in Kadirga, the double bath in Edirne, the mosque in Azapkapiye, the mosque in Sofia, the hammam in Medina and other buildings designed on behalf of Mehmed Pasha Sokolović, and the construction of most of which the great architect Sinan directly supervised. One may speak of the important place occupied by the Višegrad Bridge when determining the degree of architectural importance of these buildings endowed by Mehmed Pasha Sokolović, but its symbolic meaning is certainly the most powerful among all these buildings. It was built in the Vizier's native region and, unlike any other building from Mehmed Pasha's endowments or Sinan's architectural opus, it is reflected in many folk traditions and works of art.

_

¹⁶⁰ Godfrey Goodwin, Sinan-Ottoman Architecture & its Values Today, Saqi Books, London, 1993., p 115.

¹⁶¹ Godfrey Goodwin, Sinan-Ottoman Architecture & its Values Today, Saqi Books, London, 1993, p. 96.

The most common comparison of the bridge in Višegrad made to date by scholars is with other bridges ascribed to Sinan. 162 According to the principal inventories, Sinan built eight bridges, 163 six of which still survive. Scholars who have studied Sinan's and other bridges built in the Ottoman Empire in Sinan's day, claim that it can be said with confidence that Sinan was the architect of nine bridges, and very likely, indeed, of eleven. Not one of these bridges designed by Sinan has anything to do with bridges that he is known to have worked on for the purpose of repairs or alterations.

The bridges ascribed to Sinan can be graphed on the basis of their design, sitting, benefactor and basic structural characteristics.

Name of bridge	Benefactor	Date of construction	Location	Length	No. of arch es	Distinctive architectural features
Büyükçekmece	Sultan Suleyman	1567	Istanbul	636 m	7+7+ 5+9	Composed of 4 smaller bridges and erected on a man-made island
Silivri	Sultan Suleyman (Mehmed Pasha Sokolović)	1568.	Edirne (Silivri)	332,88 m	32	Sinan's only bridge with segmental, very shallow arches. After repaired original form changed
Mustafa Pasha's bridge over the Marica	Čoban Mustafa Pasha	1521.	Svilingrad (Bulgaria)	295 m	20	Built of smooth, plane cut limestone, light grey in color, from the Karabag quarry.
Mehmed Pasha Sokolović Bridge in Marmara	Mehmed Pasha Sokolović	1564 or 1565.	Luleburgaz	92,60	4	Has 5 inundation openings reminiscent of the treatment of the bridges in Haramidere and in Alpullu
Odobaš bridge in Halkali	-	1529-30.	Istanbul	-	8	Concrete arches have been added to the bridge, as a result of which it has lost its authenticity
Kapiaĝasi bridge in Haramidere	-	XVI C.	Edirne (Haramidere)	-	3	Has three 3 relieving openings. Now closed to traffic.
Mehmed Pashga Sokolović «Sinanli» bridge in Alpullu	Mehmed Pasha Sokolović	XVI C.	Alpullu	129,4	5	Somewhat asymmetrical, one of Sinan's most important bridges; the central arch has a span of 20.03 m, greater than the span of arches any other on Sinan's bridges
Mehmed Pasha Sokolović bridge in Višegrad	Mehmed Pasha Sokolović	1577-78	Višegrad (Bosnia and Herzegovina)	179	11	The bridge is composed of two sections: the river crossing, and a ramp joining it at a right angle.

¹⁶² Aptullah Kuran, *Mimar Sinan*, Hurriyet Vakfi Yayinlari, Istanbul, 1986; Çeçen, Kâzim, *Sinan'in Yaptigi Kopruler*, Istanbul 1988.; Metin Sozen *Sinan, Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

Metin Sozen *Sinan, Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

Metin Sozen *Sinan, Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

Metin Sozen *Sinan, Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

Metin Sozen *Sinan, Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

Metin Sozen *Sinan, Architect of Ages*, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

benefactor of this bridge.

Some authors compare Büyükçekmece bridge and the Višegrad bridge starting that they are most interesting. The Büyükçekmece bridge consists of four smaller donkey-back bridges that are linked by islets as their stepping stones. The ground was not firm, and was thus unsuitable for foundations. The bridges were erected on a narrow isthmus between the sea and the lake, which meant that they had to be very long. Unlike the Silivri Bridge, the architect resolved the problem by building four interlinked bridges, of which the main loads are transferred horizontally via equilateral triangles to the buttressing platforms." Each section had several arches, helping to distribute the weight and to avoid any part bearing too great a load. The distribution of the load is effected in various directions, brilliantly, by directing the force via as many points as possible, to ensure the largest possible area of the structure with the largest number of load-bearing points. It is a system that has proved to be very rational, since the materials show little or no deformation after more than four centuries of use.

The bridge in Višegrad (Yugoslav writer Ivo Andrić's *Bridge over the Drina*) presented a diverse collection of problems, since it was designed to span a deep, fast-flowing river. However, in this case the ground was solid and the span relatively small (some 100 m). The architect therefore achieved stability, which was crucial to the long-term survival of the bridge, by building slender piers, increasing the span of the arches, raising the level of the roadway over the bridge and replacing the triangular cross-section of the structure. The piers were set straight in the river bed, widening slightly towards the base in order to form blade-shaped breakwaters in line with the flow of the river, unlike the Büyükçekmece piers, which are set on wide, level platforms. Here the main problem was not to resolve the issue of vertical loads, but to deal with the horizontal forces of the water flow. Laying the foundations for such a bridge in the bed of a river like the Drina, which flows so strongly and is so deep, must have been exceptionally difficult, but it is a problem that Sinan handled effectively, within the context of the construction capabilities of his day." ¹⁶⁶

The authenticity of the setting of the Büyükçekmece Bridge has been considerably marred by town planning and building works in its environs.

Sinan's bridge over the river Marica in Svilengrad in Bulgaria, built in 1521, is 300 m long, 6 m wide and consists of twelve arches.

Sinan's bridges demonstrate, like no other structure, just how dependent the architecture of his day was on arches and vaults. The arches, vaults and domes of Sinan's buildings successfully provide the "scale of the void," as G. Goodwin calls Sinan's skill in the use of space thanks above all to his superb engineering skills. ¹⁶⁷ The relationship between the eleven arches and ten piers of the bridge in Višegrad are a potent demonstration of the significance of the void in the tangible and intangible existence of the structure.

The Višegrad Bridge was built of travertine, as was the Büyükçekmece Bridge. Unlike Sinan's other bridges, the one in Višegrad is of geniculate form, bent at a right angle, formed by the section spanning the river and the access ramp. G. Goodwin says of this feature that it echoes the Seljuk tradition of adapting the span to the lie of the land. The example Goodwin had in mind was probably the Malabadi Bridge over the river Batman near Silvane in Turkey. It was built in the Seljuk era, in the 12th century. The Malabadi Bridge is reached via a ramp at an angle rather greater than a right-angle, but which is distinctly reminiscent of the one in Višegrad.

Sinan's bridges are closer to Roman than to Seljuk models, and do not as a rule have a markedly saddle-backed roadway, as do the bridges of earlier Turkish ages. They are harmonious, simply-achieved feats of engineering which, given that they have endured to this day, reveals them to be notably resistant and solid structures. ¹⁶⁹

3. Attributes concerning specific elements or features / Comparison from the perspective of the use of separate elements

Above each pillar of the Višegrad Bridge, apart from the sixth one, there are two vertical rows of indents cut into the travertine (Annex IV, AIVb-22, AIVb-23). The lower niche is vertically elongated and shaped like a window with a shallow pointed arch. Above it is a shallower rectangular niche with longer horizontal edges. This shallower indent is framed by a sculpted wreath (Annex IV, AIVb-23, AIVb-24).

¹⁶⁵ See: Godfrey Goodwin, *Sinan-Ottoman Architecture & its Values Today*, p:19-20, Saqi Books, London, 1993.; Metin Sozen Sinan, *Architect of Ages*, p.19, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

¹⁶⁶ Metin Sozen Sinan, Architect of Ages, Ministry of Culture and Tourism of the Turkish Republic, Istanbul 1988.

¹⁶⁷ Godfrey Goodwin, Sinan-Ottoman Architecture & its Values Today, Saqi Books, London, 1993.

¹⁶⁹ See Godfrey Goodwin, A History of Ottoman Architecture, Thames&Hudson, London, 1993, p. 293.

Some of these small niches bear the traces of finer sculpture which, since made of travertine, is mostly unrecognizable. The upper corners reveal traces of carved floral ornaments. Due to its porous quality, the shallow sculpture in the travertine is not low lasting and there are no detailed images of its from earlier times. Still, this manner of decoration of the spandrel walls sets the Mehmed Pasha Sokolović Bridge apart from other similar buildings and from all other Sinan's bridges. It is not known whether the niches are in fact relieving arches of the usual kind on bridges built during the classical Ottoman period, and later walled up. Available sources and surveys of the bridge over the years do not suggest that the present-day niches were formerly open. However, G. Goodwin and E. H. Ayrverdi are of the view that there were certainly relieving openings on the Višegrad bridge, designed to reduce weight and provide an outlet for flood waters. Both are of the view that the relieving openings were closed during one of the repairs to the bridge, and turned into niches. This claim has yet to be proven.

When comparing the Višegrad bridge with Sinan's other bridges and with other classical Ottoman and even western European Mediaeval or Renaissance bridges, it is important to note yet another feature. On Sinan's longer bridges, there is a common, prominent, functional-cum-decorative feature – in the case of the Višegrad Bridge, this feature is known as the kapija (gate) and its parts as the mihrab and $sofa^{171}$. Where the architect wanted to make provision for a resting-place for pedestrians and horsemen crossing the bridge, he made the bridge walkway wider by means of cantilevered projections over the river. The transition from the cantilevered section to the plane of the wall is always highly decorated. Here, usually in sandstone or some other stone differing from the basic building material of the bridge, a niche was built in the usual form of a mihrab. It was the rule to mount a tarih or chronogram in the mihrab, giving details of the year the bridge was built, and of its founder. The original meaning of the word mihrab is spiritual doorway, the door through which one passes towards inner knowledge. Sinan's affiliation with a Sufi order could help to explain why he built the kapije leading to the Interiority of all things on structures with no interior. It is said of the esoteric understanding of the bridge: "The symbolism of the bridge, as a means of crossing from one bank to another, is one of the most widespread of symbols. It is the transition from earth to heaven, from the human to the superhuman condition, from transience to immortality, from the sensual world to the suprasensual." The river symbolizes the body and the roadway above and across it symbolizes drawing closer to the supracorporeal, and connecting with God. The highest point of a bridge thus means drawing closer to God, while the mihrab – the sealed door at the top of the crossing over the water- denotes the very centre, the very essence between two states. Placing a mihrab there can also be explained from a practical point of view. Crossing long bridges required a rest; sometimes the hour of the obligatory daily prayers came upon those crossing while they were on the bridge. The mihrab of the Višegrad Bridge faces the qibla; beside it was a fountain for the obligatory ritual ablutions before prayer, so that this section could also be used as a small open-air wayside mosque. The need for a specific way of accentuating the part where the inscription relating the construction and the founder of the bridge and of providing it with a decorative frame, so that passers-by would be encouraged to stop there and to remember those named in the inscription in their prayers, without impeding traffic over the bridge, could be a further practical reason for building the kapija, portal, or mihrab – as this section of such bridges is called in history and literature, an element that does not feature on similar structures of the same period in western Europe. Mihrabs were not built on classical Ottoman bridges with a single arch, even long ones like the Old Bridge in Mostar, nor on short multi-arched bridges such as Sinan's Mehmed Pasha Sokolović bridges in Luleburgaz and Marmara or the Sultan Suleyman bridge on the road to Gebze. Besides the one in Višegrad, other bridges with this feature, which particularly emphasizes the symbolic value of the highest point of the crossing over the water, meaning at the metaphysical level connecting with God, are the Čoban Mustafa Pasha bridge in Svilengrad over the Marica, the Büyükçekmece and Silivri bridges in Istanbul, and other Ottoman bridges such as the Babae bridge over the river Şeytan in Turkey, ascribed to Sinan's pupil Daut-aga, and others built under Sinan's influence. The feature of the mihrab also appears on a number of other well-known bridges in this region built at much the same time, such as the bridge over the river Neretva in Konjic, Bosnia and Herzegovina (destroyed in World War II), the Muhamed Beg or Kasapčić bridge over the river in Đetinja in Užice, Serbia (demolished in 1945), the bridge over the river Vardar in Skopje, in the former Yugoslav

See: Godfrey Goodwin, *Ottoman Architecture and Its Values Today*, Saqi Books, London, 1993, p. 19.; Ekrem Hakki Ayverdi, *Ayrupa da Osmanli Mimarli Eserleri, Yugoslavija*, Istanbul, 2000, 2. 509.

Republic of Macedonia, and so on. This central point at the highest point of the river crossing was also marked in other ways by features emphasizing its symbolic meaning on other bridges, including some built outside the Ottoman Empire. There was originally an *ezantaš*, a stone from which the *ezaan* or call to prayer was repeated five times a day, at the highest point of the Old Bridge in Mostar. (This, also known as a *namaztaš* or prayer stone, was not reconstructed when the bridge was rebuilt.) On the Charles Bridge in Prague, completed in 1503, this place is occupied by a statue of St John Nepoluk, the Czech patron saint of bridges. In the 13th and 14th centuries, a chapel dedicated to St Nicholas, patron saint of travelers, was built on the bridge over the Rhône at Avignon (France). The bridge has been pulled down on several occasions, and the pier on which the chapel stands is one of the only four piers still standing. As was the case with most western European bridges, the Augustus Bridge over the river Elbe in Dresden (Germany), had a chapel where mass was held for the forgiveness of sins. Some bridges thus had a religious as well as a secular dimension (Annex VI, AVI-15).

A number of very discreet decorative features on the bridge in Višegrad are evidence of the presence of a Sufi stance towards building. These are not meant for the eye of the passer-by, nor for those who give the bridge a rapid or passing glance, but for those who, in examining it closely, attempt to find in the structure of the bridge answers to fundamental questions about time, the world and life. These are representations of the fleur-de-lis on the spandrele walls of the bridge, above the conical terminals of the piers, which cannot be seen with the naked eye from the river-bank, and two small stone rosettes on the left-hand upstream, almost completely concealed angle of the bridge. The fleur-de-lis symbolizes the purity of the feat of erecting a bridge over the Drina, peace of mind and orientation towards God¹⁷². The rosettes, like the rose of Baghdad, consist of three concentric sections (Annex IV, AIVb-23, AIVb-24)). The outermost is a ring, denoting the law; the central is an inset section with petals, denoting the way; and the innermost is the eye of the rosette, in the shape of a convex hemisphere, denoting knowledge. All three sections of the rosette are the symbol of the Truth¹⁷³. Rather dissimilar, but no less discreetly placed rosettes – at the tops of the spandrel walls of the arches of the bridge – feature on the Sinanli Bridge (the Mehmed Pasha Sokolović Bridge in Alpullu and on the Büyükçekmece Bridge in Istanbul.¹⁷⁴

$4. \ Geographical \ and \ spatial \ attributes \ as \ well \ as \ degree \ of \ originality \ and \ characteristics \ of \ conservation \ works \ / \ Geographical \ attributes \ - \ comparison \ with \ bridges \ in \ Bosnia \ and \ Herzegovina \ and \ the \ region$

Several bridges were erected in the Balkans on behalf of Mehmed Pasha Sokolović. Of these the most important are the Arslanagić Bridge in Trebinje (Bosnia and Herzegovina) and the Vizier's bridge in Podgorica (Montenegro). The Arslanagić Bridge in Trebinje (1563-1575) was moved from its original site in 1966, when work began on building the hydro-electric plant on the river Trebišnjica. All the visible parts of the bridge were made of the original stone using the method of anastylosis. In the case of the interior parts, modern materials and techniques were also used. The Vizier's bridge in Podgorica was demolished in 1945 (Annex VI, AVI-1, ilus., Layout of the bridge, Gojković).

The bridge over the river Neretva in Konjic was built in 1682-3 and had an overall length of 102 m, with six arches of varying spans. The bridge is ascribed to Sinan's pupil Ramadan-aga, who built the famous Aladža mosque in Foča. It was built of travertine, like the Višegrad bridge, over a river which posed the architect similar problems to those in Višegrad. The bridge was partially demolished by German troops in 1945. (Annex VI, AVI-2, ilus., Layout of the bridge, Gojković).

Many Ottoman-era bridges in Bosnia and Herzegovina belong to the group of arched bridges with a single arch. The two most commonly referred to in relation to the Višegrad Bridge, in comparative discussions, are the Old Bridge in Mostar (1566) and the bridge over the river Žepa, built just upstream from its confluence with the river Drina. Along with the Višegrad Bridge, the Old Bridge in Mostar is the most famous structure erected by the Ottoman Empire in the Balkans.¹⁷⁵ The bridge in Mostar, which was added to the World Heritage List in 2004, was built during Sinan's lifetime, by one of his most competent and trustworthy builders, mimar Hajruddin. However, for the Empire, the bridge in Višegrad was obviously a far more significant undertaking than the Mostar bridge, and even so gifted a pupil of Sinan's as Hajruddin

¹⁷⁴ see Orhan Bozkurt, op. cit.

¹⁷² J.C. Cooper, *An Illustrated Encyclopaedia of Traditional Symbols*, Thames&Hudson, London, 1978.

¹⁷³ ibidem

¹⁷⁵see G. Goodwin, A History of Ottoman Architecture, Thames&Hudson, London, 1993, p. 313.

could not be entrusted with beginning and completing it "how he finds best," as was done in a number of other cases. This bridge, of such major importance for the empire, had to be designed by an eminent *mimarbaşı* (leading architect). The central arch of the eleven arches of the Višegrad bridge had a span that was almost half that of the entire Old Bridge in Mostar. The type of stone used for the Mostar Bridge was different, too – it is made of local white sandstone, known as *tenelija*, with an infill of quarry stone and hardcore in lime mortar. The roadway of the Mostar Bridge is very steep, and is stepped to make it easier to walk over. The roadway of the Višegrad Bridge rises in a gentle slope towards the centre. In both the Višegrad and the Mostar bridges, concealed relieving cavities have been identified in the sides of the arches, designed to reduce the weight and the impact of vertical pressures on the foundations of the bridge. Similar cavities have also been found in the structure of the arch of the bridge over the river Vardar in Skopje. The Old Bridge in Mostar was destroyed in 1993, and reconstructed in 2004. (Annex VI, AVI-22).

Another single-arched bridge is associated with the Višegrad Bridge, given the proximity of the two structures and the fact that it was built right after completion of the Višegrad Bridge. This other bridge is assumed to have been built by Mustafa-çavus, a pupil of mimarbaşı Sinan, and some authorities are of the opinion that its founder was Mehmed Pasha Sokolović. The bridge at the mouth of the Žepa has a single sharply pointed arch with a span of 10.20 m, linking the two steep rocky faces of a stone cutting on the regional road, outside the town (Annex VI, AVI-21). "It may be said without exaggeration that the bridge at the mouth of the Žepa is among the loveliest and most elegant creations of its kind in our part of the world. . . The bridge over the Drina is imposing on account of its size, its stylistic and technical perfection; the Mostar bridge amazes us by its span and elegance; but if we agree that quantity is not a necessary condition for creating a monumental impact, we shall also agree with the observation that this creation is to such an extent poetry in stone that it is only in type and purpose that it belongs in the domain of utilitarian structures, while the power and beauty of its expression constitutes abstract plastic art of the highest degree." The same scholars seek to suggest how alike the architectural treatment, and possibly the same architect, of this bridge are with those of the Višegrad Bridge with the words: ". . . We may say that the span of this arch is closest to that of the first arch by the left bank of the bridge over the Drina (10.70 m). The depth of the arch in the case of the Višegrad Bridge is 85 cm, as against 75 cm in this case, the excentricity of the centers of deformation of the Višegrad Bridge varies, with a maximum of 106 cm, as against 160 cm on the bridge over the Žepa. Here the several rises of a pointed arch were required because of the roadway, which was high above the ravine." The water level of the artificial lake created by the construction of the Bajina Bašta hydroelectric power plant in Serbia is ten metres above the highest point of the bridge. To avoid its being flooded, the bridge was dismantled and re-erected on a new site between 1966 and 1968. In transporting and reassembling the bridge, the same methods were used as for the Arslanagić Bridge in Trebinje (Annex VI, AVI-6).

By comparison with every other major bridge in the Balkans, the Mehmed Pasha Sokolović Bridge in Višegrad is the most important engineering and architectural achievement, preserving the highest degree of authenticity, thereby representing a valuable and unique testimony to classical Ottoman bridges erected in the Balkans in the $16^{\rm th}$ century.

3.d Integrity and/or Authenticity

Authenticity

The test of authenticity conducted for the purpose of nominating the Mehmed Pasha Sokolović Bridge in Višegrad for inclusion on the World Heritage List is based on the Nara document on Authenticity as it relates to the World Heritage Convention (Japan, November 1994). As noted by the Nara document, the degree of authenticity may be judged in the light of the following factors: "form and design, materials and substance, use and function, traditions and techniques, location and setting, and spirit and feeling, and other internal and external factors."

¹⁷⁶ Order of the Porte issued to Sinan to authorize Hajrudin to build the fort in Makarska, see Dž. Čelić, M. Mujezinović, *Stari mostovi u Bosni i Hercegovini (Old Bridges in BiH)*, Sarajevo Publishing, Sarajevo,1998, p. 58.

¹⁷⁷ Dž. Čelić, M. Mujezinović, Stari mostovi u Bosni i Hercegovini, Sarajevo Publishing, Sarajevo, 1998. . 58.

¹⁷⁸ ibidem, p. 205.

Form and Design

Design - Authenticity of Sinan's creation

The bridge in Višegrad is known with absolute certainty to have been designed by the architect Sinan, and was built between 1571 and 1577. It is the last bridge ascribed to Sinan to have been built. It is not known whether Sinan ever visited the building site of the bridge. His drawings must have been used during construction, ¹⁷⁹ and he was closely involved in the oversight of works at a distance, from the centre of the Empire. Neither Sinan's drawings nor his model of the bridge have survived as a document preserving the authentic concept of the architect, so it is impossible to determine whether, in the case of this structure or indeed of any other bearing Sinan's signature, to what extent his original design was preserved in the final form of the bridge. Two conclusions may be drawn from the fact that the construction was a feat of engineering, and from the outstandingly harmonious form of the structure, which conforms to the specific morphology of the terrain: the architect who designed the bridge must have been a master of his profession, and he must have been well acquainted with the site, the river and the area in which the bridge was built. The bridge in Mostar, the fortress in Makarska, and many other buildings in Bosnia are known to have been built by Sinan's pupils or associates during his lifetime. The bridge in Višegrad is not the work of one of Sinan's pupils. It is impossible to ascertain just how detailed Sinan's design was, and whether there were any changes to certain features of his original concept as building progressed. However, although the bridge is over four centuries old, it can safely be said that the degree of authenticity of its design is comparable, at the very least, with that of Le Corbusier's works such as Curruchet House in La Plata, Argentina and the Carpenter Center in Cambridge, Massachusetts, USA, which were built without the architect ever seeing them. The majority of modern buildings are erected without the architect who designed them being present at and taking part in the construction works.

Form

The uniqueness of the Višegrad bridge is associated largely with its form – a geniculate structure composed of a section with eleven arches spanning the Drina, and a four-arched ramp by means of which the bridge takes a right angle to join the left bank, following the lie of the land. This form, which was that of the bridge on completion, has largely survived in authentic shape to this day.

In the early 19th century, a wooden tower was erected over the central section of the bridge with its side projections. The tower was used as a customs house and guardhouse to defend it from Serbian insurgents. It was demolished in 1886, thus restoring the original appearance of the bridge.

A few minor changes, mainly relating to the stone parapet of the bridge, have not undermined to any significant extent this high degree of authenticity. Originally, the parapet was executed in the same way as on the majority of other bridges from the classical Ottoman period – of stone slabs set vertically, the lower edge of which was fixed to the string course of the bridge by means of iron dowels set in lead, and joined one to the other by lime mortar and iron cramps set in lead at the top. In the autumn of 1896 the river Drina was in spate, with the flood waters 1.60 m above the highest point of the roadway over the bridge. The bridge survived the flood without much visible damage, except that the parapet (*korkaluk*) was swept away. In 1911 the wrecked parapet was replaced by a quarry stone wall 0.40 m thick and 1.0 m high. During repair works on the bridge begun in 1949, following a debate on the best treatment of the parapet – whether to restore the original *korkaluk* or to replace it by a quarry stone parapet that marred the visual integrity of the bridge – the decision was taken to opt for a third type of parapet. This is the parapet that is still in place, consisting of three courses of regular-cut blocks of travertine, the same stone as that from which the bridge was built, thereby restoring to some extent the integrity of the material expression of the bridge.

The form of the bridge has undergone no significant changes since the day it was completed.

Materials and Substance, Traditions and Building Techniques

The bridge is entirely built of regular hand-cut blocks of travertine, extracted from a nearby quarry. The same material was also used for the infill of the bridge. Milan Gojković, however, claims that quarry stone and river pebbles set in hydraulic mortar were used as infill. Lime mortar was used as binder, with

Goodwin, Godfrey, Sinan, Ottoman Architecture and its Values Today, Saqi Books, London, 1993.

¹⁸⁰ Alija Bejtić, *Sokolovićev most na Drini u Višegradu (Sokolović's bridge over the Drina in Višegrad*), Narodna uzdanica, Calendar for 1945 (1364-5 AH), yr. XIII, Sarajevo, 1944.

¹⁸¹ Milan Gojković, Stari kameni mostovi (Old Stone Bridges) Naučna knjiga, Beograd, 1989, p. 132.

the addition of *terra rossa* to enhance its hydraulic qualities. The blocks were joined by hand-wrought iron cramps, nails dowels, spikes and the like. These were set in molten lead, which was also used to seal the joints that were not mortar-filled.

The foundations of the bridge consist of one, two or three foundation courses gradually widening towards the base, a wooden grid, and a row of short timber piles joining the edge of the grid with the river bed. All the materials used in building the bridge were found and prepared in its immediate vicinity (Annex III, AIII-5 – AIII-17).

The travertine extracted from the Banja quarry has shown itself to be resistant to both air and water, as a result of which the greater part of the material substance of the bridge has been preserved its originality.

The first major maintenance works on the bridge could have been carried out as long ago as the 17th century. Although the extent of the repairs to the bridge is not known, Evliya Çelebi refers to them, ¹⁸² while Sokolović Osman says that, according to a document he found, there could have been a major flood in Višegrad in the 17th century, which could have led to the need for repairs.

The sources record that the bridge survived the destructive flood of 1896 almost undamaged. However, the first works carried out on the bridge by the Austro-Hungarian authorities in 1911 revealed that the foundations had been damaged by erosion, and the works were associated with making them good. The works designed to make good the foundations and minor works on the piers were carried out on the basis of prior surveys and the necessary analyses, and ensured the stability of the bridge. The original surveys show the condition of the foundations and the degree of intervention, as does a table showing the quantity and method of incorporating the materials (Annex III, AIII-5 – AIII-17).

The 1911 works on the bridge can be summed up as: surveying the condition of the foundations, reinforcing them, building the parapet wall, and some other minor works designed to help preserve the bridge. During these repairs the dimensions and substance of the foundations were somewhat altered. Given that, according to later estimates, the works were important to preserve the bridge, it is fair to say that they indirectly preserved the authenticity and integrity of the bridge, outweighing the extent to which they directly marred it.

Given its strategic importance for Austrians and its location close to the border with Serbia, the Višegrad Bridge was the object of strategic military planning. Taking it, being able to cross it, and preventing the enemy from crossing it, could have a significant impact on the outcome of wars.

In 1911 the Austro-Hungarian army laid a mine chamber in the bridge. In 1914, to prevent the Serbian army from crossing the Drina, Austro-Hungarian officers demolished one pier of the bridge as they retreated from Višegrad. A year later the Serbian army demolished another pier, as a result of which the third and fourth piers of the bridge from the left (west) remained in ruinous state until 1939 (Annex VI, AVI-1, ilus. showing demolished areas in the layout of the bridge).

"In 1939-1940 this part of the bridge was restored. The reconstruction project was drawn up by the former Banate Administration in Sarajevo, and the execution was entrusted to the Adam Till company of Sarajevo. The restoration was carried out with stone from the same quarry as that used when the bridge was being built, thus restoring in full its original appearance." The form and type of materials are authentic, but the substance has been altered in that section of the bridge (Annex III, AIII-20)

The next major change reflected in the authenticity of the materials and substance of part of the bridge was the strategic military intervention of the German army as it withdrew from Višegrad in 1943, during World War II. The demolished third and fourth piers of the bridge from the left were restored, as were the fifth and sixth (Annex VI, AVI-2, ilus. showing demolished sections). The reconstruction that followed in 1949 was based on surveys of the bridge carried out by Milivoje Frković in 1922-1923. As regards the authenticity of the materials, "part of the material was rescued from the river during low water and was rebuilt into the bridge, while the remainder was prepared in the Banja quarry, or on the works site itself."

"The basic concept in drawing up the project was to reconstruct the bridge in such a way that, in both architectural details and materials, it would be faithful to the original and conform to the older remains to the greatest extent possible. The core of the restored piers was designed and executed in concrete, but the arches

-

¹⁸² Evliya Çelebi, *Putopis (Travelogue)* (trans. into Bosnian by Hazim Šabanović), Sarajevo, 1967.

¹⁸³ Džemal Čelić, Mehmed Mujezinović, *Stari mostovi u Bosni i Hercegovini (Old Bridges in BiH*), Sarajevo Publishing, 1998, Sarajevo, p. 185.

¹⁸⁴ ibid., p. 185.

and the facing of the piers and spandrel walls were of travertine from the Banja quarry, where the building materials were extracted when the bridge was first built. Modern insulation was added to the upper surfaces, using cement mortar and asphalt, while the actual roadway was made of granite pavement setts. The works were entrusted to the Trasa building company of Sarajevo, and the works began that same year . . . The works managers were engineer Sorokin, as site supervisor, and Marko Zrinušić, as works foreman. This works foreman also had been employed on the same structure during its previous renovations, in 1939-1940."185

The material and substance are thus not authentic as regards the central section of the bridge. The reconstruction begun in 1949 was based on the same principles as those set out in the Athens Charter, with concrete used as a permissible material to enhance the rigidity and structural resistance of the bridge. In 1977 it was decided that the level of traffic, amounting to 10,000 vehicles per day, posed a threat to the bridge, as a result of which a project to make good the roadway and foundation structures of the bridge was drawn up. The project for stage 1 entailed laying insulation to prevent damp penetration from the roadway/walkway layers of the bridge into the interior of the arches. The insulation was of asphalt mastic and foil, over which granite slabs were laid on a layer of bitumen gravel set in a bitumen compound. The stage 1 works were completed in 1979.

The project for stage 2 covered repairs to the foundations, and provided for:

" [-] the lowest part of the existing footings of the foundations to be given a hydraulically more suitable form; [-]to extend the footings of the foundations right down to bedrock so that the considerable load be transferred directly to the bedrock mass (substrate)."186

"Steel sheet piles were sunk right down to bedrock around the said pier, or rather around its foundation footings. In ground plan these formed triangular rams on both the upstream and the downstream sides. . . . major damage was filled in with concrete, while minor damage, up to about 15 cm, was left untreated. Once this was done, the river bed was dug out around the existing footings to a depth of about 40 to 60 cm, to make way for the addition of a reinforced concrete slab. This slab, together with a wellreinforced concrete ring around the footings, was designed on the one hand to enhance the stability of the pier at the base, and on the other to block deposits from above [from forming] within the walls of the sheet pile bulkhead." 187 Both the slab and the concrete ring were attached to the mass of the pier by metal binders. These "additions" were designed by the projector to ensure the stability of the bridge in the given circumstances, with the river bed eroded and the loss of the bond between the foundations of the pier and the ground. River deposits were injected below the foundation footings, and into these a cement concrete compound was injected. Three piers were repaired in this way in 1980 and 1981."188 (Annex VI, AVI-3, ilus., p. 134 of Gojković's book and systematized annex from Milenko Pržulj text). The repair project was drawn up by Milan Gojković, and the works were carried out by GKO Mostogradnja of Belgrade. During the project the designer strove to avoid destroying the fabric of the monument with the new materials and new interventions. The stability of the bridge was enhanced by interventions that were largely added as new, "supporting or corrective" structures.

In 1984 works began on the Višegrad hydroelectric power plant upstream from the bridge. The impact of the power plant on the stability of the bridge has yet to be determined.

In 1986 a modern bridge was built 1.5 km downstream, and all motor traffic was diverted over this bridge.

The greater part of the Višegrad Bridge – five piers, six arches and the ramp – has retained its original materials and substance. The reinforcement of the foundations has not significantly altered the material, integrity and substance of the structure, since it constitutes an identifiable and indispensable intervention.

¹⁸⁶ Milan Gojković, *Stari kameni mostovi*, Naučna knjiga, Beograd, 1989, pp. 132-133.

¹⁸⁸ See ibidem and Milenko Pržulj, Na Drini ćuprija, osnovni podaci, hronologija oštećenja, sanacije i sadšnje stanje kamenog mosta preko rijeke Drine u Višegradu (The bridge over the Drina, basic data, chronology of damage and repairs, and current condition of the stone bridge over the river Drina in Višegrad), technical article, Collected research papers on building materials and construction, n 19, Sarajevo, 1990.

Use and Function

The bridge in Višegrad has retained its original function as a crossing point, meeting place and public space, but the way it has been used has differed at various times in the past. Every intention to build a bridge is based on the intention to achieve its primary and basic function – to link the two banks of a river, to provide a crossing from one side to the other, to link two sections of a road, to shorten the distance covered. Over the centuries, the Višegrad Bridge has had several purposes.

Above all, it was originally a strategic structure, linking two sections of the road between East and West. "Actually, to say 'linked' was just as true as to say that the sun rises in the morning so that men may can see around them and finish their daily tasks, and sets in the evening that they may be able to sleep and rest from the labours of the day. For this great stone bridge, a rare structure of unique beauty, such as many richer and busier towns do not possess ('There are only two others such as this in the whole Empire,' they used to say in olden times), was the one real and permanent crossing in the whole middle and upper course of the Drina and an indispensable link on the road between Bosnia and Serbia and further, beyond Serbia, with other parts of the Turkish Empire, all the way to Stambul."

Once completed in 1577, the bridge was used by pedestrians, ox- and horse-drawn carts, combat vehicles, horsemen, merchants and the army. Wedding and funeral processions wended their way over it. Changes in communications and in particular in methods of transport led to changes in the load borne by the bridge. In the 20th century, motor vehicles used the bridge; their vertical load could be met by the highest expected original vertical load on the bridge, but vibrations and exhaust gases, noise and speed, the incompatibility of pedestrian and motor traffic on a narrow bridge such as the one in Višegrad, even though the original primary function was preserved, had an impact on the original way in which it was used. The use of the bridge for motor traffic was the reason the parapet was removed from its original position where it met the ramp at a right angle, parallel with the river (1952). This provided motor vehicles with direct access from the road to the bridge, avoiding the tight right-angled turn that the bridge originally had. The parapet and original form of the bridge were restored in 1986 after the new road bridge over the Drina was built.

By Decision of the Commission to Preserve National Monuments no. 08.3-6-101/03-5 of 2003, and Decision of Višegrad Municipality no. 01-022-6/03, which followed hard upon the publication of the Decision of the Commission, all motor vehicle traffic over the Višegrad Bridge was banned. Since March 2003 the bridge has been used solely by pedestrians, more as a promenade than an everyday, obligatory route. The extent to which the original function and use have been preserved in this case is considerable, albeit adapted to changing ways of life in the modern age by comparison with the time when the bridge was first built.

The second function of the bridge from its very completion derives from its use as a place of the greatest significance in the town of Višegrad. The bridge also served as town square, meeting place, an open-air coffee shop, a place to idle away the hours and for the public proclamation of official decisions, and even, at times, of verdicts. The central, wider part of the bridge, known as the *kapija* (gate), denoted this focus of the public life of the town. In the award-winning novel by Ivo Andrić, the bridge is described as follows: "The [central terrace] on the right as one came from the town was called the *sofa*. It was raised by two steps and bordered by benches for which the parapet served as a back; steps, benches and parapet were all made of the same shining stone. That on the left, opposite the *sofa*, was similar but without benches. In the middle of the parapet, the stone rose higher than a man and in it, neared the top, was inserted a plaque of white marble with a rich Turkish inscription, a *tarih*, with a carved chronogram which told in thirteen verses the name of the man who built the bridge and the year in which it was built. Near the foot of this stone was a fountain, a thin stream of water flowing from the mouth of a stone snake. On this part of the terrace a coffee-maker had installed himself with his copper vessels and Turkish cups and ever-lighted charcoal brazier, and an apprentice who took the coffee over the way to the guests on the *sofa*. Such was the *kapia*."

At the time when the bridge was used for motor traffic, this original and extremely important function for the preservation of the authentic use of the bridge was neglected. The management plan provides for it to be revived by holding meetings in summer, "Coffee on the Bridge," discussions, poetry evenings, art exhibitions on the bridge and the like. The original use of the bridge can thereby also contribute to its presentation and sustainability of use.

42

¹⁸⁹ Ivo Andrić, *Na Drini ćuprija*, p. 14. English translation: *The Bridge over the Drina*, trans. by Lovett F. Edwards, 1959, pp. 13-14 (in p/b edition, 1995).

In both folk tradition and literary works the bridge is often shown as a place where harsh punishments were publicly carried out. This aspect of the bridge is perhaps most strikingly described in the *Bridge over the Drina*, particularly in the unforgettably disturbing account of the impaling on the stake of the offender Radisav, who had been destroying the works on the bridge. In 1992 the bridge was used in this way in reality, as a place of public torture and the brutal mass execution of several hundred of the inhabitants of Višegrad. By using the bridge in this way, the perpetrators altered its symbolic meaning – in the view of the majority of citizens of Bosnia and Herzegovina the bridge is also an execution site – and this aspect of authencity could be presented through the memorial function of the bridge as the place where people were killed, a place of reconciliation and mutual understanding, as provided for in the management plan.

Location and Setting

The original location of the bridge remains unaltered. However, with the construction of the Bajina Bašta hydroelectric power plant in 1968, followed in 1990 by the Višegrad hydroelectric power plant, the setting of the bridge has lost its original features. The construction of the dam raised the water level of the Drina, which has markedly altered the proportions of the visible part of the bridge.

The bridge was originally built to span a fast-flowing, capricious river, which dictated the engineering treatment based on lateral forces. Since the power plants were built, the piers have largely been submerged in calm, deep water.

These changes to the setting of the bridge have in fact done the most damage to its landscape value.

Spirit and Feeling

The bridge in Višegrad is the symbol of their homeland for all its inhabitants; it is the most powerful means by which they identify themselves with the place to which they belong. "From their very earliest years, their eyes grew accustomed to the lovely lines of this great stone structure built of shining porous stone, regularly and faultlessly cut. They knew all the bosses and concavities of the masons, as well as all the tales and legends associated with the existence and building of the bridge, in which reality and imagination, waking and dream, were wonderfully and inextricably mixed." ¹⁹¹

Beyond this local significance, the immediately recognizable Višegrad Bridge is one of the few features that could be accorded the role of iconic representation of the identity of Bosnia and Herzegovina. Attaching the role of symbol of the fate of Bosnia and Herzegovina to that powerful, beautiful structure is not associated solely with its magnificent architecture. The bridge is the symbol of the potential of Bosnians and Herzegovinians. It has ossified into a monument to the Bosnian whose name it bears, a man who attained the heights of fame and power in the Ottoman Empire, Mehmed Pasha Sokolović, and the Bosnian writer who achieved the highest acclaim in the literary world, Ivo Andrić, who bestowed on it the other name by which it is known abroad, the Bridge over the Drina. Over the centuries the Bridge over the Drina has acquired the further meaning of a memorial to the fate of ordinary people, uncrowned by fame – but above all a memorial to the suffering of the several hundred people who were tortured and killed on or beside it in the last few years of the 20th century, when human cruelty held sway over places which, like the bridge, express the highest extent of the beauty of human skill. 192 The bridge is endowed with powerful symbolic meaning; throughout its history it is invariably associated with power, strength, skill. With its location on the frontier, in an area of perpetual human insecurity, the bridge in Višegrad also carries the spirit of the guardian of Bosnia. The genius loci of the bridge is imbued with the strength with which this symbolic significance has endured throughout the centuries of its existence. Describing the feelings of the people of Višegrad once the bridge was complete, Ivo Andrić says of its symbolic meaning: "Even the least of the townsmen felt as if his powers were suddenly multiplied, as if some wonderful, superhuman exploit was brought within the measure of his powers and within the limits of everyday life, as if besides the well-known

¹⁹⁰See, e.g.. Joe Sacco, Safe Area Gorazde, New York, 1966, and Peter Maas, Love Thy Neighbor, Knopf, New York 1996. Michael Sells – set of texts, Of Bogomils, Race, and Ivo Andric, 7/3/96; The Saddest Eyes I've Seen: Visegrad, Ivo Andric, and Christoslavism 7/3/96; Visegrad and Andric, Conclusion: Can Evil Be Explained 7/5/96; Visegrad and Andric, Part 3, In Memory of Jasna Ahmedspahic:

¹⁹¹ Ivo Andrić, *Na Drini Ćuprija*, p. 15 (p.15 in English p/b edition)

See, e.g, the altered indictment of Milan Lukić, Sredoje Lukić and Mitre Vasiljević, International Criminal Tribunal for the former Yugoslavia, case no. IT-98-32-PT, www.un.org/icty/bhs/cases/vasiljevic/indictment/vas-ai010712b.htm, see also Milan Lukic's letter on www.uisegrad.net/forum/viewtopic in which the accused and accomplice of the events in Višegrad says that in 1992, 10,000 civilians were killed in Fočand Višegrad.

elements of earth, water and sky, one more were open to him, as if by some beneficent effort each one of them could suddenly realize one of his dearest desires, that ancient dream of man – to go over the water and to be master of space." ¹⁹³

In preserving its form, function and location, the bridge has also preserved the originality of spirit and feeling associated with it. 194

Integrity of the Mehmed Pasha Sokolović Bridge in Višegrad

The Mehmed Pasha Sokolović Bridge, despite being damaged in parts, has remained intact in its formal expression. All the works carried out on it have been designed to reconstruct its integrity of form.

To this day the bridge survives as testimony to durability in the face of the changes it has undergone. All the features that qualify the bridge as a property of outstanding value have survived in almost the

same relationships that originally pertained – construction, location, materials, and architectural details.

The integrity of the bridge has been partly, but still not significantly, undermined by changes to its environment, altered building methods and our changing way of life. Since Višegrad is not an area of intensive development, the average heights of the buildings surrounding the bridge have not been significantly altered by comparison with their original state, in contrast with other similar structures worldwide. The greatest impact on the integral expression of the structure has been that of the raised water level of the Drina caused by the construction of the Bajina Bašta hydroelectric power plant in Serbia, which has left the image of the bridge above the water foreshortened and the arches shallower.

Despite this, the Mehmed Pasha Sokolović Bridge indisputably, and integrally, gives expression to all the values that make it a heritage property of outstanding world importance. Its actual image, and the portraits of it in literary and art works, are still equally powerfully linked and identifiable, so that it may fairly be said that in its beauty, and the complexity of its historical images and the meanings associated with it, the bridge continues to be a source of inspiration to its heirs, observers and visitors.

The physical appearance of the bridge, which is entirely testimony to the very acme of architectural skill and power, is inseparable from its historic and symbolic magnitude. It is in the entirety of the bridge as the image of reality and the bridge as the shadow of times past and future that the reasons for its nomination for inclusion on the World Heritage List are to be understood.

(Text by Amra Hadžimuhamedović)

10

¹⁹³ Ivo Andrić, *Na Drini ćuprija*, p. 72 (p. 66 in the English p/b edition).

¹⁹⁴ See further in the section on the symbolic values of the bridge by Ljiljana Ševo, *The bridge in tradition and art*

4. State of Conservation and factors affecting the Property¹⁹⁵

4.a Present state of conservation

Throughout its 430 years of existence the bridge has largely retained its original appearance, and is one of the oldest surviving bridges in Bosnia and Herzegovina and indeed in the region as a whole. Previous natural disasters, as well as dynamiting during World Wars I and II, led to the destruction of some sections of the bridge, which were restored to their original condition using materials similar to the original. The construction of the Bajina Bašta hydroelectric power station (downstream of the bridge, located at the territory of Serbia and Monte Negro) and the accompanying reservoir below the bridge has diminished its aesthetic value. The water level of the existing lake is 2 metres higher than was originally planned. The construction of the Višegrad hydroelectric power station (upstream) has still further altered the hydrology of the area.

"Through gaining visual insight into the condition of the Bridge in the period between 2003 and December 2005, through video material relating to the condition of the underwater part of the pillars taken in 2004, and through gaining insight into the existing technical documentation, the following has been established:

- Distortion of head walls and sedimentation of calcium hydroxide on the head walls are evident. A long existence of the bridge has not had an adverse effect on the authentic structures and materials. Based on underwater recordings it is obvious that there are damages to the foundation footings. Parts of footings have been broken off, i.e. stone blocks have been broken. Apart from that, joints in the foundation footing are open and without mortar in places.

Roadway construction, the pavement of small cobble stones between pillars II and VII, was laid down into a sand layer and over a base made of broken stone in 1952, while, on the remaining part of the Bridge, it was laid down over the authentic cobble pavement.

- Distortions of head walls and fractures along joints and undamaged stones have been registered, mainly on the part of the Bridge that was reconstructed in 1952.

It has been established that erosion of pillars causes the greatest damage to the Bridge" ¹⁹⁶.

A detailed analysis of individual elements of the Bridge is given in the Management Plan (Part 4, Conservation Management).

4.b Factors affecting the property

Assessment of the existing and potential environmental, development pressures and natural impacts on the Mehmed –pasha Sokolovic Bridge together with the Plan to alleviate impacts is elaborated within the Management Plan (Part 2 and 4) and projects defined within the Part 5.

I Development pressures:

IMPACT OF INDUSTRY ON THE BRIDGE:

The impact of industry on the bridge is low, with a tendency to become bigger.

"Industry is poorly developed in the Višegrad Municipality. Important industrial plants for the production of paint and varnish, furniture, metal industry (cables bearings) and civil engineering industry plants are not working today due to insolvency proceedings. At this point in time, industrial plants cannot affect the Bridge and its Protection Zone.

A plan to revitalise existing industrial plants and build new ones is vital for the development of the Višegrad Municipality. These plans, however, must be made in accordance with the principles of sustainable development.

In order to prevent devastation as a consequence of future economic development, it will be necessary to base Municipal development plans on reinforcing and further development of the preconditions for the development of tourism. In that context, future plants should be related to "clean industry", that is, the operation or activation of those facilities liable to endanger the environment and the fate of the

¹⁹⁵ For detailed information see Management Plan, given in Annex I.

¹⁹⁶ Management Plan,part 4, Conservation management.

Municipality's treasure should be prevented"¹⁹⁷. The Management Plan provides the goal as to follow environmental quality standards when rehabilitating old industrial plants and construction of the new ones; and establishes moderating measures as: sustainable development, application of the best available technologies, following the environment quality standards. Identified projects within the Management Plan (Part 5) refer to:

- Plan the industry development, having "clean production",
- Apply the best available technologies (BAT) when planning revitalization of the existing plants and construction of the new ones,
- Organize regular monitoring and report submittal by the plants and facilities operators,
- Organize training of interested parties in environmental protection and legal regulations in the field of environmental protection.

(Annex I, AI-14 - List of economic and non-economic operators)

IMPACT OF THE USE OF LAND ON THE BRIDGE:

The impact of the inappropriate use of land is low.

The Decision on Designating the Mehmed Pasha Sokolović Bridge a National Monument of Bosnia and Herzegovina has defined a Protection Zone stretching 100 meters up- and downstream from the Bridge where it prohibits the construction of residential, commercial and agricultural facilities; the performance of any works apart from conservation and restoration (upon approval and under professional supervision of an appointed authority); the deposit of all forms of waste; access by motor vehicles; infrastructure works, except in exceptional cases and upon approval from the Republika Srpska Ministry in charge of Urban Planning and under the expert supervision of an appointed service; the construction of road infrastructure and power facilities, quarries and other polluters whose construction or operation could be detrimental to the national monument.

A negative impact on the Bridge and Protection Zone of the Bridge may be caused by the improper and environmentally unadjusted use of land with no respect for the inherited architecture and Decision on the designation of the Bridge as a National Monument.

The Management Plan in Part 4, Issue 3: Planning and Policy Framework, establishes goals to foster protection and integration of the Bridge into planning documentation, to improve physical structures in the Bridge surroundings and to manage the activities; and defines projects to achieve goals (Part 5).

The new Spatial Plan of the Višegrad Municipality which will be valid until 2010 and the new Urban Plan which will be valid until 2015 and that will include the limitations from the Decision on Designating the Mehmed Pasha Sokolović Bridge a National Monument ¹⁹⁸ and proposed measures by the Management Plan pertaining to this area are currently being drafted. The Management Plan defines the need for developing regulation plans for the Bridge protection zone and for the buffer zone, and provides guidelance for regulation plans.

IMPACT OF INFRASTRUCTURE ON THE BRIDGE:

The impact of the infrastructure works, which are not in connection with the Bridge, is at the medium-high level.

A priority for the Bridge and its Protection Zone is the development of road infrastructure that would take on all transit traffic (Management Plan, Part 4, Issue 4: Traffic and Parking Management) as well as the possible construction of a new bridge to connect the two parts of Višegrad on the right(east) and left(west) bank of the Drina. It is also important to construct infrastructure to improve use of the Bridge and its Protection Zone and enhance it as a tourist attraction: lighting, canals for draining rainwater, benches, a promenade, bicycle paths, piers for boats, platforms, catering establishments. The construction of infrastructure in the protected zone which is not in direct aid of the Bridge, such as landlines, aqueducts, heating systems, etc. could be detrimental to the Bridge's Protection Zone.

Any construction of infrastructure and infrastructure works in the Protection Zone of the Bridge has to be conducted, following the Decision proclaiming the Mehmed-paša Sokolović Bridge as National

_

¹⁹⁷ Management Plan, Part 2

¹⁹⁸ Commission to Preserve National Monuments, Decision no: 08.2-6-101/03-5

Monument, only with a permit issued by the Ministry in charge of regional planning of the Republika Srpska.

Management Plan establishes the goal to plan special protection measures in the case of infrastructure works in the Bridge protection zone (Part 4); and defines the moderating measures and projects (Part 5) as produce a plan of Bridge protection in the case of infrastructure works; plan material and technical resources, which are the least threatening to the Bridge protection zone and the environment; produce a plan of rehabilitation of protection zone damages and its reinstatement and to organize training of the personnel in protection measures, before commencement of the works.

II Environmental pressures

IMPACT OF CLIMATE ON THE BRIDGE:

The impact of climate on the Bridge is low.

The climate in the Višegrad valley is moderate continental with long and warm summers and cold winters.

Snow cover and ice formed in the wintertime reduce the safety on the Bridge. The Bridge is paved with stone slabs that are very slippery even when covered with a thin layer of glazed frost.

The goals established within the Management Plan (Part 4, Issue: 2.2) is to enable a safe usage of the Bridge during the wintertime and to avoid the destruction of the stone surface of the Bridge by using abrasive and aggressive agents. Moderating measures defined are: regular cleaning, strewing with sand, salt and adequate ice thawing agents; and projects defined as: to ensure equipment and funds for the winter road service for the purpose of bridge maintenance, to include bridge maintenance in the Plan of activities of the Public Utilities Company as a priority and to educate personnel as to the specific nature and importance of regular maintenance of the Bridge and the Bridge protection zone.

IMPACT OF WATER QUALITY ON THE BRIDGE:

The impact of drainage of the town's waste waters to the Bridge and Protection Zone of the Bridge is low.

The river Drina is a clean river rich in fish. The flow of Drina down to Ljubovija is the original and natural habitat of the huchen (*H. hucho*) which is a protected species. The huchen thrives in clean waters whose temperature is low and which are rich in oxygen. This fish is very sensitive to pollutants, so its presence in the Drina near Višegrad gives a good indication of the cleanness of the water.

It is possible to expect for the quality of waters to become worse by the revitalization of the existing industrial plants/or by the construction of new ones, which would significantly reduce the touristic potential Višegrad.

Therefore, the Management Plan includes monitoring of the water quality (Part 4, Issue 2.3), provides the goal to retain the quality of the Drina River water in Višegrad and prevent jeopardizing the current quality. Identified moderating measures are sewerage system, main drain, waste water treatment plant, water quality control. Proposed projects are: connect all waste water flows into the sewerage system, bring all sewerage lines from the city nucleus to the common main drain, prevent direct inflow of the industrial waste water to the Drina River and construct a city waste water treatment plant (Part 4, Issue 2.2).

IMPACT OF AIR QUALITY ON THE BRIDGE:

The impact of the occasional deterioration of air quality on the bridge is low.

"Višegrad has the first quality air. War destruction and hindered rehabilitation of industrial plants eliminated the possibility of air pollution by inorganic and organic pollutants. Višegrad pollution sources are households and other buildings being heated by solid fuels, as well as the traffic. These sources slightly aggravate the air quality. Negative impact is mostly felt when foggy, and in days of air inversion, when the concentration of black smoke, as well as the concentration of CO_2 and SO_2 increase due to burning of wood and fossil fuels. Višegrad has no thermal power plant. All buildings are being heated individually. The traffic ban over the Bridge improved the air quality on the Bridge and in the Bridge protection zone. This ban makes possible for the visitors to enjoy the Bridge values without necessary inhaling the automobiles exhausting gases" 199.

-

¹⁹⁹ Management Plan, Part 4

Management Plan includes monitoring of the air quality (Part 4, Issue 2.3), set up the goal to prevent jeopardizing the air quality of the Bridge and the Bridge protection zone micro-location and defines tasks as to plan construction of new communication roads, plan construction of the thermal power plant and connection the buildings to unique heating system and to prevent construction of industrial facilities in the Bridge vicinity, or on the location from which it would be spread towards the Bridge, following the windrose (Part 4, Issue 2.2).

IMPACT OF FLORA AND FAUNA ON THE BRIDGE:

The negative impact of flora is at the medium-high level, while fauna has no impact on the Bridge.

The touristic potential of Višegrad and environs is enhanced by a large number of various plant and animal species in the area. The very fact that 60% of the Višegrad Municipality area is forested and that the Drina river is rich in autochthonous fish says enough of the possibility to add various other touristic activities to the visits to the Bridge.

The appearance of grass and weeds in the fissures of the Bridge and between the slabs may cause the development of cracks in the slabs and permanent "corrosion" of the stone blocks, as well as the deterioration of the Bridge's appearance.

Management Plan includes bio-monitoring of growth of flora on the Bridge and growth of weeds in the protection zone (Part 4, Issue 2.3), set up the goal to prevent growth of grass and weed in fractures and joining of Bridge stone blocks and defines reduction measures as to remov of grass and weed and tasks as to prepare a plan for clearing the Bridge of grass and weed and define the best way to remove grass and weed, with the least possible usage of chemicals (herbicides) (Part 4, Issue 2.2).

IMPACT OF LANDSCAPE ON THE BRIDGE:

The impact of landscape on the bridge is at the medium-high level.

The landscape has a significant effect on the image of the Bridge. The banks of the Drina river in the Bridge's Protection Zone and beyond have not been cultivated. The Protection Zone lacks both technical and horticultural design. Therefore, the un-landscaped surrounding area may have a negative impact on the visual and aesthetic impression of the Bridge.

Višegrad's surrounding areas possess exceptionally beautiful landscapes with attractive scenic views from the hills and mountains rich in flora and fauna.

The Planning and Policy Framework issue of the Management Plan (Part 4, Issue 3) foresees technical and horticultural design for the First Protection Zone of the Bridge and the regulation of the Drina riverbed.

(Available documentation, Study of climate features of the wider area of the municipality of Višegrad planned to be used for drafting the spatial and urban development plan)

III Natural Disasters and Risk Preparation

Floods

The Drina River is the biggest river in the region, which is spanned by the Mehmed-paša Sokolović Bridge. The Drina begins where the Tara and Piva rivers merge (Annex II, AII-2). It flows from the south to the north. The Drina is the largest tributary of the Sava, which flows into the Danube and belongs to the Black Sea catchment area. The river is 341 km long.

The area of Višegrad was struck by a number of heavy floods. The heaviest flood happened in 1896, when the level of the Drina River went up 1,60 m above the Bridge.

So far three hydro-electric power plants have been built on the Drina River: the HE Višegrad, HE Bajna Bašta and HE Zvornik.

IMPACT OF FLOODS ON THE BRIDGE:

The impact of floods on the Bridge is very big.

Floods can cause serious damage to the Bridge, have negative impacts on the structure of the Bridge, its stability and appearance. Floods can cause serious damages to the Drina River banks, i.e. the Protection Zone of the Bridge.

"These elements cannot be influenced in that they would be eliminated, however, with a good planning system flooding in the Bridge zone can be prevented in that the hydro-accumulations would serve as compensation dams. In case the water inflow is such that the hydro-accumulation cannot take all the waters, it is necessary to have a plan of urgent measures aimed in the first place at protecting the Bridge. The implementation of these plans is not possible without a good system of early warning and reporting, as well as without a good coordination between all relevant bodies of authority of the Municipality of Višegrad, especially the coordination with the hydroelectric power plants Višegrad and Bajna Bašta" 200.

Therefore, the Management Plan defines reduction measures as to prepare the flood prevention plan in cooperation with the hydroelectric power plants Višegrad and Bajna Bašta, sett up of an early warning and reporting system, flood defence plan and a system of urgent measures with special regard to the Bridge protection and elaborate a plan of coordination between civil protection and the hydroelectric power plants within the flood defence system (Part 4, Issue 2.1).

With proper regulation, the HE Višegrad and HE Bajina Bašta storage lakes can have a compensatory function in the event of high precipitation. To achieve this goal, the Management Plan assess the impacts of the both hydroelectric plants (Part 2), set up the monitoring system (Part 4, issue 2.3) and defines projects to be taken (Part 5).

The impact of the HE Višegrad on the Bridge is substantial.

"The overflow fields with segment stop valves to control the quantity of overflow waters were identified on the dam for the purpose of evacuation of ten-thousand-year waters (Q 10 000 =5325 m³/s). This significantly reduces the possibility of floods in the area of Višegrad. In addition, the storage lake retains the waste that comes down with precipitation waters (During the heavy precipitation events, waters would bring chunks of wood, stones and even logs down to the Bridge).

A construction permit was issued to the HE Višegrad under the condition that the company JP Elektroprivreda SR BiH (today's JP Elektroprivreda RS) do the improvement of the Drina river bed downstream of the dam to the Mehmed-paša Sokolović Bridge, as well as the repair of the damaged piers of the Bridge. The company JP Elektroprivreda Republike Srpske has not thus far fulfilled this obligation'²⁰¹.

The Management Plan defines reduction measures as to standardize water release regime, taking great waters during spring and fall, maintaining the ecological minimum during droughts; and prescribes the following tasks:

- Harmonize the flood prevention plan with the plans of the hydroelectric power plant Višegrad.
- Harmonize the flood defence plan and the system of urgent measures with the plans of the hydroelectric power plant Višegrad.
- Commit the hydroelectric power plant Višegrad to carry out continuous measurements and inform of the amount of water released from the accumulation, and especially to keep the ecological minimum.
- Commit the hydroelectric power plant Višegrad to prepare a plan for taking great waters and a plan
 of coordination with the hydroelectric power plant Bajna Bašta regarding the release of accumulation
 waters.

In order to secure that the public company JP Elektroprivreda Republike Srpske meets the obligations from the construction permit, the Management Plan defines the measures (Part 4, issue 2.1) as to carry out the regulation of the Drina riverbed downstream from the dam to the Mehmed-paša Sokolović Bridge and to support repair of the Bridge pillars in accordance with the requirement from the construction permit and results from the research works prescribed in the Conservation Management (Part 4, issue 1).

The impact of the HE Bajna Bašta is big.

_

²⁰⁰ Management Plan, Part 4, Issue 2.1

²⁰¹ Management Plan, Part 2

The storage lake of the HE Bajna Bašta poses a threat to the stability of the Bridge, causes erosion of the piers, and spoils the appearance of the Bridge as the visible height of the piers becomes smaller.

The Management Plan (Part 4, Issue 2.1) set up the goal to prevent negative influence of the Bajna Bašta accumulation, defines the reduction of the accumulation level to the planned one and prescribes the projects (Part 5) as: bilateral agreement between Bosnia and Herzegovina and Serbia and Montenegro to regulate the reduction of the level of the Bajna Bašta accumulation to the planned one; prepare a plan to repair the accumulation bank area in case of reducing the level of the Bajna Bašta accumulation to the planned one and prepare a plan to repair the Drina bank downstream from the Bridge after the reduction of the accumulation level.

Risk Preparation

The main objective of the Plan to alleviate the existing and potential negative environmental impacts on the Mehmed-paša Sokolović Bridge is to ensure the acceptability of the Plan in view of the identified negative influences, provide for the efficient implementation of the alleviation measures, identify the institutions responsible for the implementation of the Plan, establish the supervision over the implementation of the recommended alleviation measures as well as set up a programme of regular monitoring of the environment and measures taken. Based on a well-established monitoring system and a good database such activities can be planned that would prevent or reduce the negative influence of environment upon the Bridge.

If managed properly, the storage lakes of the HE Višegrad and the HE Bajna Bašta may serve as compensation storage lakes that will take in large quantities of water in the course of heavy precipitation events.

Apart from the above stated objective, the Plan of alleviation measures identifies the needs to provide education for the local population and the wider community about the protection of the environment and cultural heritage.

The Plan of alleviation measures is an integral part of the Management Plan (Part 4, Issue 2).

IV Tourism pressure and visitors

The negative impact of tourism on the Bridge is low, today.

The negative impact of tourism is manifested through dumping waste at the Bridge and protected zone of the Bridge, graffiti writing, destroying green areas, etc.

The existing state and number of visitors (and to a lesser degree - tourists) does not constitute a considerable problem for the bridge in terms of physical load or potential damage. The reason lies in the fact that the number of visitors is small and they linger on the bridge relatively briefly.

However, the development of tourism and a more aggressive approach to offering tourist attraction, as well as the creation of advertising aimed at potential visitors and tourists, demands that this problem be considered from the very beginning. The Višegrad Municipality possesses great potential for the development of tourism and for combining the tourist attraction of the Bridge with other offers: the narrow gauge railway, the Dobrun monastery, the church and mosque in Mehmed Pasha Sokolović's village, spa tourism, hunting and fishing tourism, village and eco tourism, etc. The aspect of developing tourism is elaborated within the Management Plan (Part 4, Issue 5).

As far as the protection of the Bridge itself is concerned, there must be continuous control (at regular time intervals determined on the basis of the number of visitors) of possible damages and activities must be initiated to repair such damages and prevent further ones. These controls are to be implemented under the jurisdiction of the Višegrad Municipality, and under monitoring of the Bridge Commission. The Management Plan determines an approach tourism development strategy and provides ways of preventing the potential negative effects of tourism (Part 4, Issue 2.3 and Issue 5).

V. Number of inhabitants

Višegrad has a population of approximately 6000, while the entire Municipality of Višegrad has 19.419 inhabitants, according to an assessment of the Statistics Institute of RS done in 2004.

The negative impact of the population on the Bridge is low.

The negative impact of the population on the Bridge is manifested through dumping waste at the Bridge and protected zone of the Bridge, graffiti, destruction of green areas, etc.

Management Plan determines the educational activities about a responsible attitude towards sites that are visited (Parts 4 and 5, Issues 5 and 7) Ordinances prohibiting littering, destruction of plant life and devastation of the area should be properly marked and a sufficient number of litter bins should be provided as well as their regular maintenance (Part 4, Issue 2.2, Goal 2.2.6) Finally, the last link in the chain is the organisation and engagement of and ecological police force that would implement preventive measures and sanction inappropriate behaviour.

(Text by Mirela Mulalić-Handan)

5. Protection and management of property²⁰²

5.a Ownership

The bridge is government owned. 8 facilities in the Protection Zone are privately owned.

5.b Protective designation

- By Ordinance no. 1099/51, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, the Bridge was placed under the state protection. By Ordinance no. 02-741-3, dated 18 April 1962, it was registered in the Immovable Cultural Monuments Register, under the number of 208, as a cultural monument of Bosnia and Herzegovina.
- During a session held on 27 and 28 March 1990, the Commission for Categorization of Architectural Heritage, appointed by Ordinance no. 10-338-8/89, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, issued an Opinion that the Mehmed Pasha Sokolović Bridge should be listed as a Category I asset of cultural and historical heritage, pursuant to Article 14 of the Law on Protection of Heritage of Bosnia and Herzegovina.
- The Bridge was classified as Category 0 monument of international importance in the Regional Plan for BiH up to 2002.
- The historical monument the Mehmed Pasha Sokolović Bridge in Višegrad is a national monument of Bosnia and Herzegovina, as laid down in the Decision no.08.2-6-101/03-5, issued at the 6th session of the Commission to Preserve National Monuments, held on 25 January, 2003 (see www.aneks8komisija.com.ba). The provisions relating to the protection and rehabilitation measures, for the National Monument designated by the Commission, set forth the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments. All executive and development planning acts that are not in accordance with the provisions of the Decision are hereby revoked.

Foollowing legislation provide protection for the monuments:

- Official Gazette of Republika Srpska *no.* 9/02, Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to the Annex 8 of the General Agreement for Peace in Bosnia and Herzegovina, from 2002.
- Official Gazette of BiH no.33/02 provisional List of National Monuments (Decision of the Commission to Preserve National Monuments) pp. 1250-1259, from 2002.
- Official Gazette of Repubilka Srpska no. 79/02, Law on the Spatial Arrangement, from 2002,
- Official Gazette of Repubilka Srpska, no.11/95, Law on Cultural Goods, from 1995
- Official Gazette of Republika Srpska, no. 22/00, Criminal Code of Republika Srpska

(Annex I: AI-9, AI-10, AI-11, Decisions of the Institute and Enactment Clause of the Decision)

5.c Means of implementing protective measures.

Responsibilities for the enforcement of the Commission's decisions lies with the Entity Governments and the ministries responsible for regional planning.

On the level of Republika Srpska,

- The Government of Republika Srpska (RS) is responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument.
- Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS is responsible for implementation of the legislative protective measures.

2

²⁰² For detailed information see Management Plan, given in Annex I.

- Institute for protection of cultural-historic and natural heritage of RS is responsible for the expert supervision of the works on National Monument as it is proclaimed by the Decision of the Commission to Preserve National Monuments.
- Authorities in charge of urban planning and land registry affairs are notified of the Decisions and the Authorized Municipal Court is notified for the purposes of registration in the Land Register.

Since the Commission passed its Decision designating the Mehmed Pasha Sokolović Bridge in Višegrad a National Monument in January 2003 until December 2005, the following activities have been realised:

- The Government of Republika Srpska has secured 100 000 KM (50 000 €) in 2005 for implementing activities to protect the Bridge.
- The Government of Republika Srpska determined a budget of 250.000 EUR for cultural and historical heritage in 2005, which is the first such allocation since its establishment by the General Framework Agreement for Peace in Bosnia and Herzegovina from 1996. The portion of the budget dedicated to the Mehmed Pasha Sokolović Bridge is 20% of the total annual budget of the RS Government for cultural and historical heritage in 2005.

The Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska is entrusted with the implementation of the resources provided by the Government of Republika Srpska.

The current state and measures of protection of the Bridge are a result of the status it was accorded through law regulations, planning documentation and administrative mechanisms established by the town and the state for the Bridge and its surrounding area.

The Draft Urban Plan of Republika Srpska for the period until 2015 provides a critical assessment of the state of architectural heritage, defines goals and principles of protection and recommends general protection measures for properties on the territory of Republika Srpska, including the Mehmed Pasha Sokolović Bridge.

Urban authorisation and licences for construction in the Protection Zone of the Bridge are to be issued by the RS Ministry of Urban Planning, Construction and Ecology on the basis of urban and technical approved by an authorised professional institution. The Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska is also involved in this activity as it controls whether the conditions are met in the technical documentation.

The local administration, by way of its services, as well as the RS inspections are in charge of monitoring and control of activities in the field.

The Bridge's status and protection measures have been defined by the Decision, but future treatment and protection of the Bridge require adequate urban planning documentation that will provide a precise definition of the conditions of regulation for the area surrounding the Bridge. These are the main preconditions for the functioning of the mechanism to implement planning documentation. They are defined by law and pertain to institutional competencies in controlling the making of planning and technical documentation and monitoring their realisation in the field. The Management Plan defines activities and responsible authorities in order to foster protection and integration of the Bridge into planning documentation (Management Plan, Part 4, Issue 3)

5.d Existing plans related to municipality and region in which the proposed property is located (e.g., regional or local plan, conservation plan, tourism development plan)

Agreed plans relating to the property:

- Decisions of the Commission to Preserve National Monuments, which grants to the Bridge the highest degree of protection. All executive and development planning acts not in accordance with the provisions of the Decesion are hereby revoked.
- Management Plan for the Mehmed pasha Sokolovic Bridge in Visegrad (Annex I)
- Preliminary Technical Assessment.

The other existing planning acts, with the broad planning policies are²⁰³: Medium-term Development Strategy BIH-PRSP 2004-2007,

- Urban Development Plan of Višegrad, 1990,
- Development Strategy of the Municipality of Višegrad, 2004-2010,
- Regional Plan of the Republika Srpska to 2015, RS Assembly,
- Town Plan of the Municipality of Višegrad to 2010,
- Urban development plan of Višegrad to 2015;

(See Annex I and Annex II:

- AI-11: Enactment clause of the Decision
- AI-17: Decision of the Ministry for Civil Affairs BiH to adopt the PTA
- AI-18: Decision of the Commission to adopt the PTA
- AI-19: Decision of the Municipal Council to adopt the Management plan
- AII-17: Regional Plan of the Republika Srpska to 2015, RS Assembly, from the RS Regional Plan
- AII-18: Regional Plan of the Republika Srpska to 2015, RS Assembly, from the RS Regional Plan.)

Available documentation:

Urban Development Plan of Višegrad, 1990, Institute for architecture, urban and spatial planning of the Faculty of Architecture in Sarajevo.

Development Strategy of the Municipality of Višegrad, 2004-2010.

5.e Property management plan or other management system Legal Status

Pursuant to the Article V para. 4 Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (Official Gazette of Republika Srpska no.9/02.) and Article 39 para. 1 of the Rules of Procedure of the Commission to Preserve National Monuments, at the 25 January 2003, designated the historical monument of Mehmed pasha Sokolović Bridge as a national Monument of Bosnia and Herzegovina. A National Monument is an asset or property that the Commission to Preserve National Monuments has designated as national monument, a well as assets or properties registered on the Provisional List of National Monuments of Bosnia and Herzegovina. The national monument benefits from the highest degree of legal protection.

Responsible institutions

- At the state level, the Commission to Preserve National Monuments.,
- At the Entity level: the Government of Republika Srpska,
- The Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS,
- Institute for protection of cultural-historic and natural heritage of RS,
- Municipality Višegrad
- Bridge Commission.

Management Plan recommends the establishment of the Bridge Commission²⁰⁴. It has been envisaged that the Municipality Visegrad should permanently employ one person as the Bridge Commission Coordinator. The Municipality of Višegrad would bear the costs relating to office equipment and the operation of the Bridge Commission Coordinator. The other members of Bridge Commission are part of the existing menagement structures: Commission to Preserve National Monuments and Institute for Protection of Cultural-Historic and Natural Heritage of RS.

Commission to Preserve National Monuments responsible for international activities relating to heritage, monitor and consider the state of affairs and activities that might endanger the Bridge. Notifies the relevant Entity and other authorities (ministries, institute for heritage protection and local authority) about activities endangering the monument and proposes measures for its protection in accordance with the law.

_

²⁰³ for more see Management Plan, Part 3

²⁰⁴ Management Plan, Part 4, Issue 9

- Within the existing organisation the Coordinator would have the obligation to report to the Commission, as a priority, and then also to the Municipality and the Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska. The Commission shall request the Republika Srpska Ministry of Regional Planning to conduct inspections and implement legal measures. The Commission shall also request the Government of Republika Srpska to meet the financial conditions for the protection of the national monument, thus including its participation in financing such projects relating to the protection of the Bridge, i.e. the Protection Zone I.
- Institute for protection of cultural-historic and natural heritage of RS is responsible for the expert supervision, works of conservation and restoration as it is proclaimed by the Decision of the Commission to Preserve National Monuments.

The Municipality Visegrad adopted the Management Plan, which make it responsible for abiding by the provisions defined in the Plan and for its implementation.

The Presidency of Bosnia and Herzegovina adopted conclusion to support Nomination File and Management Plan at the session and therefore should recommend to the responsible institutions to support its implementation.

5.f Sources and levels of finance

Commission to Preserve National Monuments is responsible for implementation of all projects founded through international or foreign founds in accordeonce with Decree of Presedency (Official Gazette of BiH no. 29/02).

The Government of Republika Srpska is responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument, pursuant to the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments.

The Government of the Republika Srpska provided 100 000 KM ($50~000 \rightleftharpoons$ in 2005 for the implementation of the activities to protect the Bridge.

In order to improve sources and levels of finance, the Management Plan assess the revenues from the tourism activities, possible economic benefits from the Bridge conservation, grants or donations, income generation after taxes, stimulation of the net private investments (Part 4, Issue 10). The Management Plan setts up the goals as to create stable and sufficient sources of financing; use taxes and rents as a source of financing; use a part of the revenues collected from tourism (income received via taxes from tour operators, hotels and restaurants for the efforts in maintaining the Bridge, income from visitors' fees – the Bridge Museum, galleries, churches and licensed souvenirs); use budgets at different levels as a source of financing and to develop arrangements for identifying and accessing external funds; and prescribed the projects within the Part 5; Issue 10.

5.g Sources of expertise and training in conservation and management techniques

- Commission to Preserve National Monuments and Council of Europe "Regional Integrated Rehabilitation Project Plan / Survey of the architectural and archaeological heritage (IRPP/SAAH)"
- Institute for the Protection of Cultural-historical and Natural Heritage of the RS
- Faculty of Architecture and Urban Planning, Sarajevo University
- Faculty of Architecture and Urban Planning, Banja Luka
- Faculty of Civil Engineering in Banja Luka
- Faculty of Civil Engineering in Sarajevo

Apart from the employees in the Institute of the RS, the external associates from the Faculties of Civil Engineering of Banja Luka and Sarajevo were recruited to draft the Project of structural repair of the bridge's piers. The research works are planned to continue in 2006, along with the activities to produce the project documentation.

The Management Plan identifies the need for education as for introducing all interested subjects to the significance of the Bridge as a national monument, the Management Plan for the Bridge, the possibilities of sustainable development of the Višegrad Municipality where the Bridge is to play a crucial role in the

development of tourism, eco-tourism and organic agriculture, and to the possibilities of active participation in implementing the Management Plan (Part 4 and 5, Issue 7).

5.h Visitor facilities and statistics

"The tourism activity associated with the Bridge is a generator of income for the area.

Analysing the data available for the other tourist places in Bosnia and Herzegovina with regard to the number of the tourists on the annual basis, and taking into account available tourist premises in the Višegrad, as well as other activities and preparatory work needed to be done, the Management Plan force about 20 000 visitors in the first year and increase gradually and stabilize somewhere between 30000 and 40000 visitors per year. This will represent a significant boost for the local and regional economy"²⁰⁵.

"The existing potentials of the Municipality imply the possibility of developing a tourism offer intended for various market segments:

- cultural and historical heritage of the Municipality, primarily the Višegrad Bridge, but also the childhood home of Nobel Laureate Ivo Andric are important preconditions for the development of cultural tourism,
- the Dobrun Monastery with a collection of icons and its accompanying elements of religious architecture is another potential for tourism development intended for tourists and visitors interested in religious sites,
- health spa services
- various activities related to eco-tourism, outdoor activities, tours in environments of untouched nature, study of endemic plant life,
- hunting, fishing and rafting
- art colony events and activities, literary meetings dedicated to the life and works of Ivo Andrić,
- additional activities that could be organised during the height of the tourism season in relation to the history of the Bridge - various performances, meetings, catering events that would enliven the Bridge and its surroundings.

For reviving economic potentials and individual economic systems, tourism should be seen as a source of income for companies, entrepreneurs and the municipality as far as the activation of certain capacities is concerned.

In that respect, increasing tourist visits would contribute to increasing the income and business for the recreation centre (health spa), the Višegrad hotel, the proposed by the Management Plan establishment of the Bridge Museum and a museum that could be established in Ivo Andrić's childhood home, as well as room and board income for the monastery inn (pending completion of construction works) and income of all accompanying contents such as local shops, restaurants and catering establishments, shops that would sell souvenirs and other products related to the cultural sites of Višegrad.

According to the data and results of the survey, income from tourism (presented in Bosnian-Herzegovinian statistics only as income from catering, but pertaining to room and board) has multiplication effects in the amount of 1.20 to 1.64 depending on the quality and scope of accompanying contents"²⁰⁶.

The Management Plan setts up the goal as to create tourist activities and improve accommodation capacities that will facilitate the attraction and accommodation of tourists and visitors in accordance with the standards of tourism offer based on the provisions of the World Tourism Organisation (Para 4, Issue 5) and defines the projects to achieve the goal (Para 5).

(Available documentation:

Cultural and natural resources as a base for tourism development)

5.i Policies and programmes related to the presentation and promotion of the property **Promotion policies**

Promotion policies focus on the universal values of the Bridge and on its endangered status.

Commission to Preserve National Monuments after adopting Decision to Designate the Bridge as National Monument of Bosnia and Herzegovina, and considering its state of conservation also adopted

Management Plan, Part 4, Issue 10

Management Plan, Part 1, para 1.11 Economic interests

Decision to inscribe the Bridge on the List of most endangered monuments of BiH in 2003, as one of three priorities for protection. (List of endangered monuments in Bosnia and Herzegovina, established by the Commission in 2003.)

In 2003. the Commission launched the campaign for endangered monuments "Cultural Memory – Vanishing Treasury" in order to raise awareness of the public about the importance of heritage and also to collect donations for their protection. One part of the campaign is the exhibition and multimedia presentation of endangered monuments. As the Bridge is considered to have priority, the promotional materials for Bridge were specially designed for the campaign. The exhibition have been hold around cities of Bosnia and Herzegovina and abroad, International Monetary Fund and World Bank in Washington 2003., within UN Habitat event in Barcelona in 2004, Siracusa-Italy in 2003., Beograd in SCG in 2005, World Congress of Architects in Istanbul in 2005.

- The Mehmed pasha Sokolović Bridge in Višegrad is inscribed on the List of 100 most endangered sites for 2006 World Monument Watch,
- The Bridge is also placed on the Priority Intervention List of the Council of Europe / European Commission in 2004.
- In 2005 the Commission to Preserve National Monument and local expert engaged together with experts of Council of Europe drawn up Preliminary Technical Assessment of the Bridge.
- Through the Commission's project of the unique identification and signage system of national monuments in BiH the Bridge is presented at notice board posted at the very site with basic data's on moment
- The Bridge is presented at the web page of the Commission. www.aneks8komisija.com.ba
- As an inspiration, the Bridge was a part of the popular creative endeavours, being mentioned in the works of writers and artists.

To improve existing policies and programmes related to the presentation and promotion of the Bridge, the Management Plan elaborates the activities to be undertaken as establishment of the Centre for admittance and information, promotional materials (brochures, guides-handbooks, books), putting up signs (signs on main roads, signs at the vicinity and location of the Bridge, warning signs); video presentations (continuous slide presentation and presentation on video cassettes and CDs) and guides-companions.²⁰⁷

See Annex I:

AI-13: Decision of the WMF to enter the Bridge on the List of 100 most endangered properties in 2006

AI-15: Excerpt from PIL of the Council of Europe

Folder 4 of the Nomination File:

Commission to Preserve National Monuments, Exhibition catalogue Commission to Preserve National Monuments, Brochure of the Bridge

5.j Staffing levels (professional, technical, maintenance)

- 1. Commission to Preserve National Monuments
 - i. At its 119th session, held on 21 December 2001, pursuant to Annex 8 of the General Framework Agreement for Peace in BiH and its Decision on the Commission, the Presidency of BiH issued a Decision on the appointment of the members of the Commission, consisting of 3 domestic and 2 international members who are experts in field of history of art and architecture, history, architecture conservation.
 - ii. Secretariat of the Commission, consists of professional, experienced staff specializing respectively in archaeological heritage, architectural heritage, architectural heritage ensembles and cultural landscapes, movable heritage items, legal affairs, financial affairs and technical matters.

-

for more see Management Plan, Part 4, Issue 5

- 2. RS Institute for protection of cultural-historic and natural heritage consists of expert staff from field of architecture, history of art, history, archaeology, conservation of architecture and art, ethnology.
- 3. Municipality of Višegrad, urban planning department consists of experts from the field of architecture and urban planning.
- 4. Bridge Commission (see para 5.e, Responsible institutions)

6. Monitoring²⁰⁸

The effects causing damages on the Bridge are multifaceted. In time, either individually or as part of the group, depending on their nature, intensity or duration, they came to be a cause of a damage on the Bridge.

In order to monitor the condition of some parts of the Bridge, the Management Plan foresees establishment of a monitoring system. The monitoring system is based on establishing a series of traverse points and bench marks necessary for a precise levelling and for monitoring their movements. This includes a detailed visual survey of the bridge²⁰⁹.

The Management Plan also includes the monitoring of the environmental impacts on the Bridge: quantity and quality of waters, air quality, flora and fauna and waste²¹⁰.

6.a Key indicators for measuring state of conservation

Here are the key indicators signaling the change of the Bridge's condition and jeopardized structural stability:

indicator	periodicity	Location of records
Stability or degree of the movement of		Višegrad Municipality is obliged to
structural elements		submit to the Commission to Preserve
		National Monuments all monitoring
		reports regularly during a year, and the
		annual monitoring report every year.
1 Foundations	Once in two years	Institute for the protection of cultural-
1.1 Footing of piers II, III, IV and VII –		historical and natural heritage of RS;
degree of failure of the stone blocks;		
1.2 footing of piers III, IV and VII –		Višegrad Municipality
degree of erosion of couplings.		
1.3 contact of footings and base with	Permanently	Institute for the protection of cultural-
piers II,III,IV, and VII. – degree of		historical and natural heritage of RS;
enlargement of caverns;		Višegrad Municipality
2. Piers	Permanently	Institute for the protection of cultural-
Piers from III, IV and VII		historical and natural heritage of RS;
2.1– degree of erosion of stone blocks		Višegrad Municipality
and couplings		
3. Vaults	Once a year	Institute for the protection of cultural-
Vaults between piers II to VII		historical and natural heritage of RS;
3.1– degree of destruction of the stone		Višegrad Municipality
couplings		
3.2– degree of sedimentation of calcium		
hydroxide		
4. Front walls	Once a year	Institute for the protection of cultural-
4.1 walls from both sides – degree of		historical and natural heritage of RS;
deformation,		Višegrad Municipality
4.2 degree of sedimentation of calcium		
hydroxide,		
4.3 degree of washing out of the couplings		
5. Pavement structure	Once a veer	Institute for the protection of cultural
5.1-degree of pavement deformation;	Once a year	Institute for the protection of cultural- historical and natural heritage of RS;
5.2- level of water concentration		Višegrad Municipality
5.2- level of water concentration	Ļ	v isograu iviumorpanty

 $^{^{208}}$ For detailed information see Management Plan, given in Annex I.

²¹⁰ Management Plan, Part 4, Issue 2.3: Monitoring Environmental Impacts

-

²⁰⁹ Management Plan, Part 4, Issue 1, para Monitoring Stability of Structural Elements

Apart from the indicators for monitoring the stability of the bridge, there are also indicators for monitoring the level of impact of the environmental elements on the bridge. They are shown in the table below:

indicator	periodicity	Location of records
1. level of waters in front of the bridge	Permanently	Hydro-meteorological Institute of RS; Višegrad Municipality
2. quality of waters in front of the bridge 2.1 parameters prescribed by the law: COD 2.2 parametres prescribed by the law: BOD 5, pH and others	Permanently	Board for waters of RS; Višegrad Municipality
3. air - level of black smoke, SO2, Nox, O3	According to the law	Hydro-meteorological Institute of RS;
4. Biomonitoring 4.1 growth of flora on the bridge 4.2 growth of wild plants in protection zone I	Every month	Public utility company; Višegrad Municipality
5. Waste Disposing of waste at the bridge and protection zone I	On a daily basis	Public utility company;

(Annex I, AI-16: PTA for the Bridge and Monitoring plan of the environmental impacts from the Management plan)

6.b Administrative arrangements for monitoring the property

The monitoring means are indicated in the Conservation Management of the Management Plan (Part 4, Issue 1, para Monitoring stability of structural elements), and they also include processing of the monitoring results. After completing research works the monitoring needs to continue and the Government of Republika Srpska has to provide in its annual budget the amount for continuous monitoring of the Bridge stability and monitoring of the environmental factors (Para 4, Issue 2.3) that have influence upon the Bridge.

Responsible authorities are listed within the Management Plan and repeated here: For monitoring the Bridge stability

- Institute for the Protection of Cultural-Historical and Natural Heritage of RS,
- Municipality of Višegrad and
- The Bridge Commission, who has to integrate the monitoring results and report to the Commission to Preserve National Monuments on a regular basis²¹¹.

For monitoring of the environmental factors

- Hydro-meteorological institute of RS,
- Waters directorate of the RS.
- Public utility services company,
- Municipality Visegrad and
- The Bridge Commission, who must collect the monitoring results and submit reports on the regular basis to the Commission to Preserve National Monuments²¹².

_

²¹¹ for more see Management Plan, Part 4, Issue 1, para Monitoring stability of structural elements

²¹² for more see Management Plan, Part 4, Issue 2.3

6.c Results of previous reporting exercises

Earlier reports on state of conservation

Documentation of the HE Višegrad:

- 1. Report on Hydraulic Model Studies of the Impact of the HE Višegrad Construction on the Downstream Area.
- 2. Institute for Water Resources Management Jaroslav Černi, Belgrade 1982.
- 3. Study of the Alluvial Soils' Regime in the Upper Stream of the Drina River, Republic Hydrometeorological Institute of BiH and Hydrotechnique Institute of the Faculty of Civil Engineering of Sarajevo, 1983-84
- 4. Stydy produced as a Partnership Work of the HE Višegrad and RAHE Bajna Bašta, SOUR Energoinvest, OOUR Higrainženjering, Sarajevo 1983.
- 5. Study of the Impact of the Work Regime of the HE Višegrad on the Mehmed-paša Sokolović Bridge in Višegrad, Faculty of Civil Engineering of the University in Belgrade, Hydrotechnique Institute, Belgrade 1985.
- 6. Report on the Condition of the Foundations of the Mehmed-paša Sokolović Bridge Spanning the Drina River in Višegrad (the so called "0" condition before putting the HE Višegrad into operation), Institute for Materials and Structures of the Faculty of Civil Engineering in Belgrade, 1989.
- 7. Report on establishing the auscultation points to examine the geodetic and instrumental behaviour of the bridge including '0' reading of series I, Geodetics Institute of the Faculty of Civil Engineering in Belgrade, 1989.
- 8. Report on unperformed repairing of the Mehmed-paša Sokolović Bridge spanning the Drina River in Višegrad, Institute for materials and structures of the Faculty of Civil Engineering in Belgrade, 1989.
- 9. Main project of repairing river piers the Mehmed-paša Sokolović Bridge spanning the Drina River in Višegrad, Institute for materials and structures of the Faculty of Civil Engineering in Belgrade 1991.

<u>Documentation of the Republic Institute for the protection of cultural-historical and natural heritage of the Republika Srpska</u>:

- 1. Digital form of drawings of the Main project of repairing river piers the Mehmed-paša Sokolović bridge spanning the Drina River in Višegrad, Institute for materials and structures of the Faculty of civil engineering in Belgrade, 1991, 2005.
- 2. Report on technical control of the Main project of repairing river piers the Mehmed-paša Sokolović bridge spanning the Drina River in Višegrad, produced in 1991, April 2005.
- 3. Project task for preparing the project of repairing the old bridge of Mehmed-paša Sokolović spanning the Drina River in Višegrad, June 2005.
- 4. Photodocumentation- condition of the bridge in the period from 1995 to 2005.
- 5. Report on underwater researches, 1977
 - a. The foundations of piers V and VI found to be eroded by water more than any other part of the bridge. The connection between the stone blocks is broken. It has been noticed that the intensity of undermining changes in the course of time.
- 6. Underwater recording made in 2004;

Commission to Preserve National Monuments:

The register contains the following:

- Decision on designation of the historical monument of the *Mehmed paša Sokolović Bridge in Višegrad* as a national monument, with description of location, historical information of site as well as of the Bridge, detailed description of the Bridge, information on legal status to date, research, conservation and restoration works and information on current state of the property;
- Documentation on the location and current owner and user of the property (copy of cadastral plan);
- Data on the previous condition and use of the property, including drawings, descriptions and photographs, data of war damage, data on previous restoration or other works on the property, etc.
 - o Situation plan of the wider area,

- o Drawings of the bridge made during research and conservation works in 1911/1912:
 - 1. plans of the bridge,
 - 2. plan of the piers of the bridge,
 - 3. cross-sections of the bridge,
 - 4. downstream and upstream facades of the bridge,
- Propositions of the structural consolidation of the piers of the bridge by professor Gojković
 expert for stone constructions, made during research and conservation works in 1980/1981,
- o Photographs on the previous condition of the Bridge, both surrounding and the bridge,
- o Photographs on the current condition of the bridge,
- o Movie made during underwater recording of the current condition of the foundations and piers of the bridge. This movie, made in 2004, gives only a general view of the current condition since it was not done under the leadership of bridge construction experts;
- Several published works relating to the bridge
- Technical overview: A Bridge on the Drina River, basic data M. Pržulj, Collected Papers....., 1990.
- Preliminary Technical Assessment of the condition, 2005, the Commission and the Council of Europe
 - The PTA contains an analysis of the bridge's condition, damage assessment and diagnosis, and proposes a type of interventions and priorities.

(Annex I)

(Text by Mirela Mulalić-Handan)

7. Documentation

7.a Photographs, slides, image inventory and authorization table and other audiovisual materials

A.) Recent Photographs

Id. No	Format (slide/ print/ video)	Caption	Date of Photo (mo/yr)	Photographer/ Director of the video	Copyright owner (if different than photographer/direct or of video)	Contact details of copyright owner (Name, address, tel/fax, and e- mail)	Non exclusive cession of rights
1.	print	Mehmed-pasha Sokolovic bridge in Visegrad, view from the approach road	2002	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
2.	print	Mehmed-pasha Sokolovic bridge with surrounding, downstream façade, view from North, on the left side of the photo, the right river bank with Orthodox church is showed	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
3.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the air	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
4.	print	Mehmed-pasha Sokolovic bridge, downstream façade, view from North	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
5.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2005	Orjana Mujkić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
6.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the South – right river bank	2004	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
7.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
8.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2004	Emir Softić	Commission to Preserve National Monuments	Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
9.	print	Mehmed-pasha Sokolovic bridge in Visegrad,	2005	Dino Kasalo	Commission to Preserve	Sarajevo Obala Kulina bana 1	yes

		upstream façade, view from			National	+387(0)33 276 760	
		the left river bank			Monuments	+387(0)33 276 768 E- mail: aneks8komisija.com.ba	
10.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
11.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
12.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
13.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the left river bank	2004	Emir Softić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
14.	print	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank,	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
15.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
16.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank,	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
17.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank,	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
18.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank,	2005	Dino Kasalo	Commission to Preserve National Monuments	Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
19.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank,	2005	Orjana Mujkić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E-	yes

						mail:	
20.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank	2005	Emir Softić	Commission to Preserve National Monuments	aneks8komisija.com.ba Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
21.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the left river bank, detail	2004	Emir Softić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
22.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, detail of the arch	2004	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
23.	print	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, detail of the niches and decoration	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
24.	print	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the decoration	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
25.	print	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the mihrab (niche with inscription)	2005	Orjana Mujkić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
26.	print	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the mihrab (niche with inscription)	2005	Orjana Mujkić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
27.	print	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the inscription	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
28.	print	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the inscription	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
29.	print	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the inscription	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes

30.	print	Mehmed-pasha Sokolovic	2005	Mirzah Fočo	Commission to	Sarajevo	yes
		bridge in Visegrad,			Preserve	Obala Kulina bana 1	
		downstream façade, sofa			National	+387(0)33 276 760	
		_			Monuments	+387(0)33 276 768 E-	
						mail:	
						aneks8komisija.com.ba	
31.	print	Mehmed-pasha Sokolovic	2005	Mirzah Fočo	Commission to	Obala Kulina bana 1	yes
		bridge in Visegrad, detail of			Preserve	+387(0)33 276 760	
		the sofa			National	+387(0)33 276 768 E-	
					Monuments	mail:	
						aneks8komisija.com.ba	
32.	print	Mehmed-pasha Sokolovic	2005	Emir Softić	Commission to	Sarajevo	yes
		bridge in Visegrad, detail of			Preserve	Obala Kulina bana 1	
		the sofa			National	+387(0)33 276 760	
					Monuments	+387(0)33 276 768 E-	
						mail:	
						aneks8komisija.com.ba	
33.	print	Mehmed-pasha Sokolovic	2005	Mirzah Fočo	Commission to	Sarajevo	yes
		bridge in Visegrad, detail of			Preserve	Obala Kulina bana 1	
		the corner between the			National	+387(0)33 276 760	
		Bridge and the ramp			Monuments	+387(0)33 276 768 E-	
						mail:	
						aneks8komisija.com.ba	
34.	print	Mehmed-pasha Sokolovic	2005	Mirzah Fočo	Commission to	Sarajevo	yes
		bridge in Visegrad, detail of			Preserve	Obala Kulina bana 1	
		the bridge decoration			National	+387(0)33 276 760	
					Monuments	+387(0)33 276 768 E-	
						mail:	
						aneks8komisija.com.ba	

B.) Archival Photographs

Id. No	Format (slide/ print/ video)	Caption	Date of Photo (mo/yr)	Photographer/Director of the video	Copyright owner (if different than photographer/direct or of video)	Contact details of copyright owner (Name, address, tel/fax, and e- mail)	Non exclusive cession of rights
1	print	Great flood at the end of the 1896.	1896	anonymus	anonymus	unknown	no
2	print	Great flood at the end of the 19 th century	1896	anonymus	anonymus	unknown	no
3	print	Up stream façade, an old photo	?	anonymus	anonymus	unknown	no
4	print	The bridge before 1914	?	anonymus	anonymus	unknown	no
5	print	The bridge after 1914	?	anonymus	anonymus	unknown	no
6	print	The bridge between two World wars	?	Milan Karanovic	National Museum	unknown	no
7	print	Down stream façade, an old photo	?	anonymus	anonymus	unknown	no
8	print	Down stream façade an old photo	?	anonymus	anonymus	unknown	no
9	print	Down stream façade an old photo	?	anonymus	anonymus	unknown	no
10	print	View from the left river bank at Mehmed-pasha Sokolovic bridge,	1992	anonymus	ŽGP	unknown	no

C.) Slide Documentation

Id. No	Format (slide/ print/ video)	Caption	Date of Photo (mo/yr)	Photographer/ Director of the video	Copyright owner (if different than photographer/direct or of video)	Contact details of copyright owner (Name, address, tel/fax, and e- mail)	Non exclusive cession of rights
1.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, view from the approach road	2002	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
2.	slide	Mehmed-pasha Sokolovic bridge with surrounding, downstream façade, view from North, on the left side of the photo, the right river bank with Orthodox church is showed	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
3.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the air	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
4.	slide	Mehmed-pasha Sokolovic bridge, downstream façade, view from North	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
5.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2005	Orjana Mujkić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
6.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the South – right river bank	2004	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
7.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
8.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank	2004	Emir Softić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
9.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes

10.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the left river bank	2004	Emir Softić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
11.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank,	2005	Dino Kasalo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
12.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank	2005	Emir Softić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
13.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the left river bank, detail	2004	Emir Softić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
14.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, detail of the mihrab (niche with inscription)	2005	Orjana Mujkić	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
15.	slide	Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, sofa	2005	Mirzah Fočo	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes

D.) Video Documentation

Id. No	Format (slide/ print/ video)	Caption	Date of Photo (mo/yr)	Photographer/Director of the video	Copyright owner (if different than photographer/direct or of video)	Contact details of copyright owner (Name, address, tel/fax, and e- mail)	Non exclusive cession of rights
1	video	Underwater investigation of the pillars of the Bridge	Augu st, 2004.	Diving club, Banja Luka	Ministry of Urban Planning, Public Utilities, Construction and the Environment	Banja Luka, Trg Srpskih junaka 1 +387(0)51 215 511	yes
2	video	Documentary movie "Na Drini ćuprija" (The Bridge over Drina)	Nove mber, 2005.	PBS, Director Dino Kasalo	Commission to Preserve National Monuments	Sarajevo, Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E-mail: aneks8komisija.com.ba	yes

E.) List of Publications

Id. No	Format (slide/ print/ video)	Caption	Date of Photo (mo/yr)	Photographer/Direc tor of the video	Copyright owner (if different than photographer/direct or of video)	Contact details of copyright owner (Name, address, tel/fax, and e- mail)	Non exclusive cession of rights
1	print	Decision on designation The historical monument of the Mehmed paša Sokolović Bridge in Višegrad Decision no. 08.2-6- 101/03-5	25.01. 2003	Commission to Preserve National Monuments	Commission to Preserve National Monuments	Sarajevo Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
2	print	PTA	2005	Commission to Preserve National Monuments	Commission to Preserve National Monuments	Sarajevo, Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
3	print	Commission to Preserve National Monuments, Exhibition catalogue Cultural Memory – a Vanishing Treasure	2004	Commission to Preserve National Monuments	Commission to Preserve National Monuments	Sarajevo, Obala Kulina bana 1 +387(0)33 276 760 +387(0)33 276 768 E- mail: aneks8komisija.com.ba	yes
4	print	Management plan of the Višegrad municipality	2005	Management team	Municipality Višegrad	Višegrad, Kralja Petra I +387 (0)58 620 586	no
5	print	Book "The Bridge on the Drina"	2003	The Harvill Press, London	The Executors of the Estate of Ivo Andrić, 1945		no

7.b Texts relating to protective designation, copies of property management plans or documented management systems and extracts of other plans relevant to the property ²¹³

- Ordinance no. 1099/51, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina
- Ordinance no. 02-741-3, dated 18 April 1962, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina
- Abstract from the Regional Plan for BiH up to 2002 relating to the Bridge
- Clause of the Decision no.08.2-6-101/03-5, issued by the Commission to Preserve National Monuments
- Preliminary Technical Assessment for the Mehmed pasha Sokolović Bridge.
- Decision of the Ministry for Civil Affairs of Bosnia and Herzegovina to adopt the PTA
- Decision of the Municipal Council to adopt the Management plan
- Excerpts from:
 - o Urban Development Plan of Višegrad, 1990, Institute for architecture, urban and spatial planning of the Faculty of Architecture in Sarajevo.
 - o Development Strategy of the Municipality of Višegrad, 2004-2010.
 - o Regional Plan of the Republika Srpska to 2015, RS Assembly, from the RS Regional Plan.
- Management plan

-

²¹³ Most of here citetd documents are given in Anex I of the Nomination File.

7.c Form and date of most recent records or inventory of property

Register of the Commission to Preserve National Monuments contains the most recent records of the property. Most recent records are in the form of the:

- Photography (most recent from November, 2005.)
- Video documentation (December, 2005.).

7.d Address where inventory, records and archives are held

 Komisija za očuvanje nacionalnih spomenika Commission to Preserve National Monuments Obala Kulina bana 1; Sarajevo; Bosna i Hercegovina

Tel.: 00387 (0)33 276 760 e-mail: aneks8ko@bih.net.ba www.aneks8komisija.com.ba

2. Republički zavod za zaštitu kulturno-istorijskog i prirodnog naslijeđa Republican Institute for the Protection of Cultural, Historical and Natural Heritage

Kamena zgrada Kastel; Banja Luka; Bosna i Hercegovina

Tel: 00387 (0)51 301 062; 317 625

e-mail: rzzzs@blic.net

3. Arhiv Republike Srpske

Archives of Republika Srpska

Aleja Svetog Save 1; Banja Luka; Bosna i Hercegovina

Tel. 00387 (0)51 301 529, 301 609

e-mail: arhivrs@inecco.net

4. Narodna i univerzitetska biblioteka Republike Srpske National and University Library of Republika Srpska Jevrejska 30; Banja Luka; Bosna i Hercegovina Tel. 00387 051 215 894, 215 866

101. 00307 031 213 074, 21.

e-mail: nubrs@urc.bl.ac.yu

www.nubrs.rs.ba

5. Opština Višegrad

Višegrad Municipality

Kralja Petra I; Višegrad; Bosna i Hercegovina

Tel.:00387 (0)58 620 586; 620 226

6. Elektroprivreda Republike Srpske

Republika Srpska Electric Power Company

Vojvode Stepe Stepanovića bb, 89101 Trebinje; Bosna i Hercegovina

Tel.: 059/277 101

www.elektroprivreda-rs.com

7. ZDP "Hidroelektrane na Drini"

ZDP "Hydroelectric Power Plants on the Drina"

Nezurci bb; Višegrad; Bosna i Hercegovina

Tel.: 00387 (0)58 620 202

8. Narodna biblioteka Ivo Andrić, Višegrad

Ivo Andrić Public Library, Višegrad

Užičkog korpusa bb; Višegrad; Bosna i Hercegovina

Tel.: 00387 (0)58 620 378

9. Zemaljski muzej Bosne i Hercegovine National Museum of Bosnia and Herzegovina Zmaja od Bosne 3; Sarajevo; Bosna i Hercegovina

Tel.: 00387 (0)33 668 027

e-mail: z.muzej@zemaljskimuzej.ba

www.zemaljskimuzej.ba

10. Arhiv Bosne i Hercegovine

Archives of Bosnia and Herzegovina

Reisa Džemaludina Čauševića 6; Sarajevo; Bosna i Hercegovina

Tel.: 00387 (0)33 206 492

11. Javna ustanova za kulturnu djelatnost Gradska galerija Višegrad

Public Institution for Culture – Višegrad Town Gallery Užičkog korpusa bb; Višegrad; Bosna i Hercegovina

Tel.: 00387 (0)58 620 397

12. Federalni meteorološki zavod Bosne i Hercegovine

Federal Meteorological Institute of Bosnia and Herzegovina

Bardakčije 12; Sarajevo; Bosna i Hercegovina

Tel.: 00387 (0)33 663 508 e-mail: fmzbih@fmzbih.co.ba

www.fmzbih.co.ba

7.e Bibliography

- 1. Andrić, Ivo. "The Bridge on the Drina". Beograd; Dereta, 2003.
- 2. Andrejević, Andrej. "Islamska monumentalna umetnost XVI veka u Jugoslaviji". Beograd; 1984.
- 3. Ayverdi, Ekrem Hakki. "Avrupa'da Osmanli Mimari Eserleri II, Yugoslavya". Istanbul; 2000.
- 4. Balić, Smail. "Kultura Bošnjaka". Tuzla; 1994.
- 5. Baranin, Dušan. "Mehmed-paša Sokolović". Beograd: Srpska književna zadruga; 1987.
- 6. Bašagić-Redžepašić, Safvet. "Znameniti Hrvati Bošnjaci i Hercegovci u turskoj carevini". Zagreb: Matica hrvatska; 1931.
- 7. Bejtić, Alija, "Sokolovićev most na Drini u Višegradu." *Kalendar Narodna uzdanica* (*Sarajevo*). 1945, vol. **XIII**.
- 8. Bejtić, Alija, "Spomenici osmanlijske arhitekture u Bosni i Hercegovini ." *Prilozi za orijentalnu filologiju i istoriju jugoslovenskih naroda pod turskom vladavinom (Sarajevo*). 1953, vol. **III-IV**.
- 9. Bogdanović, Zaharije, "Višegradska ćuprija." Bosanska Vila (Sarajevo). 1888 .
- 10. Bozkurt, Orhan. "Koca Sinan'in Köprüleri". Istanbul; 1952.
- 11. Bublin, Mehmed. "Gradovi Bosne i Hercegovine-milenijum razvoja i godine urbicida". Sarajevo: Sarajevo Publishing; 1999.
- 12. Celebi, Sai Mustafa. "Book of Buildings. Memoirs of Sinan the Architect". Istanbul; 2002.
- 13. Ćuk, Đorđije. "Constructors of Hydro-power Plant Višegrad". Beograd: Privredni pregled; [s.a.].
- 14. Čelebi, Evlija. "Putopisi: odlomci o jugoslovenskim zemljama". Sarajevo: Sarajevo Publishing; 1996.
- 15. Čelebi, Evlija. "Sejahatnamesi sv.V". Istanbul; 1315.
- 16. Čelić, Džemal, "Obnova Sokolovićeva mosta u Višegradu." *Naše starine (Sarajevo)*. 1953, vol. **I**.
- 17. Deroko, Dragutin. "Drina, geografsko-turistička monografija". Beograd: Čigoja štampa; 2001.
- 18. Đorđević, Dušan ur. "Neimari hidroelektrane Višegrad". Beograd: Privredni pregled; 1989.
- 19. Đurđev, Branislav, "Prva godina ratovanja Mehmeda Sokolovića u Banatu i prva opsada Temišvara ." *Glasnik Istoriskog društva u Novom Sadu*. 1934, vol. **VII**.

- 20. Filipović, Muhamed. "Bosna i Hercegovina najznačajnije geografske, demografske, historijske, kulturne i političke činjenice". Zagreb; 1993.
- 21. Freely, John. "Sinan: Architect of Suleyman the Magnificent and the Ottoman golden age". London: Thames and Hudson; 1996.
- 22. Gojković, Milan, "Most Mehmed-paše Sokolovića u Višegradu i savremeni vodoprivredni zahvati." *Zbornik zaštite spomenika kulture (Beograd)*. 1967, vol. **XVIII**.
- 23. Gojković, Milan. "Stari kameni mostovi". Beograd: Naučna knjiga; 1989.
- 24. Goodwin, Godfrey. "A History of Ottoman Architecture". London; 2003.
- 25. Goodwin, Godfrey. "Sinan. Ottoman Architecture and its Values Today". London; 1993.
- 26. Günay, Reha. "Sinan the architect and his work". Istanbul; 1998.
- 27. Handžić, Adem. "A Survey of Islamic cultural monuments until the end of the nineteenth century in Bosnia". Istanbul: IRCICA; 1996.
- 28. Herman, Kosta, "Ćuprija u Višegradu." Glasnik Zemaljskog muzeja (Sarajevo). 1889, vol. I.
- 29. Herman, Kosta, "Die alte Brucke in Višegrad." Wissenschaftliche Mitteilungen aus Bosnien und der Herzegovina (Sarajevo). 1894, vol. II.
- 30. ICCOMOS/TICCIH. "Context for World Heritage Bridges". Paris: ICOMOS/TICCIH; 1997.
- 31. Jukić, Ivan Frano. "Putopisi i istorisko-etnografski radovi". Sarajevo: Svjetlost; 1953.
- 32. Kodžo, Milan. "Višegrad u srpskoj i bosanskoj srednjovjekovnoj državi". Višegrad: Skupština opštine; 2003.
- 33. Kojić-Kovačević, Desanka. "Gradska naselja srednjovjekovne bosanske države". Sarajevo: Veselin Masleša; 1978.
- 34. Komisija za očuvanje nacionalnih spomenika Bosne i Hercegovine. "Kulturno pamćenje-blago koje nestaje". Katalog izložbe izd. Sarajevo; 2004.
- 35. Komisija za očuvanje nacionalnih spomenika Bosne i Hercegovine. "Kulturno pamćenje-blago koje nestaje". Katalog izložbe izd. Sarajevo; 2004.
- 36. Komisija za očuvanje nacionalnih spomenika Bosne i Hercegovine. "Ugroženi spomenik". Katalog izložbe izd. Sarajevo; 2002.
- 37. Korkut, Derviš, "Obnova natpisa na Sokolovića mostu u Višegradu." *Glasnik Zemaljskog muzeja (Sarajevo)*. 1929, vol. **XLI**.
- 38. Kostić, Ljubivoje. "Mostovi pričaju". Beograd; 1998.
- 39. Kuban, Dogan. "Sinan: an architectural genius". Bern; 1999.
- 40. Kukuljević Sakcinski, Ivan, "Glasoviti Hrvati prošlih vjekova: niz životipisa." *Matica hrvatska* (*Zagreb*). 1886.
- 41. Laszlovszky, Jozsef. "Medieval Visegrad: Royal Castle, Palace, Town and Franciscan Friary". Budepest: Institute of Archaeology; 1995.
- 42. Lovrenović, Ivan. "Unutarnja zemlja: kratki pregled kulturne povijesti Bosne i Hercegovine". Zagreb: Durieux: 1999.
- 43. Mayer, Leon. "Islamic Architects and Their Works". Geneve; 1956.
- 44. Mujezinović, Mehmed. "Islamska epigrafika Bosne i Hercegovine II". Sarajevo: Sarajevo Publishing; 1998.
- 45. Mujezinović, Mehmed, "Obnova natpisa na Sokolovićevu mostu u Višegradu." *Naše starine* (*Sarajevo*). 1953, vol. **I**.
- 46. Mujezinović, Mehmed i Čelić, Džemal. "Stari mostovi u Bosni i Hercegovini". Sarajevo: Sarajevo Publishing; 1998.
- 47. Palavestra, Vlajko. "Historijska usmena predanja iz Bosne i Hercegovine". Sarajevo: Buybook; 2004.
- 48. Pašić, Amir. "Islamic architecture in Bosnia and Herzegovina". Istanbul; 1994.
- 49. Popović, Radovan. "Andrić i Višegrad". Beograd: Čigoja štampa; 2005.
- 50. Pržulj, Milenko, "Na Drini ćuprija osnovni podaci, hronologija oštećenja i rušenja, sanacije i sadašnje stanje kamenog mosta preko rijeke Drine u Višegradu." Zbornik istraživačkih radova Zavoda za ispitivanje materijala i konstrukcija Građevinskog fakulteta u Sarajevu. 1990, vol. 19.
- 51. Redžić, Husref. "Islamska umjetnost". Beograd// Zagreb; 1982.
- 52. Redžić, Husref. "Studije o islamskoj arhitektonskoj baštini". Sarajevo: Veselin Masleša; 1983.
- 53. Refik, Ahmed. "Mimar Sinan". Istanbul; 1931.
- 54. Renner, H. i Velikanović, I. "Herceg-Bosnom uzduž i poprijeko". Mitrovica; 1900.

- 55. Resulbegović-Defterdarević, Aziz. "Grad Višegrad i okolica". Beograd: Čigoja štampa; 1999.
- 56. Rice, Talbot David. "Islamska umetnost". Beograd: Jugoslavija; 1968.
- 57. Samardžić, Radovan. "Mehmed Sokolović". Beograd: Narodna knjiga; 1982.
- 58. Schneider, Artur, "Najstarije slike hrvatskih utvrđenih gradova." *Hrvatsko kolo (Zagreb)*. 1943, vol. **XXIV**.
- 59. Skarić, Vladislav. "Izabrana djela III". Sarajevo: Veselin Masleša; 1985.
- 60. Softić, Aiša priređivač. "Zbornik bošnjačkih usmenih predaja". Sarajevo; 2004.
- 61. Sokolović, Osman Asaf, "Jedan dokumenat o gradnji ćuprije na Drini." *Glasnik Vrhovnog islamskog starješinstva (Sarajevo)*. 1962, vol. **10-12**.
- 62. Sözen, Metin. "Sinan: architect of ages; the 400th commemorative year of Mimar Sinan". Istanbul; 1988.
- 63. Stix, Edwald. "Kroz Bosnu i Hercegovinu". Beograd; 1902.
- 64. Vukičević, Milenko. "Znameniti Srbi Muslomani". Beograd; 1906.

8. Contact Information of responsible authorities

Commission to Preserve National Monuments, Amra Hadžimuhamedović, +387 33 27 67 60, aneks8ko@bih.net.ba Government of Republika Srpska (RS)

Ministry of Urban Planning, Public Utilities, Construction and the Environment, Biljana Marković, +387 51 21 55 11

8.a Preparer

Name:

Title: Commission to Preserve National Monuments

Address: Obala Kulina bana 1

City, Province/State, Country: Sarajevo, 71 000, Bosnia and Herzegovina

Tel: +387 33 27 67 60 **Fax:** +387 33 27 67 68 **E-mail:** aneks8ko@bih.net.ba

8.b Official Local Institution/Agency

8.c Other Local Institutions

8.d Official Web address http://
Contact name:
E-mail:

9. Signature on behalf of the State Party

MANAGEMENT PLAN

Nomination of the Properties for Inscription on the World Heritage List

Mehmed pasha Sokolovic Bridge in Višegrad

Bosnia and Herzegovina

CONTENTS

Preface

- Authors of the Management Plan
- Statement of management aims objectives
- Exposition on the Adoption of the Management Plan

1. INTRODUCTION

- 1.1 General information
- 1.2 Summary description
- 1.3 Location and setting
- 1.4 Boundary
- 1.5 Appendices to part 1.1 1.4
- 1.6 Cultural information
- 1.7 Environmental information
- 1.8 Resource use history
- 1.9 Land use history
- 1.10 Public and private interests
- 1.11 Economic interests
- 1.12 Appendices to part 1.6 1.12

2. DESCRIPTION AND EVALUATION

- 2.1 Historic status
- 2.2 Identification of potentially damaging operations and threats
- 2.3 Definition of the property
- 2.4 Boundary first protection zone
- 2.5 Functional and Usage Aspects in the First Protection Zone
- 2.6 Facilities and Existing Physical Structures in the First Protection Zone
- 2.7 Cultural values
- 2.8 Contemporary economic and use values
- 2.9 Appendices to part 2

3. PROTECTION AND CURRENT MANAGEMENT

- 3.1 Ownership
- 3.2 Protective designation
- 3.3 Statutory protection
- 3.4 Means of implementing protective measures
- 3.5 Existing plans
- 3.6 Legal status
- 3.7 Responsible institutions
- 3.8 Sources and levels of finance
- 3.9 Sources of expertise and training
- 3.10 Presentation and promotion
- 3.11 Staffing levels

3.12 Appendices to part 3

4. KEY MANAGEMENT ISSUES

- 4.1 Identification and confirmation of issues
- 4.2 Conservation management
- 4.3 Management of environmental impacts
- 4.4 Planning and policy framework
- 4.5 Traffic management
- 4.6 Access and Visitor management
- 4.7 Research Management
- 4.8 Education
- 4.9 Information management
- 4.10 Management structures
- 4.11 Sources and levels of finance

5. PROGRAMME FOR ACTION

5.1 Action plan

6. IMPLEMENTATION OF MANAGEMENT PLAN

- 6.1 Funding
- 6.2 Monitoring and reviewing Management Plan
- 6.3 Partnership

7. APPENDICES

Appendix 1: Bibliography Appendix 2: Annexes

PREFACE

Authors of the Management Plan

The Management Plan has been developed in close cooperation with the institutions and organizations responsible for the day to day care of the Mehmed Pasha Sokolovic Bridge, together with the local community and others with a special interests in it.

Preparation of the Management Plan was led by the Commission to Preserve National Monuments and Municipality Visegrad.

Thematic Task Group were established, authors of the Management plan, in order to assist the process of producing the Management Plan, focusing upon specific issues within the Plan including conservation, planning and traffic policy, environment and ecology, tourism and economy, education and information management.

Authors of the Management Plan:

Mirela Mulalic Handan, coordinator of the Task Group; Prof. Dr. Vesna Babic Hodovic; Prof. Dr. Kasim Tatic; Dr. Anda Hadziabdic; Brankica Milojevic, Milijana Okilj; Jasna Lipa.

Translation in English:

Saba Risaluddin; Zenja Kasumovic; Ulvija Tanovic; Silvija Ivacic.

Technical preparation:

Amra Sarancic; Jasna Lipa.

Statement of the management aims and objectives

The Management Plan has been prepared with the aim to conserve the proposed *outstanding universal value* of the Bridge for future generations. In the context of this Plan, conservation includes not only protecting the physical state of the Bridge from deterioration and other changes, but also enhancing the visual character of its setting, assuaging and managing environmental factors effecting the Bridge, maintaining its *cultural values* and improving their interpretation and understanding by visitors, and outlining a sustainable approach to social and economic regeneration. Research of the Bridge's condition will be fundamental to informing appropriate future management.

The main aims of the Management Plan are:

- To provide objectives for the management of the Bridge, its setting and environment, so that the universal outstanding value is conserved and improved.
- To outline a sustainable approach to future management which balances conservation of the Bridge, and management of the environment, and sustainable development of tourism.
- To identify the necessary level of research whose results will inform future management.
- To increase public awareness of and interest in the Bridge
- To promote cultural and educational values
- To identify strategies for social and economic regeneration
- To establish a prioritised program of action

Exposition on the Adoption of the Management Plan

The Convention Concerning the Protection of the World Cultural and Natural Heritage (UNESCO 1972) establishes the concept for the system of national and international protection of heritage. Each State Party to this Convention recognizes that the duty of ensuring the protection, conservation and transmission to future generations of the cultural and natural heritage situated on its territory, belongs primarily to that State. These measures are implemented primarily by the state's own efforts and financial means. International aid and cooperation is given when the scope of necessary resources exceeds the capabilities of the state. International action is a supplement to efforts made on the national level (Article 4 of the Convention)

The operative guide for preparing candidate sites for the World Heritage List of the UNESCO World Heritage Committee emphasises the need to devise a management plan for the site as an instrument of protection and pay particular attention to the management plan when considering the candidate site so as to determine the efficiency of the established system of protection for the site significant to world heritage.

The Management Plan was prepared in order to determine the conditions for preserving the universal values of the Mehmed Pasha Sokolović Bridge in Višegrad, not only to preserve the Bridge's physical state from ruin and changes, but to improve the visual characteristics of its immediate surroundings, to prevent the impact of negative environmental factors, to promote ways of presenting the significance of the Bridge to residents and visitors and to determine a strategy of sustainable tourism development. Since inclusion in the World Heritage List will make the Mehmed Pasha Sokolović Bridge a world tourist destination, the profit generated by tourism must secure further protection and maintenance of the Bridge. Results of a survey of the state of the construction and materials that the Bridge is made of are to determine future interventions. The Management Plan determines the need to establish a Bridge Commission within the existing institutional framework whose competencies are designated by the Plan. The Management Plan precisely determines the tasks, their bearer, deadlines and means of implementation.

PART 1

1. INTRUDUCTION

This section describes the property and the context within surrounding region, provides cultural and environmental information and interests.

1.1. General information

1.1.1. Country (and State Party if different)

Bosnia and Herzegovina

1.1.2. State, Province or Region

Entity Republika Srpska Sarajevo Macro Region Višegrad Municipality

1.1.3. Name of Property

Mehmed paša Sokolović's Bridge in Višegrad Historical monument

1.1.4. Geographical coordinates to the nearest second

Višegrad: 43.78°N 19.30°E

Mehmed paša Sokolović's Bridge in Višegrad: 43°46'53,2" N 19°17'16,89" E

1.2. Summary description of the property

The historical monument - the Mehmed Pasha Sokolović Bridge in Višegrad - is a national monument of Bosnia and Herzegovina, as laid down in the Decision no.08.2-6-101/03-5, issued by the Commission to Preserve National Monuments¹. The national monument benefits from the highest degree of legal protection. All executive and development planning acts not in accordance with the provisions of the Decesion are hereby revoked

The Mehmed Pasha Sokolović Bridge was built in 1571-77 over the River Drina, on the main route between Bosnia and Istanbul, the capital of the Ottoman Empire, it was a key point in the development of the town of Višegrad, and the surrounding region.

This is an outstanding example of bridge architecture, founded by the locally-born Mehmed Pasha Sokolović, later the Grand Vizier to three sultans, and designed by the great court architect Sinan. The Bosnian novelist Ivo Andric was awarded the Nobel prize for literature in 1961 for his epic novel *The Bridge over the Drina*, which celebrates its long and dramatic history and the role it has played in the lives of the people.

The Bridge has been glorified by folk tradition and folk poetry, by historiography and writers, artists and visitors more then any other piece of human work in Bosnia and Herzegovina.

The bridge is one of the most magnificent works of architecture. The uniqueness of the Višegrad bridge is associated largely with its form – a geniculate structure composed of a section with eleven arches spanning the Drina, and a four-arched ramp by means of which the bridge takes a right angle to join the left bank, following the lie of the land. The bridge is carried by nine great stone piers. The width of the road over the bridge is 6.00 m. The parapet walls are 60 cm thick and 179.44 m. long. The access ramp is about 6.60 m. wide including the parapet walls, and about 120.00 m. long. There are four arches in the ramp, a larger one in the angle (4.50 m. wide) and three smaller ones spanning a brook that flows into the Drina. The

¹ See www.aneks8komisija.com.ba, and Annex I: AI 11, Decision of the Commission to Preserve National Monuments

arches are classical depressed arches with relatively small eccentric centres - about 1.00 m., with a depth of 85cm - making them almost semicircular.

Above the facing walls, at the level of the roadway, is a moulded limestone cornice 30 cm high on which rests a solid stone parapet. The sixth pier is ornamented. On the upstream side, it is of triangular profile, grading into a rectangular extension bearing a blind portal with chronogrammatic inscription. On the downstream side it is polygonal in shape, grading into a rectangular extension with built-in seats, which are still used to this day². The stone from which the bridge was built was quarried in Banja, about five kilometres downstream on the right bank of the Drina.

Beyond its local significance, the immediately recognizable Višegrad Bridge is one of the few features that could be accorded the role of iconic representation of the identity of Bosnia and Herzegovina. The bridge is the symbol of the potential of Bosnians and Herzegovinians.³

"By comparison with every other major bridge in the Balkans, the Mehmed Pasha Sokolović Bridge in Višegrad is the most important engineering and architectural achievement, preserving the highest degree of authenticity, thereby representing a valuable and unique testimony to classical Ottoman bridges erected in the Balkans in the 16th century".

As returned for pedestrian, the management plan provides for it to be revived by holding summer meeting, "Coffee on the Bridge," discussions, poetry evenings, art exhibitions on the bridge and the like. The original use of the bridge can thereby also contribute to its presentation and sustainability of use⁵.

1.3. Location and Setting

The bridge was built to span a fast-flowing, capricious river Drina, which dictated the engineering treatment based on lateral forces. The original location of the bridge remains unaltered⁶.

With the construction of the Bajina Bašta hydroelectric power plant in 1968, followed in 1990 by the Višegrad hydroelectric power plant, the setting of the bridge has lost its original features. The construction of the dam raised the water level of the Drina, which has markedly altered the proportions of the visible part of the bridge. Since the power plants were built, the piers have largely been submerged in calm, deep water⁷.

1.4. Boundary

The boundary of the Bridge, encloses structure itself and a zone extending 100 meters upstream and downstream from the bridge, and 100 meters in width on both sides, covers area of app. 0,2 hectares, was formally designated⁸ as the First protection zone⁹. Within I protection zone strict measures are designated forbidding new constructions except conservation-restoration works.

⁷ see Annex II: AII 6, Arial view of Visegrad

8

² see Annex IV -photographies AIVb-1, AIVb-2, AIVb-13 and AIVb-15

³ Amra Hadžimuhamedović, Nomination File para 3.a -3.d

⁴ Amra Hadžimuhamedović, see Nomination File para. 3.c Comparative analysis (including state of conservation of similar properties)

⁵ Amra Hadžimuhamedović, Nomination File para 3.d

⁶ see Annex II: AII 4, Site Map

⁸ Decision no.08.2-6-101/03-5, issued by the Commission to Preserve National Monuments in January 2003.

⁹ See Annex II: AII 9. Protection zone

1.5. Appendices to part 1.1. - 1.4.

Annex II: Maps

- AII -1 THE MAP OF BOSNIA AND HERZEGOVINA
- AII 2 THE MAP OF BOSNIA AND HERZEGOVINA ENTITIES
- AII -3 THE MAP OF REPUBLIKA SRPSKA
- AII -4 SITE MAP
- AII 5 TOPOGRAPHY MAP OF VISEGRAD
- AII -6 AREAL VIEW OF VIŠEGRAD
- AII -7 ORTO-PHOTO RECORD OF THE CITY
- AII -8 ORTO -PHOTO RECORD OF THE BRIDGE
- AII -9 PROTECTION ZONE AND BUFFER ZONE
- AII -10 ORTO -PHOTO RECORD OF THE BRIDGE PROTECTION ZONE AND BUFFER ZONE
- AII -11 GEOLOGICAL MAP OF BOSNIA AND HERZEGOVINA
- AII -12 MAP OF EARTHQUAKES IN BOSNIA AND HERZEGOVINA
- AII -13 MAP OF EARTHQUAKES IN VIŠEGRAD MUNICIPALITY
- AII -14 RELIABILITY OF BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -15 CURRENT USE OF THE BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -16 HEIGHT OF BUILDINGS IN THE PROTECTION BELT
- AII -17 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -18 DRAFT REGIONAL PLAN OF RS TO 2015

Annex III: Technical documentation

- AIII: 1 PLAN OF VIŠEGRAD FROM AUSTRO-HUNGARIAN PERIOD
- AIII: 2 SITUATION OF THE BRIDGE IN THE SCALE OF 1:1562,5 FROM 1911
- AIII: 3 PLANS OF INVESTIGATION WORKS FROM 1911
- AIII: 4 FACADES FROM 1907

Annex IV: Photo documentation

- AIV: AIVb-1 Mehmed-pasha Sokolovic bridge in Visegrad, view from the approach road, 2002.
- AIV: AIVb-2 Mehmed-pasha Sokolovic bridge with surrounding, downstream façade, view from North, on the left side of the photo, the right river bank with Orthodox Church is showed, 2005.
- AIV: AIVb-13 Mehmed-pasha Sokolovic Bridge in Visegrad, downstream façade, view from the left river bank during the high water level, 2004
- AIV: AIVb-15 Mehmed-pasha Sokolovic Bridge in Visegrad, downstream façade, view from the left river bank, 2005.

1.6. Cultural information

There are many prominent persons – the architect, picture conservers, and writers – associated with the bridge in Višegrad. The works of three of them have left a significant mark on the history of human kind: Grand Vizier Mehmed Pasha Sokolović, who endowed the bridge; the architect of the bridge in Višegrad, Sinan; and the writer Ivo Andrić, whose lyrical reflections on the bridge, in the form of the novel *Na Drini ćuprija* (available in English as *The Bridge over the Drina*), received the Nobel Prize for Literature.

Mehmed-paša Sokolović (1505-1579), founder of the bridge and Grand Vizier to three sultans – Suleyman the Magnificent (1520-1566), Selim II (1566-1574), and Murat III (1574-1595), was one of the most prominent characters in the Ottoman Empire of the second half of the 16th century and, concerning political life, the most prominent Bosnian in Ottoman period¹⁰.

Mimar Koca Sinan ibn Abd al-Mannan, the architect of the Višegrad Bridge, was the most famous of all the architects of the Ottoman Empire (from 1548 to 1588) and one of the greatest architects the world has known. The Višegrad Bridge is one of his two most important designs of this type¹¹.

Ivo Andrić(1892-1975), the most important prose writer from this region in the past century, received the highest recognition in literature, the Nobel Prize in 1961 for the novel "The Bridge over the Drina". Published in 1945, the Novel is a chronological account of great event surrounding the Bridge over the Drina, testimoning: *Everything passes, only the bridge remains to show the frailty of human destiny*¹².

Literary evenings entitled "Down the Višegrad Trails" are traditionally held in Višegrad to honour the country's Nobel Laureate.

"The Bridge over the Drina left an impression on travelogues of all epochs, from Evlija Čelebija in the 17th century to authors from the 20th century such as Peter Handke, Joe Sacco, Peter Maas¹³". .."The legends relating to the Višegrad Bridge have been recorded in older Bosnian-Herzegovinian periodicals—in almanacs published at the end of the 19th and beginning of the 20th century¹⁴, as well as in the first professional journal for history, archaeology and ethnology—the Annual of the National Museum in Sarajevo¹⁵".

The Bridge inspired the folk poetry¹⁶; has become motiv and inspiration in visual art.

The oldest known drawing of the Višegrad Bridge was published in the Allgemeine Bauzeitung in 1873. The Bridge has been a motif and inspiration for the artists; the Bosnian-Herzegovinian prominent ones from the second half of the 20th century: Vladimir Vojinović, Mario Mikulić, Ibrahim Ljubović, Vojo Dimitrijević, Mica Todorović and Mladen Kolobarić, Hasan Fazlić and Mersad Berber. "In the Višegrad Town Gallery, various transpositions of this motif can be seen in the works signed by Veljko Mihajlović, Biljana Vuković, Divna Jelenković, Zdravnko Mandić, Branko Nikitović, Melisa Poper, Erika Marija Gutenšvager, Julija Suhoveckaja, Hadik Đula and many other artists whose works are prominent on the contemporary domestic and international art scene¹⁷".

Višegrad Bridge was featured in documentaries, a Film News segment on old stone bridges on Drina and Žepa in 1970s; and later immortalised in the film by the famous Yugoslav director Žiko Ristić¹⁸.

"..at the moment the 200 Convertible Mark bill is decorated by a portrait of Andrić and the splendid Bridge over the Drina" 19.

¹⁰ For more see Nomination File para 2.b History and Development, by Dubravko Lovrenović

¹¹ For more see Nomination File para 3.a by Amra Hadžimuhamedović, Criteria under which inscription is proposed (and justification for inscription under these criteria: <u>C (i)</u>. To represent a masterpiece of human creative genius)

¹² For more see Nomination File para 3.a by Liljana Ševo, Criteria under which inscription is proposed (and justification for inscription under these criteria)C (Vi),.

¹³ Ljiljana Ševo; Reference as 12.

¹⁴ Bosna, br. 379, 27. IX 1873; V. Bogdanović, *Višegradska ćuprija*, Bosanska vila 1888, 174-175.

¹⁵ Reference as 6.

¹⁶ Hőrman, K., Narodne pjesme Muhamedovaca, Sarajevo 1888, 78.

¹⁷ Ljiljana Ševo, Reference as 12

¹⁸ Ljiljana Ševo , Reference as 12

¹⁹ Ljiljana Ševo, Reference as 12

1.7. Environmental information

The Mehmed Pasha Sokolović Bridge is situated in Višegrad, a town where the river Rzav flows into the river Drina.

The Bridge was built at the 93rd kilometre of the Drina river which measures a total of 350 km. At the location of the Bridge, there is a small valley in Drina's canyon system, immediately to the south of the mouth of the river Rzav. The local relief conditions, as well as the Višegrad lake and the relatively low altitude make for a moderate continental climate with certain microclimatic characteristics. The valley is enclosed by mountain ranges of the karst relief on the west and mountain ranges of the fluvio-denudational relief on the east. This is where the river Drina moulded its bed at a depth of some 800 m²⁰.

The town is situated in the middle of the municipality positioned on the eastern border of Republika Srpska and Bosnia and Herzegovina, towards SR Serbia on the east. Due to its position, Višegrad has always gravitated towards Sarajevo, but it also represented a link between BiH and Serbia. The Sarajevo-Višegrad-Užice highway passes through town. In the past, traffic on this highway used to pass over the old bridge. When a new bridge was built in 1991, about a kilometre downstream, the traffic was redirected towards it. Following the Decision of the Commission to Preserve National Monuments which proclaimed the Bridge a national monument in January 2003, it was taken out of the motor traffic system completely.

The town developed on the mobile ground morphology of the steep river banks which came together so that the elevations were integrated into the urban structure of the central part of town. These elevations make up the immediate surroundings of the Bridge, especially on the left bank where there are no buildings since it is made up of the steep sides of the surrounding hills.

The specific morphology conditioned the construction in the narrow belt along the road parallel with the river. Other buildings were added in a narrow belt along the road, some 60-50m from the bank. Dynamic traffic activities around the Bridge prompted the development of accompanying functions (trade, catering, services). Residential areas developed at the same time. The land portion at the place where the Rzav river flows into the Drina, which is like a narrow peninsula invading the water, has developed as a residential and commercial block ending in a sports and leisure zone. This attractive space with significant tourist and recreation potential is located some 600m downstream from the Bridge.

The zone surrounding the Bridge has always represented a place of central town functions. In this part of town, some 500m from the bridge, the town administrative centre developed. Today it is the town of Višegrad, the centre of the Višegrad Municipality which, according to the estimates of the RS Institute of Statistics from 2004, has a population of 19,419.

There are no buildings on the steep left bank. The highway passes along it from upstream coming from Sarajevo and Rogatica and continuing on towards the new bridge, downstream from the Mehmed Pasha Sokolović Bridge. The natural environment of the left bank and the space upstream from the Bridge, also without buildings, is an extraordinary natural environment that brings out the beautiful architecture of the Bridge even more.

Today, the steep hills above the Bridge contains some buildings with the church dominating one of the hilltops. Southeast from the Bridge, railroad tracks cut across the Drina canyon and pass through the town along its southern edge.

With this development of urbanisation, the Mehmed Pasha Sokolović Bridge found itself in the southern zone of town which is also the urban centre of Višegrad, but which cannot spread upstream or to the west of the Bridge due to the configuration of the terrain. Therefore, the Bridge's form and architecture are made even more dominant in this specific natural environment.

²⁰ Spasov D., Klimatske karakteristike područja Višegrada, 2004 (Elaborate Climat Caracteristics of Visegrad), prepared for the Regional and Town Plan of Visegrad

The area around Višegrad is rich with sources of thermal waters with healing qualities. At one such source, in the mountain larch forest only 5 km from the centre of town, there is a hotel with cottages offering tourism, spa and recreational contents. The thermal waters gush by the hotel, cascading down towards the valley of the Drina. The hotel was named after an endemic plant called "fairy whisp" that grows by the stream. (Adianthum capillus – veneris (fairy whisp), found in Banja Luka (Vrućica), Srebrenica (Crni Guber), Višegrad (area around the spa. The species is characterised by an exceptionally narrow ecological primary property and can be found only near thermo-mineral springs of a certain temperature and a certain chemical composition²¹).

The potential of the thermal waters was grasped by urban planners some ten years ago when, under the auspices of the town, they devised a plan of a tourist village on the right bank of the Drina, in the beautiful environment of the valley where the Drina spreads out into a lake. At that location in the immediate vicinity of the thermal springs, they envisioned a modern tourist centre based on the principles of eco-tourism, and the bio-climactic and natural advantages of the location. The tourist, recreational and health potentials of the thermal waters were included in this concept, but were also seen as an energy resource that could be used to heat buildings and provide hot water in the tourist village.

Unfortunately, this project was never realised due to a lack of material means in the local community.

To the east of the town, near the village of Dobrun, there is a Christian Orthodox monastery from the 14th century. Today it is a complex with a church and accompanying buildings. This tourist destination is located near the Višegrad-Dobrun-Vardište railroad tracks which are being reconstructed in order to revive railroad transport methods from the past as a tourist attraction.

The railroad will connect to the already constructed tourist railroad in SR Serbia known as the "Shargan 8". The "Shargan 8" with its sites was a tourist attraction of cultural, historical and traditional significance. The last film of the famous director, Emir Kusturica was about the fate of the people who lived along this railroad during the recent tumultuous period of history in this region.

1.7.1. Climate

The local relief conditions, as well as the Višegrad lake and the relatively low altitude make for a moderate continental climate with certain microclimatic characteristics.

The average annual air temperature in Višegrad is approximately 11°C. In Višegrad, the winters are moderate with temperatures of 0.5 °C above freezing point on average (Tab.1). The first snowfall occurs usually around 1 December and the last around 16 March, so that the snowfall period in the Višegrad valley is on average some 30 days shorter in comparison to the valleys along the upper portion of the Drina.

Average summer temperatures in Višegrad are around 20.5°C, and due to a low occurrence of cloudiness and pronounced frequency of calms, the summers are mostly sunny, warm and calm²².

1.7.2. Relief

As stated earlier, the Višegrad Bridge is located in a smaller valley in the canyon system of the Drina river. The valley is enclosed by mountain ranges of the karst relief on the west and mountain ranges of the fluvio-denudational relief on the east. This is where the river Drina moulded its bed at a depth of some 800 m. The inclination of slopes towards the Drina varies between 20 to 30%. The western mountain slopes are generally steeper. Some 400m southeast of the Višegrad Bridge, the valley narrows and the Drina enters a canyon. Downstream from the Bridge, the Drina flows in a moderate arc – changing its direction from northeast towards the north and northwest ²³.

²¹ Marković B., Urbanistički zavod RS, 2005; Unpublished work.

²² Spasov D., Klimatske karakteristike područja Višegrada – elaborat za potrebe izrade prostornog I urbanističkog plana Višegrada, 2004 (Elaborate Climat Caracteristics of Visegrad), prepared for the Regional and Town Plan of Visegrad ²³ Vujačić M., Geological, hydrological, geo-mechanical and seismic characteristics of the Bridge area, 2005

1.7.3. Hydrography

The river Drina is the main water flow and lowest erosion level in the Višegrad area. Surface and subterranean waters are drained from the surrounding mountain ranges, down their sides and along numerous gulches. Some 200 m downstream from the Bridge, the torrent creek Jablanica flows into the Drina from the west, and some 800 m downstream the torrent stream Rzav flows into the Drina.

With the building of the Bajina Bašta hydroelectric plant in 1968, an accumulation of water 54 km long was created in the Drina reaching the upstream area of the Bridge. The Bridge piers are thus often 5 m deep in water.

With the building of the Višegrad hydroelectric plant 2.5 km upstream from the Bridge which causes disturbances in the regular flow of the Drina and has a direct effect on the foundation ground of the Bridge's piers, the Bridge is endangered further²⁴.

1.7.4. Geological Composition and Structure of the Area

The area where the Višegrad Bridge was built is made up mainly of Triassic-Jurassic rock of diabase igneous formation, Triassic quartz arenite, clay minerals, shale, breccia sandstone and conglomerates as well as massive and layered microspars and biointra-packstones and dolomites.

The above rock base is covered on the surface by diluvial, diluvial-proluvial and proluvial deposits of varying depth.

The riverbed is filled with deposits of sand, gravel and muddy sediments of various thicknesses.

In this area, the river Drina separates the structural tectonic unit (zone) of Prača—Drina—Lim on the west from the structural tectonic unit (zone) of Višegrad in the east²⁵.

1.7.5. Geological Engineering Qualities of Rocks and Rock Complexes

Deposits of gravel and sand make up the Drina riverbed. They are Pleistocene-Holocene sediments. Although mainly made up of sand and gravel, the structure of this complex is partly made of clay and mud sediments as well. Their thickness varies as to their physical and mechanical qualities. These sediments are mainly permeable.

The alluvial sediments of the riverbed are exposed to processes of erosion and suffusion²⁶.

1.7.6. Seismic Characteristics

According to the data from the Seismic Chart of the Rulebook on Technical Norms for Building Construction in Seismic Areas, this area is located in a zone of maximum expected earthquake intensity of 8° MSC, seismic coefficient Cs=0.050 for a tertian period of 500 to 10,000 years²⁷.

1.8. Resource use history

Occupation: In regular use

Current use(s): Currently in use as a pedestrian bridge.

After listing the Bridge of Mehmed paša Sokolović, in January 2003, the Commission has urged the authorities of municipality Višegrad to forbid use of the Bridge for traffic. In August 2003 vehicle traffic was forbidden on the Bridge.

²⁴ Marković B., Urbanistički zavod RS, 2005; Unpublished work

²⁵ ibidem

²⁶ ibidem

²⁷ ibidem

Through its 430 years of existence "the bridge in Višegrad has retained its original function as a crossing point, meeting place and public space, but the way it has been used has differed at various times in the past...Above all, it was originally a strategic structure, linking two sections of the road between East and West. ..., was the one real and permanent crossing in the whole middle and upper course of the Drina and an indispensable link on the road between Bosnia and Serbia and further, beyond Serbia, with other parts of the Turkish Empire, all the way to Stambul."

"Once completed in 1577, the bridge was used by pedestrians, ox- and horse-drawn carts, combat vehicles, horsemen, merchants and the army. Wedding and funeral processions wended their way over it. Changes in communications and in particular in methods of transport led to changes in the load borne by the bridge. In the 20th century, motor vehicles used the bridge; ... the incompatibility of pedestrian and motor traffic on a narrow bridge such as the one in Višegrad, even though the original primary function was preserved, had an impact on the original way in which it was used. The use of the bridge for motor traffic was the reason the parapet was removed from its original position where it met the ramp at a right angle, parallel with the river (1952). This provided motor vehicles with direct access from the road to the bridge, avoiding the tight right-angled turn that the bridge originally had. The parapet and original form of the bridge were restored in 1986 after the new road bridge over the Drina was built.

By Decision of the Commission to Preserve National Monuments no. 08.3-6-101/03-5 of 2003, and Decision of Višegrad Municipality no. 01-022-6/03, which followed hard upon the publication of the Decision of the Commission, all motor vehicle traffic over the Višegrad Bridge was banned. Since March 2003 the bridge has been used solely by pedestrians, more as a promenade than an everyday, obligatory route. The extent to which the original function and use have been preserved in this case is considerable, albeit adapted to changing ways of life in the modern age by comparison with the time when the bridge was first built...

The second function of the bridge from its very completion derives from its use as a place of the greatest significance in the town of Višegrad. The bridge also served as town square, meeting place, an open-air coffee shop, a place to idle away the hours and for the public proclamation of official decisions, and even, at times, of verdicts. The central, wider part of the bridge, known as the *kapija* (gate), denoted this focus of the public life of the town. In the award-winning novel by Ivo Andrić, the bridge is described as follows: "The [central terrace] on the right as one came from the town was called the sofa. It was raised by two steps and bordered by benches for which the parapet served as a back; steps, benches and parapet were all made of the same shining stone. That on the left, opposite the sofa, was similar but without benches. In the middle of the parapet, the stone rose higher than a man and in it, neared the top, was inserted a plaque of white marble with a rich Turkish inscription, a tarih, with a carved chronogram which told in thirteen verses the name of the man who built the bridge and the year in which it was built. Near the foot of this stone was a fountain, a thin stream of water flowing from the mouth of a stone snake. On this part of the terrace a coffee-maker had installed himself with his copper vessels and Turkish cups and ever-lighted charcoal brazier, and an apprentice who took the coffee over the way to the guests on the sofa. Such was the kapia."

At the time when the bridge was used for motor traffic, this original and extremely important function for the preservation of the authentic use of the bridge was neglected. The management plan provides for it to be revived by holding summer meeting, "Coffee on the Bridge," discussions, poetry evenings, art exhibitions on the bridge and the like. The original use of the bridge can thereby also contribute to its presentation and sustainability of use.

In both folk tradition and literary works the bridge is often shown as a place where harsh punishments were publicly carried out. This aspect of the bridge is perhaps most strikingly described in the *Bridge over the Drina....* In 1992 the bridge was used in this way in reality, as a place of public torture and the brutal mass execution of several hundred of the inhabitants of Višegrad. $^{29[12]}$... – and this aspect of

^{28[11]} Ivo Andrić, *Na Drini ćuprija*, p. 14. English translation: The Bridge over the Drina, trans. by Lovett F. Edwards, 1959, pp. 13-14 (in p/b edition, 1995).

^{29[12]} See, e.g.. Joe Sacco, *Safe Area Gorazde*, New York, 1966, and Peter Maas, *Love Thy Neighbor*, Knopf, New York 1996. Michael Sells – set of texts, *Of Bogomils, Race, and Ivo Andric*, 7/3/96; *The Saddest Eyes I've* Seen: Višegrad, Ivo Andric, and Christoslavism 7/3/96; *Višegrad and Andric, Conclusion: Can Evil Be Explained* 7/5/96; *Višegrad and Andric, Part 3, In Memory of Jasna Ahmedspahic*;

authenticity could be presented through the memorial function of the bridge as the place where people were killed, a place of reconciliation and mutual understanding, as provided for in the management plan."³⁰.

1.9. Land use history

"The bridge over the river Drina, which "is one of the most monumental examples of the architectural heritage of the Turkish period," was built between 1571 and 1577, on the spot where a road linked Bosnia with the East. In the mediaeval period this was already a strategically important place, as a result of which a settlement grew up there for the purpose of both controlling merchants' caravans and serving them as a way station. The town then belonged to the powerful feudal Pavlović family. In the first half of the 16th century, the Drina was spanned by a wooden bridge, which is shown on Kuripešić's drawing. This suggests that the Sokolović Bridge was not built at some arbitrarily-chosen spot, but at a place where the need to cross the Drina served the state economy and the Empire's expansion strategy. 32,33

The oldest documents about the Bridge are concerned with the expropriation of land necessary for its construction (protocols from the Višegrad administrative area from the Ottoman period)³⁴.

The town of Višegrad developed around the Bridge, in the tame and spacious valley of the Drina river, in the past 4 and ½ centuries. The Višegrad čaršija stretches from the Bridge on the right bank. The čaršija is partly in the valley and partly on the hillside. At the edge of the main part of the čaršija, the river Rzav flows into the river Drina. The main part of the čaršija is situated in the triangle between the right bank of the Drina and the left bank of Rzav. Nova Mahala, a newer part of town, is situated on the right bank of Rzav. Beyond Nova Mahala are the residential quarters of Bijelo Polje, Vučine, Glavica, Garče and Kalata.

1.10. Public and private interests

"The Bridge was built at the peak of power and glory of Ottoman Empire, in the period when several men originating form Bosnia were influential and authoritative in the very heart of Empire. Their influence resulted in ability to build glorious endowments in their homeland. Mehmed Pasha Sokolović was the most famous among them and his legacy is immense – but the bridge across the river of his origin – this bridge in Višegrad - is in fact the most famous... The bridge is associated with important historical events from different periods of Bosnia-Herzegovinian history. It has been glorified by folk tradition and folk poetry, by historiography and writers, artists and visitors more then any other piece of human work in Bosnia and Herzegovina.

It is a place that lot of citizens associate with the memories of historical and social changes, rebellions, wars, persecution of civilians – what adds to this old structure built in 1551-1557 – a new symbolic and semantic layer that some World Heritage sites have as a basic and prevailing value."³⁵.

Both in the past and in the present, the Bridge has been part of the history and everyday life of the local population. For centuries, Višegrad has integrated the arches of the Bridge and its significance in connecting banks, people and histories. In that context, the local population, in the widest sense of the word-meaning the population of Bosnia and Herzegovina, sees the Bridge as their heritage and their treasure.

³⁰ Amra Hadžimuhamedović, Nomination File para 3.d Integrity and/or Authenticity; Use and Function

³¹ Džemal ČELIĆ, "Obnova Sokolovićeva mosta u Višegradu" (Renovation of the Sokolović bridge in Višegrad), in *Naše Starine*, I, Sarajevo, 1953, 177.

³² Džemal ČELIĆ – Mehmed MUJEZINOVIĆ, *Stari mostovi u Bosni i Hercegovini* (Old Bridges in BiH) Cultural Heritage, Veselin Masleša, Sarajevo, 1969, 141.

³³ Dubravko Lovrenović, Nomination File para 2.b History and Development

³⁴ Annex I of the Nomination file, Documents relating the Bridge of Mehmed pasha Sokolović in Višegrad.

³⁵ Amra Hadžimuhamedović, Nomination File

Since 1951, the Mehmed Pasha Sokolović Bridge was placed under the state protection, by Ordinance no. 1099/51, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina.

By Ordinance no. 02-741-3, dated 18 April 1962, it was registered in the Immovable Cultural Monuments Register, under the number of 208, as a cultural monument of Bosnia and Herzegovina.

During a session held on 27 and 28 March 1990, the Commission for Categorization of Architectural Heritage, appointed by Ordinance no. 10-338-8/89, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, issued an Opinion that the Mehmed Pasha Sokolović Bridge should be listed as a Category I asset of cultural and historical heritage, pursuant to Article 14 of the Law on Protection of Heritage of Bosnia and Herzegovina .

The Bridge was classified as Category 0 - monument of international importance in the Regional Plan for BiH up to 2002.

The historical monument - the Mehmed Pasha Sokolović Bridge in Višegrad - is a national monument of Bosnia and Herzegovina, as laid down in the Decision.³⁶

The Mehmed Pasha Sokolović Bridge is public property owned by the state.

In the first protected zone³⁷ there are no buildings on the left bank of the Drina, while on the opposite bank, there are 8 privately owned buildings in the protected zone.

The narrow belt along the bank (5-10m) is public property.

The remainder of the regulated natural environment is contained in the green terrace beneath the hotel, immediately next to the Bridge.

Before 1992, some buildings and plots of land in the immediate surroundings of the Bridge were owned by the state. These were the hotel, two residential and commercial buildings, a shopping centre and a high school. After 1992, the above buildings became privately owned through the privatisation process. The high school building, however, remained the ownership of the state.

Immediately before the war in 1992, private investors set up prefabricated buildings – shops along the road in the immediate vicinity of the Bridge.

The hotel complex is the most valuable construction potential in the 1st protection zone.

This zone contains physical structures which are not representative due to the state of the buildings. In the long period of the Bridge's existence, the space surrounding it, although the central part of town, did not manage to develop or grow into a firmer urban centre that would make a complete whole along with the Bridge.

The main problem of the squalid state of the buildings and spaces in the zone around the Bridge is the unfavourable investment potential of their present owners and the absence of a vision for the design of this important urban environment.

It is necessary to plan the design of private plots of land with individual residential building upstream from the Bridge in accordance with the values of their environment.

The planning and design of the space and protected zone is of public interest from the town and the state.

1.11. Economic interests

The Višegrad region is currently economically underdeveloped, and the inscription of the Bridge to the World Heritage List would act as a spur to sustainable development programmes and strategies, potentially bringing back displaced persons and encouraging cultural tourism, as well as saving a monument of international significance.

³⁶ Decision no.08.2-6-101/03-5, issued at the 6th session of the Commission to Preserve National Monuments, held on 25 January, 2003

³⁷ 1st protection zone designated with Decision no.08.2-6-101/03-5b, by the Commission to Preserve National Monuments

For reviving economic potentials and individual economic systems, tourism should be seen as a source of income for companies, entrepreneurs and the municipality as far as the activation of certain capacities is concerned.

The existing potentials of the Municipality imply the possibility of developing a tourism offer intended for various market segments:

- cultural and historical heritage of the Municipality, primarily the Višegrad Bridge, but also the childhood home of Nobel Laureate Ivo Andric are important preconditions for the development of cultural tourism,
- the Dobrun Monastery with a collection of icons and its accompanying elements of religious architecture is another potential for tourism development intended for tourists and visitors interested in religious sites,
- health spa services
- various activities related to eco-tourism, outdoor activities, tours in environments of untouched nature, study of endemic plant life,
- hunting, fishing and rafting
- art colony events and activities, literary meetings dedicated to the life and works of Ivo Andrić,
- additional activities that could be organised during the height of the tourism season in relation to the history of the Bridge various performances, meetings, catering events that would enliven the Bridge and its surroundings.

With respect to the current state of (under)development of the Višegrad Municipality and the absence of significant plans (according to the existing Municipal Development Strategy) for reviving economic potentials and individual economic systems, tourism should be seen as a source of income for companies, entrepreneurs and the municipality as far as the activation of certain capacities is concerned.

In that respect, increasing tourist visits would contribute to increasing the income and business for the recreation centre (health spa), the Višegrad hotel, a museum that could be established in Ivo Andrić's childhood home, as well as room and board income for the monastery inn (pending completion of construction works) and income of all accompanying contents such as local shops, restaurants and catering establishments, shops that would sell souvenirs and other products related to the cultural sites of Višegrad.

According to the data and results of the survey, income from tourism (presented in Bosnian-Herzegovinian statistics only as income from catering, but pertaining to room and board) has multiplication effects in the amount of 1.20 to 1.64 depending on the quality and scope of accompanying contents. In any case, visits to certain locations cause chain reactions of spending and income generation at the location, and the amounts depend primarily on the originality and quality of goods or services on offer.

In this context, income for the Municipal budged would be directly secured through tax and other duties imposed, and also from residential taxes and tariffs associated with certain locations.

Apart from these fiscal foundations for the development of tourism, Višegrad already has a developed basis for organising various tourism events and activities that facilitate a seasonal increase in the number of visitors and, hence, the necessary preconditions for being "introduced" as a tourist attraction on the tourism map of Bosnia and Herzegovina and the region. Namely, there is the art colony organised at the monastery and spa, the "Down the Višegrad Trails" Literary Evenings dedicated to the life and works of Ivo Andrić and librarianship meetings.

The event dedicated to the life and works of Ivo Andrić is an underexploited potential for attracting tourists from abroad interested in literature for various reasons, including Nobel Laureates (in both this and other categories). This is a very diverse set of potential visitors that can serve as a basis for spreading information about the site.

The natural potentials of the area facilitate the development of other forms of tourism, primarily relating to preserved natural environments and hunting and fishing facilities, as well as various outdoor activities and winter sports. In that context, Višegrad should be promoted as a destination not only of cultural tourism, but also offering spa and eco-tourism.

The basis for these activities should be a network of all potentially interested participants (bearers of tourism offers) including the owners of private houses or summer houses that could provide accommodation for tourists in natural (untouched) conditions and contribute to activities unrelated to urban life. Namely, this would be a type of tourism whose significance and number of customers have increased considerably in the past few years, however, not as mass tourism, but as a result of focusing on special groups interested in this type of tourism. In that sense, when promoting these potentials, it is necessary to establish a web page and use the Internet as the best way to reach these groups.

According to everything stated above, the key bearer of tourism development is the Mehmed Pasha Sokolović Bridge. Its place and role in the history of this area, but also in that of the Ottoman Empire, place it on the historical map which is indispensable for all those in any way connected with this field. The Bridge should therefore be used as:

- the primary element of tourism to be complemented by other activities, and
- as an exceptionally important secondary factor of the offer to be presented in various tourist package deals for the territory of Bosnia and Herzegovina, making it a "secondary bait" for opting for the "Vilina vlas" recreational centre and spa as opposed to a similar destination elsewhere in Bosnia and Herzegovina.

Diverse offer primarily determined by cultural and historical promotion is an advantage of the destination and the Municipality of Višegrad and that it should be used in advertising geared at tourists and visitors.

1.12 Appendices to part **1.6.** – **1.11**.

Annex I: Documentation relating to the Bridge of Mehmed pasha Sokolović in Višegrad

PART 2

2. DESCRIPTION AND EVALUATION OF SITE FEATURES AND POTENTIAL

This section describes existing character of the Bridge, identification of potential damaging operations and threats, values and potential of the site.

2.1 Conservation status

«The Bridge is known to have been repaired some time around 1625 (reparation works on the Bridge, as mentioned by E. Çelebi, Turkish travelogue), and again in 1873-75 (repairs to the piers and wooden tower), 1911 and 1939/40.

The bridge has suffered a number of major floods, of which the worst was "Veliki povodanj" or Great Flood of November 1896, when the level of the Drina was 1.60 m. above the bridge. The flood caused serious damage to the Bridge – the *korkaluk* (parapet) of the bridge collapsed, and was later replaced by a quarry stone wall (Annex IV, AIVa-1, AIVa-2, Photo of the Great Flood).

In 1911/12, a technical survey of damage and repair work to piers nos.4,5,6,7,8 and 9 was carried out by Austrian engineers, (Annex III: documentation from the Archive of Bosnia and Herzegovina)

In 1914/15, during World War I, when the Austrian Army was withdrawing from Višegrad, two piers were blown up by explosive, because of the war-time strategic importance of the road and the Bridge in eastern Bosnia. A steel structure was laid over the demolished sections (Annex IV, AIVa-5, AIVa-6, Photo of the damaged Bridge).

The following year, the Serbian Army destroyed another pier when retreating. The bridge remained in this condition until 1939 when it was repaired. (1939, 1940 – reconstruction of the destroyed sections of the Bridge – reconstruction of the stone arches and piers of the bridge (Annex III: documentation from the Archive of Bosnia and Herzegovina)

During the intervening period, 1915-1939, the sections of the bridge that had been destroyed were fitted with an iron structure to make the bridge passable.

In October 1943, during World War II, when the Germans were in retreat, that part of the Bridge was destroyed again - piers No. 3,4,5 and 6, along with five arches were completely destoyed.

In 1950, 1951 and 1952, the Ministry of Local Communications, Roads Administration, rebuilt the destroyed arches and carried out the restoration of the surviving sections. The visible sections of the structure were copied from the surviving originals. The material used was extracted from the old quarry. The roadway, parapet, *sofas* and portal were completely renovated (Annex IIII: documentation from the National Institute for the Protection of Monuments of BiH)

By Ruling no. 1099/51 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, the bridge was placed under the protection of the state.

In 1952, granite pavé was laid on the section between pier II and pier VII. The pavé was laid on a layer of sand over a base layer of quarry stone. On the rest of the bridge, it was laid over the original cobbles.

By Ruling no. 02-741-3 dated 18 April 1962, it was registered in the Immovable Cultural Monuments Register under number 208 as a Cultural Monument of Bosnia and Herzegovina.

1966 saw the construction of the Bajina Bašta hydroelectric power plant downstream from the Bridge.

In 1977 the plaque on the gatehouse, the mihrab of the bridge, was reconstructed and the damage to the bridge was inspected.

In 1978 the roadway structure over the bridge was replaced.

In 1979 work began on drawing up the technical documentation for repairs to the damage to the bridge,

During 1980-1982, after research works were conducted, the foundations of three piers (No. 5, 6 and 8) of the Bridge were repaired according to a project by professor Gojković, a civil engineer. The works were suspended because of a shortfall of funds, (Annex III: documentation from the National Institute for the Protection of Monuments of BiH).

In 1989, the Višegrad hydroelectric power plant was constructed upstream from the Bridge.

At a session held 27 and 28 March 1990, the Commission for the Categorization of the Architectural Heritage, appointed by Ruling no. 10-338-8/89 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, issued an Opinion that the Mehmed Pasha Sokolović Bridge should be listed as a Category I asset of the cultural and historical heritage, pursuant to article 14 of the law. The Regional Plan for BiH to 2002 classified the bridge as a Category 0 monument on account of its outstanding beauty.

In 1991 the ramp was reconstructed, to a design project by the Institute for the Protection of the Cultural, Historical and Natural Heritage of BiH (Annex III:documentation from the National Institute for the Protection of Monuments of BiH)

In 1992, repair works started on pier No. 2.

In 2003, by Decision of the Commission to Preserve National Monuments of BiH, the Mehmed Pasha Sokolović Bridge was designated as a national monument of Bosnia and Herzegovina (Annex I, AI-11: Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5).

In 2003, vehicular traffic was suspended at the request of the Commission, since heavy traffic posed a threat to the structure (AnnexI, AI-11: Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5; AI-12: Ruling of the Town Planning and Building Inspector no. 16-362-119/05).

In 2004, underwater video recording of the Bridge's foundations was carried out.

In 2005 the Bridge was added to the WMF List of the world's 100 most endangered monuments.

In 2005, a geolaser survey of the bridge was begun".

Chronology of the works on the Bridge²:

- 1.1571-1577 construction of the Bridge,
- 2. around 1625 reparation works on the Bridge, as mentioned by E. Celebi, Turkish travelogue,
- 3.1875 reparation works on the Bridge reparation of the piers and wooden tower,
- 4. November, 1896 big flood caused serious damages on the Bridge,
- 5.1911/12 technical survey of damages and repair works on piers No.4,5,6,7,8 i 9 done by Austrian engineers,
- 6.1914, 1915 damage of the Bridge two piers were blown up by explosive, given the strategic significance of the road and the Bridge in war-times in eastern Bosnia,
- 7.1939, 1940 reconstruction of the destroyed sections of the Bridge,
- 8.1943 damage of the Bridge for the same reasons as during World War I, piers No. 3,4,5 and 6, along with five arches were completely destoyed,
- 9.1949-1952 reconstruction of the destroyed sections of the Bridge (During 1950, 1951 and 1952, the Road Administration of the Ministry of Local Traffic reconstructed the destroyed vaults and carried out the restoration works on some sections. The restored sections were constructed to match the preserved sections. The material was taken from the old quarry. Restored were the roadway, parapet, sofas and portal.),
- 10. 1960 reconstruction of the road leading over the Bridge,
- 11. 1966 construction of the hydroelectric power plant of Bajina Bašta, downstream of the Bridge,
- 12. 1980-1982 after research works were conducted, the foundations of three piers (No. 5, 6 and 8) of the Bridge were repaired according to the project by professor Gojković, a civil engineer. The works were suspended because of the lack of funds,
- 13. 1989 construction of the hydroelectric power plant of Višegrad, upstream of the Bridge,
- 14. 1991 the reconstruction of the ramp; it was designed according to a project made by the Institute for Protection of Cultural, Historical and Natural Heritage of BiH,
- 15. 1992 repair works started on pier No. 2 but they were never finished,
- 16. 1992-1995 war in Bosnia and Herzegovina cut off the works. The Bridge, however, did not suffer any damage as a result of immediate war actions,
- 17. 2003 the vehicular traffic was suspended as requested by the Commission since the structure was exposed to the risks of heavy traffic,
- 18. 2004 the underwater video recording of the Bridge's foundations took place.

_

¹ Mirzah Foco, Nomination File, para 2.b History and Development

² Commission to Preserve National Monuments, Decision no: 08.2-6-101/03-5

2.2 Identification of potential damaging operation and threats

During the procedure of filling the PTA form, in November 2004, an expert from the Council of Europe and experts from the Commission to Preserve National Monuments inspected the monument.

The findings of an on site inspection of the bridge are as follows:

- The bridge suffered no damage as a result of war action,
- Since the power plant is in constant operation, the bridge is exposed to fluctuations in water flow and level on a daily basis, which directly jeopardizes its stability and future survival. Piers of the Bridge are constantly exposed to heavy waves and changes of the environment, which reduces bearing capacity of the stone. Temporary protection in the shape of steel panels has been erected on the second and fifth piers, intended to prevent further erosion of the stone, but the intervention has had no results.
- Damages made on the pedestrian side have caused water leakage through the vaults, and freezing in winter time,
- There has been shifting of outer layer of the stone between the third and fifth vault of the bridge (as a result on internal changes),
- The bridge is at risk of rapid deterioration as a result of the lack of regular maintenance due to the lack of financial means.

The construction of the Bajina Bašta hydroelectric power station and the accompanying reservoir below the bridge has diminished its aesthetic value. The construction of the Višegrad hydroelectric power station has still further altered the hydrology of the area and poses a threat to the bridge's stability.

The historical monument of the Mehmed paša Sokolović Bridge is either directly or indirectly endangered by the following:

- Geo Technical Instability / Erosion of the foundations construction, caused by frequent changes of the water level; becaused of that and because of ageing proces structure of the Bridge is in the danger of failure – deformations and collapse, loss of material, detachment, small cracking,
- Dam Construction / Deterioration of the stone construction of the piers due to frequent changes of the water level,
- Neglect and Inadequate Maintenance, there are no signs, clear paths or guarding around the Bridge,
- Lack of Financial Resources for maintenance and repair,
- Inadequate Planning followed by industrial development that actually ignores existence of the bridge and poor integration of heritage into development plans; municipality Višegrad, because of that, became isolated "dig", concerning economical, cultural and tourism development.

2.2.1. Development pressures³

Impact of Industry on the Bridge:

Industry is poorly developed in the Višegrad Municipality. Important industrial plants for the production of paint and varnish, furniture, metal industry (cables bearings) and civil engineering industry plants are not working today due to insolvency proceedings. At this point in time, industrial plants cannot affect the Bridge and its Protection Zone.

The impact of industry on the bridge is low, with a tendency to become bigger. The industrial development of the Municipality of Višegrad cannot be restricted by the designation of the Bridge as a national monument. It is possible, however, to plan the development in line with the principles of the sustainable development and environment protection. The industrial development may pose a significant threat to the environment and lead to the pollution of waters, air, soil, destruction of flora and fauna, cultural and historical heritage, including the Bridge and Protection Zone of the Bridge.

³ Anđa Hadžiabdić, elaborate *Procjena stanja okoliša*, (Elaorate Assessmet of Developmet and Environmental Impacts), prepared for the Management Plan

This problem can be viewed within the wider context of protection of tourism potentials. In that context, we can speak about developmental pressures, potential problems due to unchecked economic development that could damage and destroy potentials for the development of tourism.

A plan to revitalise existing industrial plants and build new ones is vital for the development of the Višegrad Municipality. These plans, however, must be made in accordance with the principles of sustainable development.

The development of sustainable tourism entails harmonisation of economic, ecological, social and cultural relations on the territory of a certain destination.

It is therefore necessary to ensure protection from excessive economic exploitation and devastation of areas intended for tourism activities. This has already been a considerable problem in the Višegrad Municipality, primarily due to the operation of the hydroelectric plant on the Drina and the structure of industry in the Municipality. The current situation (most industrial plants have been shut down) should be a starting point for a change in planning the future development of economic and other ventures in the Municipality. Therefore, when making a decision on the re-launching or re-activation of certain economic ventures and capacities, it is necessary to ensure a realistic assessment of potential harm for ecological balance and other aspects of the Municipality. As pointed out in the section on contents exploitable for tourism purposes, most of them depend on the preservation of an ecological and natural balance in this territory.

In order to prevent devastation as a consequence of future economic development, it will be necessary to base Municipal development plans on reinforcing and further development of the preconditions for the development of tourism. In that context, future plants should be related to "clean industry", that is, the operation or activation of those facilities liable to endanger the environment and the fate of the Municipality's treasure should be prevented.

Impact of the Use of Land on the Bridge:

The Decision on Designating the Mehmed Pasha Sokolović Bridge a National Monument of Bosnia and Herzegovina defines a Protection Zone stretching 100 meters up- and downstream from the Bridge where it prohibits the construction of residential, commercial and agricultural facilities; the performance of any works apart from conservation and restoration (upon approval and under professional supervision of an appointed authority); the deposit of all forms of waste; access by motor vehicles; infrastructure works, except in exceptional cases and upon approval from the Republika Srpska ministry in charge of urban planning and under the expert supervision of an appointed service; the construction of road infrastructure and power facilities, quarries and other polluters whose construction or operation could be detrimental to the national monument.

The impact of the inappropriate use of land is low. A negative impact on the Bridge and Protection Zone of the Bridge may be caused by the improper and environmentally unadjusted use of land with no respect for the inherited architecture and Decision on the designation of the Bridge as the National Monument.

The Decision on Designating the Mehmed Pasha Sokolović Bridge a national monument⁴ stipulates strict measures in the first Protection Zone: "construction of residential, commercial and agricultural facilities is prohibited, all works are prohibited other than conservation and restoration works carried out according to an approved project and under the professional supervision of the heritage protection authority of Republika Srpska, all infrastructural works are prohibited other than in exceptional cases with the approval of the relevant ministry and under the professional supervision of the heritage protection authority of Republika Srpska, construction of any infrastructure or power facilities, quarries and other pollutants, the construction or operation of which could be detrimental to the national monument is prohibited".

The new Spatial Plan of the Višegrad Municipality valid until 2010 and the new Urban Plan valid until 2015 that are to include the above limitations pertaining to this area are currently being drafted.

-

⁴ Commission to Preserve National Monuments, Decision no: 08.2-6-101/03-5

Impact of Infrastructure on the Bridge:

A priority for the Bridge and its Protection Zone is the development of road infrastructure that would take on all transit traffic as well as the possible construction of a new bridge to connect the two parts of Višegrad on the right and left bank of the Drina. It is also important to construct infrastructure to improve use of the Bridge and its Protection Zone and enhance it as a tourist attraction: lighting, canals for draining rainwater, benches, a promenade, bicycle paths, piers for boats, platforms, catering establishments. The construction of infrastructure in the protected zone which is not in direct aid of the Bridge, such as landlines, aqueducts, heating systems, etc. could be detrimental to the Bridge's Protection Zone.

The impact of the infrastructure works, which are not in connection with the Bridge, is at the medium-high level. Any construction of infrastructure and infrastructure works that may lead to alterations in the Protection Zone of the Bridge could be conducted, following the Decision proclaiming the Mehmedpaša Sokolović Bridge, only with a permit issued by the Ministry in charge of regional planning of the Republika Srpska.

Moderating measure is planned infrastructure works in the Bridge zone.

2.2.2. Environmental pressures

Impact of Climate on the Bridge:

The climate in the Višegrad valley is moderate continental with long and warm summers and cold winters. The average annual temperature is 16 °C. January is the coldest month in the year with an average temperature of 1-2 °C, and July is the warmest month with an average temperature of 24 °C. The average annual precipitation is 1000 mm. Rainfall is heaviest in the autumn and spring. Snowfall occurs in the period from November to March. The snow cover is mostly up to 10 cm and rarely exceeds 50 cm.

Višegrad and the valley areas along the Drina river are surrounded by hills. There are two large bodies of water up- and downstream from Višegrad which frequently causes fog especially in the morning hours.

The impact of climate on the Bridge is low. Snow cover and ice formed in the wintertime reduce the safety on the Bridge. The Bridge is paved with stone slabs that are very slippery even when covered with a thin layer of glazed frost.

Regular clearing as foreseen by the Management Plan would eliminate this effect.

Impact of Water Quality on the Bridge:

The river Drina is a clean river rich in fish. The flow of Drina down to Ljubovija is the original and natural habitat of the huchen (*H. hucho*) which is a protected species. The huchen thrives in clean waters whose temperature is low and which are rich in oxygen. This fish is very sensitive to pollutants, so its presence in the Drina near Višegrad gives a good indication of the quality of water. Due to this quality of water, the river is suitable for recreation (swimming, rafting, etc.) The town wastewater flows into the Drina through collectors or, in individual cases, directly. Many private houses have not been integrated into the sewage network, but have individual septic tanks. Thanks to a small number of residents and the Drina's average rate of flow of cca 300 m³/s, the river has a rapid self-purification rate which contributes to the preservation of its quality and biodiversity. Industrial facilities that could potentially pollute the river are not operational today. There is practically no industrial wastewater. A worsening of the quality of water would have a negative effect on the Bridge and the river as a whole. This would in turn cause a drop in the number of visitors, poorer development of tourism and a decrease of sports activities on the Drina and in the vicinity of the Bridge.

The impact of drainage of the town's waste waters to the Bridge and Protection Zone of the Bridge is low. It is possible to expect for the quality of waters to become worse by the revitalization of the existing industrial plants/or by the construction of the new ones, which would significantly reduce the tourist offer of Višegrad.

Therefore, the Management Plan provides for monitoring water quality.

Impact of Air Quality on the Bridge:

The air in Višegrad is of top quality. War damages and difficulties in the process of industrial renewal have eliminated the possibility of air pollution by inorganic and organic pollutants. The sources of air pollution in Višegrad consist of households and other facilities using sold fuels for heating and traffic. These sources have a negligible effect on air quality. Negative influences are felt on foggy days and during air inversion when there is a higher concentration of black smoke and an increase in CO_2 and SO_2 concentration due to the burning of wood and fossil fuels. Višegrad does not have a heating plant. The heating of all facilities is individual.

The impact of the occasional deterioration of air quality on the bridge is low. Directing the traffic over the Bridge, may lead to the deterioration of air quality at the micro location of the Bridge and the Protection Zone of the Bridge.

Prohibition of the traffic over the Bridge, in accordance with the decision of the Commission, has lead to the improvement of air quality at the micro location of the Bridge and the Protection Zone of the Bridge.

However, the Management Plan foresees continuous monitoring of air quality.

Impact of Flora and Fauna on the Bridge:

The tourism offer of the Višegrad Municipality is enhanced by a large number of various plant and animal species in the area. The very fact that 60% of the Višegrad Municipality area is forested and that the river Drina is rich in autochthonous fish says enough of the possibility to associate various other tourism activities to visits to the Bridge. This area is famous for its fruit cultivation (12% of the area consists of orchards) and great possibilities for agricultural development. Village tourism and organic food production can be included in the tourism offer. The river is rich in fish. The construction of the Višegrad hydroelectric plant severed fish migration routes, so that regular introduction of autochthonous fish into the river became necessary. The banks in the Bridge's Protection Zone have not been cultivated and mainly contain wild plants. Grass and weeds grow on the surface of the Bridge and especially on its sides, mainly along the fence, from cracks between the stone blocks.

The negative impact of flora is at the medium-high level, while fauna has no impact on the Bridge. The appearance of grass and weeds in the fissures of the Bridge and between the slabs may cause the development of cracks in the slabs and permanent "corrosion" of the stone blocks, as well as the deterioration of the Bridge's appearance.

Management Plan provides for regular cleaning of plant life from the bridge.

Impact of Landscape on the Bridge:

The landscape has a significant effect on the image of the Bridge. The banks of the Drina river in the Bridge's Protection Zone and beyond have not been cultivated. The Protection Zone lacks both technical and horticultural design. The soil on the banks in the Protection Zone has not been stabilised; there are no gutters or drainage canals for precipitation; the grass and trees are mostly wild. The landscape is also affected by low water levels in the Drina occurring occasionally during great droughts. In contrast to the Bridge's Protection Zone that has obviously been neglected, Višegrad's surrounding areas possess exceptionally beautiful landscapes with attractive scenic views from the hills and mountains rich in flora and fauna.

The impact of landscape on the bridge is at the medium-high level. The un-landscaped surrounding area may have a negative impact on the visual and aesthetic impression of the Bridge.

The Planning and Policy Framework section of the Management Plan foresees technical and horticultural design for the I Protection Zone of the Bridge and regulation of the Drina riverbed.

Available documentation: Study of climate features of the wider area of the municipality of Višegrad planned to be used for drafting the spatial and urban development plan

2.2.3. Natural Disasters and Risk Preparation

Floods

The Drina River is the biggest river in the region, which is spanned by the Mehmed-paša Sokolović Bridge. The Drina begins where the Tara and Piva rivers merge. It flows from the south to the north. The Drina is the largest tributary of the Sava, which flows into the Danube and belongs to the Black Sea catchment area. The river is 341 km long. The surface of the catchment area is 19.570 km², the precipitation quantity is 700-3000 mm, the average specific outflow rate is 19 l/s/km², and the average annual flow velocity at the estuary is 425 m³/s. At a distance of 1 km downstream of the Bridge is the mouth of the Rzav River into the Drina River, which is the peripheral part of the storage lake of the HE Bajna Bašta, which extends to the Bridge itself. The Rzav River has the features of a torrent river and brings large quantities of water to the storage lakes of the HE Bajna Bašta during the heavy precipitation events.

The area of Višegrad was struck by a number of heavy floods. The heaviest flood happened in 1896, when the level of the Drina River went up 1,60 m above the Bridge.

So far three hydro-electric power plants have been built on the Drina River: the HE Višegrad, HE Bajna Bašta and HE Zvornik.

Impact of Floods on the Bridge:

The impact of floods on the Bridge is very big. Floods can cause serious damage to the Bridge, have negative impacts on the structure of the Bridge, its stability and appearance. Floods can cause serious damages to the Drina River banks, i.e. the Protection Zone of the Bridge.

With proper regulation, the HE Višegrad and HE Bajina Bašta storage lakes can have a compensatory function in the event of high precipitation. The Management Plan provides for the establishment of activities necessary for proper regulation of the operation of these hydroelectric plants.

Quantity of Waters -He Višegrad

The HE Višegrad is located upstream of the Bridge, at a distance of approximately 2,5 km from the town of Višegrad. The HE Višegrad belongs to the type of run-of-the-river power plants, with three generator units of the nominal power of 105 MW each. The useful capacity of the storage lake is 101 mil. m³, the average annual water inflow to the storage lake is 342 m³/s, and maximum gross water dip is 48,16 m. The prescribed ecological minimum for the hydro-electric power plant is 50 m³/s.

Impact of the He Višegrad on the Bridge:

The impact of the HE Višegrad on the Bridge is substantial. The improper handling, untimely reaction in the event of high waters and failure to maintain the ecological minimum of the HE Višegrad may cause significant damages on the Bridge, pose a threat to flora and fauna of the Drina River and spoil the appearance of the Bridge and its Protection Zone.

The overflow fields with segment stop valves to control the quantity of overflow waters were identified on the dam for the purpose of evacuation of ten-thousand-year waters (Q 10 000 =5325 m³/s). This significantly reduces the possibility of floods in the area of Višegrad. In addition, the storage lake retains the waste that comes down with precipitation waters (During the heavy precipitation events, waters would bring chunks of wood, stones and even logs down to the Bridge).

A construction permit was issued to the HE Višegrad under the condition that the company JP Elektroprivreda SR BiH (today's JP Elektroprivreda RS) do the improvement of the Drina river bed downstream of the dam to the Mehmed-paša Sokolović Bridge, as well as the repair of the damaged piers of the Bridge. The company JP Elektroprivreda Republike Srpske has not thus far fulfilled this obligation.

The Management Plan provides for a series of activities:

- Coordination of a plan to prevent floods with plans of HE Višegrad
- Coordination of a flood prevention plan and a system of intervention measures with plans of HE Višegrad
- Obliging HE Višegrad to perform continuous measurement and report on the quantity of water released from the storage lake, especially in terms of maintaining the ecological minimum

- Obliging HE Višegrad to devise a plan of receiving great quantities of water and a coordination plan of water release from the storage lake of HE Bajina Bašta

Quantity of Waters -He Bajna Bašta

The reversible HE Bajna Bašta, which is located at the territory of Serbia and Montenegro, enters the territory of Bosnia and Herzegovina with its storage lake of 130 million m³ and reaches the Mehmed-paša Sokolović Bridge. The storage lake of the HE Bajna Bašta is 1,5 m above the height planned by the project. The waters of the storage lake pound against the Bridge causing thus permanent oscillations in the water flow, jeopardizing the stability of the Bridge, causing erosion of the Bridge's piers and spoiling the visual impression of the Bridge. The Rzav River (with the river mouth being 1 km downstream of the Bridge) has the features of a torrent river and during heavy precipitation events it brings large quantities of water to the Drina River, which additionally makes the water level in the storage lake of Bajna Bašta rise.

Impact of the He Bajna Bašta on the Bridge:

The impact of the HE Bajna Bašta is big. The storage lake of the HE Bajna Bašta poses a threat to the stability of the Bridge, causes erosion of the piers, and spoils the appearance of the Bridge as the visible height of the piers becomes smaller.

The Management Plan provides for a series of activities that determine proper regulation of the HE Bajina Bašta storage lake, which can serve as a compensatory storage lake and receive great quantities of water in the even of high precipitation.

Documentation that can be found in the HE Višegrad:

- 1. Report on Hydraulic Model Studies of the Impact of the HE Višegrad Construction on the
- 2. Downstream Area, Institute for Water Resources Management Jaroslav Černi, Belgrade 1982.
- 3. Study of the Alluvial Soils' Regime in the Upper Stream of the Drina River, Republic Hydro meteorological Institute of BiH and Hydro technique Institute of the Faculty of Civil Engineering of Sarajevo, 1983-84
- 4. Stydy produced as a Partnership Work of the HE Višegrad and RAHE Bajna Bašta, SOUR Energoinvest, OOUR Higrainženjering, Sarajevo 1983
- 5. Study of the Impact of the Work Regime of the HE Višegrad on the Mehmed-paša Sokolović Bridge in Višegrad, Faculty of Civil Engineering of the University in Belgrade, Hydro technique Institute, Belgrade 1985.
- 6. Report on the Condition of the Foundations of the Mehmed-paša Sokolović Bridge Spanning the Drina River in Višegrad (the so called "0" condition before putting the HE Višegrad into operation), Institute for Materials and Structures of the Faculty of Civil Engineering in Belgrade, 1989.

Risk Preparation

The main objective of the Plan to alleviate the existing and potential negative environmental impacts on the Mehmed-paša Sokolović Bridge is to ensure the acceptability of the plan in view of the identified negative influences, provide for the efficient implementation of the alleviation measures, identify the institutions responsible for the implementation of the Plan, establish the supervision over the implementation of the recommended alleviation measures as well as set up a programme of regular monitoring of the environment and taken measures.

If managed properly, the storage lakes of the HE Višegrad and the HE Bajna Bašta may serve as compensation storage lakes that will take in large quantities of water in the course of heavy precipitation events.

Apart from the above stated objective, the Plan of alleviation measures identifies the needs to provide education for the local population and wider community about the protection of environment and cultural and historical heritage.

The Plan of alleviation measures is an integral part of the Management Plan.

2.2.4. Tourism pressure and visitors

Impact of Tourism on the Bridge:

Tourism has a positive effect on the development of the Višegrad Municipality and the use of the Bridge as an exceptional tourist attraction. The development of tourism will compensate for the loss of the Bridge as part of a road. The Višegrad Municipality possesses great potential for the development of tourism and for combining the tourist attraction of the Bridge with other offers: the narrow gauge railway, the Dobrun monastery, the church and mosque in Mehmed Pasha Sokolović's village, spa tourism, hunting and fishing tourism, village and eco tourism, etc.

The negative impact of tourism on the Bridge is low, today. The negative impact of tourism is manifested through dumping waste at the Bridge and protected zone of the Bridge, graffiti writing, destroying green areas, etc.

The existing state and number of visitors (and to a lesser degree - tourists) does not constitute a considerable problem for the bridge in terms of physical load or potential damage. The reason lies in the fact that the number of visitors is small and they linger on the bridge relatively briefly.

However, the development of tourism and a more aggressive approach to offering tourist attraction, as well as the creation of advertising aimed at potential visitors and tourists, demands that this problem be considered form the very beginning. Since the Bridge allows open access to visitors, without limiting their number, a larger number of visitors can cause problems mainly related to pollution and devastation of the Bridge and surrounding area and the deposit of large quantities of waste materials near the Bridge and on the riverbanks by visitors and tourists. This pertains primarily to potential problems related to the organisation of tours and hunting and fishing, as well as other outdoor activities.

It is therefore necessary to implement educational activities in cooperation with tourist agencies and guides who would convey to the visitors before and during each visit what is expected in terms of a responsible attitude towards locations visited. Apart from that, ordinances prohibiting littering, destruction of plant life and devastation of the area should be properly marked and a sufficient number of litter bins should be provided as well as their regular maintenance. Finally, the last link in the chain is the organisation and engagement of and ecological police force that would implement preventive measures and sanction inappropriate behaviour.

As far as the protection of the Bridge itself is concerned, there must be continuous control (at regular time intervals determined on the basis of the number of visitors) of possible damages and activities must be initiated to repair such damages and prevent further ones. These controls are to be implemented under the jurisdiction of the Višegrad Municipality, or a body put in charge of the management and maintenance of the Bridge and its surrounding area.

The other aspect of pressure from tourists pertains to a potential conflict between visitors and tourists on the one hand and the local population on the other. Namely, buildings that are of interest for visitors and tourists often have a certain significance for the local population which can lead to a "conflict of interest" between these groups. The immediate cause may be an aggressive approach of tourists focused on their own demands and wanting their expectations to be met, sometimes even at the detriment of the local community. Apart from that, the local population is often seen as part of the tourist product of a destination. This mainly pertains to shop owners, those with crafts workshops, houses for rent, those engaged in civilian and religious centres, that is, all those participating in the organisation and provision of various services that can attract visitors.

The main areas of interaction between the local population and visitors depend on the number of visitors using the capacities and services at the destination that are suited to the needs of the local population and can accommodate a limited number of users. An excessive number of visitors can jeopardise the stability of services such as electricity, running water, roads (damages), parking lots, etc. All of this can affect the quality of life for the local population.

The use of various transport vehicles, whether private or public, for the organisation of collective visits can jeopardise the local population's freedom of movement, limit their parking capacity and access to various

services they require and expect. Apart from that, noise and air pollution resulting from an increase in the number of motor vehicles constitute a considerable point of conflict of interest between the local population and visitors.

Stakeholders in daily activities and commercial contents used by the local population and related to the sale of food, cleaning services, etc. are forced to change their locations because they can no longer afford the high rent payments imposed in the historical centres of town due to the arrival of tourists.

Extensive commercialisation results from the activities of private shops and commercial companies seeking to maximise their business through a combination of advertising, signs and sometimes with the use of sound effects. Signs that are too large or badly designed can irritate the local population. On the other hand, the concentration of large numbers of visitors tends to attract many types of persons seeking possibilities of success.

Behaviour in public places conditioned by a large number of restaurants, bars and various form of entertainment increases noise, vandalism, crime and the like, which have a negative effect on the life of the local population and cannot be compensated for by the positive effects of tourism development.

The Management Plan determines an approach tourism development strategy and provides ways of preventing the potential negative effects of tourism.

2.2.5. Number of inhabitants

Impact of Population on the Bridge:

Višegrad has a population of approximately 6000, while the entire Municipality of Višegrad has 19.419 inhabitants, according to an assessment of the Statistics Institute of RS done in 2004. The residents of Višegrad are emotionally attached to the Bridge. This attachment to the Bridge as a symbol of Višegrad and the centre of life in Višegrad was developed through generations of residents in this area. The importance of the Bridge for the residents of Višegrad was best described by a local journalist who said that his first memory was of the Bridge and that the last image he wanted to take away with him was the Bridge. Many residents of Višegrad would like to see the Bridge open for traffic for special occasions such as weddings, funerals, and the like. The structure of the population has changed considerably since the 1992-1995 war. Many displaced persons have moved here from other parts of Bosnia and Herzegovina which in turn changed the national, educational and cultural structure of the population.

The negative impact of the population on the Bridge is low. The negative impact of the population on the Bridge is manifested through dumping waste at the Bridge and protected zone of the Bridge, graffiti writing, destroying green areas, etc.

It is necessary to implement educational activities about a responsible attitude towards sites that are visited. Ordinances prohibiting littering, destruction of plant life and devastation of the area should be properly marked and a sufficient number of litter bins should be provided as well as their regular maintenance. Finally, the last link in the chain is the organisation and engagement of and ecological police force that would implement preventive measures and sanction inappropriate behaviour.

2.3 Definition of the property

"The Višegrad Bridge is among the most impressive bridges in the world, and in its setting, its engineering and its formal features, as well as in its durability and solidity, and its readiness to receive and absorb changes to its environment, it is a masterpiece by a world master architect.

To anyone observing the bridge, regardless of his or her knowledge of history, art and literature, it is plain to see at first glance that the bridge in Višegrad reflects the skill of a master architect and builder. The architect of the Višegrad Bridge was Mimar Koca Sinan ibn Abd al-Mannan, most famous of all the architects of the Ottoman Empire and one of the greatest architects the world has known. The Višegrad Bridge is one of his two most important designs of this type. The uniqueness of the Višegrad bridge is associated largely with its form – a geniculation structure composed of a section with eleven arches spanning the Drina, and a four-arched ramp by means of which the bridge takes a right angle to join the left bank,

following the lie of the land. This form, which was that of the bridge on completion, has largely survived in authentic shape to this day.

What especially makes this bridge unique and outstanding is that it is either reflection of or reflected on the power, skills and ability of the three the most prominent historical figures - its endeavour Grand Vezier Mehmed Pasha Sokolović, its author - the greatest architect of Ottoman Empire Koca mimarbasha Sinan and its "biographer", the Nobel's prize laureate Ivo Andric – writer of the famous " The Bridge over Drina". It makes its architectural, historical and symbolic values merging into the outstanding expression that is among few icons representing Bosnia and Herzegovina.

The Bridge was built at the peak of power and glory of Ottoman Empire, in the period when several men originating form Bosnia were influential and authoritative in the very heart of Empire. Their influence resulted in ability to build glorious endowments in their homeland. Mehmed Pasha Sokolović was the most famous among them and his legacy is immense – but the bridge across the river of his origin – this bridge in Višegrad - is in fact the most famous.

It has been glorified by folk tradition and folk poetry, by historiography and writers, artists and visitors more then any other piece of human work in Bosnia and Herzegovina.

The Mehmed Pasha Sokolović Bridge has always been understood by each and all citizens of Bosnia and Herzegovina as their own precious heritage. That is why this monument survived even the war 1992-1996 when heritage of Bosnia and Herzegovina was the target of wanton and systematic destruction.

The bridge is associated with important historical events from different periods of Bosnia-Herzegovinian history. It is a place that lot of citizens associate with the memories of historical and social changes, rebellions, wars, persecution of civilians – what adds to this old structure built in 1551-1557 – a new symbolic and semantic layer that some World Heritage sites have as a basic and prevailing value".

2.4. Boundary – first protection zone

The boundary of the Bridge, encloses structure itself and a zone extending 100 meters upstream and downstream from the bridge, and 100 meters in width on both sides, covers area of app. 0,2 hectares, was formally designated as the First Protection Zone Within I Protection Zone strict measures are designated forbidding new constructions except conservation-restoration works, dumping of waste is prohibited, motor vehicle traffic is prohibited, all infrastructural works are prohibited other than in exceptional cases with the approval of the relevant ministry and under the professional supervision of the heritage protection authority of Republika Srpska, construction of any infrastructure or power facilities, quarries and other pollutants, the construction or operation of which could be detrimental to the national monument is prohibited.

The original location of the bridge remains unaltered.

2.5. Functional and Usage Aspects in the First Protection Zone

The Mehmed Pasha Sokolović Bridge was created as a result of a considered location of a throughway that connects two banks of the river Drina at a place most convenient with respect to existing roads. The Višegrad Bridge has played an important role in the development of the town, because facilities were built around it to enhance transit traffic (rest areas with catering establishments, travel insurance for passengers, goods and merchandise, etc.) Parallel with the development of central functions, residential districts were built and the residential area expanded along with the functions and facilities needed by its inhabitants.

-

⁵ Amra Hadžimuhamedović, Nomination File para 3.b Proposed Statement of Outstanding Universal Value

⁶ Decision no.08.2-6-101/03-5, issued by the Commission to Preserve National Monuments in January 2003.

⁷ Annex II, AII-9 protection zone and buffer zone of the Bridge

The Bridge was thus integrated into the urban structure, both as a traffic route and by being positioned in the zone of central town functions (the east side of the Bridge, that is, the right bank of the Drina)⁸.

2.6. Facilities and Existing Physical Structures in the First Protection Zone

The Bridge has been protected by law since 1951. Since then, all interventions were conditioned by prescribed protection measures defined in accordance with its status. After the 1992-1995 war and the establishment of a new registry of cultural properties, the Commission to Preserve National Monuments passed a Decision designating the Bridge a national monument and determining a Protection Zone of 100 meters up- and downstream from the Bridge. The zone also includes the banks in the area of 100 m up- and downstream from the Bridge.

There are no buildings on the left bank of the Drina, while on the opposite bank, there are 8 buildings in the protected zone. This zone contains physical structures which are not representative due to the state of the buildings and which spoil the appearance of the Bridge's surroundings.

In the long period of the Bridge's existence, the space surrounding it, although at the central of town, did not manage to develop or grow into a firmer urban centre that would make a complete whole along with the Bridge.

Activities geared at an adequate treatment of the space and buildings in the Bridge's immediate zone began in 2003 with the Decision designating the Bridge a national monument.

The protection measures defined by the Decision are an expression of preventive actions preceding the passing of precise guidelines and documents which will define the regulation of the First Protection Zone.

The left bank included in the First Protection Zone includes the motorway approach to the bridge in both directions, along the bank of the Drina. There are not buildings in this area and it is part of the natural backdrop of the Bridge. The protection of this natural environment should be a primary goal in the future treatment of this area.

On the right bank included in the First Zone, there are 8 buildings. The Reliability Chart⁹ shows the physical state of these buildings. We can see that only the building marked with the number 6, upstream from the bridge, is in a good state. This is an individual residential building, recently reconstruction, but under dubitable reconstruction conditions. The hotel building marked with the number 1 and the residential-commercial building adjoining it, marked with the number 2, fall into the middle reliability category. They must be repaired in accordance with the prescribed protection conditions to reflect architectural, environmental and historical values.

The other buildings are in a poor state. Among them are three buildings that make up the street façade (buildings marked with the numbers 3, 4 and 5).

Buildings 7 and 8 are used for residence and auxiliary activities and occupy individual plots of land.

Annex II: Maps

AII -14 RELIABILITY OF BUILDINGS IN THE FIRST PROTECTION ZONE

AII -15 CURRENT USE OF THE BUILDINGS IN THE FIRST PROTECTION ZONE

AII -16 HEIGHT OF BUILDINGS IN THE PROTECTION BELT

_

⁸ Annex II: AII 15, Current use

⁹ Annex II: AII 14, Reliability of buildings

Annex IV: Photo documentation

AIV d: 1 Building 2

AIV d: 2 Building 2,3,4,5

AIV d: 3 Building 5

AIV d: 4 Building 6

2.7. Cultural values

In the context of the "Management Guidelines for World Cultural Heritage Sites" (1998), the cultural values are recognized in this Plan as:

- identity value, namely: age, tradition, continuity, memorial, legendary, sentiment, spiritual, religious and symbolic,
- artistic and technical value and
- rarity value.

Cultural values are elaborated in Nomination File para 3.a till 3.d.

Criteria under which inscription of the Mehmed pasha Sokolović Bridge in Višegrad is proposed are:

C (i).

"To represent a masterpiece of human creative genius",

C (ii)

"To exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town-planning or landscape design"

C (iv.)

"To be an outstanding example of a type of building, architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history",

C (vi.)

"To be directly or tangibly associated with events or living traditions, with ideas, or with beliefs, with artistic and literary works of outstanding universal significance",

"The site must meet the test of authenticity in design, material, workmanship or setting".

Criteria are elaborated in the Nomination file para 3.a till 3.d, pg. 15-18, 18-26, 34-39.

Educational value:

"The Bridge in Višegrad, a supreme architectural achievement and an inseparable part of the lives of not only the residents of Višegrad and across Bosnia and Herzegovina, but of all travelers that have had the good fortune to see it, has become an eternal and inexhaustible source of inspiration.

Indirectly and directly, it is connected to tradition and ideas, beliefs and customs" ¹⁰.

"From 1994, artists gather in Višegrad each year to spend a week in August socializing and exchanging experience, knowledge and inspiration. They come from Banja Luka and Sarajevo, Knin and Moscow, from America, Belgrade, Budapest and Čačak, Sofia and Shanghai, Užice and Trebinje, Japan, Sweden, Belgium, the Ukraine, Greece. In the Višegrad Town Gallery, various transpositions of the Bridge

¹⁰ Liiljana Ševo, Nomination File para 3, c (vi)

as motif can be seen in the works of many artists prominent on the contemporary domestic and international art scene"11.

Literary evenings entitled "Down the Višegrad Trails" are traditionally held in Višegrad to honour the country's Nobel Laureate. Ivo Andrić brought fame not only to the Bridge, but also to its natural surroundings, especially the scenic views from the hills that feature in folk songs, spreading word of Višegrad's landmarks and beautiful nature

It is necessary to ensure the collection and assembly of all the available material about the Bridge. This pertains to all forms of records (written, video and audio) about the Bridge as well as gathering information and legends which have not been recorded previously.

In that sense, it will be necessary to organise an action, under the auspices of the local Museum, and invite the residents of this area as well as other parts of BiH and Serbia and Montenegro who posses various objects, records or information about the Bridge which should be included in the collection of materials about the Bridge and exhibited in the Bridge Museum.

Social value:

The Bridge is an integral part of the history and everyday life of the local population, part of their past and their present. For centuries, Višegrad has integrated the arches of the Bridge and its significance in connecting riverbanks, people and histories. In that context, the local population, in the broadest sense, that is, the population of Bosnia and Herzegovina sees the Bridge as its heritage and its treasure.

It is necessary to use this particular dimension to encourage and motivate these people to protect and preserve the Bridge and "profit" from the possibilities it provides for further development and representation of the Municipality and the country on the global tourism market. In that sense, the activation of tourism that the Bridge can provide for will steer the possible integration of the Višegrad Municipality with areas that possess monuments and cultural properties protected by the most prestigious world institution, and entered in the list of destinations pertaining to a rich cultural and historical heritage that imbues them with a specific profundity (a pedigree in terms of tourism).

It is, therefore, necessary to continue building and enforcing the value that the Bridge holds for Višegrad and its inhabitants, work on enriching the collection of artworks, written tracts and other works dedicated to the bridge. Even in the case where these works are not stored in Višegrad, organising various events and colonies attended by artists from the whole world presents and opportunity for information to be spread by way of these, so to speak, missionaries. Every organised event of this sort should be used to send written and video records about the bridge and other tourist activities in Višegrad to different destinations where they may find their way to potential visitors.

2.8. Contemporary economic and use values

The destination of the Višegrad Municipality possesses potentials that have already been verified as a real basis for the development of tourism.

It possesses considerable historical heritage related to the history of the Balkans, Europe and Asia, whose fate is intertwined with that of the Ottoman Empire, the Austro-Hungarian Monarchy and the course of the First World War. All these events are still an inexhaustible source of interest and motivation for travel for many visitors and tourists.

The natural potential for developing tourism pertains primarily to the medicinal water springs and the untouched nature that can serve as a basis for creating various offers organised as part of village and ecotourism. Proof of this can be found among the indicators of the quality of water and the data on the number and structure of the plant and animal population of this area.

=

¹¹ Ljiljana Ševo, Nomination File para 3, c (vi)

Activities and meetings already being organised in the Municipality (traditionally) are proof of the existence of preconditions for organising activities outside the scope of "stationary" activities. In view of the existing facilities, a "superstructure of tourism activities" can be added to them. New activities in this field can be expected in the second and third year following the approval of the Management Plan, since in the first year it will be necessary to realise a series of activities that would adequately structure existing activities and capacities.

The significance of existing activities and potentials for tourism development is derived directly from the option for future Municipal development to be aimed at sustainable development and sustainable tourism and to prevent the renewal of "dirty industry" that would devastate the environment and the Municipality's treasures. Since this imposes limitations on the possible directions of development, it is necessary to be aggressive and consistent in the alternative direction, that is, in the development of tourism.

The destination is exceptionally valuable due to the diversity of its contents and potentials for tourism development, and due to its position relative to other parts of BiH and the region, especially in view of the proximity of potential visitors from neighbouring countries.

The development of tourism values and offers is the basis for generating income in various businesses related to tourism.

In the case of the Višegrad Municipality, these pare primarily potentials for the development and increase of supply of various services: accommodation at the local hotel and recreation centre, as well as accommodation in private houses that would facilitate additional (or basic) income for the population.

On the other hand, income can be generated and increased in local restaurants and shops, the service sector (banks, hair salons, cleaning services, local transport), as well as income for organisers of various tourist activities that are not included in the standard room and board packages: such as hunting, rafting and fishing. All of these activities are entrepreneurial in nature and should be under the jurisdiction of the local tourist agency that would organise inbound tourism, that is, ensure the offer of various activities all year round, offering the same through tourist agencies in Bosnia and Herzegovina, Serbia and Montenegro, Macedonia, etc. or directly to tour operators specialising in certain aspects of tourism.

Most of these activities, whether organised by entrepreneurs or with the participation of the Višegrad Municipality, will contribute to higher employment rates. If, according to the existing legal regulation, the obligation to employ a minimum of two persons (apart from the director) in small and medium enterprises and have one employee per registered independent crafts workshop is implemented, it is clear that each new enterprise will facilitate considerable new employment.

However, for a successful realisation of completion of economic impacts on tourism development, it is necessary to secure an appropriate level of public services under the jurisdiction of the Municipality, such as locations of water fountains with water for drink, public lavatories (with fees to provide for maintenance), public pay-phones, emergency medical aid, post office services, cleaning and waste disposal services, etc.

Functional value:

"The bridge in Višegrad has retained its original function as a crossing point, meeting place and public space, but the way it has been used has differed at various times in the past. Every intention to build a bridge is based on the intention to achieve its primary and basic function – to link the two banks of a river, to provide a crossing from one side to the other, to link two sections of a road, to shorten the distance covered. Over the centuries, the Višegrad Bridge has had several purposes. ... Above all, it was originally a strategic structure... used by pedestrians, ox- and horse-drawn carts, combat vehicles, horsemen, merchants and the army. Wedding and funeral processions wended their way over it.... The second function of the bridge from its very completion derives from its use as a place of the greatest significance in the town of Višegrad. The bridge also served as town square, meeting place, an open-air coffee shop, a place to idle away the hours and for the public proclamation of official decisions, and even, at times, of verdicts. The central, wider part of the bridge, known as the *kapija* (gate), denoted this focus of the public life of the town..."

As returned for pedestrian, the management plan provides for it to be revived by holding summer meeting, "Coffee on the Bridge," discussions, poetry evenings, art exhibitions on the bridge and the like. The original use of the bridge can thereby also contribute to its presentation and sustainability of use"¹²

2.9. Appendices to part 2

For part 2 see following documentation in Annexes:

Annex I: Documentation

- AI 1: Ruling no. 1099/51 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina
- Ruling no. 02-741-3 dated 18 April 1962 issued by the Institute for the Protection of the Cultural, AI 2: Historical and Natural Heritage of Bosnia and Herzegovina
- Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5 AI 3:
- AI 4: Decision of the WMF List of the world's 100 most endangered monuments in 2006
- AI 5: List of economic and non-economic operators
- Study of climate features of the wider area of the municipality of Višegrad planned to be used for AI 6: drafting the spatial and urban development plan
- Assessment of the impact of environmental elements from the Management Plan AI 7:

Annex II: Maps

AII -9 Protection zone and buffer zone

AII -14 Reliability of buildings in the first protection zone

AII -15 Current use of the buildings in the first protection zone

AII -16 Height of buildings in the protection belt

Annex IV: Photo documentation

Annex IV, IVa:1 Photo of the Great Flood

Annex IV, IVa:2 Photo of the Great Flood

Annex IV, IVa:5 Photo of the damaged Bridge (The bridge after 1914)

Annex IV, IVd:1 Building 2

Annex IV, IVd:2 Building 2,3,4,5

Annex IV, IVd:3 Building 5

Annex IV, IVd:4 Building 6

¹² Amra Hadžimuhamedović, Nomination File para 3 d

PART 3

3. PROTECTION AND CURRENT MANAGEMENT

This section describes ownership, legislative, regulatory, planning, institutional and traditional measures and management system that is in place to protect and manage the property. It deals with policy aspects, legal status and protective measures and with practicalities of day to day administration and management.

3.1. Ownership

The bridge is government owned. 8 facilities in the Protection Zone are privately owned.

3.2. Protective designation

- By Ordinance no. 1099/51, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, the Bridge was placed under the state protection. By Ordinance no. 02-741-3, dated 18 April 1962, it was registered in the Immovable Cultural Monuments Register, under the number of 208, as a cultural monument of Bosnia and Herzegovina.
- During a session held on 27 and 28 March 1990, the Commission for Categorization of Architectural Heritage, appointed by Ordinance no. 10-338-8/89, issued by the Institute for Protection of Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, issued an Opinion that the Mehmed Pasha Sokolović Bridge should be listed as a Category I asset of cultural and historical heritage, pursuant to Article 14 of the Law on Protection of Heritage of Bosnia and Herzegovina.
- The Bridge was classified as Category 0 monument of international importance in the Regional Plan for BiH up to 2002 .

The historical monument - the Mehmed Pasha Sokolović Bridge in Višegrad - is a national monument of Bosnia and Herzegovina, as laid down in the Decision no.08.2-6-101/03-5, issued at the 6th session of the Commission to Preserve National Monuments, held on 25 January, 2003¹.

The provisions relating to the protection and rehabilitation measures, for the National Monument designated by the Commission, set forth the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments. All executive and development planning acts that are not in accordance with the provisions of the Decision are hereby revoked.

Foolowing legislation provide protection for the monuments:

- Official Gazzete of Republika Srpska *no.* 9/02, Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to the Annex 8 of the General Agreement for Peace in Bosnia and Herzegovina, from 2002.
- Official gazzete of BiH no.33/02 provisional List of National Monuments (Decision of the Commission to Preserve National Monuments) pp. 1250-1259, from 2002.
- Official Gazzete of Repubilka Srpska no. 79/02, Law on the Spatial Arrangement, from 2002,
- Official Gazette of RS, no.11/95, Law on Cultural Goods, from 1995
- Official Gazette of RS, no. 22/00, Criminal Code of Republika Srpska, from 2000 (item 243).

_

¹ see www.aneks8komisija.com.ba

3.3. Statutory Protection/Constraints

Listed - At the 6th Session of the Commission to Preserve National Monuments (held from 21st till 27th of January 2003.) a decision to designate *the historical monument of the Mehmed paša Sokolović Bridge in Višegrad* as a National Monument of Bosnia and Herzegovina was adopted², applying he Criteria for Designation³.

Statutory protection and the statutory constrains on the National monument are quoted⁴:

"For the purpose of preserving the property and preventing its further deterioration, the Government of Republika Srpska (RS), in the shape of the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for acting in accordance with Ruling no. 06-362-116/90 dated 20 February 1990 issued by the Ministry of Regional Planning and the Environment of Bosnia and Herzegovina requiring that shut down the Višegrad hydroelectricity plant, in regard to which approval for trial operations expired on 1 August 1991, until such time as the conditions have been met for final operating approval as follows:

- The regulation of the Drina river bed downstream from the dam to the Mehmed paša Sokolović Bridge, and
- The repair of the piers of the old Mehmed paša Sokolović Bridge in conformity with the technical documentation certified by the relevant heritage protection authority of Republika Srpska.

To ensure the ongoing preservation of the property, the following zones are hereby defined:

Protection Zone I, covering the structure itself and a zone extending 100 meters upstream and downstream from the bridge, and 100 meters in width on both sides. Within this zone, the following measures shall apply:

- the construction of residential, commercial and agricultural facilities is prohibited,
- all works are prohibited other than conservation and restoration works carried out according to an approved project and under the professional supervision of the heritage protection authority of Republika Srpska,
- dumping of all kinds of waste is prohibited,
- motor vehicle traffic is prohibited until conservation and restoration of the Bridge is finished; after that, experts will give their opinion whether the Bridge can or can not be use for vehicle traffic,
- all infrastructural works are prohibited other than in exceptional cases with the approval of the relevant ministry and under the professional supervision of the heritage protection authority of Republika Srpska,
- construction of any infrastructure or power facilities, quarries and other pollutants, the construction or operation of which could be detrimental to the national monument is prohibited."

3.4. Means of implementing protective measures

Responsibilities for the enforcement of the Commission's decisions lies with the Entity Governments and the ministries responsible for the regional planning.

-

² Official Gazette of Bosnia and Herzegovina No. 12/03

³ Official Gazette BiH no33/02.

⁴ Decision for Designation, Official Gazzete BiH no. 12/03.

On the level of Republika Srpska:

- The Government of Republika Srpska is responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument.
- Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for implementation of the legislative protective measures.
- For the purpose of preserving the property and preventing its further deterioration, the Government of Republika Srpska (RS), in the shape of the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for acting in accordance with Ruling no. 06-362-116/90 dated 20 February 1990 issued by the Ministry of Regional Planning and the Environment of Bosnia and Herzegovina
- Institute for protection of cultural-historic and natural heritage of RS is responsible for the expert supervision, building-crafts and craft works on National Monument as it is proclaimed by the Decision of the Commission to Preserve National Monuments.
- Authorities in charge of urban planning and land registry affairs are notified of the Decisions in order to carry out the measures stipulated by the Decisions, and the Authorized Municipal Court is notified for the purposes of registration in the Land Register.

Since the Commission passed its Decision designating the Mehmed Pasha Sokolović Bridge in Višegrad a National Monument in January 2003 until December 2005, the following activities have been realised:

- The Government of Republika Srpska has secured 100 000 KM (50 000 €) in 2005 for implementing activities to protect the Bridge.
- The Government of Republika Srpska determined a budget of 250.000 EUR for cultural and historical heritage in 2005, which is the first such allocation since its establishment by the General Framework Agreement for Peace in Bosnia and Herzegovina from 1996. The portion of the budget dedicated to the Mehmed Pasha Sokolović Bridge is 20% of the total annual budget of the RS Government.

The Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska is entrusted with the implementation of these resources.

The current state and measures of protection of the Bridge are a result of the status it was accorded through law regulations, planning documentation and administrative mechanisms established by the town and the state for the Bridge and its surrounding area.

The Draft Urban Plan of Republika Srpska for the period until 2015 provides a critical assessment of the state of architectural heritage, defines goals and principles of protection and recommends general protection measures for properties on the territory of Republika Srpska, including the Mehmed Pasha Sokolović Bridge.

The Bridge's status and protection measures have been defined by the Decision, but future treatment and protection of the Bridge require adequate urban planning documentation that will provide a precise definition of the conditions of regulation for the area surrounding the Bridge.

These are the main preconditions for the functioning of the mechanism to implement planning documentation. They are defined by law and pertain to institutional competencies in controlling the making of planning and technical documentation and monitoring their realisation in the field.

Urban authorisation and licences for construction in the Protection Zone of the Bridge are issued by the RS Ministry of Urban Planning, Construction and Ecology on the basis of urban and technical approved by an authorised professional institution. The RS Institute for the Protection of Cultural, Historical and Natural

39

Heritage is also involved in this activity as it controls whether the conditions are met in the technical documentation.

The local administration, by way of its services, as well as the RS inspections are in charge of monitoring and control of activities in the field.

3.5. Existing plans

Agreed plans relating to the property:

- The Commission to Preserve National Monuments, at the 25 January 2003, designated the Historic Monument of Mehmed pasha Sokolović Bridge as National Monument of Bosnia and Herzegovina, The Commission's decisions are final, and are enforced pursuant to the Law on the Enforcement of Decisions of the Commission to Preserve National Monuments, which grants to national monuments the highest degree of protection. All executive and development planning acts not in accordance with the provisions of the Decesion are hereby revoked.
- Preliminary Technical Assessment, adopted on 23rd session (9th of November) by the Commission to Preserve National Monuments, adopted by the Ministry for Civil Affairs of Bosnia and Herzegovina (14th of October) and approved and published by the Council of Europe⁵, define conservation and restoration interventions at the Mehmed pasha Sokolović Bridge.

The other existing planning acts, with the broad planning policies are:

- Medium-term Development Strategy BIH-PRSP 2004-2007; Council of Ministers of BiH. The general development framework has been defined through the Medium Term Development Strategy of BiH for 2004-2007 as adopted by the General Assembly of BiH.
- Urban Development Plan of Višegrad, 1990, Institute for architecture, urban and spatial planning of the Faculty of Architecture in Sarajevo.
 The urban area, including the zone around the Bridge, is treated in the Urban Plan for the Town from 1990 that defined the use of areas, traffic routes and infrastructure corridors. Apart from this plan pertaining to the Bridge and its immediate surroundings, there is no other urban planning document with more detailed regulations.
- Development Strategy of the Municipality of Višegrad, 2004-2010. A number of urban planning documents are currently being drafted. Depending on the level of detail that they will contain, they can prescribe guidelines and general conditions for future treatment of the location of the Mehmed Pasha Sokolović Bridge and its surrounding area. These are: the Spatial Plan of Republika Srpska for the period until 2015, a Review of the Urban Plan of the Višegrad Municipality and the Urban Plan of Višegrad for the period until 2015.
- Regional Plan of the Republika Srpska to 2015, RS Assembly. The most extensive spatial plan document treating the area of Višegrad is the Draft Regional Plan of RS to 2015. This document identifies the significance of the Mehmed Pasha Sokolović Bridge in Višegrad within a complete analysis of architectural heritage in the territory of Republika Srpska. This document provides a critical analysis and assessment of the state of cultural properties, defines the main goals and principles of protection and recommends general planning measures of protection. Maps AII 14 and AII 15 show some thematic maps from that plan.

_

Annex I of the Nomination file, folder 3.

- Town Plan of the Municipality of Višegrad to 2010, Municipality of Višegrad has also initiated the procedure to revise the Town Plan of Višegrad to 2010. The new document was open to public scrutiny and is now in the phase of adoption. The plan identifies the potentials of the Municipality and lays down the development guidelines highlighting the value of the cultural-historical and natural heritage in the context of the development of tourism. Map C16 shows what the areas are intended for.
- Urban development plan of Višegrad to 2015; A new urban development plan for the town of Višegrad is being drafted. As the plan is now in the working phase, it is necessary to incorporate in it the protection measures of the Bridge defined in the Decision of the Commission designating it as a national monument. In this plan, the area on the right bank of the Bridge is shown as the place of an urban centre, and the area on the left bank is designated as a protected green area. Map AII 17 shows the designated use of areas from the Draft Urban Plan of Višegrad.

Annex I: Documentation

AI 3: Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5

AI 10: Decision of the Ministry for Civil Affairs of Bosnia and Herzegovina to adopt the PTA

AI 11: Decision of the Commission to adopt the PTA

AI 16: Excerpts from Development Strategy of the Municipality of Višegrad, 2004-2010.

Annex II: Maps

Annex II: AII 14 Draft Regional Plan of RS to 2015

Annex II: AII 15 Draft Regional Plan of RS to 2015

Annex II: AII 16 Town Plan of the Municipality of Višegrad to 2010

Annex II: AII 17 Draft Urban development plan of Višegrad to 2015

Available documentation:

- o Urban Development Plan of Višegrad, 1990, Institute for architecture, urban and spatial planning of the Faculty of Architecture in Sarajevo.
- o Regional Plan of the Republika Srpska to 2015, RS Assembly, from the RS Regional Plan.

3.6. Legal Status

Pursuant to the Article V para. 4 Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (Official Gazette of Republika Srpska no.9/02.) and Article 39 para. 1 of the Rules of Procedure of the Commission to Preserve National Monuments, at the 25 January 2003, designated the historical monument of Mehmed pasha Sokolović Bridge as a national Monument of Bosnia and Herzegovina. A National Monument is an asset or property that the Commission to Preserve National Monuments has designated as national monument, a well as assets or properties registered on the Provisional List of National Monuments of Bosnia and Herzegovina. The national monument benefits from the highest degree of legal protection.

3.7. Responsible institutions

- The Commission to Preserve national Monuments is an institution of the state of Bosnia and Herzegovina established pursuant to Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina and the Decision of Presidency of Bosnia and Herzegovina responsible for issuing the decisions designating movable and immovable property as a national monument applying the Criteria on the Designation of National Monuments (Official Gazette of BiH no. 33/02).
- The Government of Republika Srpska is responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument. The Government of Republika Srpska shall be responsible for providing the resources for implementing the necessary executive regional planning documentation, ensuring the ongoing protection of the Bridge.
- On the level of Republika Srpska, the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS is responsible for implementation of legislative protective measures.
- Institute for protection of cultural-historic and natural heritage of RS is responsible for the expert supervision, works of conservation and restoration on National Monument as it is proclaimed by the Decision of the Commission to Preserve National Monuments.
- On the level of municipality, Municipality Višegrad is responsible for implementation of legislative and protective measures.

3.8. Sources and levels of finance

Commission to Preserve National Monuments is responsible for implementation of all projects founded through international or foreign founds pursuant to the Decision of the Presidency of Bosnia and Herzegovina⁶

The Government of Republika Srpska is responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument, pursuant to the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments.

The Government of the Republika Srpska provided 100 000 KM (50 000 \clubsuit) in 2005 for the implementation of the activities to protect the Bridge.

3.9. Sources of expertise and training

- Commission to Preserve National Monuments and Council of Europe "Regional Integrated Rehabilitation Project Plan / Survey of the architectural and archaeological heritage (IRPP/SAAH)"
- Faculty of Architecture and Urban Planning, Sarajevo University
- Faculty of Architecture and Urban Planning, Banja Luka
- Faculty of Civil Engineering in Banja Luka
- Faculty of Civil Engineering in Sarajevo
- Institute for the Protection of Cultural-historical and Natural Heritage of the RS

Apart from the employees in the Institute of the RS, the external associates from the Faculties of Civil Engineering of Banjaluka and Sarajevo were recruited to draft the Project of structural repair of the bridge's piers. The research works are planned to continue in 2006, along with the activities to produce the project documentation.

⁶ Official Gazzete BiH, no. 29/02

3.10. Presentation and promotion

Promotion policies focus on the universal values of the Bridge and on its endangered status.

Commission to Preserve National Monuments after adopting Decision to Designate the Bridge as National Monument of Bosnia and Herzegovina, and considering its state of conservation also adopted Decision to inscribe the Bridge on the List of most endangered monuments of BiH in 2003, as one of three priorities for protection. (List of endangered monuments in Bosnia and Herzegovina, established by the Commission in 2003.)

In 2003. the Commission launched the campaign for endangered monuments "Cultural Memory – Vanishing Treasury" in order to raise awareness of public about the importance of heritage and also to raise donations for their protection. The part of the campaign is the exhibition and multimedia presentation of endangered monuments. As the Bridge is considered for the priority, the promotional materials for Bridge were specially designed for the campaign. The exhibition have been hold around cities of Bosnia and Herzegovina and abroad, International Monetary Fund and World Bank in Washington 2003., within UN Habitat event in Barcelona in2004, Siracusa-Italy in2003., Beograd in SCG in 2005, World Congress of Architects in Istanbul in 2005.

- The Mehmed pasha Sokolović Bridge in Višegrad is inscribed on the List of 100 most endangered sites for 2006 World Monument Watch, proposal by the Commission to Preserve National Monuments.
- The Bridge is also placed on the Priority Intervention List of the Council of Europe / European Commission in 2004. Priority Intervention List has the aim to raise international awareness about the endangered status of heritage inscribed and need for their protection in order to preserve international identity too.
- In 2005 the Commission to Preserve National Monument and local expert engaged together with experts of Council of Europe drawn up Preliminary Technical Assessment of the Bridge. Preliminary Technical Assessment has an aim to ensure donations for the preservation of its values and serve as a project proposal.
- Through the Commission's project of the unique identification and signage system of national monuments in BiH the Bridge is presented at notice board posted at the very site with basic data's on moment.
- The Bridge is presented at the web page of the Commission www.aneks8komisija.com.ba
- As an inspiration, the Bridge was a part of the popular creative endeavours, being mentioned in the works of writers and artists.

Annex I: Documentation

AI 13: Decision of the WMF List of the world's 100 most endangered monuments in 2006

AI 15: Priority Intervention List of the Council of Europe, pertaining to the Mehmed pasha Sokolović Bridge

Folder 4 of the Nomination file

Excerpts from:

Commission to Preserve National Monuments, Exhibition catalogue

o Commission to Preserve National Monuments, Brochure of the Bridge

3.11. Staffing levels

- 1. Commission to Preserve National Monuments
 - i. At its 119th session, held on 21 December 2001, pursuant to Annex 8 of the General Framework Agreement for Peace in BiH and its Decision on the Commission, the Presidency of BiH issued a Decision on the appointment of the members of the Commission, consisting of 3 domestic and 2 international members who experts in field of history of art and architecture, history, architecture.
 - ii. Secretariat of the Commission, consist of professional, experienced staff specializing respectively in the archaeological heritage, the architectural heritage, architectural heritage ensembles and cultural landscapes, movable heritage items, legal affairs, financial affairs and technical coordination.
- 2. RS Institute for protection of cultural-historic and natural heritage consist of expert staff from field of architecture, history of art, history, archaeology, conservation of architecture and art, sociology.
- 3. Municipality of Višegrad, urban planning department consist of experts from the field of architecture and urban planning.

3.12. Appendices to part 3

For part 3 see following documentation:

Annex I: Documentation

- AI 11: Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5
- AI 13: Decision of the WMF List of the world's 100 most endangered monuments in 2006
- AI 15: Priority Intervention List of the Council of Europe for the Mehmed pasha Sokolović Bridge
- AI 17: Decision of the Ministry for Civil Affairs of Bosnia and Herzegovina to adopt the PTA
- AI 18: Decision of the Commission to adopt the PTA

Annex II: Maps

- Annex II: AII 14 Draft Regional Plan of RS to 2015
- Annex II: AII 15 Draft Regional Plan of RS to 2015
- Annex II: AII 16 Town Plan of the Municipality of Višegrad to 2010
- Annex II: AII 17 Draft Urban development plan of Višegrad to 2015

Available documentation:

- o Development Strategy of the Municipality of Višegrad, 2004-2010.
- O Urban Development Plan of Višegrad, 1990, Institute for architecture, urban and spatial planning of the Faculty of Architecture in Sarajevo.
- o Regional Plan of the Republika Srpska to 2015, RS Assembly, from the RS Regional Plan.

Folder 4 of the Nomination file

Excerpts from:

- o Commission to Preserve National Monuments, Exhibition catalogue
- o Commission to Preserve National Monuments, Brochure of the Bridge

4. KEY MANAGEMENT ISSUES

This section describes the ten key issues that form the basis of a Management Plan, together with a range of related objectives.

4.1. Identification and confirmation of issues

In producing the Management Plan, the vulnerability of the Bridge was considered and the key issues for the preservation of the Bridge significance were identified.

The following should be central for future management of the Bridge:

- Conservation Management
- Management of environmental influences
- Planning and policy framework
- Traffic management

In addition to the central key issues there are further 6 issues that the Management Plan addresses the following:

- Access and visitor management
- Research management
- Education
- Information management
- Management Structures
- Sources and levels of finance

4.2. Issue 1.: Conservation Management

The aim of Conservation Management is preserving the existing stage of the Bridge from destruction and change, involving actions to prevent decay and prolong its life.

In order to preserve the authenticity and integrity of the Bridge and its setting, the following actions are hereby proposed:

- Maintenance of the Bridge fabric,
- Monitoring stability elements and research of materials,
- Research results on stability and materials will provide information to the future management,
- Prescribing guidance for future interventions.

Assessment of Bridge Condition

Through gaining visual insight into the condition of the Bridge in the period between 2003 and December 2005, through video material relating to the condition of the underwater part of the pillars taken in 2004, and through gaining insight into the existing technical documentation, the following has been established:

- Distortion of head walls and sedimentation of calcium hydroxide on the head walls are evident.
- A long existence of the bridge has not had an adverse effect on the authentic structures and materials.
- Based on underwater recordings it is obvious that there are damages to the foundation footings. Parts of footings have been broken off, i.e. stone blocks have been broken. Apart from that, joints in the foundation footing are open and without mortar in places.
- Roadway construction, the pavement of small cobble stones between pillars II and VII, was laid down into a sand layer and over a base made of broken stone in 1952, while, on the remaining part of the Bridge, it was laid down over the authentic cobble pavement.

• Distortions of head walls and fractures along joints and undamaged stones have been registered, mainly on the part of the Bridge that was reconstructed in 1952.

It has been established that erosion of pillars causes the greatest damage to the Bridge.

A detailed analysis of individual elements of the Bridge is shown in Table 1. Table 1.

No.	Part of the	Description	Damages and causes	Proposal for intervention	Level
1.	Foundations Foundations	Based on the available data it is assumed that, originally, the pillars were laid by way of a system of short wooden piles, a grillage made of oaktree girders and large blocks of dressed stone, connected with iron joints. In the period between 1911 and 1912 the pillars I-IV were repaired using the system of wooden planks and underconcreting. Pillars V, VI, and VIII were repaired in the period between 1979 and 1981 by way of injecting and underconcreting, and by placing AB pillar braces.	Parts of foundation footings and stone blocks have been broken off. On pillars II, III, IV and VII there are larger cavities on the places where foundation footings and base are in contact, which has been caused by pulling out the contact basis and stone blocks. Joints in the foundation footing are open and lacking mortar in some places. Damages are most evident on pillars III, IV and VII (planks from the Austro-Hungarian time slowed down erosion). Pillar I has no major damages since it lies on a solid rock. The cause of damages is the influence of water and long existence of the Bridge.	Structural repair with the goal to prevent damage propagation and stabilize the Bridge.	High
2.	Pillars	Original pillars were built of stone blocks connected with joints and having a filling made of stone scraps in lime mortar. Visible parts of pillars III-VI (reconstructed from the foundation footing upwards in 1952) are made of dressed stone, while the filling is made of concrete.	Minor local damages reflecting in smaller stone blocks being broken off. Mortar from the joints has partly been washed out due to dissolution of lime from the mortar. The cause of damages is the influence of water, atmospheric agents, mechanical effects and long existence of the Bridge.	Structural repair, conservation and restoration. Local repair required in places where blocks are falling out.	High
3.	Arches	The arch structures	Minor local damages	Conservation	Medium

		have two clearly separate parts. The original structure stretching from pillar VII to the right bank and from pillar II to the left bank pillar is made of coarse tufa ashlar in lime mortar. The filling of the	and sedimentation of calcium hydroxide that is more evident on the reconstructed part. The cause of damages was the use of inadequate materials in the course of reconstruction and the influence of atmospheric agents.		
		reconstructed part is made of dry-laid crushed stone.			
4.	Head walls	The arch structures have two clearly separate parts. Original structure is made of stone blocks in lime mortar.	Evident is the following: minor distortion, sedimentation of calcium hydroxide, washing out of joints and appearance of small plants (more on the authentic part), which is caused by the influence of atmospheric agents and frost.	Conservation	Medium
5.	Roadway	Fine cobbles in size 8x8, placed into sand on the reconstructed part and over the original cobble pavement on the authentic part of the bridge.	Distortions, retention of atmospheric water, which increases its penetration and which is caused by mechanical effects and atmospheric agents.	Consider the possibility to reconstruct the authentic lining, cobble pavement, which has been preserved on the original part of the bridge under the existing lining. Archaeological research must precede.	High
6.	Bridge filling	On the reconstructed part: coarsely arranged, dry-laid crushed stone. On the original part: crushed stone in lime mortar.	Distortions on the reconstructed part, caused by mechanical effects and penetration of atmospheric water.	Structural repair.	High
7.	Fence	Stone blocks in lime mortar.	In good condition, apart from minor washouts of joints and breaches of smaller stone blocks caused by mechanical effects.	Conservation works.	Low
8.	Niche	Stone blocks in lime mortar connected with	In good condition.	Conservation works.	Low

		iron joints.			
9.	Ramp	Stone blocks in lime	In relatively good	Conservation	Low
		mortar connected with	condition.	works.	
		iron joints.			
10.	Immediate	River banks and	Banks are run down	Horticultural	Medium
	surrounding	immediate	due to years long	arrangement of	
		surrounding.	negligence.	banks.	

Until 1966 the pillars of the Bridge were exposed to constant influences of the Drina River in its natural flow, and from that time until today they have been exposed to the influences of the hydroelectric power plant Bajna Bašta, and later of the hydroelectric power plant Višegrad. Changes to the riverbed, regime of the current and transport of river deposits have caused such changes that have manifested themselves in form of cavities. On several occasions measures have been taken to repair and remove them. Three pillars, out of the total of nine, were repaired in the period between 1979 and 1982. Even at that time damages were observed on the non-repaired pillars, whose propagation, under the influence of the Drina River flow, has followed during the last twenty years.

The following protection measures have been taken:

- Traffic ban (decision of the Commission, decision of the Municipality).
- Planned research works and survey of the current situation, based on which the required level of conservation interventions shall be defined.

Objectives

Based on the analysis of the structural condition and the influences upon the Bridge, the following objectives are hereby defined:

- 1.1. Safeguarding of Bridge integrity;
- 1.2. Establishing stability and general condition of the Bridge;

Measures defined to achieve the objective 1.1, Safeguarding of Bridge integrity, are as follows:

- 1.1.1. Monitoring stability of structural elements.
- 1.1.2. Monitoring environmental influences (elaborated in Issue 2.3.).

1.1.1. Monitoring stability of structural elements

Influences on the damages to the Bridge are ambiguous, and over time, individually or together, depending on their nature, intensity and duration, they have caused damages to the Bridge.

Inadequate maintenance contributes to the propagation of the existing damages and the appearance of the new ones.

Construction of a new bridge, one kilometre downstream, has created the possibility of permanent protection from heavy traffic load.

Regular maintenance, involvement of the responsible authorities and the local community, as well as education of inhabitants, are of exceptional importance.

Permanent contacts with the hydroelectric power plant Višegrad are necessary for the purpose of taking the needed measures to protect the stability of the Bridge. The tasks have been described in Issue 1.

Continuous annual funds are to be provided in the Budget of the RS Government for maintenance purposes.

A programme for continuous Bridge maintenance and permanent monitoring of its vital elements needs to be timely prepared.

A monitoring system needs to be established for the purpose of monitoring the performance of certain parts of the Bridge. The monitoring system is based on a series of polygon points and bench marks for precise levelling and monitoring of movement. It includes a detailed visual inspection of the Bridge.

Key indicators signalling a change in the Bridge condition and a threat to its structural stability are as follows:

Indicator	Periodicity	Location of records
Stability or degree of		Bridge Commission is
movement of structural		obliged to submit to the
elements.		Commission to Preserve
		National Monuments all
		monitoring reports regularly
		during a year, and an annual
		monitoring report every year.
1. Foundations	Once a year	- Institute for the Protection
1.1. Foundation footings of	Once a year	of Cultural, Historical and
pillars II, III, IV and VII –		Natural Heritage of
breach level of stone blocks.		Republika Srpska.
1.2. Foundation footings of		- Municipality of Višegrad.
pillars III, IV and VII –		- ividincipanty of visegrad.
•		
erosion level of joints.		- Institute for the Protection
1.3. Contact between		
foundation footings and base		of Cultural, Historical and
in pillars II, III, IV and VII -		Natural Heritage of
level of cavity expansion.		Republika Srpska.
2 7:11		- Municipality of Višegrad.
2. Pillars		- Institute for the Protection
Pillars III, IV and VII		of Cultural, Historical and
2.1 – Erosion level of stone		Natural Heritage of
blocks and joints.		Republika Srpska.
		- Municipality of Višegrad.
3. Arches	Once a year	- Institute for the Protection
Arches between pillars II to		of Cultural, Historical and
VII		Natural Heritage of
3.1. – Level of damage to		Republika Srpska.
stone joints.		- Municipality of Višegrad.
3.2. – Level of sedimentation		
of calcium hydroxide.		
4. Head walls	Once a year	- Institute for the Protection
4.1. Head walls on both sides		of Cultural, Historical and
– level of distortion.		Natural Heritage of
4.2. Level of sedimentation		Republika Srpska.
of calcium hydroxide.		- Municipality of Višegrad.
4.3. Level of washing out of		
joints.		
5. Roadway construction.	Once a year	- Institute for the Protection
5.1. – Level of paving		of Cultural, Historical and
distortion.		Natural Heritage of
5.2. – Level of water		Republika Srpska.
retention.		- Municipality of Višegrad.

Requirements

The monitoring means are indicated in the Conservation Management, but they also include processing of the monitoring results. After completing research works the monitoring needs to continue and the Government of Republika Srpska has to provide in its annual budget the amount for continuous monitoring of the Bridge stability and the surrounding factors that have influence upon the Bridge.

Responsible authorities are listed in Table 1.

Activities

The Bridge Commission has to integrate the monitoring results and report to the Commission to Preserve National Monuments on a regular basis.

In case the monitoring results indicate a change of situation, as for example worsening of the stability of Bridge elements, the Bridge Commission has to inform the Commission to Preserve National Monuments thereof without delay.

After being informed of the change of situation the Commission to Preserve National Monuments has to inform all relevant authorities, the Government of Republika Srpska and the Ministry for Spatial Planning of Republika Srpska, and request legal measures to be taken (Law on Environment Protection).

Objective 1.2.

${\bf Establishing\ stability\ and\ general\ condition\ of\ the\ Bridge}$

Measures to achieve this goal are as follows:

Stage 1. Preparing documentation needed for research work

Stage 2. Research works on materials and condition of the construction

Stage 3. Processing research and monitoring results

Stage 4 Presentation

According to the Preliminary Technical Assessment of the Bridge made in 2005 (see Annex I), the following activities are to be undertaken:

Stage 1. Preparing documentation needed to design the project for research works

- Collection and detailed analysis of the existing documentation
- Geodetic survey of the current condition, including:
 - o Profile of the riverbed
 - Situation
 - Cross sections
 - o Longitudinal section
 - o Downstream and upstream façade
 - o Details (stone blocks in arches, string course, local damages, etc.)
 - Location of all installations
- Architectural survey of the current condition, including the following:
 - o Downstream and upstream façade with precise geometry
 - o Longitudinal sections with elements from the geodetic survey drawn in
 - o Cross sections
 - o Details (stone blocks in arches, string course, local damages, etc.)
 - o A detailed record of all damages (using drawings made during the survey)
- Collecting data on speed of the river under each arch

Stage 2: Research works on materials and condition of the construction

- Geodetic and geomechanical survey on the type of materials, pillar positions and river banks
- Determining condition in the area above the extrados of the arch
- Determining condition of the intrados of the arch
- Determining condition of the underlying base and foundations of the pillars
- Determining condition in the enclosed places

NOTE: All research works include: Physical and chemical analysis of the materials with pathological description and static and petrology analysis of the construction materials used.

Stage 3. Processing research results

- Design of the hydrological study
- Design of the preliminary static analyses
- Conclusions and recommendations

Stage 4. Presentation

Illumination of the bridge

Requirements for stages 1 and 2

Further work required:

- A detailed survey to complete the existing documentation and make the following one,
- A detailed survey and analysis of the structure and the current condition to make an evaluation of the Bridge,
- Research works and evaluation of the Bridge needed for the preparation of the structural repair project, conservation project and for providing more certainty in regard to costs.

Further work required for completing/preparing documentation and evaluation of the Bridge include the following:

Stage 1. Preparing documentation needed to design the project for research works

- Collection and detailed analysis of the existing documentation (archives, libraries, institutes, etc)
- Geodetic survey of the current condition, including:
 - o Profile of the riverbed
 - o Situation
 - Cross sections
 - o Longitudinal section
 - o Downstream and upstream façade
 - o Details (stone blocks in arches, string course, local damages, etc.)
 - Location of all installations
- Architectural survey of the current condition, architectural drawings in scale 1:100, 1:50, 1:25, including:
 - o Downstream and upstream façade with precise geometry
 - o Longitudinal sections with elements from the geodetic survey drawn in
 - Cross sections
 - o Details (stone blocks in arches, string course, local damages, etc.)
 - o A detailed record of all damages (using drawings made during the survey), architectural drawings in scale 1:25, 1:10, 1:5
- Collecting data on the quality of water and the speed of the river under each arch

Stage 2. Research works on materials and condition of the construction

- Geodetic and geomechanical survey on the type of materials, pillar positions and river banks (making enquiry boring from pavement till river rock with analyze of samples)
- Determining condition in the area above the extrados of the arch (making trial excavation, analysing waterproof and other layers and materials – bonding and stones)
- Determining condition of the intrados of the arch (including montage of inquiry scaffolding)
- Determining condition of the underlying base and pillar foundations (making embankment and determining the condition of at least two pillars, one never repaired and one repaired in 1982.)
- Determining condition in the enclosed places (taking samples and making analysis of all materials and structures)

Staffing level required

Experts required for all the above-mentioned works are:

- Architect conserver
- Stone conserver
- Landscape architect

- Civil engineer
- Structural engineer
- Structural analyst
- Archaeologist
- Art historian
- Geodesist

The time limit for the preparation of documentation and execution of research works is approximately 12 months.

Table 2.

Stage 1. Preparing documentation needed to design the project for research works

0.11 .: 1.1 . 1.1	1 ' C.1	1	
Collection and detailed	analysis of the	existing docume	entation

Geodetic survey of the current condition

Architectural survey of the current condition

A detailed record of all damages (using drawings made during the survey)

Collecting data on speed of the river under each arch

Stage 2. Research works on materials and condition of the construction

Geological and geomechanical study of the types of materials used on pillars and buttresses:

Test drillings from roadway to substrate layer (rock),

Process samples,

Report.

Determine condition in the area above the arch extrados:

Excavate test shafts at previously agreed positions

Determine strata and details:

Hydro insulation – study condition,

Infill – study physical and chemical characteristics of the materials,

Inner side of spandrel walls – study condition,

Upper side of stone arch – study condition, take and test samples,

ascertain possible presence of metal cramps.

Determine condition of arch intrados:

Determine possibility of erecting temporary scaffolding in certain places,

Erect scaffolding as previously agreed,

Study condition of stone blocks and joints.

Determine condition of pillar base and structure foundations:

Identify positions and technical options for constructing cofferdams; the aim being to study the condition in at least one pillar position yet to be repaired and in at least one pillar position repaired in 1980/81,

Issue tender, collect bids, select contractor and make final decision on places where cofferdams are to be built,

Carry out cofferdam works.

Determine condition in enclosed areas with emphasis on:

Detailed survey of damage,

Taking samples of materials and testing to identify physical, chemical and biological characteristics,

Determine condition of previously repaired foundations,

Determine condition of timber grillage,

Investigate existence of timber piles,

Additional underwater survey of remaining areas.

Take samples and test materials from the Višegradska Banja quarry.

Stage 3. Processing research results

ge 5. I Toccissing Teseuren Tesures
Design of the hydrological study
Design of the preliminary static analyses
Conclusions and recommendations

Stage 4. Presentation

|--|

Recommendations for future management

Based on research results and the results of monitoring the Bridge condition it will be possible to define the level of bridge stability and recommend future interventions.

When taking interventions one needs to be guided by the following strategy:

Although the Bridge has gone through numerous modifications and interventions over time, its original structure and appearance is still preserved. All modifications that have not affected the appearance and significance of the Bridge should be respected as a part of the history of the Bridge.

The project should aim at reducing or taking at acceptable level all causes endangering the structural integrity of the Bridge.

"All conservation treatments should guarantee the protection of the authenticity of the Bridge, prolonging duration of its integrity and preparing it for interpretation". (Management Guidance, pg. 60).

"Balanced judgement, based on a hierarchy of resource values and a systematic process of evaluation, is therefore essential for the establishment of an appropriate conservation methodology and treatment strategy." (Management Guidance, pg.60)

UNESCO experts are to be included in processing research results and defining the conservation methodology and treatment strategy.

4.3. Issue 2.: Management of environmental impacts

Negative influences upon the Bridge are various and changeable. The most important negative influence upon the Bridge at this moment is the influence of water. By developing industry, building new infrastructure (roads, bridges, waterworks, sewage systems, etc.), developing tourism and other kinds of activities, new potentially negative influences upon the Bridge shall appear. In order to prevent the negative influences it is necessary to plan a system of identifying and monitoring environmental components and the components that can have some influence upon the environment. Based on a well-established monitoring system and a good database such activities can be planned that would prevent or reduce the negative influence of environment upon the Bridge.

The main goal of the Plan of measures aimed at reducing the existing and potential negative influences of environment upon the Mehmed-paša Sokolović Bridge is the following:

- Ensure acceptability of the Plan having regard to the identified negative influences.
- Provide an effective implementation of reduction measures.
- Identify authorities responsible for the implementation of the Plan.
- Provide monitoring of the implementation of recommended reduction measures.
- Regular monitoring and reporting on the environment situation and the measures taken.

Apart from the mentioned goal the Plan of reduction measures also identifies the needs for

• Education in environment protection and protection of cultural and historical heritage, to be provided for both local inhabitants and a wider community.

Issue 2.1.: Floods and operation of hydroelectric power plants Influence of floods on the Bridge

The largest river of this area is the Drina River, bridged by the Mehmed-paša Sokolović Bridge. The Drina River emerges from the confluence of the Tara and Piva Rivers. It flows from the South to the North. The Drina is the largest affluent of the Sava River, which flows into the Danube and belongs to the Black Sea Basin. The river is 341 km long. The surface of the river basin amounts to 19,570 square kilometres, the amount of precipitation is 700-3000 mm, the average specific run-off is 19 l/s/km², and the average flow rate at the mouth 425 m³/s. One kilometre downstream from the Bridge there is the mouth of the Rzav into the Drina, i.e. the border part of the accumulation of the hydroelectric power plant Bajna Bašta, which reaches the very Bridge. The Rzav River has the characteristics of a torrent river, thus carrying large amounts of water into the accumulation of the hydroelectric power plant Bajna Bašta during great precipitations.

The area of Višegrad records several great floods, of which the greatest took place in 1896, when the level of the Drina rose to 1.60 m above the Bridge.

So far three hydroelectric power plants have been built on the Drina River: the hydroelectric power plants of Višegrad, Bajna Bašta and Zvornik. If properly handled the accumulations of the hydroelectric power plants of Višegrad and Bajna Bašta can serve as compensation accumulations, which would take great waters during exceptionally high precipitations.

Goal 2.1.1.: Prevent or reduce floods

Floods can largely damage the Bridge, they can have a negative influence on the Bridge structure, its stability and appearance, and they can destroy the bank area of the Drina, i.e. the protection zone of the Bridge. These elements cannot be influenced in that they would be eliminated, however, with a good planning system flooding in the Bridge zone can be prevented in that the hydro-accumulations would serve as compensation dams. In case the water inflow is such that the hydro-accumulation cannot take all the waters, it is necessary to have a plan of urgent measures aimed in the first place at protecting the Bridge. The implementation of these plans is not possible without a good system of early warning and reporting, as well as without a good coordination between all relevant bodies of authority of the Municipality of Višegrad, especially the coordination with the hydroelectric power plants Višegrad and Bajna Bašta.

Reduction measures: Flood prevention plan in cooperation with the hydroelectric power plants Višegrad and Bajna Bašta, setting up of an early warning system, flood defence plan.

Tasks:

- Prepare a flood prevention plan.
- Elaborate an early warning and reporting system.
- Prepare a flood defence plan and a system of urgent measures with special regard to the Bridge protection.
- Elaborate a plan of coordination between civil protection and the hydroelectric power plants within the flood defence system.

Goal 2.1.2.: Ensure adequate regime of operation of the hydroelectric power plant Višegrad

The hydroelectric power plant Višegrad is located upstream from the Bridge, around 2.5 kilometres away from the town of Višegrad. The hydroelectric power plant Višegrad is a free-flow power plant with three aggregates, having the nominal power of 50 MW. The useful volume of the accumulation is 101 million m³, the average annual water inflow is 342 m³/s, and the maximum gross fall is 48.16 m. The required ecological minimum for this hydroelectric power plant is 50 m³/s.

If properly handled the accumulations of the hydroelectric power plant Višegrad can serve as compensation accumulations, which would take great waters during exceptionally high precipitations.

For the purpose of evacuating the ten-thousand-years-old waters (Q $10,000 = 5,325 \text{ m}^3/\text{s}$) overflow fields are located on the dam, with segment bolts for regulating the amount of overflow waters. This significantly reduces the flood possibility in the area of Višegrad. The accumulation also keeps the waste that

the precipitation waters carry along (during great precipitations waters used to carry along big pieces of wood, stones and even logs up to the Bridge).

In case of improper use, untimely reaction to the appearance of high waters and failure to maintain the ecological minimum the hydroelectric power plant Višegrad can cause significant damage to the Bridge, threaten the flora and fauna of the Drina River and disturb the appearance of the Bridge and its protection zone. This goal has been especially emphasised since the hydroelectric power plant Višegrad has not been issued the usage permit and periods of exceptionally low water level on the stretch between the Bridge and the power plant were registered in 2004. The tasks relate to the harmonisation of the plans, without which there can be no adequate flood defence, and to the obligations, which form a constituent part of the construction permit and which have to be checked in the usage permit.

Reduction measures: Standardized water release regime, taking great waters during spring and fall, maintaining the ecological minimum during droughts.

Tasks:

- Harmonize the flood prevention plan with the plans of the hydroelectric power plant Višegrad.
- Harmonize the flood defence plan and the system of urgent measures with the plans of the hydroelectric power plant Višegrad.
- Commit the hydroelectric power plant Višegrad to carry out continuous measurements and inform of the amount of water released from the accumulation, and especially to keep the ecological minimum.
- Commit the hydroelectric power plant Višegrad to prepare a plan for taking great waters and a plan
 of coordination with the hydroelectric power plant Bajna Bašta regarding the release of accumulation
 waters.

Goal 2.1.3.: Ensure that the public company JP Elektroprivreda Republike Srpske meets the obligations from the construction permit

The construction permit for the hydroelectric power plant Višegrad was issued under the condition that the public company JP Elektroprivreda SR BiH (nowadays JP Elektroprivreda RS) carries out the regulation of the Drina riverbed downstream from the dam to the Mehmed-paša Sokolović Bridge, as well as to repair the damaged pillars of the Bridge. The company JP Elektroprivreda Republike Srpske has not met this obligation yet. The Decision designating the Mehmed-paša Sokolović Bridge a national monument committed the Government of Republika Srpska to meet this condition through the competent ministry before the issuance of the usage permit. The trial run permit expired on 1 August 1991 and the hydroelectric power plant Višegrad has not been issued the usage permit to date.

Reduction measures: Regulation of the riverbed and repair of pillars in accordance with the obligations from the construction permit.

Tasks

- Carry out the regulation of the Drina riverbed downstream from the dam to the Mehmed-paša Sokolović Bridge.
- Support repair of the Bridge pillars in accordance with the requirement from the construction permit and results from the research works (see issue 1).

Goal 2.1.4.: Preventing negative influence of the Bajna Bašta accumulation

The reversible hydroelectric power plant Bajna Bašta, which is located on the territory of Serbia and Montenegro, goes into the territory of Bosnia and Herzegovina, with its accumulation of 130 million m³, and reaches the Mehmed-paša Sokolović Bridge. The influence of the hydroelectric power plant Bajna Bašta is strong. The Bajna Bašta accumulation threatens the stability of the Bridge, causes erosion of pillars and disturbs the appearance of the Bridge by reducing the visible height of the pillars

The accumulation of the hydroelectric power plant Bajna Bašta is by 1.5 m higher than planned in the project. The accumulation waters splash against the Bridge, which causes constant oscillation of the water flow, threatens the stability of the Bridge, causes erosion of Bridge pillars and disturbs the visual impression of the Bridge. According to the researches carried out in the eighties of the last century, it is

precisely the oscillation of water of this hydroelectric power plant that causes the greatest damage to Bridge pillars. Since, after the breakdown of Yugoslavia, the hydroelectric power plant Bajna Bašta has been located on the territory of another country, it is necessary to conduct negotiations with the State Union of Serbia and Montenegro regarding the reduction of the accumulation level to the planned one, and after that prepare a plan for repairing the damaged bank area. The reduction of the accumulation level would reveal the magnificence of the Bridge and its pillars.

Reduction measures: Reduction of the accumulation level to the planned one.

Tasks.

- Interstate agreement to regulate the reduction of the level of the Bajna Bašta accumulation to the planned one.
- Prepare a plan to repair the accumulation bank area in case of reducing the level of the Bajna Bašta accumulation to the planned one.
- Prepare a plan to repair the Drina bank downstream from the Bridge after the reduction of the accumulation level.

Issue 2.2.: Prevention of potential negative environmental influences on the Bridge

Goal 2.2.5.: Prevent growth of grass and weed in fractures and joining of Bridge stone blocks

The bank area in the protection zone of the Bridge has been untended and is mainly covered with self-grown vegetation. Grass and weed grow from fractures and joining of stone blocks on the surface of the Bridge, especially on its flank sides, and mainly on the fence.

The appearance of grass and weed in the Bridge fractures and between stone blocks can significantly contribute to their cracking and continuous corrosion, as well as to disturbing the appearance of the Bridge. Grass and weed have to be cleared in such a way that their physical removal does not cause new damage to the Bridge, or corrosion and change in the appearance of its stone structure due to the use of chemicals. The Bridge has to be cleared of grass and weed regularly by way of applying adequate methods defined by experts.

Reduction measures: Removal of grass and weed.

Tasks:

- Prepare a plan for clearing the Bridge of grass and weed.
- Define the best way to remove grass and weed, with the least possible usage of chemicals (herbicides).

Goal 2.2.6.: Set up waste management system

Disposing waste on irregular places and improper handling of waste creates a negative aesthetic impression. The Public Utilities Company is also in charge of cleaning public areas, which includes cleaning of the Bridge and its protected zone. There are neither sufficient waste containers in the protected zone of the Bridge, nor adequate containers and bins for the collection of various kinds of waste. There are no bins for a separate collection of household hazardous waste (batteries, medicines, etc.). An incorrect relation of the population towards waste is evident, which causes waste disposal on green areas, on the Bridge, on the riverbank, etc. Picnickers often leave their waste on the places where they stayed during the day. Leaving waste on green areas or next to containers attracts rodents during the night and they, looking for food, spread the waste even more.

Reduction measures: Containers, bins, selective waste collection, regular waste collection, control. Tasks:

- Prepare a plan for the collection and disposal of waste.
- Develop a system of selective waste collection.
- Provide technical equipment for the Public Utilities Company.

- Increase the number of sanitation workers.
- Strengthen control through the introduction of environmental police and through more effective work of inspections.

Goal 2.2.7.: Reduce negative influence of snow and ice on usage and maintenance of the Bridge

Snow cover and ice formation during the winter have an influence upon the safe usage of the Bridge. The Bridge is paved with stone plates, which are extremely slippery even during the minimum black ice.

The goal is to enable a safe usage of the Bridge during the wintertime. The winters in Višegrad are severe, with low temperatures and often with abundant snowfalls. The Bridge is paved with stone plates, which are extremely slippery even during the minimum black ice. The goal is also to avoid the destruction of the stone surface of the Bridge by using abrasive and aggressive agents. Therefore the winter road service needs to be adequately equipped (devices usually used for cleaning pavements, supporting equipment: shovels, brooms, thawing agents) and personnel educated as to the importance and specific features of bridge maintenance.

Reduction measures: Regular cleaning, strewing with sand, salt and adequate ice thawing agents. Tasks:

- Ensure equipment and funds for the winter road service for the purpose of bridge maintenance.
- Include bridge maintenance in the Plan of activities of the Public Utilities Company as a priority.
- Educate personnel as to the specific nature and importance of regular maintenance of the Bridge and the Bridge protection zone.

Goal 2.2.8: Retain the quality of the Drina River water in Višegrad and prevent jeopardizing the current quality

The Drina River is a clean river, rich in fishes. Its flow towards Ljubovija is an original and natural habitat of the huchen, which is protected specie. The huchen is a fish that lives only in clean waters, which have rather low temperature and are rich in oxygen. This fish is very sensitive to pollution; therefore its presence in the Drina River near Višegrad may be regarded as an assuring water quality indicator. The water quality makes the river a good recreational resource (swimming, rafting, etc.). However, city sewerage inflows the Drina, through the city main drains, or occasionally, directly. There is a significant number of households which are not connected to the sewerage, but have individual septic pits. Thanks to the low population density and average flow of the Drina of approx. 300 m³/s, the river is being quickly self-cleaned, and its quality, as well as the biodiversity, are retained. The industrial plants, which could pollute the river, are presently not operating. There are no, or almost no, industrial waste waters. The aggravation of the water quality might cause the Bridge and the river as a whole to induce a negative impression to the visitors, slower tourism development and reduction of sport activities on the Drina and in the very vicinity of the Bridge.

The impact of city waste water to the bridge and the protection zone is low.

Aggravation of the water might occur due to revitalization of existing industrial plants and/or construction of the new ones, and it would considerably disparage tourist offer of Višegrad.

Moderating measures: sewerage system, main drain, waste water treatment plant, water quality control

Tasks:

- Connect all waste water flows into the sewerage system
- Bring all sewerage lines from the city nucleus to the common main drain
- Prevent direct inflow of the industrial waste water to the Drina River
- Construct a city waste water treatment plant

Goal 2.2.9.: Prevent jeopardizing the air quality of the Bridge and the Bridge protection zone microlocation

Višegrad has the first quality air. War destruction and hindered rehabilitation of industrial plants eliminated the possibility of air pollution by inorganic and organic pollutants. Višegrad pollution sources are households and other buildings being heated by solid fuels, as well as the traffic. These sources slightly aggravate the air quality. Negative impact is mostly felt when foggy, and in days of air inversion, when the concentration of black smoke, as well as the concentration of CO_2 and SO_2 increase due to burning of wood and fossil fuels. Višegrad has no thermal power plant. All buildings are being heated individually. The traffic ban over the Bridge improved the air quality on the Bridge and in the Bridge protection zone. This ban makes possible for the visitors to enjoy the Bridge values without necessary inhaling the automobiles exhausting gases.

The impact of occasional aggravation of the air quality to the Bridge is low. The traffic ban over the Bridge improved the air quality of the micro-location.

Tasks:

- Plan construction of new communication roads
- Plan construction of the thermal power plant and connection the buildings to unique heating system
- Prevent construction of industrial facilities in the Bridge vicinity, or on the location from which it
 would be spread towards the Bridge, following the wind-rose.

Goal 2.2.10: Follow environmental quality standards when rehabilitating old industrial plants and construction of the new ones

The industry in the Municipality of Višegrad is poor. Once the most significant industrial plants for production of paints and lacquers, furniture, metal industry (ropes, bearings), as well as the construction industry are presently not in operation and are under the bankruptcy proceedings. In the situation as it is today, the industrial plants cannot negatively influence to the Bridge and the Bridge protection zone. What is important, however, for development of the Municipality of Višegrad, is planning of revitalization of existing industrial plants, and construction of the new ones. The plans must be in accordance with the principles of sustainable development.

The impact of the industry to the Bridge is low, but tends to increase. One cannot stop industrial development of the Municipality of Višegrad by mere designation of the Bridge as a national monument, but may plan development in accordance with the principles of sustainable development and the environmental protection. The development of industry might cause significant threat to the environment, pollution of waters, air, soil, of the flora and fauna, as well as the formed cultural and historical heritage, including the Bridge and the Bridge protection zone.

Moderating measures: Sustainable development, application of the best available technologies, following the environment quality standards

Tasks:

- Plan the industry development, having "clean production"
- Apply the best available technologies (BAT) when planning revitalization of the existing plants and construction of the new ones
- Organize regular monitoring and report submittal by the plants and facilities operators
- Organize training of interested parties in environmental protection and legal regulations in the field of environmental protection

Goal 2.2.11.: Plan special protection measures in the case of infrastructure works in the Bridge protection zone

Construction of infrastructure and works on the infrastructure may be executed only upon approval of the ministry responsible for physical planning of the Republika Srpska, all in accordance with the Decision on designation of the Mehmed-pasha Sokolović Bridge.

Moderating measures: Planned infrastructure works in the Bridge zone Tasks:

- Produce a plan of Bridge protection in the case of infrastructure works
- Plan material and technical resources, which are the least threatening to the Bridge protection zone and the environment
- Produce a plan of rehabilitation of protection zone damages and its reinstatement
- Organize training of the personnel in protection measures, before commencement of the works

The Table 3. show the Plan of Measures for Moderating the Current and Potential Negative Environmental Impacts to the Mehmed-Pasha Sokolović Bridge in Višegrad

Environmental impact to the Bridge	Moderating measures	Responsible institutions	Costs	Remark
Climate				
a) snow and ice in the winter period	a) regular cleaning, covering with fine aggregate and appropriate defrosting materials	a) Public utility services company; municipal inspectorate	a) Municipality of Višegrad	a) cleaning of the Bridge and the Bridge protection zone to be set as a priority
Waters				
a) floods	a) Plan of flood prevention, in cooperation with the HPP Višegrad and the HPP Bajina Bašta, installation of automatic call point system, plan of flood defence	a) Government of the Republika Srpska and Municipality of Višegrad, water inspectorate of the Republika Srpska	a) Government of the Republika Srpska	a) in the period of high waters, the hydro power plants, and especially the HPP Višegrad might serve as a compensatory accumulation to catch high waters and prevent floods in Višegrad, as well as endangerment to the Bridge
b) Water discharge from the HPP Višegrad	b) Uniform water discharge regime, catching of high waters in the spring and autumn periods, maintaining ecological minimum in the period of drought	b) Government of the Republika Srpska and Municipality of Višegrad, water inspectorate of the Republika Srpska	b) HPP Višegrad	b) Innovate existing plans of the HPP Višegrad

c) neglected obligations from the part of the HPP Višegrad (riverbed regulation and rehabilitation of the Bridge piers)	c) Riverbed regulation and rehabilitation of the Bridge piers in accordance with the obligation set forth by the building permit	c) Government of the Republika Srpska, PE Elektroprivreda of the Republika Srpska, water and building inspectorate of the Republika Srpska	c) Government of the Republika Srpska, PE Elektroprivreda of the Republika Srpska	c) HPP Višegrad has no work permit
d) water level of the HPP Bajna Bašta accumulation	d) lowering of the accumulation water level to the designed level, subject to agreement with Serbia and Montenegro	d) Council of Ministers of BiH and Government of the Republika Srpska	d) Council of Ministers of BiH and Government of the Republika Srpska	d) interstate agreement between BiH and SCG required
e) discharge of the city waste waters to the river flow	e) sewerage system main drain, waste water treatment plant, water quality control	e) Municipality of Višegrad, sanitary inspectorate of the Municipality of Višegrad	e) Municipality of Višegrad	e) waste water is, in most of the cases, being discharged to the river flow through the drain
Air				
a) air quality threatened by traffic, industry and household heating systems	a) traffic ban, control of industrial development, construction of the thermal power plant, and connection to the communal heating system	a) Government of the Republika Srpska, Municipality of Višegrad and responsible inspectorates	a) Government of the Republika Srpska, investors – to the industry, Municipality of Višegrad	a) traffic over the Bridge was banned by the Decision to designate the Bridge as a national monument. Possible traffic might be permitted only under special circumstances and in special occasions.
Soils and soil usage				
a) Soil misuse	a) Physical plan, regulation plan of the Bridge protection zone	a) Government of the Republika Srpska, Municipality of Višegrad, responsible city planning and building inspectorate	a) Government of the Republika Srpska, Municipality of Višegrad	a) Physical plan of the Municipality of Višegrad in preparation

Flora and fauna				
a) grass and weeds on the bridge surfaces	a) removal of grass and weeds	a) Municipality of Višegrad, communal inspectorate	a) Municipality of Višegrad	a) within the scope of activities of the public utility services company
Landscape				
a) disorderly landscape architecture of the Bridge protection zone	a) technically and horticulturally landscape the Bridge protection zone	a) Government of the Republika Srpska and Municipality of Višegrad, responsible inspectorate	a) Government of the Republika Srpska and Municipality of Višegrad	a) present protection zone condition ruins aesthetic qualities of the Bridge
Waste				
a) waste mishandling	a) waste bins, baskets, waste selection, regular waste taking, control	a) Municipality of Višegrad, Public utility services company, sanitary inspectorate	a) Municipality of Višegrad	a) strengthening of awareness regarding waste management required
Industry				
a) threat to the quality of environment (water, air, soil, flora, fauna, the cultural and historical heritage)	a) Sustainable development, application of the best available technologies, following the environmental quality standards	a) Government of the Republika Srpska and Municipality of Višegrad, inspectorate services of the Government of the RS and the Municipality of Višegrad	a) Investor	a) obtaining the environmental permit in the line with the Environmental protection Law is an obligation
Infrastructure a) Violation to the Bridge protection zone	a) Planned execution of infrastructure works in the zone of the Bridge	a) Government of the Republika Srpska and Municipality of Višegrad, responsible inspectorate	a) Government of the Republika Srtpska and Municipality of Višegrad	a) all works on the infrastructure are prohibited by the Decision to designate the Bridge as a national monument, except in special occasions

Issue 2.3: Monitoring of Environmental Impacts

Monitoring plan include monitoring of environmental impacts to the Bridge: water quantity and quality, air quality, flora and fauna, and the waste.

Along with the indicators for monitoring of the Bridge stability, the Table 4. below gives indicators for monitoring of degree of the environmental factors impact to the Bridge.

Indicator	Periodicity	Location of records
Rate at which environmental		Site Commission is obliged
elements		to submit to the Commission
threat the property		to Preserve National
		Monuments all monitoring
		reports regularly during a
		year, and annual monitoring
		report every year.
1 337-411	Continuo anala	Harden made and a shall
1. Water level upstream the	Continuously	Hydro-meteorological institute of the RS;
Bridge		
2 Water muliture and the	Continuousla	Municipality of Višegrad Waters directorate of the RS;
2. Water quality upstream the	Continuously	Municipality of Višegrad
Bridge		Wullcipality of Visegrad
2.1 legal parameters COD		
(English abbreviations are given);		
2.2 legal parameters BOD 5,		
pH, and the others (<i>English</i>		
abbreviations are given)		
3. Air	In accordance with the law	Hydro-meteorological
- black smoke level, SO ₂ ,	in accordance with the law	institute of the RS;
Nox, O_3		mistrate of the RS,
4. Bio-monitoring	Every month	Public utility services
4.1 growth of flora on the		company;
Bridge		Municipality of Višegrad
4.2 growth of weeds in the 1 st		
protection zone		
5. Waste	Daily	Public utility services
Depositing of waste on the		company;
Bridge and in the 1 st		
protection zone		

Requirements

The Conservation management proposes the resources which have been allocated for monitoring, and also the monitoring results processing. Following completion of investigation activities, it is necessary to continue with monitoring, and it is the responsibility of the Government of the Republika Srpska to earmark the amount within its yearly budget for continuous monitoring of the Bridge stability, as well as of the environmental factors which impact upon the Bridge.

Responsible authorities are given in table 4.

Activities

Bridge Commission must collect the monitoring results and submit reports on the regular basis to the Commission to Preserve National Monuments.

In the case the monitoring results indicate alteration of the situation, as it is, for example, aggravated environmental factors impact, Site Commission must immediately warn the persons, whose activities caused aggravation, and notify thereupon the Commission to Preserve National Monuments.

Once notified on alteration of the situation, the Commission to Preserve National Monuments must further notify all responsible institutions, the Government of the RS, and the Ministry of Physical Planning, Civil Engineering and Ecology of the Republika Srpska and request taking all legal measures (Law on Environmental Protection).

4.4. Issue 3: Planning and Policy Framework

Legislation and the Planning Policy

Adequate protection of the Bridge and the impact zone may be realized only through defined policy in the field of planning. This policy may be implemented by applying legal regulations, planning procedure and the implementation mechanisms in practice.

Long-term objectives are as follows:

Objective 3.1. Improvement of legal regulation pertaining to the field of architectural heritage in the territory of Bosnia and Herzegovina and the Republika Srpska, which would give raise to:

- Categorization of the architectural heritage,
- Defining the protection measures for the monuments and the environmental ensembles.
- Harmonization of legal regulations in the field of physical planning and other associated fields, in order to uniform relationship towards the architectural heritage,
- Institutional strengthening,
- Improvement of expert labour potential of specialized institutions,
- Creation of economic development suppositions,
- Education of inhabitants on significance of the cultural and historical heritage and the necessity for its protection,
- Development of protection idea, which would be in line with modern principles,
- Harmonization of the planning method with integral multidisciplinary approach, where the domain of protection of the cultural and historical heritage would be regarded as equal.

Planning at the Entity Level

Objective 3.2. Fostering protection and integration of the bridge into planning documentation

Considering the urgency of taking activities on protection of the monument, it is necessary to act in the direction of creating optimal framework, which would be in line with current possibilities of our country's legal, institutional and expert training education, as well as with positive experience in other countries. Production of the Management plan represents a base for preparation of further significant activities with the aim of adequate protection and integration of the Bridge to the environment.

Finalization of activities on passing of the Physical Plan of the Republika Srpska by 2015 represents a noteworthy task, which would set a strategy of approach to solving the problem of protection of the architectural heritage.

Planning at the Level of the Municipality of Višegrad

Completion of production of the Physical Plan of the Municipality of Višegrad is also a noteworthy activity, which would underline the importance of the Old Bridge location in the frame of total potentials at the municipal disposal, and result in appropriate valorisation and definition of development directions.

Planning at the Level of the Town of Višegrad

In order to achieve adequate development of the town, it is necessary to produce the development strategy, especially in the field of physical planning, protection of the architectural heritage, environment,

development of economy, etc, which would make a part of informational background for completion of both the physical plan of the municipality, and the planning plan of the town.

It is necessary to produce Valorisation report of the cultural and historical heritage of Višegrad, which represents a starting point for all further planning activities in this area.

The planning plan of Višegrad is a document, whose detailed urban area plan of purpose of the area in the very vicinity of the Bridge should be harmonized with the Bridge protection measures and valorisation of the values of the Bridge and the impact zone. At this very level of the planning document, it is possible to realize protection of the zone around the Bridge against harmful influence of certain activities.

The planning plan sets basic town traffic network, as well as the ranking of the communication roads. After determination of the scope of the bridge rehabilitation works, to the effect of its structural, static and other technical possibilities, it is necessary to interrogate its role in the town traffic system, in line with all necessary measures, with the aim of protection of the monument and its environment.

In order to define detailed regulation elements in the area around the Bridge, it is necessary to produce regulation plans, which would specify construction technology and terms, to the effect of determination of the purpose of the buildings, horizontal and vertical dimensions, forms, materialisation, forming of street fronts, ground floor and horticultural landscaping, illumination, elements of urban movable property, and the similar. Riverbank landscaping should also be adjusted to the environmental character.

Determined protection zone and buffer zone, presented in the Management plan, propose adjustment of the future construction to the importance of the location, with the aim of emphasizing its identity. Therefore, it is necessary to include the protection and buffer zones to the concept of the regulation plans and all other documents dealing with detailed regulation (town planning and technical conditions, town planning designs, conceptual designs, technical documentation, etc.).

In order to approach redesigning of the zone around the Bridge in as a quality manner as possible, and for the purpose of production of the regulation plan and more detailed plans, it is necessary to produce a landscaping programme, which would specify development guidelines, pertaining to the offer (tourist, restaurants and hotels, cultural, services and trades, etc.), the conditions of protection of the monument and the environment, relationship to the central zone, etc.

Because of the utmost significance of the location, it is desirable to select the most quality solution through the public notice for production of conceptual architectural design of the complex in the first protection zone.

Regulation Plans

There are no adopted regulation plans for the area around the Bridge. The fact that there are no detailed regulation conditions for the area around the Bridge is enough to imply to necessity and urgency of production of landscaping programme, as well as of defining guidelines for future activities in the zone. They would regulate, in accordance with defined protection measures of the existing buildings and the environment, the rules for construction and the way of landscaping of the free areas.

The act of production of the regulation plan would determine basic regulation elements for the location, with the regard of its relationship to the surrounding area (traffic routes, contents of functional relationship to other part of the town, infrastructural capacity, etc.).

Regulation plan should, also, define traffic routes, which run parallel to the Drina River bank, in the regard of improvement of their cross section (width of the traffic lane and the pedestrian path), modernization of the carriageway, and appropriate drainage of precipitation water. The traffic roads at the right river bank should have adequately solved parking issue, as well as the approach to all structures and their contents.

Special emphasis should be given to the characteristics of the right river bank area around the Bridge, where the vehicle and pedestrian traffic flows, at the widened area, have all characteristics of a square, which was not finally elaborated. It should be conceptualized by the regulation plan, where solutions should be proposed for the pedestrian traffic flow, and landscaping of the zone around the Bridge.

Regulation plan should, as well, define the character of the river bank, in line with the elements of hydro-technical regulation of the water flow. The riverbank should be integrated to the pedestrian and recreational zone, which would be further connected to the recreational zone at the mouth of the Rzav River.

In the Bridge vicinity, at the right river bank, rafting head point should be planned – a destination where the tourists would come immediately from the railway station – after tourist ride on the narrow-gauge railway line from Vardište and Dobrun, and continue their journey rafting to the Bajina Bašta, and back.

The regulation plan should take special care to tourist route from the railway station to the rafting head point, which should have a character of a comfortable pedestrian zone, with benches and green areas, and also restaurants and shops offering souvenirs.

Town Planning Design for the Bridge Protection Zone

Objective 3.3. Improvement of physical structures in the Bridge surrounding

Apart of the regulation plan for the Bridge protection zone, it is necessary to produce a planning design with conceptual solution for the ground zone around the Bridge, which would be harmonized with conservation of the Bridge, rehabilitation and reconstruction of the hotel complex and its landscaping. While doing this, special attention should be paid to landscaping of the garden and lower terrace of the hotel, which are situated adjacent to the Bridge, for they have always been significant tourist destinations. While landscaping this area, it is necessary to insist on natural elements of the autochthonous plants, and unobstructed line of sight to the Bridge.

Guidelines for Production of Town Planning Design for the First Bridge Protection Zone:

- incorporate protection measures from Clause 3 of the Decision to Designate the Bridge as National Monument (see attachment Decision)
- retain existing frontage line,
- technically and horticultural landscape the riverbanks,
- horticultural landscape the green areas by planting autochthonous plants,
- avoid planting high trees, which may obstruct line of sight to the Bridge,
- construct pedestrian (and bicycle) paths with benches for resting,
- provide for continuous pedestrian and bicycle path from the Bridge to the recreational zone at the mouth of the Rzav River,
- construct gazebo in the level of traffic communication, with the benches for resting,
- incorporate the steps for descending to the Drina, and a gazebo at the Drina riverbank (for the Bridge view "from below"), (propose one or two gazeboes)
- incorporate gutters and perimeter channels for drainage of precipitation waters,
- tile the streets in the area of the first protection zone by materials, which would not dominate the area by their texture, colour, quality and dimensions,
- the size, colour, and appearance of all advertising elements, signs and other markings must not endanger environmental values nor dominate the area. The signs must not obstruct the line of sight to the Bridge. The markings should be uniform, in line with the type of signs in the whole area. It is recommended to produce a report on appearance of those signs,
- no waste containers must be placed in the first protection zone. Waste depositing should be solved in a manner, which should be defined by solid waste disposal design for the territory of the town.

Town Planning and Technical Conditions for the First Protection Zone

In the first protection zone on the right riverbank, it is necessary to rehabilitate the existing hotel, creating in that way a representative catering building, which would by its interior offer and exterior environment valorize the Bridge location and the line of sight to the monument.

- Natural materials should be used in the course of restoration works to the hotel.
- Horizontal and vertical dimensions of the hotel should not be changed.
- Hotel interior should be adapted in line with modern needs and equipment.
- Neutral façade colours should be applied, which would not dominate in the environment.
- It is possible to propose setting of pontoon bar on the water below the hotel.

The building adjoining the hotel (marked in the valorisation with number 2) was built in the early 20th century and has its cultural and historical value; therefore it is necessary to rehabilitate it in accordance with prescribed protection terms. Considering the fact that it represents a part of the Bridge history, which was depicted by Ivo Andrić in his work, it would be desirable to establish a museum of the town in that

building, whose significant exhibit would be the collection of documentation on the Bridge construction and the historical periods the Bridge lived through.

The structures marked with numbers 3, 4 and 5 are necessary to be reconstructed, in order to increase their height and equal it with the height of the building number 2. Their architecture and materialization may, however, display a contemporary spirit.

Individual building downstream the Bridge should be removed, for their purpose and appearance are not appropriate to significance of the location where they are situated. This area should be used for construction of business structures of smaller dimensions and number of storeys, which would be oriented towards the river and the Bridge. The purpose of these buildings would be primarily catering, selling of the souvenirs, art ateliers, galleries, and the similar.

Newly constructed structures should be limited by frontage lines, which serve to protect the riverbank and preserve it for construction of pedestrian communications.

Forming and materialization of planned structures should be harmonized with the Old Bridge environment in a way to increase the values of the Bridge, which are unique and unequalled in the given area.

The first protection zone should be contained in the envelopment of the regulation plan R1, which treats the Bridge and its close surroundings.

Guidelines for production of the regulation plan R1:

- determine the type and purpose of the structure in such a way to force catering, servicing, trade and tourist offers, and reduce those structures intended for dwelling,
- foresee a museum with a purpose of display of the Bridge significance and the individuals associated to the Bridge (the structure number 2 is historically acceptable).
- determine the architectural style,
- define maximal number of storeys of the buildings, with the aim of achieving vertical silhouette and quality lines of sight to the Bridge,
- prescribe the appearance of the façade and the roof (stone, brick, colour of the façade, appearance of the windows, balconies, roofs: double-pitched or four-pitched, etc.),
- foresee the visitors' parking place,
- define infrastructural organization adjusted to the Bridge vicinity and visitors-oriented (public fountains, toilets, illumination, direction signs to the Bridge, etc.),
- ban construction of industrial facilities and any activities threatening the environment.

The production of the regulation plan, and all interventions in the first protection zone should be executed in line with the Commission's Decision to designate the Bridge as a national monument.

All interventions must be previously approved by the Ministry of Physical Planning of the RS and the Institute for Protection of the Cultural, Historical and Natural Heritage of the RS.

All interventions must be conducted under the supervision of the Bridge Commission.

Public procurement notice must be announced for the projects in the first protection zone.

Buffer zone

Bridge First protection zone is a relatively narrow belt close to the Bridge elevations and steep hillsides, which can be observed from the Bridge. The environment impact is here obvious, due to physical closeness of the Bridge, the line of sight, the relationship which was developed between the existing structures and surroundings and the Bridge, therefore it is necessary to define broader protection zones, which would have set and defined construction conditions, in line with the valorisation of the Bridge.

Buffer zone is suggested to enclose 12,2 hectares around the first protection zone. At the right riverbank of the square area envelops the town centre zone, which was established to the north of the Bridge, the slope area with here and there erected structures and a gazebo raised aloft above the town.

At the opposite side of the riverbank, there is also a defined zone of elevations and steep hillsides, which can be observed from the Bridge. This zone is suggested in the aim of protection of natural landscape of broader Bridge surroundings, which are still not built-up.

This zone should further develop in a way which would respect an appropriate relationship to the Bridge and improve the urban landscape of the town. It is necessary to landscape the contact zone, since the

structures influence each other in the space, and it is not enough to give prominence to significance of the Bridge if the surrounding areas are not at the same time landscaped in a quality way.

The buffer zone is imposed with the aim to:

- provide complete protection of the first protection zone of the Bridge,
- provide for compatibility of purposes of the areas intended for interpretation of the Bridge and the tourism,
- protect the landscape values,
- landscape the Drina riverbanks,
- determine the protection conditions of valuable structures, according to the prescribed protection measures.
- improve the appearance of street fronts, in line with environmental values,
- prevent construction of structures, which would aggravate the environmental values by their appearance,
- set the conditions for construction of new buildings, in line with environmental values and with respect to all criteria describing the area close to the Bridge as one having the purpose of affirmation of the monument and its basic values,
- set the conditions for installation of street movable property, infrastructure, illumination....
- make the area attractive to both the local population and the tourists.

In the buffer zone, special attention should be paid to landscaping of pedestrian and vehicle traffic surfaces, which form a square in front of the Bridge. This surface should be paved in a quality material and upgraded by horticulture elements.

The photographs (Annex IV: AIVd 1, AIVd 2, AIVd 3 and AIVd 4) display the ambient and physical structure of the buffer zone, which is adjoining the first protection zone:

The buffer zone at the right riverbank should be treated by two regulation plans (R2a and R2b), whereas the left riverbank should be treated by the regulation plan R3.

Envelopment of the regulation plans should be harmonized with the first protection zone.

See Annex II, AII 8: Map of the Bridge protection zone See Annex II, AII 9: Map of the Bridge protection zone

Objective 3.4 Management of the Activities in the Area

In order to adequately realize planned vision of development in the zone around the Bridge and surrounding impact zones, it is necessary to establish departments within the town administration, which would adequately process preparation for production and adoption of various planning documents.

These services would be responsible for implementation of adopted plans; therefore, following the activities in the space, and sanctioning of illegal works would be their permanent responsibility.

4.5 Issue 4: Traffic and Parking Management

Objective 4.1. Improvement of the traffic network

Traffic is among those important functions which must be defined by town planning documentation. The left riverbank town-approaching communication route is a main route from the direction Sarajevo towards Užice. It is directed to the Bridge, approx. 1 km downstream the Old Bridge, and, passing through the town, it exits at the eastern part of the urban area. This main route is not permanently regulated. It should be rerouted from the town to a planned by-pass in the southern zone of the urban area.

The town planning plan shall define categories of communications running through the contact zone of the Bridge, including the standing of the Bridge in the town traffic system. Giving consideration to the

Bridge reconstruction and the fact that the original pavement is made by cobblestones, vehicle traffic over the Bridge is not desirable, except in special occasions (manifestations, emergency ambulance, fire-fighting vehicles, memorial processions ...), which cases should be defined by special conditions. The plan outline proposes the standing of the Bridge in the town traffic system.

The zone next to the Bridge, to its right, stretches over the first-rank town communication which runs through the town centre and continues through the settlements upstream and downstream from the Old Bridge. There is a railway line to the south of the Bridge, which turns towards east and keeps to the left riverbank of the Rzav River.

In the eastern section of the town, at the left riverbank of the Rzav River, there is a railway station at the standard gauge railway line. It used to be a railway station at the narrow-gauge railway line Sarajevo-Višegrad-Užice, therefore it should be foreseen for functional reconstruction in the scope of the project for reconstruction of the narrow-gauge railway line in tourist purposes.

See Annex II, AII 21: Draft of the Višegrad town planning plan: Traffic plan - detail

The regulation plan should in more detail define vehicle traffic surfaces, parking lots and the surfaces intended for pedestrian traffic. The first protection zone, at the right riverbank, should include marked pedestrian points directed to beautiful lines of sight to the Bridge, and back. Pedestrian zones should dominate here, while the vehicle traffic should be foreseen exclusively for the purposes of effective supply of the stores and the catering services. This should make a final result of detailed analyses of needs and flows in the view of the Bridge protection and planned landscaping.

The regulation plan of extended first protection zone should define pedestrian and vehicle communications at the right riverbank to the Bridge, especially from the aspect of square characteristics, which should be more clearly specified.

Pedestrian zones should dominate, while the vehicle traffic should be foreseen for exclusive purposes only, which should make a final result of detailed analyses of needs and flows in the view of the Bridge protection and planned landscaping.

The town planning and technical documentation for the communications in the Bridge zone should define cross section of the carriageway and the sidewalk, including all infrastructure supplies (water, sewerage, power supply, heating, telecommunications). The ambient of the streets and the square area should be treated in the light of its illumination and urban movable property capacities (benches, information system, and the similar).

The town planning and technical documentation for reconstruction of the railway station should be as such as to improve the conditions of railway passengers' traffic, and at the same time, enable establishment of tourist relation by reviving the narrow-gauge railway line.

The production of design for town by-pass route is a matter of urgency, as well as creating conditions for its realization, which would reduce traffic on main town communications. This is also significant from the point of view of improvement of environmental conditions, which would eventually produce more favourable conditions for existence of the Bridge.

Annex II: Maps

Annex II: AII 8: Orto -photo record of the bridge Annex II: AII 9: Protection zone and buffer zone

Annex II: AII 21: Draft of the Višegrad town planning plan: Traffic plan - detail, the Institute for

Urbanism of the RS, 2004, Banjaluka

Annex IV: Photo documentation

Annex IV: AIV d 1: Building 2

Annex IV: AIV d 2: Building 2, 3, 4, 5

Annex IV: AIV d 3: Building 5 Annex IV: AIV d 3: Building 6

4.6 Issue 5: Access and Visitor management

Objective 5.1 Creating tourist activities and improve accommodation capacities that will facilitate the attraction and accommodation of tourists and visitors in accordance with the standards of tourism offer based on the provisions of the World Tourism Organisation.

The number of visitors should be at a level of 2-4% from the total number of tourists and visitors in Bosnia and Herzegovina. (This percentage increases from the second to the fifth year after the adoption and implementation of the Management Plan).

In order to realise the objective, the following will be necessary:

Plan of revitalisation of existing accommodation capacities and reconstruction of the hotel on the Drina bank and the Vilina vlas health spa / stakeholder: Višegrad Municipality, that is, the Urban Planning Secretariat.

Complete the process of registration and formation of a Tourist Agency / stakeholder: Višegrad Municipality, Economic Secretariat.

Web page of Višegrad and the Bridge with information on all activities and potentials and basic information about the Bridge. The key words must be formulated so that the page is shown when searching for phrases such as: bridge, historical heritage, cultural tourism, Nobel laureate, Ivo Andrić, Ottoman Empire, health spa... / stakeholder: Tourist Agency (or Bridge Agency).

Prepare information for brochures and leaflets and for guides that will be printed subsequently. Stakeholder: Tourist Agency along with the Bridge Agency and the Museum.

Motivate tourist guides / invite, assess and select potential guides / Tourist Agency and Višegrad Municipality.

Educate tourist guides / Tourist Agency

Form a museum in the home of Ivo Andrić / Višegrad Municipality, decision, fund, employment...

Devise tourist package deals for those interested in hunting, fishing, rafting... Stakeholder: Tourist Agency.

Clean and revitalise the area surrounding the Bridge and the riverbanks area. This activity has already been included in the plan under maintenance, but is a very important precondition for realising tourist activities.

Plan of reimbursement to be paid to owners for the land and/or buildings located in the Protection Zone. The goal is to prepare the preconditions for protection and possible expropriation of land for the purposes of protection. / Višegrad Municipality along with the Urban Planning Service.

Presentation and Promotion Plan of the Bridge and Višegrad for the Tourism Community of FBiH, the Tourism Office in Bosnia and Herzegovina, cantonal tourism communities and agencies known for inbound tourism (Fortuna in Mostar, Globtour in Međugorje...).

Plan of monitoring the number of visitors, their structure and reactions (Municipality, Bridge Agency, Tourism Community)

Plan the reconstruction of industrial capacities and prevent the operation of "dirty industry" (Municipality, private sector, NGOs)

PR action targeting the residents and aimed at motivating and inciting them to participate in preparing the preconditions for attracting and accommodating guests. (Organise round tables, discussions, "Days of the Bridge and Tourism". Stakeholders: Tourist Agency and the Municipality).

Concept for signs in the field. Tourist Agency and the Municipality are to issue a call for bids and prepare an award for the winner.

Plan activities and organise the First Zone.

Establish an Information Centre (within the Tourist Agency) with staff (full-time or part-time).

Maps of the area to be printed as fliers and put up as posters at the location.

Stakeholders: Tourist Agency and Bridge Commission.

CD with photographs and drawings of the Bridge, stories about its past and interesting details from its history in preparation for making a film. Have cassettes tapes or DVDs of the film shown at the National Museum on sale near the Bridge. Stakeholder: Bridge Agency and Tourist Agency.

For the first year of activities relating to promotional material, signs in the field, web page and maps, the necessary amount is 45.000 KM.

Depending on the number of visitors and activities organised, this amount will need to be increased in the subsequent 2/3 years. This will enable more vigorous activities and approaches to tourism.

The plan and analysis of necessary restructuring should show the necessary investment for its realisation. After the completion of the feasibility study, a type of "donors or investors meeting" will need to be held so as to determine the existence of potential investors. Special attention should be given to Bosnian-Herzegovina emigrants and companies with which they do business.

In order to protect tourism sites and prevent their destruction, past oversights must be taken into account, especially those related to the absence of signs on the nature of certain buildings, their significance and designation as national monuments. It is also necessary to secure approach roads and trails and communication between various parts of the Višegrad Municipality, which will in turn facilitate creating a network of tourist sites and increase the probability of more sites to be visited.

This will not be the first time that relatively underdeveloped or underdeveloped areas direct their developmental potential towards tourism, thus profiting in the only way possible from their lack of industrial development. The fact is that trends in contemporary society favour this orientation. It is also true that this is not sufficiently recognised in Bosnia and Herzegovina, but it must not stand in the way of the Municipality's future development.

The Plan is in line with ICOMOS guidelines for managing world cultural heritage destinations. It is based on the presumption that the conservation of a building or destination precedes the development of tourism. This is the only way to ensure appropriate protection from potential detriment to the destination. In that case, if the planning of conservation has been successful and acceptable, a more significant and profitable development of tourism will ensue. Conservation can contribute to financial and social progress of a destination in cooperation with tourism, but only after conservers define limits to the access of visitors to the destination can tourism professionals can help attract visitors, manage their stay and generate income that will become the basis for further conservation, protection, interpretation and maintenance of the destination.

Education and Interpretation

The problem of education and interpretation is one of the significant elements of the management Plan, especially with respect to the conditions in the Višegrad Municipality, that is, the activities it can offer to potential visitors. The diversity of contents, that is, the possibility to organise various activities will be reflected by various types of visitors, so a number of segments should be tackled at the same time.

The tourists can thus be categorised into a number of groups:

- "Sophisticated visitors" or visitors with considerable prior knowledge who come prepared and familiar with the history of the Bridge and the destination. Prior to arrival, they are familiar with the destination, its capacities and attractions they want to experience "first hand". This type of visitor requires comfortable accommodation at the destination and extensive possibilities for gathering information. They do not want to be disturbed, they prefer to visit the destination independently, not in organised groups, and they often spend more time on their visits taking photographs of significant elements. They are interested in purchasing special publications about the destination which cannot be found elsewhere, they area familiar with and have a critical approach to what is available through public interpretation. The usually do not use guides (written) or the services of persons acting as guides, and even if they do opt for these, the information they receive must be at a very high level.
- "Regular visitors" coming to the destination because they heard or red about it and the activities it offers. They require a more comprehensive presentation of the destination providing them with a general understanding of the place in its international, national and local historical context. This type of visitor represents the main segment for interpretative programmes. Namely, they are supposed to leave with the impression that they have visited a very interesting area and received important information which will make them a significant source of word-of-mouth propaganda when they encourage their friends to visit the same location.
- Students and pupils represent the segment that participates in organised or individual visits. Depending on their level of education, various interpretative programmes should be offered to them. The programme must focus on key elements and must include printed materials. The duration of interpretative speeches is conditioned by the ability to sustain the attention of such a group. So as not to disturb other visitor (especially those from point 1) the visits of these groups should be organised separately and at a predetermined time in relation to other segments.
- "Incidental visitors" make up the segment of those who happen to find themselves at the destination because it is part of the tourist package deal they are using. Although the number of such visitors is small and they are usually interested in various secondary services, they are a potential target group to be "converted", that is, whose first incidental impressions can be used to create a certain interest for future visits to the destination.

For the purpose of realising an approach to the above segments and providing interpretation of the monument, it is necessary to conduct activities on two parallel levels. It is necessary to ensure an adequate level of information, both verbal and visual, at the destination about the location and therefore available only to those who visit the site; and information available in printed form that visitors can take home with them, or that can be delivered to partners with whom cooperation has been established.

On the other hand, considering the significance of the Bridge in the cultural and historical heritage of Bosnia and Herzegovina, it is necessary to ensure appropriate information in publications in this field and in textbooks for Bosnian-Herzegovinian history.

When it comes to activities to be organised on the spot, their implementation should be easier since they are related to the area and require only a minimum of agreement between key stakeholders in the Višegrad area about what should be marked in the first phase. However, due to their location, these activities are of lesser scope in comparison to other forms and activities directed at various segments and target groups dislocated in respect to the Bridge and the Municipality. When it comes to activities organised at the location, these will require Centres for admitting and informing visitors, a sufficient quantity and quality of printed information materials of various scope and detail; the entire area should have signs including explanations of certain sites, notice boards with information of sites of interest should be put up, there should also be video presentations or VHS/CD recordings, a certain number of guides should be provided for visitors and tours in the Municipality should be organised.

Centre for admittance and information

One of the key elements at the location should be a centre for admittance and information of visitors. Considering the fact that the space where different contents are concentrated is so small, the classical infocentre must also perform an additional function of directing and advising visitors not only about how to reach the destination, but also about what other facilities they should use when staying in Višegrad. This centre, as the first place where visitors would go is a perfect place for the sale and distribution of guides and/or brochures and information about events and exhibitions taking place in the town. Upon leaving this

centre, the visitor would already have a certain level of information and understanding of the destination and its events. In that sense, it would be useful to have notice boards with interpretations of contents interesting to visitors near this centre or near the historical sites and destinations where visitors are usually directed to go. Since these notice boards would be put up outdoors, they should be constructed so as to be able to withstand the impact of weather and vandalism.

Printed information

Printed information are a form of interpretation and recording of information that can be distributed outside the destination and is therefore significant for distributing information and inviting visitors who have not shown up at a certain destination. This form of distribution can be realised through current visitors - they can transfer messages and invitations, or the written materials can be distributed directly through associates and mediators at other destinations.

The most important written materials are advertisements in various tourist magazines, newspapers, journals and in the electronic media (radio and television). Information distributed in this way is often the first source of information for some of the visitors and the first element of interpretative experience of visitors (this pertains to contents distributed directly at the site). The problem of this form of communication is conditioned by a high price of advertising space (but also creative solutions unless specialised advertising agencies are hired). That is why this form of education and interpretation is often unpopular among destinations and suppliers whose financial means limit the manner and quantity of activities that they can implement.

In some cases, however, space can be secured in public or private media on the basis of various discounts, a common interest in the development of tourism at a destination and a partnership built between the public and private sectors. In that case, advertising space can be procured at a favourable price or even free of charge if companies are unable to sell within the regular timeframe.

Joint notice boards should be organised in cooperation with local chambers of commerce, national, regional or local tourist offices, large hotels located near the site or passenger transport companies.

Section 1. Brochures

Illustrated information brochures are the central point and basic form of communication for every tourist destination. They should include basic historical information and general information on the destination, a schedule of activities and opening hours of various subjects at the destination, as well as other sites and activities the tourists can visit while staying at the destination. They must also be accompanied by a well-made, clear and precise map and a few representative photographs or drawings of the destination. They must be available in the local language, English and German (considering the majority of visitors coming to Bosnia and Herzegovina). Their size, format and quality must be such that they can easily be packed and stored with other similar publications.

Section 2. Guides - Handbooks

They are complementary to the basic brochures, much more comprehensive and illustrated and available for purchase at the destination. They should be sold at place where all visitors entering a certain space must pass (which means in this case, on both sides of the Bridge, at the Dobrun monastery, at the art colony, Ivo Andrić's home and at the spa). The guides/handbooks should also be printed in more than one language. They should be made by staff from the Museum and tourism community in cooperation with other suppliers of tourist products responsible for delivering information relevant to visitors and tourists. The publishing of these publications can also be done through a partnership between public and commercial subjects, where publishing houses would have an interest if the sale of the guides is sufficiently guaranteed.

Books

Books are a very important source of information and education about a certain area, historical location and destination. In the case of the Višegrad Bridge, they are particularly important because the history of the bridge has been tackled by a large number of authors. In that context, the availability of all publications about the creation, history, events, damages and symbolism of the Bridge is important, especially for demanding visitors - those whose interests surpass the scope of regular or incidental visitors. It is important that various type of books (historical, interpretative) are main available, within different price

categories and of different reading levels (children's books, books for adults, for the general public and professional literature). It is important that such books are made easily available to visitors upon arrival and departure, that they are exhibited in different shops.

Section 3. Maps

Visitors to the location should be provided with readable, precise maps of adequate size that can direct them to where they want to go and warn them of obstacles they may encounter. Considering the proximity of various sites in Višegrad, it is necessary to provide maps with information about directions and distances of certain sites (the health spa, the Dobrun monastery, Ivo Andrić's home, art colony, road to Zlatibor, Jahorina, etc.)

Section 4. Signs

Well-designed signs are a key part of the interpretation programme for the entire destination. If possible, the destination should have a unique graphic logo related to the landmarks and sites and integrating the world heritage logo. In that way, the protection and position of the destination would be directly symbolised, as well as the efforts of world institutions to preserve the monuments and heritage of a certain destination. This logo should be used on all signs, maps, printed materials and the like related to the destination. Putting up signs is part of the comprehensive plan. The size, design, graphic appearance, colours, materials and such should be coordinated.

Signs on main roads (throughways)

The programme of putting up signs related to the location on the roads should be developed in cooperation with local transport companies and road maintenance companies. To a certain extent, the legal regulations on the state level prescribe certain graphical standards fro this type of signs that must be adhered to. On the other hand, similar signs must be available for visitors (tourists) leaving the destination, facilitating their safe return.

Signs in the vicinity of the location or at the location

It is important to secure signs with directions for visitors arriving at the destination. This primarily means putting up signs at the main entrance to the area under protection or to the subject of interest for visitors, as well as signs for car and bus parking lots. These signs must be simple and clearly displayed to facilitate the manoeuvring of motor vehicles.

As an important interpretative means, the signs must provide basic information for visitors. They must all be carefully designed and positioned so as not to impair the area around the historical monument and so that they are not visible on recordings and photographs from the location.

National Monument Sign

The Commission has established a unique system of marking national monuments in Bosnia and Herzegovina, in accordance with Point 2 of the decisions. The provision is as follows:

• "The Commission to Preserve National Monuments of Bosnia and Herzegovina (hereinafter: the Commission) shall determine the technical requirements and secure the funds for preparing and setting up signboards with the basic data on the monument and the Decision to proclaim the property a National Monument."

Annex I, AI-21: signboard appearance.

Warning Signs

These signs pertain to marking emergency exits and routes. They must clearly identify the locations of fire protection, as well as exits from endangered locations.

Section 5. Continuous Slide Presentation

An automatic slide presentation with accompanying narration is one of the least expensive and most flexible audio-visual modes of communication with visitors. The programme can be easily complemented

and modified. Introductory elements can be shown near the main entrance to the area and at adequately designed spaces. The duration of this type of presentation should not exceed five minutes.

Presentation on Video Cassettes and CDs

Video presentations are a widespread form of presenting many tourist destinations. In the case of destinations with a wide range of contents (such as Višegrad), this is a very effective way to present all available capacities. The production of these presentations requires the services of specialised companies who provide the general concept and final recording. These presentations are more expensive, but facilitate reaching potential visitors. They can also be sent to fairs and exhibitions to directly present the potentials of a site at a much lower price than in the case of advertising through traditional electronic media. This aspect is particularly important when organising joint ventures with chambers of commerce and tourist offices on the state level.

An even more developed form of these presentations is the making of films, but this is a much more expensive option. In the case of the Mehmed Pasha Sokolović Bridge, previously recorded materials can be used (including the film which premiered at the exhibition at the National Museum).

Guides - Companions

Skilful and educated guides-companions can create or destroy the reputation of a destination. They must be carefully chosen, trained, monitored, assessed and motivated. The best opportunity to employ these guides is limited to paid staff which enables maximal control and monitoring, as well as an efficient application of a motivation system. Guides would also have to be recognisable by their outfits or uniforms, and a reorganisation of duties or additional training should be administered to refresh communication skills. The guides are a significant source of feedback information on the reactions and opinions of visitors that should be used as a starting point when making future decisions.

4.7 Issue 6: Research

Objective 6.1 – to promote and encourage appropriate research to improve understanding of historical value and condition of the Bridge, and to assisst the implementation of the Management Plan

Within the realisation of the Management Plan and above activities, as well as partnerships between various public institutions and private subjects, it will be necessary to ensure cooperation between tourism stakeholders and the Višegrad Municipality and the Commission to Preserve National Monuments, museums and scientific institutions involved in cultural and historical heritage, both in Bosnia and Herzegovina and in the region. Joint efforts will facilitate the organisation and realisation of further research to fully illuminate various periods in the construction and history of the Bridge and its relation to similar buildings, as well as creating a cultural and historical heritage database that will be a foundation for the development of tourism in the region, that is, an integrated approach of stakeholders in this field.

In that sense, the Bridge Commission and the staff from the museum and other institutions of cultural and historical heritage would have to be the centre for distribution and inflow of information about the Bridge and its architecture and an associate in all future research organised in this field. Of course, if the Bridge were to be entered in the World Heritage List, this would have a positive effect on the position and role of these institutions and increase their significance in the eyes of museums and the public worldwide.

Cooperation in realising activities

In order for potential tourism contents to become operational and available to visitors and tourists, intensive cooperation must be established between the Višegrad Municipality tourist agency and tourism stakeholders in Višegrad.

This entails completing the process of forming and registering the tourist agency, selecting competent staff and management staff to create the tourism offer (products) along with other stakeholders on the Municipal level, coordinating and directing activities to prepare and produce education and interpretation materials and finally establishing links and presenting potentials for receiving guests among tourist agencies and potential visitors in Bosnia and Herzegovina and Serbia.

This calls for a proactive approach on the part of the tourist agency that would generate income on the basis of all overnight stays and other activities organised for visitors and tourists, as well as income from regular taxes payable in the domain of tourism. The reason for this alimentation of income is the fact that the tourist agency must secure a wide range of public services and signs relating to the destination, and that is only possible with the above explained budget.

Its operation would entail active relations with the Tourism Office of Bosnia and Herzegovina, the Tourism Community of FBiH, the Ministry of Tourism of RS, in order to urgently introduce sites from the Municipality into the material and publications prepared for various fairs and exhibitions that representatives from BiH participate in. It is also necessary to establish direct contacts with tourist agencies and communities in Serbia and Montenegro so as to present the offer for potential segments in the neighbouring country.

4.8 Issue 7: Education

Objective 7.1 -Introducing all interested subjects to the significance of the Bridge, the Management Plan for the Bridge, the possibilities of sustainable development of the Višegrad Municipality where the Bridge is to play a crucial role in the development of tourism, and to the possibilities of active participation in implementing the Management Plan

Education is aimed at introducing all interested subjects to the significance of the Bridge as a national monument, the Management Plan for the Bridge, the possibilities of sustainable development of the Višegrad Municipality where the Bridge is to play a crucial role in the development of tourism, eco-tourism and organic agriculture, and to the possibilities of active participation in implementing the Management Plan.

Education will be carried out through workshops for target groups. The target groups for education are:

- 1. Target group: Municipal services, tourism communities, service sector, industry representatives, communal services representatives, teachers and other companies.
 - a. Lecturers: experts in the protection of cultural and historical monuments, urban planning, tourism, environmental protection.
- 2. Target Group: non-governmental organisations, local communities
 - a. Lecturers: experts in the protection of cultural and historical monuments, urban planning, tourism, environmental protection.
- 3. Target Group: primary and secondary school pupils
 - a. Lecturer: history teacher and person responsible for implementing the Bridge Management

One lesson in the school year to be dedicated to the Bridge and the role of pupils in preserving this monument.

- 4. Target Group: visitors and tourists
 - a. Method of education: lectures and discussions organised during the visit
 - b. Lecturers: experts from the Museum or the Tourist Agency
 - c. Costs: Individual fees to be secured from the tourism community funds or performed during regular working hours.
- 5. Target Group: partners from tourism communities and tourist agencies
 - a. Method of education: organising discussions and round tables dedicated to issues of cultural and historical heritage, bridges in BiH and their role in historical and economic development.
 - b. Lecturers: in the capacity of key speakers at round tables and discussions, or meetings and open days aimed at attracting potential partners working with tourists.

- 6. Target Group: Members of the Municipal Council and government representatives
 - a. Method of education: organising discussions and round tables
 - b. Lecturers: experts from various fields who are to motivate support for the development of the destination and the protection of the Bridge.

The Bridge Commission Coordinator responsible for the implementation of the Management Plan should receive special education in managing cultural and historical monuments. The education would include:

- education within the country,
- participation at relevant seminars and workshops
- study visit to a country with experience in managing similar cultural monuments.

4.9. Issue 8: Information management

Objective 8.1 – to ensure that the gathering, recording, analysis and management of information about the Bridge is undertaken in a way which assist the implementation of the Management Plan and encourage data sharing and development of compatible databases.

Effective management of this complex domain entails accessible, accurate and relevant information.

Documentation pertaining to the Mehmed Pasha Sokolović Bridge will be kept in a special collection. The collection will contain all materials related to the Bridge in hard copy or electronic form: texts, technical documentation, photographs, video documentation, nomination file, as well as all relevant materials created during the process of introducing the site into the World Heritage List.

All minutes from meetings, correspondence and other documents dealing with this monument's WHL nomination process will also be included in the collection. All of the above materials will be categorised in accordance with international standards.

Institutions entrusted with storing and categorising the documentation are:

- Commission to Preserve National Monuments, and
- Bridge Commission at the Municipality of Višegrad

Part of the documentation, its technical items: projects, plans, maps will be stored at the documentation centre of the Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska in Banja Luka.

The availability of original documentation is variable. Institutions and individuals possess various information sources and documents related to the bridge which have not been fully identified. Such material is located in a number of places and in certain cases it is not completely accessible.

A coordinated system of collecting, archiving and analysing documentation is being set up on the state level.

The documentation stored with the Commission to Preserve National Monuments has been categorised and archived in accordance with the Commission's Rules of Library Processing and Rules on Archiving. The documents have been processed according to standard international models for various collections with the aim of creating a database compatible with other sources and enabling the best possible exchange of data.

The existing documentation is kept in various collections of the Commission's Library and Documentation Centre: plan collection, project collection, photograph collection, monograph publications collection, periodicals, CD collection.

The Commission to Preserve National Monuments, the Institute for the Protection of Cultural, Historical and Natural Heritage and the Višegrad Hydro-Electric Plant will deliver copies of available

documentation to the Višegrad Municipality which is obliged to provide conditions for adequate storage and preservation of this documentation.

The Bridge Commissioner within the Urban Planning, Residential and Communal Affairs Department of the Višegrad Municipality, will be in charge of monitoring the implementation of the Management Plan.

Documentation of HE Višegrad:

- Report on hydraulic model research on impacts of HE Višegrad on the downstream area,
- Jaroslav Černi Institute for Water Management, Belgrade 1982
- Study of deposits in the upstream portion of the Drina, Republic and Hydro-Meteorological Institute of BiH and the Hydro-Technological Institute of the Faculty of Civil Engineering in Sarajevo, 1983/84
- Study of the joint effect of HE Višegrad and RAHE Bajina Bašta SOUR Energoinvest, OOUR Higrainženjering, Sarajevo 1983
- Study of the impact of HE Višegrad on the Mehmed Pasha Sokolović Bridge, Civil Engineering Faculty of the University in Belgrade, Hydro-Technological Institute, Belgrade 1985
- Elaboration on the state of the foundation of the piers of the Mehmed Pasha Sokolović Bridge on the Drina in Višegrad (the so-called "0" state before the start of operations of HE Višegrad), Institute of Materials and Construction of the Civil Engineering Faculty in Belgrade, 1989
- Elaboration on osculating measurement points for geodetic and instrumental behaviour of the Bridge with zero readings in the I series, Geodesic Institute of the Civil Engineering Faculty in Belgrade, 1989
- Elaboration on necessary repairs of the Mehmed Pasha Sokolović Bridge over the Drina in Višegrad, Institute for Materials and Construction, Civil Engineering Faculty in Belgrade 1989
- Main Plan of repairs of piers of the Mehmed Pasha Sokolović Bridge over the Drina in Višegrad,
 Institute for Materials and Construction, Civil Engineering Faculty in Belgrade 1991

Documentation of the Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska:

- Digital form of graphical attachments of the Main Plan of repairs of piers of the Mehmed Pasha Sokolović Bridge over the Drina in Višegrad, Institute for Materials and Construction, Civil Engineering Faculty in Belgrade 1991, 2005
- Report on the technological control of the Main Plan of repairs of piers of the Mehmed Pasha Sokolović Bridge over the Drina in Višegrad from 1991, April 2005
- Design model for the plan of repairs of the Mehmed Pasha Sokolović Bridge over the Drina in Višegrad, June 2005
- Photo-documentation on the state of the Bridge from 1995 to 2005
- Report on underwater survey from 1977
- Findings of most intensive erosion on the foundations of piers V and VI. Water erosion severed connections between stone blocks. The intensity of erosion changes over time.
- Underwater recording from 2004

Documentation of the Commission to Preserve national Monuments:

- Decision on designation of the historical monument of the Mehmed Pasha Sokolović Bridge in Višegrad as national monument, with description of location, historical information of site as well as of the Bridge, detail description of the Bridge, information on legal status to date, research, conservation and restoration works and information on current state of the property;
- Documentation on the location and current owner and user of the property (copy of cadastral plan);
- Data on the previous condition and use of the property, including drawings, descriptions and photographs, data of war damage, data on previous restoration or other works on the property, etc.
 - o Situation plan of the wider area,
 - o Drawings of the bridge made during research and conservation works in 1911/1912:
 - plans of the bridge,
 - plan of the piers of the bridge,
 - cross-sections of the bridge,

- downstream and upstream facades of the bridge,
- Propositions of the structural consolidation of the piers of the bridge by professor Gojković expert for stone constructions, made during research and conservation works in 1980/1981,
 - o Photographs on the previous condition of the Bridge, both surrounding and the bridge,
 - o Photographs on the current condition of the bridge,
- Movie made during underwater recording of the current condition of the foundations and piers of the bridge. This movie, made in 2004, gives only a general view of the current condition since it was not done under the leadership of bridge construction experts;
- Several published works relating to the bridge
- Expert Report: Pržulj, Milenko, "The Bridge on the Drina main data, chronology of damages and destruction, repairs and current state of the stone bridge over the Drina river in Višegrad" Collection of Research Papers, Institute for Research of Materials and Constructions, Civil Engineering Faculty in Sarajevo, 1990, vol. 19.
- Preliminary technical assessment, 2005, Commission and Council of Europe. The PTA contains an analysis of the state of the Bridge, Damage Assessment and Diagnosis, proposals for the type of interventions and priorities

4.10 Issue 9: Management structure

The preparation of the Management Plan has been led by the Commission to Preserve National Monuments and Visegrad Municipality, who forms part of an existing management structure for the Bridge. The Commission to Preserve National Monuments is an institution of the state of Bosnia and Herzegovina responsible for issuing the decisions designating movable and immovable property as a national monument, following the affairs of national monuments, and responsible for international activities in the field of heritage.

Municipality Višegrad is responsible for implementation of legislative and protective measures.

Management Plan Task Group is established to carry out the process of producing the Management Plan, focusing upon specific issues including conservation, planning and transport policy, environment and ecology, tourism and economy. Management Plan Task Group form part of existing management structure: Commission to Preserve National Monuments, Institute for Protection of Cultural-Historic and Natural Heritage of Republika Srpska and Visegrad Municipality; and experts from Institute for Urban Planning of Republika Srpska and experts for economy and tourism and marketing.

A key element of new management structure is the **Bridge Commission**.

The Management Plan for the Mehmed-paša Sokolović Bridge requires a series of activities and a coordinated work of responsible institutions: Commission to Preserve National Monuments, Government of Republika Srpska, Ministry responsible for regional planning in Republika Srpska, Ministry responsible for culture in Republika Srpska, Institute for Protection of Cultural-Historic and Natural Heritage of Republika Srpska, Visegrad Municipality and other organizations .

Upon the recommendation by the UNESCO this Management Plan recommends the establishment of the Bridge Commission. It has been envisaged that the Bridge Commission should permanently employ one person as the Bridge Commission Coordinator. The Municipality of Višegrad would bear the costs relating to office equipment and the operation of the Bridge Commission Coordinator. The Coordinator could be an architect who would be responsible for the implementation of the Management Plan and who would perform the following tasks:

- To assist key organizations and the local community to work together to implement the Management Plan,
- To establish, support and facilitate a network of groups to direct and guide the work of various organizations,
- To prepare and implement annual work programmes, in consultation with relevant partners, to translate the Plan's objectives into actions,

- To work with partners, to promote significance of the Bridge locally, regionally,
- To work with partners to review and update the Management Plan and proposed actions
- To plan the budget in accordance to the five years projects plan,
- To monitor the implementation of the Plan
- cooperating with the tourist association,
- keeping the documentation,
- public relations,
- to report on activities and budget to the Commission to Preserve National Monuments and Visegrad Municipality
- other tasks necessary for an effective implementation of the Management Plan.

The other members of Bridge Commission are part of the existing menagement structures:

- Commission to Preserve National Monuments responsible for international activities relating to heritage, monitor and consider the state of affairs and activities that might endanger the Bridge. Notifies the relevant Entity and other authorities (ministries, institute for heritage protection and local authority) about activities endangering the monument and proposes measures for its protection in accordance with the law.
- Within the existing organisation the Coordinator would have the obligation to report to the Commission, as a priority, and then also to the Municipality and the Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska. The Commission shall request the Republika Srpska Ministry of Regional Planning to conduct inspections and implement legal measures. The Commission shall also request the Government of Republika Srpska to meet the financial conditions for the protection of the national monument, thus including its participation in financing such projects relating to the protection of the Bridge, i.e. the Protection Zone I.
- Institute for protection of cultural-historic and natural heritage of RS is responsible for the expert supervision, works of conservation and restoration as it is proclaimed by the Decision of the Commission to Preserve National Monuments.
- The Municipality Visegrad signs the decision adopting the Management Plan, which make it responsible for abiding by the provisions defined in the Plan and for its implementation.

The Bridge Commission Coordinator will contract other organizations, experts and services for carring out specific activities foreseen by the Management Plan.

Objective 9.1 – to ensure that the management arrangements for the Bridge are effective and appropriate for the implementation and monitoring of the Management Plan

Objective 9.2 – to encourage active community involvement in the management

4.11. Issue 10: Sources and Levels of Finance

Tourism activities associated with the Bridge might serve as a generator of income for the area. Analysing the data available for the other tourist places in Bosnia and Herzegovina with regard to the number of the tourists on the annual basis, and taking into account available tourist premises in the Višegrad, as well as other activities and preparatory work needed to be done, we can force about 20 000 visitors in the first year. We believe that number would increase gradually and stabilize somewhere between 30000 and 40000 visitors per year. This will represent a significant boost for the local and regional economy.

We can expect both primary and secondary economic benefits from the Bridge conservation. Namely the owner of the bridge as a supplier and the tourists as a consumer might derive mutual benefits in the form of seeking the satisfactions associated with the consumption of the bridge as a cultural good, which have economic value to them. The benefits should exceed costs for both parties. A visitor will pay an admission fee to an owner in order to tour the Bridge or nearby Museum. This we can call primary economic benefit – what the visitor is willing to pay, the admission prices of the Bridge and nearby Museum or income earnings of the Bridge. This benefit we may see and measure as prices paid. Any form of direct transaction such as admission fees falls into the category. The prices visitors pay will serve as a proxy statement for the

value they place on the visit to the Bridge. Other purchases made at the bridge or nearby area are also forms of primary benefit, such as souvenirs, etc.

Grants or donations either from individuals or private trusts to a conservation of the Bridge might be treated as particular form of primary benefit. This is also a price paid for certain satisfactions. If the income is from private sources it is a net benefit less an opportunity cost. If it is also tax deductible, then a portion of the grant or donation benefit is offset on the cost side as a social cost, since the deduction is tax expenditure, an involuntary gift by other taxpayers.

A primary transaction sets will set off secondary spilover or external effects, many of which may have significant consequences. If such effects can be exclusively attributed to conservation of the Bridge as opposed to other development projects such secondary benefits all need consideration in the analysis of economic values. One positive effect in the case of the Bridge inscription on the list is the impact on the land values of nearby properties, as measured by net capitalized income generated after taxes. Another form of benefit is an increase to the tax base, which devolves to the municipality of Višegrad insofar as it collects a property tax.

One can also expect the stimulation of the net private investment. Such investment in community is desirable to widen the economic base, and those taxpayers, workers and others in the community Višegrad can benefit from such investments. Perhaps the easiest way to look at them is to determine which are related to the greater attraction to the Bridge, such as cafes, restaurants, souvenir shops, food, merchandise, retailing, transportation and other sectors of the local economy. These spilover effects are expected to create more employment and more income, both personal and governmental. Employment rate will increase and help returnees to make their sustenance.

All the above-mentioned can be demonstrated on the example of the Old Bridge in Mostar. The Old Bridge Museum is considered one of the key generators of the maintenance of the existing structures and promotion of the project. The rent collected in the Old City of Mostar presents an important income for preservation and development. Related to numerous implementation programmes of importance for all owners of properties and tenants, a special tax will be introduced (like monument tax in Croatia) for the general benefit for the Old City of Mostar and each individual.

In collaboration with tourist organisations, a special system of benefits will be introduced for the activities at the highest level of international standards. All these structures will be marked.

The City of Mostar will rent the structures that belong to the Municipality and request serious intervention through open competition. Selected tenants will restore buildings with their funds based on the prepared designing project. The amount invested by the tenants will be calculated as a pre-paid rent for several years – the investments shall not be accepted in case of a change of the used commercial facilities that had been previously occupied. This mechanism has an advantage to both owners and tenants.

Objectives:

- 1.1 Create stable and sufficient sources of financing.
- 1.2 Use taxes and rents as a source of financing.
- 1.3 Use a part of the revenues collected from tourism (income received via taxes from tour operators, hotels and restaurants for the efforts in maintaining the Bridge, income from visitors' fees the Bridge Museum, galleries, churches and licensed souvenirs).
- 1.4 Use budgets at different levels as a source of financing.
- 1.5 to develop arrangements for identifying and accessing external funds.

Tasks:

• Elaborate the scheme of local taxes and rents: In the Management Plan for the Old City of Mostar, for example, a proposal has been elaborated in order to improve the classification of rent values, which we think might also serve as a potential guide for the authorities in Višegrad:

a) Acti	a) Activity coefficient			
1	Cafes and Restaurants	2,00		
2	Sale of handicraft goods and peace of art	1,75		
3	Commercial and Tourism Agencies	1,50		
4	Authentic restaurants and Pastry-shops	1,00		
5	Bookstores	0,50		
6	Creative works specially of national art and handicraft	0,25		

b) Location coefficient		
1	Objects in the I zone	1,50
2	Others	1,00

c) Entrance position coefficient		
1	Entrance form the main street	1,00
2	Entrance form the auxiliary street	0,75

d) Coefficient determined by the position in the building			
1	The ground floor	1,00	
2	The floors and attic	0,75	
3	The basement with windows	0,50	
4	The basement without windows	0,25	

- Elaborate the scheme of contributions from other tourism revenues. One possible solution might be to introduce particular taxes (in the amount of 5% or 10%) for the following: tour operators, hotels and restaurants for the efforts in maintaining the Bridge, the Bridge Museum, galleries, churches and shops selling licensed souvenirs).
 - o Timely provide for a certain amount of money in the budgets of the local and entity governments.
 - o -Undertake marketing activities and campaign in order to obtain donations and grants.
 - o Undertake necessary steps to take a credit under favourable terms with international financing institutions.

This would be the obligation of the authorities of the State of Bosnia and Herzegovina.

5. PROGRAMME FOR ACTION

Based on the issues and objectives outlined in Section 4. this section comprises an Action plan listing the many projects and initiatives that are proposed and will help to achieve the objectives of the Management Plan

A large scope of action and planned projects is given with time periods marked as S (short), M (medium) and L (long).

The short time period refers to projects that will commence within 18 months, medium – 18 months to 5 years, and long – projects requiring over 5 years.

Projects that are underway are marked with a U.

The following abrevations are used in the Action Plan:

CPNM – Commission to Preserve National Monuments

CoM BiH - Council of Ministers of Bosnia and Herzegovina

RSG – Government of Republika Srpska

MV - Municipality Visegrad

BC - Bridge Commission

MRPRS - Ministry for Regional Planning of Republika Srpska

RZRS - Institute for the Protection of Cultural, Historical and Natural Heritage of Republika Srpska

IUPRS - Institute for Urban Planning of Republika Srpska

IMR - Institute for Materials Research at RS Faculty of Civil Engineering

WIRS - Water Inspection of Republika Srpska

DWRS - Directorate for waters of Republika Srpska

EDRS - Electricity Distribution of Republika Srpska

CI - Communal Inspection of Municipality Visegrad

PCCVM - Public Communal Company of Višegrad Municipality

HE – hidroelectric power plant

HMIRS – Hydro-Meteorological Institute of Republika Srpska

TA – Tourist Agency Visegrad

Issue 1: Conservation Management

Objective 1.1

Safeguarding of the bridge integrity

Monitoring of stability of structural elements

No.	Projects	Organisations	Time
1	Monitoring of certain parts of the bridge	RSG,	continuous
	requiring a system of surveillance. The	RZRS	
	system could be based on a series of range	BC	
	points and indicators for precise		
	measurements and observation of changes.		
	Include a detailed visual inspection of the		
	Bridge once a year.		

Objective 1.2

Establishment of the stability and general condition of the Bridge

Stage 1. Preparation of the documentation needed for design of the research works project

No.	Projects	Organisations	Time
1.1	Collection and detail analysis of the existing	CPNM /	U
	documentation,	RZRS-RSG,	
1.2	Geodesist survey of current condition	CPNM /	U
	including:	RZRS,	
1.3.	Architectural survey of current condition	CPNM /	S
	including	RZRS -RSG,	
1.4	Detail record of all damages (using	CPNM /	S
	drawings made through survey)	RZRS- RSG	
1.5.	Collecting data on speed of the river under	RZRS-RSG	S
	each vault		

Stage 2. Research works on materials and condition of the construction

No.	Projects	Organisations	Time
2.1	Geological geomechanical study of types of materials used on piers and buttresses: - test drillings from roadway to substrate layer (rock); - process samples, - report	RZRS-RSG, IMR	S
2.2	Determine condition in area above arch extrados: - excavate test shafts at previously agreed positions - determine strata and details: o hydro insulation – study condition, o infill – study physical and chemical characteristics of the materials, o inner side of spandrel	CPNM/ RZRS-RSG, IMR	S

	walls – study condition,		
	o upper side of stone arch –		
	study condition, take and		
	test samples, ascertain		
	· ·		
	possible presence of metal		
2.3	cramps Determine condition of arch intrados:	CPNM/	S
2.3			S
	- determine possibility of erecting	RZRS-RSG,	
	temporary scaffolding in certain	IMR	
	places		
	- erect scaffolding as previously agreed		
	- study condition of stone blocks and		
2.4	joints	GDV 7. C	~
2.4	Determine condition of base of piers and	CPNM/	S
	foundations of the structure:	RZRS -RSG,	
	- identify positions and technical	IMR	
	options for constructing cofferdams;		
	the aim being to study the condition in		
	at least one pier position yet to be		
	repaired and in at least one pier		
	position repaired in 1980/81		
	- issue tender, collect bids, select		
	contractor and make final decision on		
	places where cofferdams are to be		
	built		
	 carry out cofferdam works 		
	 determine condition in enclosed areas 		
	with emphasis on:		
	 detailed survey of damage 		
	 taking samples of 		
	materials and testing to		
	identify physical, chemical		
	and biological		
	characteristics		
	 determine condition of 		
	previously repaired		
	foundations		
	 determine condition of 		
	timber grillage		
	 investigate existence of 		
	timber piles		
	- Additional underwater survey of		
	remaining areas		
2.5	Take samples and test materials from the	RZRS - RSG,	S
	Višegradska banja quarry	IMR	

Stage 3. Processing of the results from research works

No.	Projects	Organisations	Time
3.1	Design of the hydrological study	RZRS -RSG	S
3.2	Design of the preliminary static analyses	RZRS, RSG	S
3.3.	Conclusions and recommendations	CPNM,	S
		RZRS,	
		UNESCO	

Objective 1.3 Presentation

No.	Projects	Organisations	Time
1	Bridge lighting project	RZRS - RSG	M
2	Bridge lighting	RZRS	M

Issue 2: Management of the environmental impacts on the Bridge

Issue: 2.1. Floods and the operation of hydroelectric plants

Objective 2.1.1. Prevent or Moderate Floods

No.	Projects	Organisations	Time
1	Devise flood prevention plan	RSG	M
		VM,	
		WIRS	
2	Work out an early warning and reporting	RSG	M
	system	VM,	
		WIRS	
3.	Devise a flood defence plan and system of	RSG	M
	intervention measures with special	VM,	
	attention to protecting the Bridge	WIRS	
4.	Elaborate a plan of coordination between	RSG	M
	civil protection and the hidroelectric power	VM,	
	plants within the flood defence system	WIRS	

Objective 2.1.2. Ensure adequate regime of operation of HE Višegrad

No.	Projects	Organisations	Time
1	harmonize the flood prevention plan with	RSG	M
	the plans of HE Višegrad	HE Višegrad and	
		VM,	
		WIRS	
2	harmonize the flood defence plan and	RSG	M
	system of urgent measures with the plans	HE Višegrad and	
	of HE Višegrad	VM,	
		WIRS	
3.	commit HE Višegrad to perform	RSG	M
	continuous measurements and report on the	HE Višegrad and	
	amount of water released from the	VM,	
	accumulation, especially in terms of	WIRS	
	maintaining the ecological minimum		
4.	commit HE Višegrad to devise a plan for	RSG	M
	receiving large quantities of water and a	HE Višegrad and	
	coordination plan for the release of water	VM,	
	from the HE Bajina Bašta storage lake	WIRS	

Objective 2.1.3.

Ensure that the Public Electricity Distribution Company of Republika Srpska performs its obligations as per the construction licence

No.	Projects	Organisations	Time
1	Regulate the Drina riverbed downstream from the dam to the Mehmed Pasha Sokolović Bridge	RSG EDRS WIRS	М
2	Repair the Bridge piers in accordance with the requirements of the construction licence. Results from the research works on the state of the Bridge will inform future management. Approximate figures will result from the Design	RSG HE Višegrad and VM, WIRS	M/L

Objective 2.1.4. Prevent negative effects of the HE Bajina Bašta accumulation

No.	Projects	Organisations	Time
1	Bilateral agreement that will regulate the	CoM BIH,	S
	reduction of the level of storage water in	Government of	
	Bajina Bašta to the planned level	Serbia and	
		Montenegro	
2	Devise a plan of repairing the banks of the	CoM BIH,	M
	storage lake when the water levels of	Government of	
	Bajina Bašta are reduced to the planned	Serbia and	
	level	Montenegro	
3.	Devise a plan to repair the banks of the	CoM BIH,	M
	Drina downstream from the Bridge after	Government of	
	reducing the water level in the storage lake	Serbia and	
		Montenegro	

Issue: 2.2. Prevention of potential negative environmental impacts on the Bridge

Objective 2.2.5. Prevent grass and weeds growing in the cracks and between the stone blocks of the Bridge

No.	Projects	Organisations	Time
1	Devise a plan of clearing grass and weeds	BC, RZRS	S
	from the Bridge	VM	
2	Determine the best way to remove grass	RZRS	S
	and weeds with the least possible use of	VM	
	chemical agents (herbicides)		

Objective 2.2.6. Set up a waste management system

No.	Projects	Organisations	Time
1	Devise a plan of collection and disposal of	VM	M
	waste		
2	Develop a system of selective waste	VM	M
	collection		
3	Technically enable the public communal	VM	M
	company		
4	Increase the number of cleaning staff		M
5	Intensify control by establishing an eco-	VM	M
	police force and by making inspection	CI	
	bodies more efficient		
6	acquire and set up litter bins	VM	S

Objective 2.2.7. Reduce the negative effect of snow and ice on the usage and maintenance of the Bridge

No.	Projects	Organisations	Time
1	Provide winter maintenance services with equipment and material resources for maintenance of the Bridge	VM	S
2	Make the Bridge maintenance a priority with the public communal company	VM	S
3	Educate staff on the specific nature and importance of regular maintenance of the Bridge and its protection zone	VM	S

Objective 2.2.8. Retain the quality of water of the Drina in Višegrad and prevent jeopardizing current quality

No.	Projects	Organisations	Time
1	Connect all water flows into a sewage system	VM	L
2	Direct all sewage lines from the inner town centre to the common collector	VM	L
3	Prevent direct release of industrial waste waters into the river Drina	VM	L
4	Construct a city waste water treatment plant	VM	L

Objective 2.2.9.

Prevent jeopardizing the air quality at the Bridge micro-location and within the Bridge Protection Zone

No.	Projects	Organisations	Time
1	Plan the construction of a thermal power	RSG	L
	plant and connection the buildings to the	VM	

	unique heating system		
2	Prevent the construction of industrial	RSG	L
	facilities in the vicinity of the Bridge and	VM	
	locations from which pollution could		
	spread to the Bridge		

Objective 2.2.10.

Follow environmental quality standards when rehabilitating old industrial facilities and building new ones

No.	Projects	Organisations	Time
1	Plan industrial development with "clean	RSG	L
	production"	VM	
		investors	
2	Apply the best available technologies	RSG	L
	(BAT) when planning the revitalisation of	VM	
	existing facilities and the construction of	investors	
	new ones		
3	Organise regular monitoring and reporting	RSG	L
	by operators of facilities and plants	VM	
		investors	
4	Educate interested parties in	RSG	L
	environmental protection and legal	VM	
	regulations for environmental protection	investors	

Objective 2. 2.11 Plan special protection measures in case of infrastructure works in the Bridge Protection Zone

No.	Projects	Organisations	Time
1	Devise a Bridge protection plan when	RSG	L
	constructing infrastructure	VM	
		investors	
2	Plan material and technical resources with	RSG	L
	least risk for the Bridge Protection Zone	VM	
	and the environment	investors	
3	Devise a plan to repair damages in the	RSG	L
	Protection Zone and to restore it to its	VM	
	original state	investors	
4	Educate staff on protection measures prior	RSG	L
	to construction works	VM	
		investors	

Issue 2.3: Monitoring of environmental impacts

No.	Monitoring	Organisations	Time
1	water level in front of the Bridge	HMIRS	U
	-	VM	
		BC	

2	water quality in front of the Bridge	DWRS	U
	2.1 legally prescribed parameters COD	VM	
	(signs given in English);	BC	
	2.2 legally prescribed parameters BOD 5,		
	pH and others (signs given in English);		
3	air	HMIRS	U
	-levels of black smoke, SO2, Nox, O3		
4	Bio monitoring	PCCVM	U
	4.1 flora growing on bridge	BC	
	4.2 wild plants in the I Protection Zone		
5	waste	PCCVM	U
	waste deposit on the Bridge and in the I	BC	
	Protection Zone		

Issue 3: Planning and policy

Objective 3.1. Improvement of legal regulation pertaining to the field of architectural heritage

No.	Project	Agencies	Timescale
4	Harmonisation of spatial planning legal regulations	RSG	M-L
	with the principles of protection of cultural	COMBIH	
	properties		
6	Institutional capacity building for the protection of	RSG	M-L
	cultural properties	COMBIH	
9	Developing a protection methodology in the	RZRS	M
	integral planning process	IUPRS	

Objective 3.2. Fostering protection and integration of the bridge into planning documentation

No.	Project	Agencies	Timescale
1	Devising a development	VM	S
	strategy for the Višegrad		
	Municipality		
2	Adoption of the RS Regional	RS Assembly	S
	Plan to 2015		
3	Adoption of the Reviewed	VM Assembly	S
	Spatial Plan of Višegrad		
4	Completion of the Višegrad	IUPRS	S
	Urban Plan to 2015		
5	Programme of design for the	VM	S
	First Protection Zone		
6	Valorisation of cultural and	RZRS	M
	historical heritage in the urban		
	area		
7	Preparation and devising of a	VM	S
	regulation plan R1 for the	IUPRS	
	First Protection Zone		
8	Preparation and devising of	VM	S
	regulation planS for buffer	IUPRS	
	zone		

12	Devising an urban plan for the First Protection Zone	VM IUPRS	M
	That Hoteetion Zone	TOTAS	
13	Devising detailed urban and technical conditions for the banks of the Drine in the zone surrounding the Bridge	VM IUPRS	M

Objective 3.3. Improvement of the physical structures in the Bridge surrounding

No.	Project	Agencies	Timescale
1	Project of reparation of the	hotel owner	S
	hotel		
2	Project of reparation for the	building owner	S
	Bridge Museum (ob.2)		
3	Project of reparation of Ivo	building owner	S
	Andrić's home		

Objective 3.4. Managing activities in the area

No.	Project	Agencies	Timescale
1	Issuing construction permits in accordance with	MRPRS	U
	defined urban and technical conditions	VM Assembly	
2	Monitoring of adherence of construction works to	VM	U
	issued permits		
3	Control of construction in terms of protection and	MRPRS	U
	design of the area	VM	

Issue 4: Traffic and parking management

Objective 4.1. Improvement of the traffic network

Devising planning documentation for the reconstruction of the traffic network

No.	Project	Agencies	Timescale
1	Devising urban and technical conditions for the reconstruction of roads in the Bridge zone	MRPRS VM	S
2	Devising Urban and technical conditions for the reconstruction of the railway station	VM	M
3	Devising a regulation plan for the town beltway	VM	M
4	Devising urban and technical conditions for the construction of the town beltway	VM	L

Devising technical documentation for the reconstruction of the traffic network

No.	Project	Agencies	Timescale
1	Devising project of	MRPRS	S
	reconstruction for roads in the	VM	
	Bridge zone		
2	Devising a project of road	VM	S
	signalisation		
	in the Bridge zone		
3	Devising a concept design for	VM	M
	the town beltway route		
4	Devising a construction	VM	L
	project for the town beltway		

Issue 5. Access and visitor management

Objective 5.1 Creating tourist activities, improve capacities, presentation and interpretation

	Project	Agencies	Timescale
1	Plan of revitalisation of existing	VM	S
	accommodation capacities	hired agencies	
	Produce assessment studies for the		
	revitalisation of existing capacities / hotel		
	Vilina Vlas, health spa		
2	Tourist Agency	VM	S
	Complete the registration and formation		
	process		
3	Creation of web page	TA	S
	Create a web page to present capacities of		
	the Municipality and information on the		
	Bridge		
	Tourist Agency should engage a web master		
	from among its staff or outsource		
	(6. months after start of TA activities)		
4	Preparing information for brochures and	BC	S
	leaflets	TA	
	Assemble information on the Bridge and		
	Višegrad, tourism potentials and contents,		
	the art colony, select and edit texts		
5	Tourist guides	BC	S
	Motivate and select potential tourist guides	TA	
6	Tourist package deals	TA	S
	Create package deals for guests interested in		
	diverse activities such as hunting, fishing		
	and the like	***	
7	Plan of compensation for individual owners	VM	S
	Establish possible claims of individual	MRPRS	
	owners of buildings and land in the First		
	and Buffer Zones around the Bridge	m	
8	Presentation and promotion plan	TA and an	S
	Make a plan for the promotion and	advertising	
	presentation of the Bridge and capacities of	agency or	
	Višegrad to various target groups	independent	

		experts	
9	Plan of monitoring the number and structure	BC	S
	of guests	TA	
	Devise the plan and foresee activities and		
	responsibilities for monitoring the number		
	of visitors to the Bridge and to Višegrad		
10	PR action	VM	S
	Action directed at motivating the residents,	TA	
	In the first few months and repeatedly	Tourism	
	following after	Community	
11	Maps	BC	S
	Production of maps of the destination and	TA	
	wider area towards the Dobrun monastery		
	and health spa		
	Following the preparation of the		
	promotional plan		
12	CD	BC	S
	Produce a CD with photographs and	TA	
	drawings of the bridge as presentation		
10	materials	****	1
13	Museums	VM	M
	-Establish the Bridge Museum in facility	BC	
	marked as 2 (see issue 3) and assemble all	TA	
	materials related to the Bridge		
	Establish a museum in the home of Ivo		
	Andrić and assemble all materials related to		
14	his life and work	TA	S
14	Basic design of signs at the location Define the basic design and possibly adopt a	VM	3
	logo for the destination	V 1V1	
	Place immediately after the adoption of the		
	Plan		
	Foresee an award for the approved design		
15	Forming an Information Centre	VM	S
13	Form an Information Centre within the	TA	S
	Tourist Agency	BC	
	100110111501109	DC	

Issue 6. Research

Objective 6.1

To promote and encourage appropriate research to improve understanding of historical value and condition of the Bridge, and to assisst the implementation of the Management Plan

	Projects	Organisations	Time
1	Undertake further work on character assessment of the Bridge	BC	U
2	Undertake reserch works on material and stability condition of the Bridge (see- issue 1)	CPNM/ RZRS-RSG, IMR	S
3	Update the survey of the Bridge, archiving of existing and new data	RZRS CPNM BC	S

4	Monitoring of environmental impacts (see	BC	S
	issue 2) – planned programme, reactive	CPNM	
	work and management plan work		
5	Undertake evaluations – site management,	CPNM	M
	low-impact work methods, value-adding	BC	
	processes		

Issue 7. Education

Objective 7.1

Introducing all interested subjects to the significance of the Bridge, the Management Plan for the Bridge, the possibilities of sustainable development of the Višegrad Municipality where the Bridge is to play a crucial role in the development of tourism, and to the possibilities of active participation in implementing the Management Plan.

No.	Projects	Organisations	Time
1	Devise a plan of education about the significance of the Bridge as a national	VM CPNM	S
	monument	BC	
2	Carry out education in schools and community centres	RSG Pedagocical faculty schools VM	М
4	Organise training of non-governmental sector for the protection of the Bridge	VM	S
5	Carry out ecological education of tourist guides	RSG VM TA	М
6	Undertake further training for BC coordinator and staff	CPNM VM RZRS	U

Issue 8. Information management

Objective 8.1

To ensure that the gathering, recording, analysis and management of information about the Bridge is undertaken in a way which assisst the implementation of the Management Plan and encourage data sharing and development of compatible databases

	Projects	Organisations	Time
1	Update the collection of documents about	CPNM	U
	the Bridge		
2	Establish a collection of documents about	VM	S
	the Bridge	BC	
3	Devise a rulebook on archiving,	VM	S
	management and storage of documentation	BC	
4	Ensure conditions for the storage and	VM	S
	management of the collection		

Issue 9: Management structure

Objective 9.1

To ensure that the management arrangements for the Bridge are effective and appropriate for the implementation and monitoring of the Management Plan

	Projects	Organisations	Time
1	Elaborate terms of reference for Bridge	VM	S
	Commission	RZRS	
		CPNM	
2	Establish Coordination and Support Team	VM	S
		RZRS	
		CPNM	
3	Identify appropriate indicators to monitor	BC	S
	progress in implementing the Management		
	Plan		

Objective 9.2

To encourage active community involvement in the management

	Projects	Organisations	Time
1	Bridge newsletter	BC	S
2	Establish system through which local residents and groups can influence management	VM BC	S
3	Mobilize volonteers and non-governmental organizations	BC	S

Issue 10: Sources and Levels of Finance

Objective 10.1

To create a stabile and sufficient sources of financing

	Projects	Organisations	Time
1	to elaborate the scheme of local taxes and	VM	S
	rents	Hired Experts	
2	to elaborate the scheme of the	VM	S
	contributions from other revenues from	Hired experts	
	tourism		
3	to foreseen timely certain amount of	CoMBIH	S
	money in the budgets of the local and	RSG	
	entity government	VM	
		experts hired	
4	to undertake necessary steps to provide a	CoMBIH	
	credit under favorable terms with	CPNM	
	international financing institutions		

Objective 10.2 To develop arrangements for identifying and accessing external funds

	Projects	Organisations	Time
1	Investigation and identification of external	ALL	S
	funding opportunities		
2	to undertake marketing activities and	CPNM	S
	campaign in order to obtain donations and	BC	
	grants		
3	to undertake necessary steps to provide a	CoMBIH	M
	credit under favorable terms with	CPNM	
	international financing institutions		

6. IMPLEMENTATION OF THE MANAGEMENT PLAN

6.1 Financing Management Plan Implementation

This section identifies sources and levels of funding of the projects outlined in the Programme for Action.

Implementing the proposed actions contained in the Management Plan will require the significant levels of funding and resources. The institutions responsible for management commit resources for the implementation of the Plan through their individual budgets. The Management Plan provides the opportunity to introduce greater coordination between responsible institutions budgeting for the Plan implementation.

The tables below provide the projects, time for their execution, source of funding and approximate costs.

The costs of projects given in the tables below are approximate, based on the expirience from similar projects. The costs of projects will be precisely defined after tendering procedures. The aim of the exposing approximate costs is to help responsible institutions to plan the budgets for implementation of the Plan.

Based on costs essessments the following sources and levels of funding are defined for the projects that will commence within 18 months (marked as S -short period) and thouse that are underway (marked with a U):

Government of Republika Srpska: 139.000 EUR

Visegrad Municipality: 137.500 EUR

Commission to Preserve National Monuments 22.000 EUR

Building owners: 55.000 EUR

The projects with time periods marked as M (medium) to be commenced within 18 months to 5 years, and projects with time period marked as L (long) to be commenced over 5 years are part of Developing budget. Every year the Bridge Commission should plan the budget according to the proposed actions.

The implementation of the Plan will also require additional funds from external sources. For the actions outlined as medium and long term, the local sources will not be sufficient and a credit from the international financial institutions is to be taken.

The following abrevations for sources of funding are used:

CPNM – Commission to Preserve National Monuments

CoM BiH – Council of Ministers of Bosnia and Herzegovina

RSG – Government of Republika Srpska

VM – Municipality Visegrad

WIRS - Water Inspection of Republika Srpska

DWRS – Directorate for waters of Republika Srpska

EDRS - Electricity Distribution of Republika Srpska

PCCVM - Public Communal Company of Višegrad Municipality

HE – hidroelectric power plant

HMIRS – Hydro-Meteorological Institute of Republika Srpska

Issue 1: Conservation Management

Objective 1.1 Safeguarding of the bridge integrity

No.	Projects	Source of	Time	Costs
		funding		EUR
1	Monitoring of stability of structural	RSG,	continu	5.000,00
	elements		ous	per year

Objective 1.2 Establishment of the stability and general condition of the Bridge,

Stage 1. Preparation of the documentation needed for design of the research works project

No.	Projects	source	Time	costs EUR
1.1	Collection and detail analysis of the existing	RSG,	U	3.000
	documentation,			
1.2	Geodesist survey of current condition	RSG	U	2.000
	including:			
1.3.	Architectural survey of current condition	RSG	S	2.000
	including			
1.4	Detail record of all damages (using	RSG	S	1.000
	drawings made through survey)			
1.5.	Collecting data on speed of the river under	RSG	S	500
	each vault			
				8.500

Stage 2. Research works on materials and condition of the construction

No.	Projects	Organisations	Time	costs
2.1	Geological geomechanical study of types of materials used on piers and buttresses: - test drillings from roadway to substrate layer (rock); - process samples, - report	RSG,	S	20.000,00
2.2	Determine condition in area above arch extrados: - excavate test shafts at previously agreed positions - determine strata and details: o hydro insulation – study condition, o infill – study physical and chemical characteristics of the materials, o inner side of spandrel walls – study condition, o upper side of stone arch – study condition, take and test samples, ascertain possible presence of metal	RSG,	S	7.000,00

	cramps			
2.3	Determine condition of arch intrados:	RSG	S	15.000,00
	- determine possibility of erecting			
	temporary scaffolding in certain			
	places			
	- erect scaffolding as previously agreed			
	- study condition of stone blocks and			
	joints			
2.4	Determine condition of base of piers and	RSG	S	48.000,00
	foundations of the structure:			
	- identify positions and technical			
	options for constructing cofferdams;			
	the aim being to study the condition in			
	at least one pier position yet to be			
	repaired and in at least one pier			
	position repaired in 1980/81			
	- issue tender, collect bids, select			
	contractor and make final decision on			
	places where cofferdams are to be			
	built			
	- carry out cofferdam works			
	- determine condition in enclosed areas			
	with emphasis on:			
	 detailed survey of damage 			
	 taking samples of 			
	materials and testing to			
	identify physical, chemical			
	and biological			
	characteristics			
	 determine condition of 			
	previously repaired			
	foundations			
	 determine condition of 			
	timber grillage			
	 investigate existence of 			
	timber piles			
	- Additional underwater survey of			
	remaining areas			
2.5	Take samples and test materials from the	RSG	S	5.000,00
	Višegradska banja quarry			
				95.000

 $\underline{\text{Stage 3.}}$ Processing of the results from research works

No.	Projects	source	Time	Costs
				EUR
3.1	Design of the hydrological study	RSG	S	3.000
3.2	Design of the preliminary static analyses	RSG	S	4.500
3.3.	Conclusions and recommendations	RSG	S	1.000
				8.500

Objective 1.3 Presentation

No.	Projects	source	Time	Costs
				EUR
1	Bridge lighting project	RSG	M	5.000
2	Bridge lighting	RSG/external	M	50.000
				55.000

Issue 2: Management of the environmental impacts on the Bridge

Issue: 2.1. Floods and the operation of hydroelectric plants

Objective 2.1.1. Prevent or Moderate Floods

No.	Projects	source	Time	Costs
				EUR
1	Devise flood prevention plan	RSG	M	
		HE-Visegrad		
2	Work out an early warning and reporting	RSG	M	
	system	HE-Visegrad		
3.	Devise a flood defence plan and system of	RSG	M	
	intervention measures with special	HE-Visegrad		
	attention to protecting the Bridge			
4.	Elaborate a plan of coordination between	RSG	M	
	civil protection and the hidroelectric power	HE-Visegrad		
	plants within the flood defence system			
		_		50.000

Objective 2.1.2. Ensure adequate regime of operation of HE Višegrad

No.	Projects	source	Time	Costs
				EUR
1	harmonize the flood prevention plan with	RSG	M	
	the plans of HE Višegrad	HE-Visegrad		
2	harmonize the flood defence plan and	RSG	M	
	system of urgent measures with the plans	HE-Visegrad		
	of HE Višegrad			
3.	commit HE Višegrad to perform	RSG	M	
	continuous measurements and report on the	HE-Visegrad		
	amount of water released from the			
	accumulation, especially in terms of			
	maintaining the ecological minimum			
4.	commit HE Višegrad to devise a plan for	RSG	M	
	receiving large quantities of water and a	HE-Visegrad		
	coordination plan for the release of water			
	from the HE Bajina Bašta storage lake			
				2.000

Objective 2.1.3.

Ensure that the Public Electricity Distribution Company of Republika Srpska performs its obligations as per the construction licence

No.	Projects	source	Time	Costs
				EUR
1	Regulate the Drina riverbed downstream	RSG	M	1.000.000
	from the dam to the Mehmed Pasha	HE-Visegrad		
	Sokolović Bridge			
2	Repair the Bridge piers in accordance	RSG	M/L	2.500.000
	with the requirements of the construction	HE Višegrad		
	licence. Results from the research works			
	on the state of the Bridge will inform			
	future management. Approximate figures			
	will result from the Design			
				3.500.000

Objective 2.1.4.

Prevent negative effects of the HE Bajina Bašta accumulation

No.	Projects	source	Time	Costs
				EUR
1	Bilateral agreement that will regulate the	CoM BIH,	S	
	reduction of the level of storage water in	Government		
	Bajina Bašta to the planned level	of Serbia and		
		Montenegro		
2	Devise a plan of repairing the banks of the	CoM BIH,	M	
	storage lake when the water levels of	Government		
	Bajina Bašta are reduced to the planned	of Serbia and		
	level	Montenegro		
3.	Devise a plan to repair the banks of the	CoM BIH,	M	
	Drina downstream from the Bridge after	Government		
	reducing the water level in the storage lake	of Serbia and		
		Montenegro		
				10.000

Issue: 2.2. Prevention of potential negative environmental impacts on the Bridge

Objective 2.2.5. Prevent grass and weeds growing in the cracks and between the stone blocks of the Bridge

No.	Projects	source	Time	Costs
				EUR
1	Devise a plan of clearing grass and weeds from the Bridge	RSG	S	
2	Determine the best way to remove grass and weeds with the least possible use of chemical agents (herbicides)	RSG	S	
				2.000

Objective 2.2.6.
Set up a waste management system

No.	Projects	source	Time	Costs
				EUR
1	Devise a plan of collection and disposal of	VM	M	
	waste			
2	Develop a system of selective waste	VM	M	
	collection			
3	Technically enable the public communal	VM	M	
	company			
4	Increase the number of cleaning staff		M	
5	Intensify control by establishing an eco-	VM	M	
	police force and by making inspection			
	bodies more efficient			
6	Acquire and set up litter bins	VM	S	5.000

Objective 2.2.7.

Reduce the negative effect of snow and ice on the usage and maintenance of the Bridge

No.	Projects	source	Time	Costs
				EUR
1	Provide winter maintenance services with equipment and material resources for maintenance of the Bridge	VM	S	
2	Make the Bridge maintenance a priority with the public communal company	VM	S	
3	Educate staff on the specific nature and importance of regular maintenance of the Bridge and its protection zone	VM	S	
				2.000

Objective 2.2.8.

Retain the quality of water of the Drina in Višegrad and prevent jeopardizing current quality

No.	Projects	Source	Time	Costs
				EUR
1	Connect all water flows into a sewage	VM	L	
	system			
2	Direct all sewage lines from the inner	VM	L	
	town centre to the common collector			
3	Prevent direct release of industrial waste	VM	L	
	waters into the river Drina			
4	Construct a city waste water treatment	VM	L	
	plant			
				2.500.000

Objective 2.2.9.

Prevent jeopardizing the air quality at the Bridge micro-location and within the Bridge Protection Zone

No.	Projects	source	Time	Costs
				EUR
1	Plan the construction of a thermal power	RSG	L	
	plant and connection the buildings to the	VM		
	unique heating system			
2	Prevent the construction of industrial	RSG	L	
	facilities in the vicinity of the Bridge and	VM		
	locations from which pollution could			
	spread to the Bridge			

Objective 2.2.10. Follow environmental quality standards when rehabilitating old industrial facilities and building new ones

No.	Projects	source	Time	Costs
				EUR
1	Plan industrial development with "clean	RSG	L	
	production"	VM		
		investors		
2	Apply the best available technologies	RSG	L	
	(BAT) when planning the revitalisation of	VM		
	existing facilities and the construction of	investors		
	new ones			
3	Organise regular monitoring and reporting	RSG	L	
	by operators of facilities and plants	VM		
		investors		
4	Educate interested parties in	RSG	L	
	environmental protection and legal	VM		
	regulations for environmental protection	investors		
				2.500.000

Objective 2. 2.11 Plan special protection measures in case of infrastructure works in the Bridge Protection Zone

No.	Projects	source	Time	Costs
				EUR
1	Devise a Bridge protection plan when	RSG	L	
	constructing infrastructure	VM		
		investors		
2	Plan material and technical resources with	RSG	L	
	least risk for the Bridge Protection Zone	VM		
	and the environment	investors		
3	Devise a plan to repair damages in the	RSG	L	
	Protection Zone and to restore it to its	VM		
	original state	investors		
4	Educate staff on protection measures prior	RSG	L	
	to construction works	VM		
		investors		

		2 000
		2.000

Issue 2.3: Monitoring of environmental impacts

No.	Monitoring	source	Time	Costs EUR
1	water level in front of the Bridge	RSG	U	
2	water quality in front of the Bridge 2.1 legally prescribed parameters COD (signs given in English); 2.2 legally prescribed parameters BOD 5, pH and others (signs given in English);	RSG	U	
3	air -levels of black smoke, SO2, Nox, O3	RSG	U	
4	Bio monitoring 4.1 flora growing on bridge 4.2 wild plants in the I Protection Zone	RSG	U	
5	waste waste deposit on the Bridge and in the I Protection Zone	RSG	U	
				5.000

Issue 3: Planning and policy

Objective 3.1. Improvement of legal regulation pertaining to the field of architectural heritage

No.	Project	sources	Timesc	Costs
			ale	EUR
4	Harmonisation of spatial planning legal	RSG	M-L	
	regulations with the principles of	COMBIH		
	protection of cultural properties			
6	Institutional capacity building for the	RSG	M-L	
	protection of cultural properties	COMBIH		
9	Developing a protection methodology in	RZRS	M	
	the integral planning process	IUPRS		

Objective 3.2. Fostering protection and integration of the bridge into planning documentation

No.	Project	sources	Timesc	Costs
			ale	EUR
1	Devising a development strategy for the Višegrad Municipality	VM	S	15.000
2	Adoption of the RS Regional Plan to 2015	RSG	S	
3	Adoption of the Reviewed Spatial Plan of Višegrad	VM	S	
4	Completion of the Višegrad Urban Plan	VM	S	

	to 2015			
5	Programme of design for the First	VM	S	5.000
	Protection Zone			
6	Valorisation of cultural and historical	VM	M	5.000
	heritage in the urban area			
7	Preparation and devising of a regulation	VM	S	5.000
	plan R1 for the First Protection Zone			
8	Preparation and devising of regulation	VM	S	5.000
	planS for buffer zone			
12	Devising an urban plan for the First	VM	M	15.000
	Protection Zone			
13	Devising detailed urban and technical	VM	M	15.000
	conditions for the banks of the Drine in	RSG		
	the zone surrounding the Bridge			

Objective 3.3. Improvement of the physical structures in the Bridge surrounding

No.	Project	source	Timesc	Costs
			ale	EUR
1	Project of reparation of the hotel	hotel owner	S	30.000
2	Project of reparation for the Bridge	VM	S	15.000
	Museum (ob.2)			
3	Project of reparation of Ivo Andrić's	VM	S	10.000
	home	building		
		owner		
				55.000

Objective 3.4. Managing activities in the area

No.	Project	source	Timesc	Costs
			ale	EUR
1	Issuing construction permits in	MRPRS	U	
	accordance with defined urban and	VM		
	technical conditions			
2	Monitoring of adherence of construction	VM	U	
	works to issued permits			
3	Control of construction in terms of	MRPRS	U	
	protection and design of the area	VM		

Issue 4: Traffic and parking management

Objective 4.1. Improvement of the traffic network

Devising planning documentation for the reconstruction of the traffic network

No.	Project	source	Timesc	Costs
			ale	EUR
1	Devising urban and technical conditions		S	15.000
	for the reconstruction of roads in the	RSG		
	Bridge zone			

2	Devising Urban and technical conditions	VM	M	20.000
	for the reconstruction of the railway			
	station			
3	Devising a regulation plan for the town	VM	M	20.000
	beltway			
4	Devising urban and technical conditions	VM	L	20.000
	for the construction of the town beltway			
				75.000

Devising technical documentation for the reconstruction of the traffic network

No.	Project	sources	Timesc	Costs
			ale	EUR
1	Devising project of reconstruction for roads in the Bridge zone	RSG	S	25.000
2	Devising a project of road signalisation in the Bridge zone	RSG	S	10.000
3	Devising a concept design for the town beltway route	VM	M	50.000
4	Devising a construction project for the town beltway	VM	L	100.000

Issue 5. Access and visitor management

Objective 5.1 Creating tourist activities, improve capacities, presentation and interpretation

	Project	source	Timesc ale	Costs EUR
1	Plan of revitalisation of existing accommodation capacities Produce assessment studies for the revitalisation of existing capacities / hotel Vilina Vlas, health spa	VM	S	
2	Tourist Agency Complete the registration and formation process	VM	S	
3	Creation of web page Create a web page to present capacities of the Municipality and information on the Bridge Tourist Agency should engage a web master from among its staff or outsource (6. months after start of TA activities)	VM	S	
4	Preparing information for brochures and leaflets Assemble information on the Bridge and Višegrad, tourism potentials and contents, the art colony, select and edit texts	VM	S	
5	Tourist guides Motivate and select potential tourist guides	VM	S	
6	Tourist package deals Create package deals for guests interested in	VM	S	

and the like 7 Plan of compensation for individual owners Establish possible claims of individual owners of buildings and land in the First and Buffer Zones around the Bridge 8 Presentation and promotion plan Make a plan for the promotion and presentation of the Bridge and capacities of Višegrad to various target groups 9 Plan of monitoring the number and structure of guests Devise the plan and foresee activities and responsibilities for monitoring the number of visitors to the Bridge and to Višegrad 10 PR action Action directed at motivating the residents, In the first few months and remotedly.	
Establish possible claims of individual owners of buildings and land in the First and Buffer Zones around the Bridge 8 Presentation and promotion plan VM S Make a plan for the promotion and presentation of the Bridge and capacities of Višegrad to various target groups 9 Plan of monitoring the number and structure of guests Devise the plan and foresee activities and responsibilities for monitoring the number of visitors to the Bridge and to Višegrad 10 PR action VM S Action directed at motivating the residents,	
8 Presentation and promotion plan Make a plan for the promotion and presentation of the Bridge and capacities of Višegrad to various target groups 9 Plan of monitoring the number and structure of guests Devise the plan and foresee activities and responsibilities for monitoring the number of visitors to the Bridge and to Višegrad 10 PR action Action directed at motivating the residents,	
Make a plan for the promotion and presentation of the Bridge and capacities of Višegrad to various target groups 9 Plan of monitoring the number and structure of guests Devise the plan and foresee activities and responsibilities for monitoring the number of visitors to the Bridge and to Višegrad 10 PR action Action directed at motivating the residents,	
of guests Devise the plan and foresee activities and responsibilities for monitoring the number of visitors to the Bridge and to Višegrad 10 PR action Action directed at motivating the residents,	
Action directed at motivating the residents,	
In the first few months and repeatedly following after	
Maps Production of maps of the destination and wider area towards the Dobrun monastery and health spa Following the preparation of the promotional plan	
12 CD Produce a CD with photographs and drawings of the bridge as presentation materials	
Promotional material VM S	12.000
Promotional material VM M	20.000
Museums -Establish the Bridge Museum in facility marked as 2 (see issue 3) and assemble all materials related to the Bridge -Establish a museum in the home of Ivo Andrić and assemble all materials related to his life and work	35.000
Basic design of signs at the location Define the basic design and possibly adopt a logo for the destination Place immediately after the adoption of the Plan Foresee an award for the approved design	7.500
Forming an Information Centre VM S Form an Information Centre within the Tourist Agency	10.000
	84.500

Issue 6. Research

Objective 6.1

To promote and encourage appropriate research to improve understanding of historical value and condition of the Bridge, and to assisst the implementation of the Management Plan

	Projects	Source	Time	Costs
				EUR
1	Undertake further work on character assessment of the Bridge	VM	U	
2	Undertake reserch works on material and stability condition of the Bridge (see- issue 1)		S	
3	Update the survey of the Bridge, archiving of existing and new data	CPNM RSG	M	
4	Monitoring of environmental impacts (see issue 2) – planned programme, reactive work and management plan work		M	
5	Undertake evaluations – site management, low-impact work methods, value-adding processes	CPNM	M	
				10.000

Issue 7. Education

Objective 7.1

Introducing all interested subjects to the significance of the Bridge, the Management Plan for the Bridge, the possibilities of sustainable development of the Višegrad Municipality where the Bridge is to play a crucial role in the development of tourism, and to the possibilities of active participation in implementing the Management Plan.

No.	Projects	source	Time	Costs
				EUR
1	Devise a plan of education about the	VM	M	2.000
	significance of the Bridge as a national	RSG		
	monument			
2	Carry out education in schools and	RSG	M	
	community centres			
4	Organise training of non-governmental	VM	Per	3.000
	sector for the protection of the Bridge		year	
5	Carry out ecological education of tourist	VM	Per	3.000
	guides		year	
6	Undertake training for BC coordinator	VM	Per	5.000
			year	

Issue 8. Information management

Objective 8.1

To ensure that the gathering, recording, analysis and management of information about the Bridge is undertaken in a way which assisst the implementation of the Management Plan and encourage data sharing and development of compatible databases.

	Projects	source	Time	Costs
				EUR
1	Update the collection of documents about the	CPNM	U	
	Bridge			
2	Establish a collection of documents about the	VM	S	3.000
	Bridge			
3	Devise a rulebook on archiving, management	VM	S	1.000
	and storage of documentation			
4	Ensure conditions for the storage and	VM	S	2.000
	management of the collection			

Issue 9: Management structure

Objective 9.1

To ensure that the management arrangements for the Bridge are effective and appropriate for the implementation and monitoring of the Management Plan

	Projects	source	Time	Costs EUR
1	Elaborate terms of reference for Bridge Commission	VM	S	1.000
2	Establish Bridge Coordination and Support Team (salary for Coordinator, office equipment, honorariums for temporary engagements)	VM	Per year	20.000
3	Identify appropriate indicators to monitor progress in implementing the Management Plan	VM	M	

Objective 9.2

To encourage active community involvement in the management

	Projects	Source	Time	Costs
				EUR
1	Bridge newsletter	VM	S	2.000
2	Establish system through which local residents and groups can influence management	VM	S	1.000
3	Mobilize volonteers and non-governmental organizations	VM	S	2.000
				5.000

Issue 10: Sources and Levels of Finance

Objective 10.1

To create a stabile and sufficient sources of financing

	Projects	source	Time	Costs
				EUR
1	to elaborate the scheme of local taxes and	VM	S	1.500
	rents			
2	to elaborate the scheme of the	VM	S	1.500
	contributions from other revenues from			
	tourism			

Objective 10.2

To develop arrangements for identifying and accessing external funds

	Projects	Organisations	Time	Costs
				EUR
1	Investigation and identification of	CPNM	S	2.000
	external funding opportunities			
2	to undertake marketing activities and	CPNM	S	10.000
	campaign in order to obtain donations			
	and grants			
3	to undertake necessary steps to provide	CoMBIH	M	
	a credit under favorable terms with	CPNM		
	international financing institutions			

6.2 Monitoring and Reviewing the Management Plan

Management planning does not stop with the production of the Management Plan document. Regular monitoring is essential to address the management. An appropriate monitoring regime will need to be developed using relevant and measurable indicators which will assist the process of monitoring achievement of the Management Plan. The Bridge Commission should agree each year an Annual Action Program which will identify those elements of the Action Plan which will be implemented during the forthcoming year. It is recognized that the strategies and actions of the Plan will retain their relevance for five to ten years and the overall objectives for much longer. It is proposed that there should be a formal review of the issues and strategies at least every five years and the Plan revised to reflect possible changed circumstances.

6.3 Partnership and commitments

The challenge now facing the Bridge Commission is to translate the Management Plan principles, objectives and proposals into actions on the ground. The Bridge Commission Coordinator should play a key role in enabling the member institutions and organizations and the wider community to work together to achieve the objectives of the Management Plan.

It is recognized that individual institutions and organizations will each have their own particular contributions to make to the overall management and the Management Plan will provide a framework and context for these.

The following acts prove the commitments of responsible institutions:

- Decision to adopt the Management Plan no. by the Council of Municipality Visegrad;
- Conclusion of the adoption of the nomination file and the managent plan by the Presidency of BiH;
- Conclusion by the Council of Ministers of BiH;
- Conclusion by the Commission to Preserve National Monuments

7.1. Appendix 1

Bibliography:

- 1. Andrić, Ivo, The Bridge on Drina, Beograda, Dereta, 2003.
- 2. Čelić, Džemal, "Obnova Sokolovićeva mosta u Višegradu." Naše starine (Sarajevo). 1953, vol. I.
- 3. Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5
- 4. Mujezinović, Mehmed i Čelić, Džemal. "Stari mostovi u Bosni i Hercegovini". Sarajevo: Sarajevo Publishing; 1998.
- 5. Nomination File for inscription on the World Heritage List
- 6. Preliminary Technical Assessment (PTA) for the Mehmed Pasha Sokolovic Bridge in Višegrad
- 7. Priority Intervention List (PIL) for the Mehmed Pasha Sokolovic Bridge in Višegrad

7.2. Appendix 2

Annex I

Documents relating the Bridge of Mehmed pasha Sokolović in Višegrad

- AI 9: Ruling no. 1099/51 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina
- AI 10: Ruling no. 02-741-3 dated 18 April 1962 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina
- AI 11: Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5
- AI 12: Ruling of the Municipality of Višegrad no. 01-022-6/03
- AI 13: Decision of the WMF List of the world's 100 most endangered monuments in 2006
- AI 14: List of economic and non-economic operators
- AI 15: Priority Intervention List of the Council of Europe, pertaining to the Mehmed pasha Sokolović Bridge
- AI 16: Preliminary Technical Assessment (PTA) for the Mehmed pasha Sokolović Bridge
- AI 17: Decision of the Ministry for Civil Affairs of Bosnia and Herzegovina to adopt the PTA
- AI 18: Decision of the Commission to adopt the PTA
- AI 19: Decision of the Municipal Council to adopt the Management plan
- AI 20: Decision of the Presidency of Bosnia and Herzegovina to adopt the Nomination file and Management plan
- AI 21: Signboard appearance

Annex II

Maps

- AII -1 THE MAP OF BOSNIA AND HERZEGOVINA
- AII -2 THE MAP OF BOSNIA AND HERZEGOVINA ENTITIES
- AII 3 THE MAP OF REPUBLIKA SRPSKA
- AII -4 SITE MAP
- AII 5 TOPOGRAPHY MAP OF VISEGRAD
- AII -6 AREAL VIEW OF VIŠEGRAD
- AII -7 ORTO-PHOTO RECORD OF THE CITY
- AII -8 ORTO -PHOTO RECORD OF THE BRIDGE
- AII -9 PROTECTION ZONE AND BUFFER ZONE
- AII -10 ORTO -PHOTO RECORD OF THE BRIDGE PROTECTION ZONE AND BUFFER ZONE
- AII -11 GEOLOGICAL MAP OF BOSNIA AND HERZEGOVINA
- AII -12 MAP OF EARTHQUAKES IN BOSNIA AND HERZEGOVINA
- AII -13 MAP OF EARTHQUAKES IN VIŠEGRAD MUNICIPALITY
- AII -14 RELIABILITY OF BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -15 CURRENT USE OF THE BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -16 HEIGHT OF BUILDINGS IN THE PROTECTION BELT
- AII -17 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -18 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -19 TOWN PLAN OF THE MUNICIPALITY OF VIŠEGRAD TO 2010
- AII -20 DRAFT URBAN DEVELOPMENT PLAN OF VIŠEGRAD TO 2015
- AII -21 DRAFT OF THE VIŠEGRAD TOWN PLANNING PLAN: TRAFFIC PLAN DETAIL

Annex III

Technical documentation

- AIII -1 PLAN OF VISEGRAD FROM AUSTRO-HUNGARIAN PERIOD
- AIII -2 SITUATION OF THE BRIDGE IN THE SCALE OF 1:1562,5 FROM 1911
- AIII -3 PLAN OF INVESTIGATION WORKS FROM 1911

Annex IV

Photo documentation

Annex IV b / recent photos

- AIV: AIVb-1 Mehmed-pasha Sokolovic bridge in Visegrad, view from the approach road, 2002.
- AIV: AIVb-2 Mehmed-pasha Sokolovic bridge with surrounding, downstream façade, view from North, on the left side of the photo, the right river bank with Orthodox Church is showed, 2005.
- AIV: AIVb-13 Mehmed-pasha Sokolovic Bridge in Visegrad, downstream façade, view from the left river bank during the high water level, 2004
- AIV: AIVb-15 Mehmed-pasha Sokolovic Bridge in Visegrad, downstream façade, view from the left river bank, 2005.

Annex IV d / photos of the building surrunding the Bridge

- 1. AIV d: 1 Building 2
- 2. AIV d: 2 Building 2,3,4,5
- 3. AIV d: 3 Building 5
- 4. AIV d: 4 Building 6

CONTENTS

FOLDER 1

MEHMED PASHA SOKOLOVIĆ BRIDGE IN VIŠEGRAD, BOSNIA AND HERZEGOVINA – NOMINATION TEXT

FOLDER 2

MANAGEMENT PLAN

FOLDER 3

ANNEX I - VI

LIST OF ANNEXES

Annex I

Documents relating the Bridge of Mehmed pasha Sokolović in Višegrad

AI 1: Photo of Mehmed pasha Sokolović

AI 2:Photo of Mehmed pasha Sokolović

AI 3:Photo of Mehmed pasha Sokolović

AI 3:Photo of Mehmed pasha Sokolović

AI 4:Page from the Ivo Andrić's Book, "Bridge over Drina", manuscript

AI 5:Photo of Ivo Andrić in front of the Bridge

AI 6:Photo of Ivo Andrić during the Nobel Prize awards ceremony

AI 7: Nobel Prize award for literature

AI 8: Nobel Prize award medallion

AI 9:Ruling no. 1099/51 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina

AI 10: Ruling no. 02-741-3 dated 18 April 1962 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina

AI 11: Decision of the Commission to Preserve National Monuments of BiH no.: 08.2-6-101/03-5

AI 12: Ruling of the Municipality of Višegrad no. 01-022-6/03

AI 13: Decision of the WMF List of the world's 100 most endangered monuments in 2006

AI 14: List of economic and non-economic operators

AI 15:Priority Intervention List of the Council of Europe, pertaining to the Mehmed pasha Sokolović Bridge

AI 16:Preliminary Technical Assessment (PTA) for the Mehmed pasha Sokolović Bridge

AI 17:Decision of the Ministry for Civil Affairs of Bosnia and Herzegovina to adopt the PTA

AI 18:Decision of the Commission to adopt the PTA

AI 19:Decision of the Municipal Council to adopt the Management plan

AI 20:Decision of the Presidency of Bosnia and Herzegovina to adopt the Nomination file and Management plan

AI 21:Signboard appearance

AI 22:Decision of the National Commission of Bosnia and Herzegovina for Cooperation with UNESCO to adopt the Nomination file

Annex II

Maps

- AII -1 THE MAP OF BOSNIA AND HERZEGOVINA
- AII -2 THE MAP OF BOSNIA AND HERZEGOVINA ENTITIES
- AII -3 THE MAP OF REPUBLIKA SRPSKA
- AII -4 SITE MAP
- AII -5 TOPOGRAPHY MAP OF VISEGRAD
- AII -6 AREAL VIEW OF VIŠEGRAD
- AII -7 ORTO-PHOTO RECORD OF THE CITY
- AII -8 ORTO -PHOTO RECORD OF THE BRIDGE
- AII -9 PROTECTION ZONE AND BUFFER ZONE
- AII -10 ORTO -PHOTO RECORD OF THE BRIDGE PROTECTION ZONE AND BUFFER ZONE
- AII -11 GEOLOGICAL MAP OF BOSNIA AND HERZEGOVINA
- AII -12 MAP OF EARTHQUAKES IN BOSNIA AND HERZEGOVINA
- AII -13 MAP OF EARTHQUAKES IN VIŠEGRAD MUNICIPALITY
- AII -14 RELIABILITY OF BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -15 CURRENT USE OF THE BUILDINGS IN THE FIRST PROTECTION ZONE
- AII -16 HEIGHT OF BUILDINGS IN THE PROTECTION BELT
- AII -17 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -18 DRAFT REGIONAL PLAN OF RS TO 2015
- AII -19 TOWN PLAN OF THE MUNICIPALITY OF VIŠEGRAD TO 2010
- AII -20 DRAFT URBAN DEVELOPMENT PLAN OF VIŠEGRAD TO 2015
- AII -21 DRAFT OF THE VIŠEGRAD TOWN PLANNING PLAN: TRAFFIC PLAN DETAIL

Annex III

Technical documentation

- AIII -1 PLAN OF VISEGRAD FROM AUSTRO-HUNGARIAN PERIOD
- AIII -2 SITUATION OF THE BRIDGE IN THE SCALE OF 1:1562,5 FROM 1911
- AIII -3 PLAN OF INVESTIGATION WORKS FROM 1911
- AIII -4 FACADE FROM 1907
- AIII -5 DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR IV
- AIII -6 DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR V
- AIII -7 DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1909 / PILLAR VI
- AIII -8 DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR VII
- AIII -9 DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1908 / PILLAR VIII
- AIII -10 DRAFTING PROJECT OF THE EXISTING CONDITION FROM 1909 / PILLAR IX
- AIII -11 PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR IV
- AIII -12 PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR V
- AIII -13 PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR VI
- AIII -14 PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR VII
- AIII -15 PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR VIII
- AIII -16 PROJECT FOR RECONSTRUCTION FROM 1911 / PILLAR IX
- AIII -17 PROJECT FOR RECONSTRUCTION FROM 1911 / DETAIL
- AIII -18 PLAN AND FACADE OF THE BRIDGE WITH IRON CONSTRUCTION FROM 1916.
- AIII -19 PLAN AND FACADE OF THE BRIDGE, SCALE 1:200
- AIII -20 FACADE FROM 1921.
- AIII -21 ANALYSES OF PAVEMENT FROM 1940.
- AIII -22 INTERVENTION ON PAVEMENT FROM 1940.
- AIII -23 PLAN, FACADE AND CROSS SECTION OF THE BRIDGE
- AIII -24 UPSTREAM FACADE OF THE BRIDGE
- AIII -25 DOWNSTREAM FACADE OF THE BRIDGE

- AIII -26 PLAN AND CROSS SECTIONS
- AIII -27 DRAWING OF THE GATE /MIHRAB/
- AIII -28 PLANS AND THE CROSS SECTION OF THE BRIDGE WITH PRESENTATION OF ALL DAMAGES IN PERIOD FROM 1911. TILL 2004.
- AIII -29 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR I, II
- AIII -30 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR III
- AIII -31 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR IV
- AIII -32 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR V
- AIII -33 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR VI
- AIII -34 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR VII
- AIII -35 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR VIII
- AIII -36 PILLAR DAMAGES IN PERIOD FROM 1912. TILL 2004. PILLAR IX

Annex IV

Photo documentation

Annex IV a / archival photos

- 1. Great flood at the end of the 1896., 1896,
- 2. Great flood at the end of the 19th century, 1896,
- 3. Up stream façade, an old photo,
- 4. The bridge before 1914.
- 5. The bridge after 1914.
- 6. The bridge between two World wars
- 7. Down stream façade, an old photo
- 8. Down stream façade an old photo
- 9. Down stream façade an old photo
- 10. View from the left river bank at Mehmed-pasha Sokolovic bridge, 1992.

Annex IV b / recent photos

- 1. Mehmed-pasha Sokolovic bridge in Visegrad, view from the approach road, 2002.
- 2. Mehmed-pasha Sokolovic bridge with surrounding, downstream façade, view from North, on the left side of the photo, the right river bank with Orthodox Church is showed, 2005.
- 3. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the air, 2005.
- 4. Mehmed-pasha Sokolovic bridge, downstream façade, view from North, 2005.
- 5. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank, 2005.
- 6. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the South right river bank, 2004.
- 7. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank, 2005.
- 8. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank, 2004
- 9. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank, 2005.
- 10. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the right river bank, 2005
- 11. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank, 2005.
- 12. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank,
- 13. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the left river bank, 2004
- 14. Mehmed-pasha Sokolovic bridge in Visegrad, upstream façade, view from the left river bank, 2005.

- 15. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank, 2005.
- 16. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank, 2005.
- 17. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank, 2005
- 18. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank, 2005
- 19. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank, 2005
- 20. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the right river bank, 2005.
- 21. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, view from the left river bank, detail, 2004.
- 22. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, detail of the arch, 2004.
- 23. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, detail of the niches and decoration, 2005.
- 24. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the decoration, 2005.
- 25. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the mihrab (niche with inscription), 2005.
- 26. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the mihrab (niche with inscription), 2005.
- 27. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the inscription, 2005.
- 28. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the inscription, 2005.
- 29. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the inscription, 2005.
- 30. Mehmed-pasha Sokolovic bridge in Visegrad, downstream façade, sofa, 2005.
- 31. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the sofa, 2005.
- 32. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the sofa, 2005.
- 33. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the corner between the Bridge and the ramp, 2005.
- 34. Mehmed-pasha Sokolovic bridge in Visegrad, detail of the bridge decoration, 2005.

Annex IV c / photos of the parts of the Bridge placed in the National Museum

- 1. AIV c: 1 drawing of the older inscription, parts kept in the National Museum are noted
- 2. AIV c: 2 fragment 1,
- 3. AIV c: 3 fragment 2,
- 4. AIV c: 4 fragment 3,

Annex IV d / photos of the building surrunding the Bridge

- 1. AIV d: 1 Building 2
- 2. AIV d: 2 Building 2,3,4,5
- 3. AIV d: 3 Building 5
- 4. AIV d: 4 Building 6

Annex IV e / photos of the Mehmed pasha Sokolović's Ajza' kept in the National Museum of Bosnia and Herzegovina

- 1. AIV e: 1 JUZ' T63-1,1 Juz' I, page 1.
- 2. AIV e: 2 JUZ' T63-1,1 Juz' I, page 2.
- 3. AIV e: 3 JUZ' T63-1,1 Juz' I, page 3.
- 4. AIV e: 4 JUZ' T63-1,1 Juz' I, page 4.
- 5. AIV e: 5 JUZ' T63-1,1 Juz' I, page 5.
- 6. AIV e: 6 JUZ' T63-1,1 Juz' VII, page 91.
- 7. AIV e: 7 JUZ' T63-1,1 Juz' VII, page 92.
- 8. AIV e: 8 JUZ' T63-1,1 Juz' VIII, page 11.
- 9. AIV e: 9 JUZ' T63-1,1 Juz' IX, page 11.
- 10. AIV e: 10 JUZ' T63-1,1 Juz' IX, page 12.

Annex V

Drawings and photos of the works of art related to the Bridge (attached to part 3./3a, c(vi) of the Nomination file)

- AV-1 Višegrad, according to Kuripešić's engraving. A wooden bridge can be seen over the Drina (Trena), (*Čelić*, *Mujezinović*, 1998., 175)
- AV-2 The oldest known drawing of the Višegrad Bridge published in «Allgemeine Bauzeting» in 1873. The sentry tower can be seen in the middle of the Bridge, (*Čelić*, *Mujezinović*, 1998., 177)
- AV-3 Older inscription from the Višegrad Bridge, (Čelić, Mujezinović, 1998., 178)
- AV-4 More recent inscription from the Višegrad Bridge, (Čelić, Mujezinović, 1998., 179
- AV-5 Bridge Portal as seen from upstream drawing from 1889, (Čelić, Mujezinović, 1998., 181)
- AV-6 Older drawing of the *sofa* over the Drina, (*Čelić*, *Mujezinović*, 1998., 192)
- AV-7 Older drawing of upstream left corner of Bridge. Part of the approach ramp can be seen through the opening of the arch, (*Čelić*, *Mujezinović*, 1998., 194)

SOURCE for AV-I to AV-7:

Džemal Čelić; Mehmed Mujezinović, Stari mostovi u Bosni i Hercegovini (Old Bridges in Bosnia and Herzegovina). Sarajevo – Publishing, 1998.

- AV-8a B. Vuković, "Most" (Bridge), graphic, 2000.
- AV-8b B. Vuković, "Most" (Bridge), graphic, 2002.
- AV-9a B. Nikitović, "On spaja više od dve obale" (Connecting More than Two Banks), oil on canvas 1996.
- AV-9b B. Nikitović, "Višegrad", oil on canvas 1997.
- AV-9c B. Nikitović, "Priča o vodi, zemlji i nebu" (The Tale of Water, Earth and Sky), oil on canvas 1998, "Most" (Bridge), watercolour, 2003.
- AV-9d B. Nikitović, "Most" (Bridge), watercolour, 2003.
- AV-10 D. Jelenković, "Most" (Bridge), oil on canvas, triptych, 2000.
- AV-11 R. Vergović, "Most u noći" (The Bridge by Night), 2003.
- AV-12 J. Suhoveckaja (Russia), "Most" (Bridge), oil on canvas, 2005.
- AV-13 M. Zlatanova (Bulgaria), "Most u noći" (Bridge), oil on canvas, 1998
- AV-14 V. Mihajlović, "Most u noći" (The Bridge by Night), oil on canvas, 2001.
- AV-15 V. Mihajlović, "Most" (Bridge) 1999.
- AV-16 A. Mihajlovič Jakušenko (the Ukraine), "Višegradski most" (The Višegrad Bridge), oil on canvas, 1997.

Annex VI

Documents related to part 3./3c of the Nomination file

- AVI-1 Bridge disposition with zones of demolition in 1939.
- AVI-2 Bridge disposition with zones of demolition in 1943.
- AVI-3 Detail of the foundation sanitation, (M. Gojković, Stari mostovi u BiH, 1989.)
- AVI-4 Comparison of the arches
- AVI-5 Horizontal section of the pillars on some of the old bridges, (M. Gojković, *Stari mostovi u BiH*, 1989.)
- AVI-6 Arslanagića Bridge in Trebinje
- AVI-7 Buyukcekemece Bridge in Istanbul, facades
- AVI-8 Buyukcekemece Bridge in Istanbul
- AVI-9 Buyukcekemece Bridge in Istanbul, plan
- AVI-10 Emilio Lapideo Rotto Bridge in Rome (*Ponte Emilio*)
- AVI-11 Harami Deresi Bridge (Metin Sözen, Sinan, Architect of Ages, 1988)
- AVI-12 Karl Bridge in Prague, facade and plan
- AVI-13 Old Bridge in Konjic, facade

AVI-14	The Malabadi bridge across the Batman River, plan and facade
AVI-15	Mihrab on the Bridge on the Vardar River, Skopje
AVI-16	Regensburg's medieval bridge, facade and plan
AVI-17	Silivri Sultan Suleyman Bridge (Metin Sözen, Sinan, Architect of Ages, 1988)
AVI-18	Ponte Santa Trinità in Florence, facade
AVI-19	Wurzburg,s bridge, plan and facade
AVI-20	Bridge on the Žepa river, façade
AVI-21	Old Mostar Bridge

FOLDER 4
VIDEO DOCUMENTATION AND PUBLICATIONS







i lado de lit. Kut westine law i contre, ine iste it se hoji ne i o neme wy mas a hiji same i hoje. they of a fir haring wire well to mimoth de Fancisa, I lisposific se a and se dereck trains i sympiles is Jahan strani, on the pre it forte on avene is azin de melanipetrove i possible i'm stramsti. To a tocico lacire to à Thomast iste a istom por and a unirtima i certo it i preticala. I tolemprit weren 1814 prome tenil le aropo, la turienjem, ou mis de ce u tom praven vec' perale of anou too guto tolor oforici suce i uno -Kije justio - reli goligina umitaroje borle (u to an asservije pur me sama, agame à ciferale une ra à lade : asjet homen stronging to the cored dig to a sprawn as de ", its reneate se je a sel ver projune carciono so cerum se se occumento à joi ostale as morarigi continuous kiji kit sortigiena a Tramannenji i ti i enfin de se mizi se anim ito ce orci porte viga pa un to to bilo. Daipad, tada, a flory Gametin led the to jarfelo prad izine las tramst, Imil or pores, las or wherea, wevicelivery i now it ja nop.







SVENSKA AKADEMIEN

HARVID SAMMANTRADE DEN 26 OKTOBER 106 IÖVERENSSTÄMMELSE MED FÖRESKRIFTERNA

ALFRED NOBEL
DEN 27 NOVEMBER 1895
UPPRÄTTADE TESTAMENTE
BESLUTAT ATT TILLDELA



IVO ANDRIĆ

1901 ÅRS NOBELPRISTLITTERATUR FÖR DEN EPISKA KRAFT VARMED HAN GESTALTAMOTIV OCH ODEN UR SITT LANDS HISTORIA.

STOCKHEEN DEN EGDENGEMISCK 10 ft

"agreelativelon - Therein

To be the tree to be the tree to be the tree to be the tree to be tree to be tree to



Summary of Mehmed Pasha Sokolović Bridge File Card

The Card is filed under 376/X-16, File No. 211, Ruling 1099/51.

The File Card includes a Technical Description and History of the Bridge, as well as a brief Bibliography of references and a note on Conservation Works carried out in 1950, 1951 and 1952 and the Current State of the Bridge.

The Technical Description characterises the Bridge as "the most monumental monument of Ottoman architecture in Bosnia."

The History section states that the Bridge was built in 1571 as an endowment of the Grand Vizier Mehmed Pasha Sokolović by Sinan "the greatest Ottoman architect." It also gives an account of repair works carried out in 1664, 1875, 1911 and 1939/40.

The current state of the Bridge is described as "well conserved apart from the portion destroyed in 1943."

INSTITUTE FOR THE PROTECTION OF CULTURAL MONUMENTS

OF THE PEOPLES REPUBLIC OF BOSNIA AND HERZEGOVINA

SARAJEVO

Telephone: 23-038 P.O. Box 650 Sarajevo, 18 April 1962 Vojvode Putnika 7

No. 02-741-3

Pursuant to Article 63 of the Law on the Protection of Cultural Monuments ("PRBiH Official Gazette" No. 17/60) and Article 14 of the Rules of Procedure for the Cultural Monuments Registry ("PRBiH Official Gazette" No. 26/61), the Institute for the Protection of Cultural Monuments has passed the following

RULING

It is hereby ruled that the cultural monument – the Mehmed Pasha Sokolović Bridge in Višegrad, a thoroughfare construction from the Ottoman period, property of the State, placed under State protection by Institute Ruling No. 1099/1 shall be entered into the Registry of immovable cultural monuments.

EXPOSITION

This Ruling has been passed in accordance with the execution of provisions from Article 14 of the cited Code of Procedures stating that cultural monuments protected by regulations preceding the coming into force of the Law on the Protection of Cultural Monuments shall be entered into the Registry. This being such a case, the Ruling was passed as in the Enactment Clause.

This Ruling is subject to appeal to be filed with the Secretariat of the PRBiH Cultural Council within 15 days from the day of receipt. The appeal is filed through this Institute.

Director, Šefik Bešlagić

Deliver to:

- 1. Holder
- 2. NOO Višegrad
- 3. NOS Goražde
- 4. Federal Institute for the Protection of Cultural Monuments
- 5. Documentation Administrator
- 6. Archives
- 7. Provincial Court (to be entered into land registry), as validated by the Goražde Ruling
- 8. NOS Institute
- 9. NOO Institute

Decision no. 08.2-6-101/03-5

HISTORIC MONUMENT OF THE MEHMED PAŠA SOKOLOVIĆ BRIDGE VIŠEGRAD

Bosna i Hercegovina Komisija/ Povjerenstvo za očuvanje nacionalnih spomenika



Bosnia and Herzegovina Commission to Preserve National Monuments

Pursuant to Article V para. 4 Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina and Article 39 para. 1 of the Rules of Procedure of the Commission to Preserve National Monuments, at a session held on 25 January 2003 the Commission adopted a

DECISION

1

The historical monument of the *Mehmed paša Sokolović Bridge in Višegrad Is hereby designated a National Monument of Bosnia and Herzegovina.*

The structure is in Višegrad Municipality, Republika Srpska, on state-owned land with no cadastral plot reference, cadastral municipality Višegrad I, Republika Srpska, Bosnia and Herzegovina.

The provisions relating to protection and rehabilitation measures set forth by the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (Official Gazette of Republika Srpska no. 9/02) shall apply to the National Monument specified in the preceding paragraph.

Ш

The Government of Republika Srpska shall be responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument specified in Clause I of this Decision.

For the purpose of preserving the property and preventing its further deterioration, the Government of Republika Srpska (RS), in the shape of the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for acting in accordance with Ruling no. 06-362-116/90 dated 20 February 1990 issued by the Ministry of Regional Planning and the Environment of Bosnia and Herzegovina requiring that shut down the Višegrad hydroelectricity plant, in regard to which approval for trial operations expired on 1 August 1991, until such time as the conditions have been met for final operating approval as follows:

- the regulation of the Drina river bed downstream from the dam to the Mehmed paša Sokolović Bridge, and
- the repair of the piers of the old Mehmed paša Sokolović Bridge in conformity with the technical documentation certified by the relevant heritage protection authority of Republika Srpska

The Commission to Preserve National Monuments of Bosnia and Herzegovina (hereinafter: the Commission) shall determine the technical requirements and secure the funds for preparing and setting up signboards with the basic data on the monument and the Decision to proclaim the property a National Monument.

To ensure the ongoing preservation of the property, the following zones are hereby defined:

Protection Zone I, covering the structure itself and a zone extending 100 metres upstream and downstream from the bridge. Within this zone, the following measures shall apply:

- the construction of residential, commercial and agricultural facilities is prohibited
- all works are prohibited other than conservation and restoration works carried out to an approved project and under the professional supervision of the heritage protection authority of Republika Srpska
- the dumping of all kinds of waste is prohibited
- motor vehicle traffic is prohibited
- all infrastructural works are prohibited other than in exceptional cases with the approval of the relevant ministry and under the professional supervision of the heritage protection authority of Republika Srpska
- the construction of any infrastructure or power facilities, quarries and other pollutants the construction or operation of which could be detrimental to the national monument specified in Clause 1 of this Decision is prohibited.

IV

All executive and area development planning acts not in accordance with the provisions of this Decision are to be revoked.

V

Everyone, and in particular the competent authorities of Republika Srpska, and urban and municipal authorities, shall refrain from any action that might damage the National Monument specified in Clause I of this Decision or jeopardize the preservation and rehabilitation thereof.

۷I

The Government of Republika Srpska, the Ministry for Urban Planning, Housing and Public Utilities, Construction and the Environment of Republika Srpska, the heritage protection authority of Republika Srpska, and the Municipal Authorities in charge of urban planning and land registry affairs, shall be notified of this Decision in order to carry out the measures stipulated in Articles II, III and IV of this Decision, and the Authorized Municipal Court shall be notified for the purposes of registration in the Land Register.

VII

The elucidation and accompanying documentation form an integral part of this Decision, which may be viewed by interested parties on the premises or by accessing the website of the Commission to Preserve National Monuments (http://www.anek8komisija.com.ba)

Pursuant to Art. V para 4 Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina, decisions of the Commission are final.

IX

This Decision shall enter into force on the date of its adoption and shall be published in the Official Gazette of BiH and the Official Gazette of Republika Srpska.

This Decision has been adopted by the following members of the Commission: Zeynep Ahunbay, Amra Hadžimuhamedović, Dubravko Lovrenović, Ljiljana Ševo and Tina Wik.

Chairman of the Commission Dubravko Lovrenović

No.: 08.2-6-101/03-5

4 March 2003 Sarajevo

Elucidation

I – INTRODUCTION

Pursuant to Article 2, paragraph 1 of the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina, a "National Monument" is an item of public property proclaimed by the Commission to Preserve National Monuments (hereinafter referred to as the Commission) to be a National Monument pursuant to Articles V and VI of Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (hereinafter referred to as Annex 8) and as property entered on the Provisional List of National Monuments of Bosnia and Herzegovina (Official Gazette of BiH no. 33/02) until the Commission reaches a final decision on its status, as to which there is no time limit and regardless of whether a petition for the property in question has been submitted or not.

At a session held on 22 July 1997 the Commission issued a Decision to add the **Mehmed-paša Sokolović Bridge in Višegrad** to the Provisional List of National Monuments of Bosnia and Herzegovina, numbered as 767.

Pursuant to the provisions of the law, the Commission proceeded to carry out the procedure for reaching a final decision to designate the Property as a National Monument, pursuant to Article V of Annex 8 and Article 35 of the Rules of Procedure of the Commission to Preserve National Monuments.

II -PROCEDURE PRIOR TO DECISION

In the procedure preceding the adoption of a final decision to proclaim the property a national monument, the following documentation was inspected:

- Data on the current condition and use of the property, including a description and photographs, data of war damage if any, data on restoration or other works on the property if any, etc.
- Historical, architectural and other documentary material on the property, as set out in the bibliography forming part of this Decision.

The findings based on the review of the above documentation and the condition of the monument are as follows:

1. Information on the Site **Location**

The Mehmed-paša Sokolović Bridge is located in the town of Višegrad, with no cadastral plot reference, c.m. Višegrad, Višegrad Municipality, Republika Srpska, Bosnia and Herzegovina.

Historical information

The bridge was built between 1571 and 1577 over the river Drina where the road linking Bosnia with Istanbul ran (known as the "Carigradska džada" or road to the Imperial city). The construction of the bridge was entrusted to the great court

architect Kodža Mimar Sinan, not only the leading architect of the Ottoman Empire but one of the greatest builders in the entire world. The benefactor who funded the construction was Mehmed paša Sokolović, Grand Vezier to three sultans from 1565 to 1579: Suleyman the Magnificent, Selim II and Murat III. Mehmed paša Sokolović was born in the village of Sokolovići near Višegrad, from which he was taken to Turkey as a very young lad. Many other members of his family also occupied the highest positions of state at that time, making the Sokolović family the most powerful both militarily and politically in the Ottoman Empire in the second half of the sixteenth century.

The stone from which the bridge was built was quarried in Banja, about five kilometres downstream on the right bank of the Drina. A wooden tower formerly stood on the middle of the bridge; the date of its construction is unknown, but it was pulled down in 1886. The tower was used as a guard-room, with a passage beneath closed by massive oak doors on both sides. The tower was equipped with several small cannons known as *šibe*. On the bridge itself, there were two chronograms engraved with the years 971/1571 and 985/1577 respectively. The bridge has experienced a number of major floods, of which the worst was in 1896, when the level of the Drina was 1.60 m. above the bridge.

The bridge is known to have been repaired in around 1664, and again in 1875, 1911 and 1939/40. When the Austrians withdrew from Višegrad in 1914 one of the openings of the bridge was destroyed, and the following year the Serb army destroyed another one when retreating. The bridge remained in this condition until 1939 when it was repaired. During the intervening period, 1915-1939, the sections of the bridge that had been destroyed were provided with an iron structure to make the bridge passable. When the Germans retreated in October 1943 that part was also destroyed.

Legal Status to Date

By Ruling no. 1099/51 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, the bridge was placed under the protection of the state. By Ruling no. *02-741-3* dated 18 April 1962, it was registered in the Immovable Cultural Monuments Register under number 208 as a Cultural Monument of Bosnia and Herzegovina.

At a session held 27 and 28 March 1990, the Commission for the Categorization of the Architectural Heritage, appointed by Ruling no. 10-338-8/89 issued by the Institute for the Protection of the Cultural, Historical and Natural Heritage of Bosnia and Herzegovina, issued an Opinion that the Mehmed paša Sokolović Bridge was to be listed as a Category I asset of the cultural and historical heritage, pursuant to article 14 of the law.

The Regional Plan for BiH to 2002 classified the bridge as category 0 because of its outstanding beauty.

2. Description of the Monument

The bridge is one of the most magnificent works of architecture of the fifteenth to nineteenth century in Bosnia and Herzegovina. The part of the bridge that spans the river consists of eleven arched openings, of which the end opening on the right bank rests on two retaining walls with the smallest span of 5.20 m. The other ten arches have a span of from 10.70 to 14.80 m. The bridge is carried by nine great stone piers with a width of from 3.50 to 4 m, and a length of about 11.50 m. On the left bank the endmost opening rests on the angle of the bridge where it grades into

the ramp. The width of the road over the bridge is 6.00 m. The parapet walls are 60 cm thick and 179.44 m. Long. The access ramp is about 6.60 m. wide including the parapet walls, and about 120.00 m. long. There are four arches in the ramp, a larger one in the angle (4.50 m. wide) and three smaller ones spanning a brook that flows into the Drina. The arches are classical depressed arches with the excentricity of the centres relatively small - about 1.00 m., with a depth of 85cm – making them almost semicircular. The piers, arches and facing walls are made of limestone from the locality of majdan Višegradske banje. Some of the stone blocks are held together by iron clamps sealed with lead. Above the facing walls, at the level of the roadway, is a moulded limestone cornice 30 cm high on which rests a solid stone parapet. The sixth pier is is ornamented. On the upstream side, it is of triangular profile, grading into a rectangular extension bearing a blind portal with chronogrammatic inscription. On the downstream side it is polygonal in shape, grading into a rectangular extension with built-in seats, which are still used to this day.¹

3. Research and Conservation and Restoration Works

Given the strategic significance of the road and the bridge in times of war in eastern Bosnia, they suffered significant damage in 1914, 1915 and 1943. The reconstruction of the destroyed sections of the bridge was carried out in 1939 and 1940, and in 1949-1952. The hydroelectric power plant Bajina Basta downstream from the bridge and the Višegrad hydroelectric power plant with dam located upstream from the bridge, endanger this historical monument.²

During 1950, 1951 and 1952, the Roads Authority of the Ministry of Local Traffic reconstructed the destroyed arches, and carried out restoration works on the surviving sections. These works were carried out to a project designed by engineer Weber from the Regional Design Institute from Sarajevo, the contractor was GP «Put», and engineer Sorokin supervised the works. The restored sections were reconstructed to conform exactly to the surviving sections. The material was taken from the old quarry. The roadway, parapet, sofas and portal were fully restored. The restoration of the inscription was by M. Mujagić, and the stonemason Ivan Vrlec cut and dressed the stone.

The reconstruction of the ramp was designed by a project drawn up by the Institute for the Protection of the Cultural, Historical and Natural Heritage of BiH. The works started in 1991, and the reconstruction of foundation of the pillars (towards the left river bank) was carried out in 1992. The war of1992-95 stopped these works, but the bridge did not suffer any damage as a result of war action. Bearing in mind that the power plant is continually operational, the bridge is regularly exposed to fluctuations in water flow and water level, which directly endangers its stability and future survival.

4. Current Condition of the Structure

¹ The extent of damage and repairs is unknown except from what Evlija Čelebija recounts in his 1625 travelogue. There are no written documents subsequent to this date until the nineteenth century, in 1896, when the Drina rose to 15.4 m. above its normal level, or some 1.6 m. above the highest point of the bridge roadway. The korkaluk or parapet of the bridge was destroyed by the flood, but the rest of the bridge and ramps survived undamaged. However, the piers, which stand on wooden grills, deteriorated with time and began to undermine the stability of the bridge, as a result of which the foundations were repaired in 1911.

² An study on repairs to the bridge for the purpose of its preservation was drawn up by Professor Gojković, Ph.D.

Throughout its 430 years of existence the bridge has largely retained its original appearance, and is one of the oldest surviving bridges in Bosnia and Herzegovina and indeed in the region as a whole. Previous natural disasters, as well as dynamiting during World Wars I and II, led to the destruction of some sections of the bridge, which were restored to their original condition using original materials. The construction of the Bajina Bašta hydroelectric power station and the accompanying reservoir below the bridge has diminished its aesthetic value. The construction of the Višegrad hydroelectric power station has still further altered the hydrology of the area and poses a threat to the bridge's stability. The findings of an on site inspection of the bridge are as follows:

- The bridge suffered no damage as a result of war action,
- Since the power plant is in constant operation, the bridge is exposed to
 fluctuations in water flow and level on a daily basis, which is directly jeopardizes
 its stability and future survival. Temporary protection in the shape of steel panels
 has been erected on the second and fifth piers, intended to prevent further
 erosion of the stone, but the rest of the bridge remains unprotected,
- The structure is exposed to the specific risks of heavy traffic, weathering etc.
- The bridge is at risk of rapid deterioration as a result of the lack of regular maintenance.

III Conclusion

Based on the date of its construction, historical value, workmanship and proportions, the Mehmed paša Sokolović Bridge in Višegrad is an outstanding example of public buildings, specifically bridges, within the territory of Bosnia and Herzegovina.

Applying the Criteria for the adoption of a decision on proclaiming an item of property a national monument, adopted at the fourth session of the Commission to Preserve National Monuments (3 to 9 September 2002), the Commission has enacted the Decision cited above.

The Decision is based on the following criteria:

- A. Time frame
- B. Historic value
- C. Artistic and aesthetic value

C.i. quality of workmanship

C.ii. quality of material

C.iii. proportions

C.iv. composition

C.v. value of details

C.vi. structural value

A. Clarity (documentary, scientific and educational value)

D.iii. work of a famous artist or builder

D.iv. evidence of a certain type, style or regional manner

B. Symbolic value

E.iii. traditional value

E.v. significance for the identity of a group of people

C. Landscape value

F.i. relation to other elements of an ensemble

F.ii. meaning in the townscape

F.iii. the building or group of buildings is part of a group or site

G. Authenticity

G.i. form and design

G.ii. materials and content

G.iii. use and function

G.iv. traditions and techniques

G.v. location and setting

G.vi. spirit and feeling

H. Rarity and representativity

H.ii. outstanding work of art or architecture

H.iii. work of a prominent artist or architect

The following documents form an integral part of this Decision:

- Ruling on the protection of the property by the Institute for the Protection of Cultural Monuments no. 1099/51 and no. 02-741-3 dated 18 April 1962,
- Technical documentation from the Institute for the Protection of the Cultural, Historical and Natural Heritage of BiH;
- Photodocumentation

Bibliography

Bejtić, Alija, *Sokolovićev most na Drini u Višegradu* (The Sokolović Bridge on the Drina in Višegrad) Sarajevo 1945.

Čelić, Džemal, *Obnova Sokolovićeva mosta u Višegradu* (Restoration of the Sokolović Bridge in Višegrad) Naše starine I, 1953.

Čelić, Džemal, and Mujezinović, Mehmed, *Stari mostovi u BiH* (Old Bridges in BiH) Sarajevo 1969

Gojković, Milan, Kameni mostovi (Stone Bridges)

Herman, K, Journal of the National Museum, 1889. Vol. I

Korkut, D., *Obnova natpisa na Sokolovića mostu* (Restoration of the inscriptions on the Sokolović Bridge) Journal of the National Museum, 1939, Vol. II

Mujezinović, Mehmed, *Obnova natpisa na Sokolovićevom mostu u Višegradu* (Restoration of the inscriptions on the Sokolović Bridge) Naše starine I, 1953.

Styh, E, Bauwesen in B. und H., Vienna, 1887.

Summary of the

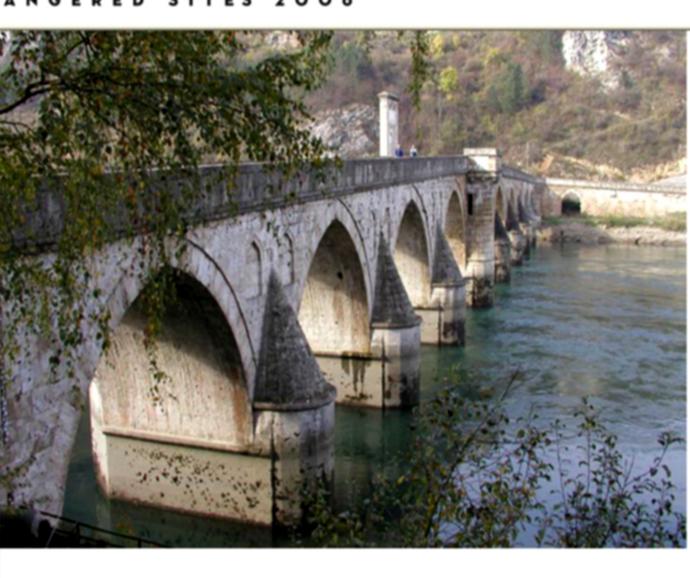
Decision of the Municipality assembly of Višegrad to forbid traffic of the motor vehicle over the Mehmed pasha Sokolović Bridge in Višegrad.

Decision was adopted on 26th, March, 2003, ruling no. 01-022-6/03.

WORLD MONUMENTS WATCH

100 MOST ENDANGERED SITES 2006





WORLD MONUMENTS WATCH

100 HOST ENDANGERED SITES 2006

Mehmed-Pasha Sokolovic Bridge VISEGRAD, BOSNIA/HERZEGOVINA

Stretching over the waters of the Drina River in eastern Bosnia, the sixteenth-century Mehmed-Pasha Sokolovic Bridge is a famous Balkan icon. Designed by Sinan (1489–1588), who is considered by many to have been the finest architect of the Ottoman Empire, the bridge is one of nine completed by him—of which six survive. The subject of Ivo Andric's



1945 Nobel Prize-winning book *The Bridge on the Drina*, the Mehmed-Pasha Sokolovic Bridge retains much of its original fabric, although it was repaired several times in the sixteenth, nineteenth, and twentieth centuries. Three of its 11 arches were destroyed in World War I, while five were damaged in World War II. All were subsequently restored.

The famous bridge now connects pedestrians from the urban area of Visegrad with a wilderness area on the adjacent bank of the Drina. The construction of two hydroelectric power plants and a reservoir nearby, together with sub-surface instability, have caused the water level of the Drina to rise and strain the load-bearing capacity of the bridge pillars. The substantial erosion of the submerged sections of the pillars and their bases threatens the stability of the entire Mehmed-Pasha Sokolovic Bridge. There has been no regular maintenance of the bridge in recent decades due to a lack of funds.

WORLD MONUMENTS WATCH

100 MOST ENDANGERED SITES 2006

AFGHANISTAN

Haji Piyada Mosque, Balkh

ANTARCTICA

Sir Ernest Shackleton's Expedition Hut. Antarctica

AUSTRALIA

Dampier Rock Art Complex, Dampier, Burrup Peninsula

BAHGLADESH

Sonargaon-Panam City, Sonargaon

BOSHIA/HERZEGOVINA

Mehmed-Pasha Sokolovic Bridge, Visegrad

BRAZIL

Convent of San Francisco and Historic Olinda, Olinda, Pernambuco

CAMEROON

Bafut Palace, Bafut

CAPE VERDE

Tarrafal Concentration Camp, Tarrafal

CHILE

Tulor Village, Antofagasta Cerros Pintados, Tarapaca

CHINA

Cockcrow Post Town, Cockcrow Post, Huailai Lu Mansion, Dong Yang Qikou Town, Shanxi Province Stone Towers of Southwest China, Various Tianshui Traditional Houses, Tianshui, Qincheng, Gansu Tuanshan Historical Village, Yunnan Province

CROATIA

Novi Dvori Castle, Zapresic Saint Blaise Church, Dubrovnik

CUBA

Finca Vigia (Hemingway's House), San Francisco de Paula

EGYPT

Sabil Ruqayya Dudu, Cairo Tarabay al-Sharify, Cairo West Bank, Luxor

EL SALVADOR

San Miguel Arcangel & Santa Cruz de Roma, Panchimalco & Huizucar

ERITREA

Asmara Historic City Center and Theater, Asmara Kidane-Mehret Church, Senafe Massawa Historic Town, Massawa

FINLAND

Helsinki-Malmi Airport, Helsinki

GEORGIA

Jvari Monastery, Mtshekta

GREECE

Helike Archaeological Site, Rizomylos & Eliki, Achaia

GUATEMALA

Naranjo, El Peten

INDIA

Dalhousie Square, Calcutta Dhangkar Gompa, Himachal Pradesh Guru Lhakhang and Sumda Chung Temples, Sumda Chung Watson's Hotel, Mumbai

INDONESIA

Omo Hada, Nias Island

IRAH

Bam, Bam

IRAQ

Cultural Heritage Sites, Country-wide

IRELAND

Wonderful Barn, Kildare

ITALY

Academy of Hadrian's Villa, Tivoli Cimitero Acattolico, Rome Civita di Bagnoregio, Bagnoregio Murgia dei Trulli, Murgia dei Trulli Portici Royal Palace, Naples Santa Maria in Stelle Hypogeum, Verona Temple of Portunus, Rome

KENYA

Mtwapa Heritage Site, Kilifi, Mtwapa

LAOS

Chom Phet Cultural Landscape, Luang Prabang

LATVIA

Riga Cathedral, Riga

LEBANON

Chehabi Citadel, Hasbaya International Fairground at Tripoli, Tripoli

MACEDONIA

Treskavec Monastery and Church, Treskavec

MAURITANIA

Chinguetti Mosque, Chinguetti

HEXICO

Chalcatzingo, Morelos Mexico City Historic Center, Mexico City Pimeria Alta Missions, Sonora San Juan Bautista Cuauhtinchan, Puebla San Nicolas Obispo, Morelia, Michoacan

HEPAL

Patan Royal Palace Complex, Patan

NIGERIA

Benin City Earthworks, Edo State

NORWAY

Sandviken Bay, Bergen

PAKISTAN

Mian Nasir Mohamad Graveyard, Dadu District Thatta Monuments, Thatta

PALESTINIAN TERRITORIES

Tell Balatah (Shechem or Ancient Nablus). Nablus, West Bank

PAHAMA

Panama Canal Area, Panama Canal area

PERU

Cajamarquilla, Lima Presbitero Maestro Cemetery, Lima Quinta Heeren, Lima Revash Funerary Complex, Santo Tomas de Quillay Tucume Archaeological Site, Lambayeque

POLAND

Jerusalem Hospital of the Teutonic Order, Malborka Mausoleum of Karol Scheibler, Lodz

PORTUGAL

Teatro Capitolio, Lisbon

DOMANIA

Oradea Fortress, Oradea

RUSSIA

Melnikov's House Studio, Moscow Narkomfin Building, Moscow Semenovskoe-Otrada, Moscow Region

SAMO

Pulemelei Mound, Palauli, Letolo Plantation

SERBIA/MONTENEGRO

Prizren Historic Center, Prizren Subotica Synagogue, Subotica

SIERRE LEONE

Old Fourah Bay College, Freetown

SLOVAKIA

Lednicke-Royne Historical Park, Lednicke-Royne

SOUTH AFRICA

Richtersveld Cultural Landscape, Northern Cape Province

SPAIN

Segovia Aqueduct, Segovia

SUDAN

Suakin, Suakin Island

SYRIA

Amrit Archaeological Site, Amrit Shayzar Castle, Shayzar Tell Mozan (Ancient Urkesh)

TURKEY

Aphrodisias, Aphrodisias Little Hagia Sophia, Istanbul

UNITED KINGDOM

Saint Mary's Stow Church, Stow, Lincolnshire Saint Vincent's Street Church, Glasgow, Scotland

UNITED STATES

Columbus Circle, New York, New York
 Bluegrass Cultural Landscape of Kentucky,
 Central Kentucky
 Cyclorama Center, Gettysburg
 Dutch Reformed Church, Newbergh, New York
 Ellis Island Baggage and Dormitory Building,
 New York, New York
 Ennis Brown House, Los Angeles, California
 Hanging Flume, Montrose County, Colorado
 Mount Lebanon Shaker Village, New Lebanon, NY

VENEZUELA

La Guaira Historic City, Vargas

Summary of List of Economic and Non-Economic Operators in the Višegrad Municipality

A total of 42 economic and non-economic operators in the Višegrad Municipality are listed with their addresses and telephone numbers.

Priority Intervention List (PIL)

Those monuments are the most endangered:

- Historical building -The bridge of Mehmed-pasha Sokolović in Višegrad,
- 2. Historical site The Old Town Stolac,
- 3. Historical site The Fortress in Jajce,
- 4. Historical urban site of Blagaj
- 5. Historical site Radimlja with necropolis with stecaks (tombstones), Stolac
- 6. Architectural ensemble of Fethija mosque in Bihać,
- 7. Architectural ensemble of the Old Soko mosque in Gračanica,
- 8. Historical building Greek Orthodox Church of St Nicolas in Trijebanj near Stolac,
- 9. Historical site the Old Jewish Graveyard in Sarajevo
- Site and remnants of the architectural ensemble of Aladža mosque in Foča (Srbinje)
- 11. Site and remnants of the architectural ensemble of the Catholic Monastery Plehan
- 12. Historical building Eminagića's konak (guest house) in Tešanj,
- 13. Historical building Seranica's house in Banja Luka,
- 14. Historical building City hall (National Library) in Sarajevo
- 15. Historical building City hall in Novi Grad/Bosanski Novi,
- 16. Historical site of the Old Town Bužim,
- 17. Historical site of the Old Town Ljubuški,
- 18. Historical site of the Old Town Prusac
- 19. Architectural ensemble of the Greek Orthodox Monastery in Vozuća, Zavidovići
- 20. Historical building City hall in Brčko

The Prioritized List has been made in accordance with the List of the Endangered Monuments in Bosnia and Herzegovina, established by the Commission to Preserve National Monuments. The criteria employed is that monuments are designated as national monuments, they represents rear or unique example of the typology or chronological -stylistic corpus, they are damaged/destroyed during the 1992-1995 war in BiH or they are endangered by the post war conditions (illegal constructions, lack of funding for restoration and maintenance, inexpert reconstruction,...) and are imposed to further deterioration, their restoration will encourage return process in BiH, their restoration will support development of the region.

Commission to Preserve National Monuments Bosnia and Herzegovina

Mirela Mulalić Handan, Project Coordinator

Prioritised Intervention List:

- Country:
 - Bosnia and Hercegovina
- Name of organisation compiling the information: Commission to Preserve National Monuments
- Contact name:
 - Mirela Mulaluć Handan
- email address:
 - mirela@aneks8ko.com.ba

The monument, sites or ensemble

Name and address of bulding(s) or site:
 Historical building - The bridge of Mehmed-pasha Sokolović in
 Višegrad

- Inventory reference number(s): 08.2-6-101/03-5
- Building type(s):
 Infrastructure Bridge
- Main date(s):
 date range from 1571 to 1577 (when the bridge
 was built)
 1664, 1875, 1911. and 1939/40., 1949.-1952.,
 (when the bridge is known to have been repaired)
- Current use(s):
 Bridge for pedestrian traffic



Significance:

The Mehmed-paša Sokolović Bridge was built between 1571 and 1577 over the river Drina where the road linking Bosnia with Istanbul ran (known as the "Carigradska džada" or road to the Imperial city). The construction of the bridge was entrusted to the great court architect Kodža Mimar Sinan, not only the leading architect of the Ottoman Empire but one of the greatest builders in the entire world. The benefactor who funded the construction was Mehmed paša Sokolović, Grand Vezier to three sultans from 1565 to 1579.

The stone from which the bridge was built was quarried in Banja, about five kilometres downstream on the right bank of the Drina. A wooden tower formerly stood on the middle of the bridge; the date of its construction is unknown, but it was pulled down in 1886. The tower was used as a guard-room, with a passage beneath closed by massive oak doors on both sides. The tower was equipped with several small cannons known as *šibe*.

On the bridge itself, there were two chronograms engraved with the years 971/1571 and 985/1577 respectively.

General information:

The bridge is one of the most magnificent works of architecture of the fifteenth to nineteenth century in Bosnia and Herzegovina. The part of the bridge that spans the river consists of eleven arched openings, of which the end opening on the right bank rests on two retaining walls with the smallest span of 5.20 m. The other ten arches have a span of from 10.70 to 14.80 m. The bridge is carried by nine great stone piers with a width of from 3.50 to 4 m, and a length of about 11.50 m. On the left bank the endmost opening rests on the angle of the bridge where it grades into the ramp. The width of the road over the bridge is 6.00 m. The parapet walls are 60 cm thick and 179.44 m. long. The access ramp is about 6.60 m. wide including the parapet walls, and about 120.00 m. long. There are four arches in the ramp, a larger one in the angle (4.50 m. wide) and three smaller ones spanning a brook that flows into the Drina. The arches are classical depressed arches with the excentricity of the centres relatively small - about 1.00 m., with a depth of 85cm - making them almost semicircular. The piers, arches and facing walls are made of limestone from the locality of majdan Višegradske banje. Some of the stone blocks are held together by iron clamps sealed with lead. Above the facing walls, at the level of the roadway, is a moulded limestone cornice 30 cm high on which rests a solid stone parapet. The sixth pier is ornamented. On the upstream side, it is of triangular profile, grading into a rectangular extension bearing a blind portal with chronogrammatic inscription. On the downstream side it is polygonal in shape, grading into a rectangular extension with built-in seats, which are still used to this day.

Research and Conservation and Restoration Works

The extent of damage and repairs of the bridge in period from 17th century till 19th century is unknown except from what Evlija Čelebija recounts in his 1625 travelogue. There are no written documents subsequent to this date until the nineteenth century, in 1896, when the Drina rose to 15.4 m. above its normal level, or some 1.6 m. above the highest point of the bridge roadway. The korkaluk or parapet of the bridge was destroyed by the flood, but the rest of the bridge and ramps survived undamaged. However, the piers, which stand on wooden grills, deteriorated with time and began to undermine the stability of the bridge, as a result of which the foundations were repaired in 1911.

The bridge is known to have been repaired in around 1664, and again in 1875, 1911 and 1939/40. When the Austrians withdrew from Višegrad in 1914 one of the openings of the bridge was destroyed, and the following year the Serb army destroyed another one when retreating. The bridge remained in this condition until 1939 when it was repaired. During the intervening period, 1915-1939, the sections of the bridge that had been destroyed were provided with an iron structure to make the bridge passable. When the Germans retreated in October 1943 that part was also destroyed. The reconstruction of the destroyed sections of the bridge was carried out in 1949-1952.

The hydroelectric power plant Bajina Basta downstream from the bridge and the Višegrad hydroelectric power plant with dam located upstream from the bridge, endanger this historical monument. (A study on repairs to the bridge for the purpose of its preservation was drawn up by Professor Gojković, Ph.D.)

During 1950, 1951 and 1952, the Roads Authority of the Ministry of Local Traffic reconstructed the destroyed arches, and carried out restoration works on the surviving sections. These works were carried out to a project designed by engineer Weber from the Regional Design Institute from Sarajevo, the contractor was GP «Put», and engineer Sorokin supervised the works. The restored sections were reconstructed to conform exactly to the surviving sections. The material was taken from the old quarry. The roadway, parapet, sofas and portal were fully restored. The restoration of the inscription was by M. Mujagić, and the stonemason Ivan Vrlec cut and dressed the stone.

The reconstruction of the ramp was designed by a project drawn up by the Institute for the Protection of the Cultural, Historical and Natural Heritage of BiH. The works started in 1991, and the reconstruction of foundation of the pillars (towards the left river bank) was carried out in 1992. The war of1992-95 stopped these works, but the bridge did not suffer any damage as a result of war action. Bearing in mind that the power plant is continually operational, the bridge is regularly exposed to fluctuations in water flow and water level, which directly endangers its stability and future survival.

Categories of Significance:

Internationally important

Categories of ownership or interest:

Of national interest

Documentation and bibliliographic references:

Documentation:

- Ruling on the protection of the property by the Institute for the Protection of Cultural Monuments no. 1099/51 and no. 02-741-3 dated 18 April 1962,
- Technical documentation from the Institute for the Protection of the Cultural, Historical and Natural Heritage of BiH;
- Photo documentation

Bibliography:

- 1. Documentation of the Commission to Preserve National Monument
- 2. Bejtić, Alija, *Sokolovićev most na Drini u Višegradu* (The Sokolović Bridge on the Drina in Višegrad) Sarajevo 1945.

- 3. Čelić, Džemal, *Obnova Sokolovićeva mosta u Višegradu* (Restoration of the Sokolović Bridge in Višegrad) Naše starine I, 1953.
- 4. Čelić, Džemal, and Mujezinović, Mehmed, *Stari mostovi u BiH* (Old Bridges in BiH) Sarajevo 1969
- 5. Gojković, Milan, Kameni mostovi (Stone Bridges)
- 6. Herman, K, Journal of the National Museum, 1889 . Vol. I
- Korkut, D., Obnova natpisa na Sokolovića mostu (Restoration of the inscriptions on the Sokolović Bridge) Journal of the National Museum, 1939, Vol. II
- 8. Mujezinović, Mehmed, *Obnova natpisa na Sokolovićevom mostu u Višegradu* (Restoration of the inscriptions on the Sokolović Bridge) Naše starine I, 1953.
- 9. Styh, E, Bauwesen in B. und H., Vienna, 1887.

Condition:

- 2. Poor
- Since the power plant is in constant operation, the bridge is exposed to
 fluctuations in water flow and level on a daily basis, which is directly
 jeopardizes its stability and future survival. Temporary protection in the
 shape of steel panels has been erected on the second and fifth piers,
 intended to prevent further erosion of the stone, but the rest of the bridge
 remains unprotected.
- The structure is exposed to the specific risks of heavy traffic, weathering etc.

Amount of war or associated damage:

- 0. No damage
 - The bridge suffered no damage as a result of war action

Risk:

- The bridge is at risk of rapid deterioration as a result of the lack of regular maintenance,
- The bridge is at risk of further detoriation due to the insufficiency of means and will to execute the project of conservation of the bridge.

Condition risk:

B. Immediate risk of further rapid detorioration or loss of fabric, solution agreed but not begun

The construction of the Bajina Bašta hydroelectric power station and the accompanying reservoir below the bridge has diminished its aesthetic value. The

construction of the Višegrad hydroelectric power station has still further altered the hydrology of the area and poses a threat to the bridge's stability.

Technical assessment and costing:

Project of urgent protection measures from further deterioration needs to be done.

On the National monument and a zone extending 100 metres upstream and downstream from the bridge, the following measures shall be applied:

- the construction of residential, commercial and agricultural facilities is prohibited
- all works are prohibited other than conservation and restoration works carried out to an approved project and under the professional supervision of the heritage protection authority of Republika Srpska
- the dumping of all kinds of waste is prohibited
- motor vehicle traffic is prohibited
- all infrastructural works are prohibited other than in exceptional cases with the approval of the relevant ministry and under the professional supervision of the heritage protection authority of Republika Srpska
- the construction of any infrastructure or power facilities, quarries and other pollutants the construction or operation of which could be detrimental to the national monument is prohibited.

Costing proposals for projects and above listed works have not been done.

Ownership:

State property

Occupation:

Fully occupied in regular use

Managment:

The provisions relating to protection and rehabilitation measures set forth by the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (Official Gazette of Republika Srpska no. 9/02) shall apply to the National Monument specified in the preceding paragraph.

The Government of Republika Srpska shall be responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures

necessary to protect, conserve, display and rehabilitate the National Monument – Bridge of Mehmed-paša Sokolović.

For the purpose of preserving the property and preventing its further deterioration, the Government of Republika Srpska (RS), in the shape of the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for acting in accordance with Ruling no. 06-362-116/90 dated 20 February 1990 issued by the Ministry of Regional Planning and the Environment of Bosnia and Herzegovina requiring that shut down the Višegrad hydroelectricity plant, in regard to which approval for trial operations expired on 1 August 1991, until such time as the conditions have been met for final operating approval as follows:

- the regulation of the Drina river bed downstream from the dam to the Mehmed paša Sokolović Bridge, and
- the repair of the piers of the old Mehmed paša Sokolović Bridge in conformity with the technical documentation certified by the relevant heritage protection authority of Republika Srpska.

Summary:

Based on the date of its construction, historical value, workmanship and proportions, the Mehmed paša Sokolović Bridge in Višegrad is an outstanding example of public buildings, specifically bridges, within the territory of Bosnia and Herzegovina.

The Regional Plan for BiH to 2002 classified the bridge as category 0 – of international importance.

Applying the Criteria for the adoption of a decision on proclaiming an item of property a national monument, this national monument reaches the following criteria (criteria of significance):

- A. Time frame
- B. Historic value
- C. Artistic and aesthetic value
- C.i. quality of workmanship
- C.ii. quality of material
- C.iii. proportions
- C.iv. composition
- C.v. value of details
- C.vi. structural value

D. Clarity (documentary, scientific and educational value)

- D.iii. work of a famous artist or builder
- D.iv. evidence of a certain type, style or regional manner
- E. Symbolic value
- E.iii. traditional value
- E.v. significance for the identity of a group of people
- F. Landscape value
- F.i. relation to other elements of an ensemble

F.ii. meaning in the townscape

F.iii. the building or group of buildings is part of a group or site

G. Authenticity

G.i. form and design

G.ii. materials and content

G.iii. use and function

G.iv. traditions and techniques

G.v. location and setting

G.vi. spirit and feeling

H. Uniqueness/rarity

H.ii. outstanding work of art or architecture

H.iii. work of a prominent artist or architect

The priority level of intervention is **HIGH**.

NOTE:

Condition

2. Poor:

Condition risk

B. Immediate risk of further rapid detorioration or loss of fabric, solution agreed but not begun

Criteria employed for the Priority Intervention List:

- The monuments are designated as national monuments,
- They represents rear or unique example of the typology or chronological stylistic corpus,
- They are damaged/destroyed during the 1992-1995 war in BiH or they are endangered by the post war conditions (illegal constructions, lack of funding for restoration and maintenance, inexpert reconstruction,...) and are imposed to further deterioration,
- Their restoration will encourage return process in BiH,
- Their restoration will support development of the region.



Culture 2000



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 Commission to Preserve National Monuments, Sarajevo, at the 22nd session held from 30th August to 5th September 2005

Mehmed paša Sokolović Bridge Višegrad BOSNIA AND HERZEGOVINA

Programme de Coopération et d'Assistance Techniques











Technical Co-operation and Consultancy Programme

Bosna i Hercegovina Komisija/ Povjerenstvo za očuvanje nacionalnih spomenika



Bosnia and Herzegovina Commission to Preserve National Monuments

Ref: 03-35-27/05-46

Sarajevo, August 31, 2005.

Pursuant to Article 33 of the Rules of Procedure of the Commission to Preserve National Monuments, at its session held from 30 August to 2 September 2005 the Commission to Preserve National Monuments adopted the following

DECISION

Ι

The Preliminary Technical Assessment (PTA) for the national monument of the Mehmed-pasha Sokolović Bridge in Višegrad, under the auspices of the Integrated Rehabilitation Project/Assessment of the State of the Architectural and Archaeological Heritage (IRPP/SAAH) which is an integral part of the Regional Cultural and Natural Heritage Programme for South-Eastern Europe 2003-2005, is hereby adopted.

Ш

This Decision has been adopted by the following members of the Commission: Zeynep Ahunbay, Amra Hadžimuhamedović, Dubravko Lovrenović, Ljiljana Ševo and Tina Wik.

Ш

This Decision shall enter into force on the date of its adoption.

Chair of the Commission

Ljiljana Ševo

Copies to:

- 1. Council of Europe
- 2. BiH Ministry of Civl Affairs
- 3. File

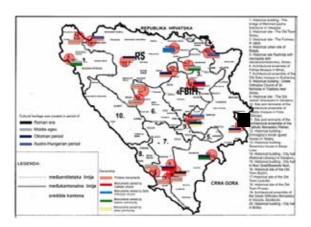
FOREWORD

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) for the Mehmed Pasha Bridge in Višegrad. Bosnia and Herzegovina, was prepared by the Commission to Preserve National Monuments associates: Mirzah Fočo, architect, associate for ensembles, historical, urban and cultural Amra Šarančić, landscapes, architect, associate architectural monuments and external associates: Mustafa Humo, civil engineer, Salko Kulukčija, civil engineer, Nermina Mujezinović, architect-conservator, headed by Mirela Mulalić Handan, Project Coordinator, in the 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 Commission to Preserve National Monuments at the 22nd session held from 30th August to 5th September 2005 by following members:

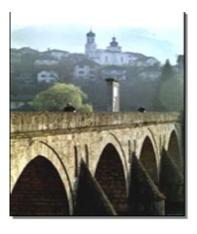
Amra Hadžimuhamedović, architect, historian of architecture, Dubravko Lovrenović, historian, Ljiljana Ševo historian of art, Zeynep Ahunbay, architect and Tina Wik, architect

1. Introductory page



Site Map

- 1.1 Country/Territory:
- 1.2 Name of organisation compiling the information:
- 1.3 Contact name:
- 1.4 email address:
- 1.5 Name and address of bulding(s) or site:
- 1.6 Inventory reference number(s):
- 1.7 Building type(s):
- 1.8 Main date(s):
- 1.9 Current use(s):



Mehmed Paša Sokolović Bridge Višegrad

Bosnia and Herzegovina Commission to Preserve National Monuments

Mirela Mulalić Handan

mirela.m.handan@aneks8komisija.com.ba

The historical monument - Mehmed paša Sokolović's Bridge in Višegrad

Decision for designation of national monument No.: 08.2-6-101/03-5;

Vernacular architecture – historical monument – bridge

Date of construction: end of 16th century (Bridge

was built between 1571 and 1577) Currently in a use as pedestrian bridge

2. Executive Summary: the site and its management

The Mehmed-pasa Sokolovic Bridge is a national monument of international value. Built in 1571-77 over the River Drina, on the main route between Bosnia and Istanbul, the capital of the Ottoman Empire, it was a key point in the development of the town of Visegrad, and the surrounding region. This is an outstanding example of bridge architecture, founded by the locally-born Mehmed-pasa Sokolovic, later the Grand Vizier to three sultans, and designed by the great court architect Sinan. The Bosnian novelist Ivo Andric was awarded the Nobel prize for literature in 1961 for his epic novel *The Bridge over the Drina*, which celebrates its long and dramatic history and the role it has played in the lives of the people.

The bridge consists of 11 arched openings carried on stone piers. It has largely retained its original appearance, surviving natural disasters and wars, but it is now in very bad condition, at the risk of structural failure, instability and the erosion of its foundations because of the daily fluctuations in water flow and level caused by the operation of a hydro-electric power plant downstream.

The current proposal is to consolidate, conserve and repair the bridge, preserving its original structure and form. The Visegrad region is currently economically underdeveloped, and the restoration of the bridge would act as a spur to sustainable development programmes and strategies, potentially bringing back displaced persons and encouraging cultural tourism, as well as saving a monument of international significance. The bridge is government owned and all the responsible authorities are committed to its appropriate conservation and restoration and the further development of the region.

3. Administrative information

3.1. Responsible Authorities

Authorities responsible for issuing decisions on and implementing decisions for national monuments. as well as for the implementation of the conservation, restoration, presentation and rehabilitation works, are as follows:

- Pursuant to authorisation given by Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina, the Commission to Preserve National Monuments shall reach a decision on entering the property on the List of National Monuments of Bosnia and Herzegovina, applying the relevant criteria (Official Gazette of BiH no. 33/02).
- The Government of Republika Srpska shall be responsible for ensuring and providing the legal. scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument.
- For the purpose of preserving the property and preventing its further deterioration, the Government of Republika Srpska (RS), in the shape of the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for acting in accordance with Ruling no. 06-362-116/90 dated 20 February 1990 issued by the Ministry of Regional Planning and the Environment of Bosnia and Herzegovina

3.2. Building/Site, Name and Address, Map reference

Name: the historical monument of the Mehmed paša Sokolović Bridge in Višegrad

Administrative location: Bosnia and Herzegovina, Republika Srpska, Višegrad Municipality.

Description of location: The Mehmed-paša Sokolović Bridge is located over river Drina in the town of Višegrad.

Cadastral reference/land unit: there is no cadastral plot reference (in cadastral plans bridges are not signed with cadastral plot references), c.m. Višegrad, Višegrad Municipality, Republika Srpska, Bosnia and Herzegovina.

3.3. Map reference

Map references: Višegrad, municipality Višegrad, Bosnia and Herzegovina, Europe. Latitude 43.78° N, Longitude 19.30° E

3.4. Type of monument

Architectural - Historical monument - 16th Century Bridge

3.5. Ownership

Ownership: State property

Occupation: In regular use

Current use(s): Currently in use as a pedestrian bridge

After listing the Bridge of Mehmed paša Sokolović, in January 2003, the Commission has urged the authorities of municipality Višegrad to forbid use of the Bridge for traffic. In August 2003 vehicle traffic was forbidden on the Bridge.

3.6. Statutory Protection/Constraints

Listed - At the 6th Session of the Commission to Preserve National Monuments (held from 21st till 27th of January 2003.) a decision to designate the historical monument of the Mehmed paša Sokolović Bridge in Višegrad as a National Monument of Bosnia and Herzegovina was adopted by

Expert mission: 9-13 November 2004

the following members of the Commission: Zeynep Ahunbay, Amra Hadžimuhamedović, Dubravko Lovrenović, Ljiljana Ševo and Tina Wik. (Official gazette of Bosnia and Herzegovina No. 12/03.).

The provisions relating to protection and rehabilitation measures set forth by the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (Official Gazette of Republika Srpska no. 9/02) shall apply to the National Monument

Statutory protection and the statutory constrains on the National monument are:

For the purpose of preserving the property and preventing its further deterioration, the Government of Republika Srpska (RS), in the shape of the Ministry of Urban Planning, Public Utilities, Construction and the Environment of RS, is responsible for acting in accordance with Ruling no. 06-362-116/90 dated 20 February 1990 issued by the Ministry of Regional Planning and the Environment of Bosnia and Herzegovina requiring that shut down the Višegrad hydroelectricity plant, in regard to which approval for trial operations expired on 1 August 1991, until such time as the conditions have been met for final operating approval as follows:

- the regulation of the Drina river bed downstream from the dam to the Mehmed paša Sokolović Bridge, and
- the repair of the piers of the old Mehmed paša Sokolović Bridge in conformity with the technical documentation certified by the relevant heritage protection authority of Republika Srpska.

To ensure the ongoing preservation of the property, the following zones are hereby defined: Protection Zone I, covering the structure itself and a zone extending 100 meters upstream and downstream from the bridge, and 100 meters in width on both sides. Within this zone, the following measures shall apply:

- the construction of residential, commercial and agricultural facilities is prohibited,
- all works are prohibited other than conservation and restoration works carried out according to an approved project and under the professional supervision of the heritage protection authority of Republika Srpska,
- dumping of all kinds of waste is prohibited,
- motor vehicle traffic is prohibited until conservation and restoration of the Bridge is finished; after that, experts will give their opinion whether the Bridge can or can not be use for vehicle traffic,
- all infrastructural works are prohibited other than in exceptional cases with the approval of the relevant ministry and under the professional supervision of the heritage protection authority of Republika Srpska,
- construction of any infrastructure or power facilities, quarries and other pollutants, the construction or operation of which could be detrimental to the national monument is prohibited.

4. Summary of condition

4.1. Summary of Physical Condition

Very bad – structural failure and instability; major internal deterioration; major disaster affecting most of the building.

Amount of war or associated damage:

1. No war or associated damage.

4.2. Condition Risk Assessment

A. Immediate risk of further rapid deterioration or loss of fabric, no solution agreed.

4.3. Priority for intervention

High

5. Existing information

5.1. Documentary sources

The main documentary sources for the Mehmed paša Sokolović Bridge are libraries, register of the Institute for protection of monuments FBiH and RS and register of the Commission to Preserve National Monuments.

There are several published books that relate to the Mehmed paša Sokolović Bridge or stone bridges in general. In those books it is possible to find a description, photographs and historical data of the monument, description of the interventions that were carried out on the bridge at the time.

The Register of the Commission to Preserve National Monuments is placed in the Office of the Commission and it is available to all interested parties.

The Register contains the following:

- Decision on designation of the historical monument of the Mehmed paša Sokolović Bridge in Višegrad as national monument, with description of location, historical information of site as well as of the Bridge, detail description of the Bridge, information on legal status to date, research, conservation and restoration works and information on current state of the property;
- Documentation on the location and current owner and user of the property (copy of cadastral plan);
- Data on the previous condition and use of the property, including drawings, descriptions and photographs, data of war damage, data on previous restoration or other works on the property, etc.
 - Situation plan of the wider area,
 - Drawings of the bridge made during research and conservation works in 1911/1912:
 - 1. plans of the bridge,
 - 2. plan of the piers of the bridge,
 - 3. cross-sections of the bridge,
 - 4. downstream and upstream facades of the bridge,
 - Propositions of the structural consolidation of the piers of the bridge by professor Gojković –
 expert for stone constructions, made during research and conservation works in 1980/1981,
 - o Photographs on the previous condition of the Bridge, both surrounding and the bridge,
 - Photographs on the current condition of the bridge,
 - Movie made during underwater recording of the current condition of the foundations and piers of the bridge. This movie, made in 2004, gives only a general view of the current condition since it was not done under the leadership of bridge construction experts;
- Several published works relating to the bridge.

5.2. Bibliography

Bejtić, Alija, *Sokolovićev most na Drini u Višegradu* (The Sokolović Bridge on the Drina in Višegrad) Sarajevo 1945.

Čelić, Džemal, *Obnova Sokolovićeva mosta u Višegradu* (Restoration of the Sokolović Bridge in Višegrad) Naše starine I, 1953.

Čelić, Džemal, and Mujezinović, Mehmed, *Stari mostovi u BiH* (Old Bridges in BiH) Sarajevo 1969 Gojković, Milan, *Kameni mostovi* (Stone Bridges)

Herman, K, Journal of the National Museum, 1889 . Vol. I

Korkut, D., *Obnova natpisa na Sokolovića mostu* (Restoration of the inscriptions on the Sokolović Bridge) Journal of the National Museum, 1939, Vol. II

Mujezinović, Mehmed, *Obnova natpisa na Sokolovićevom mostu u Višegradu* (Restoration of the inscriptions on the Sokolović Bridge) Naše starine I, 1953.

Styh, E, Bauwesen in B. und H., Vienna, 1887.

5.3. Fieldwork already conducted

During the procedure for designation of the property a National Monument of Bosnia and Herzegovina, in April 2003, experts from the Commission to Preserve National Monuments have inspected the monument, determined its condition, and made technical assessment on the restoration/rehabilitation of the structure.

The summary of their report on current condition of the bridge was:

Throughout its 430 years of existence the bridge has largely retained its original appearance, and is one of the oldest surviving bridges in Bosnia and Herzegovina and indeed in the region as a whole. Previous natural disasters, as well as dynamiting during World Wars I and II, led to the destruction of some sections of the bridge, which were restored to their original condition using original materials. The construction of the Bajina Bašta hydroelectric power station (downstream of the bridge, located at the territory of Serbia and Monte Negro) and the accompanying reservoir below the bridge has diminished its aesthetic value. The water level of the existing lake is 2 metres higher than was originally planned. The construction of the Višegrad hydroelectric power station (upstream) has still further altered the hydrology of the area and poses a threat to the bridge's stability.

Condition of the foundations of the Bridge was recorded by divers in August 2004.

During the procedure of filling the PTA form, in November 2004, an expert from the Council of Europe and experts from the Commission to Preserve National Monuments inspected the monument.

The findings of an on site inspection of the bridge are as follows:

- The bridge suffered no damage as a result of war action,
- Since the power plant is in constant operation, the bridge is exposed to fluctuations in water flow
 and level on a daily basis, which directly jeopardizes its stability and future survival. Piers of the
 Bridge are constantly exposed to heavy waves and changes of the environment, which reduces
 bearing capacity of the stone. Temporary protection in the shape of steel panels has been
 erected on the second and fifth piers, intended to prevent further erosion of the stone, but the
 intervention has had no results,
- Damages made on the pedestrian side have caused water leakage through the vaults, and freezing in winter time,
- There has been shifting of outer layer of the stone between the third and fifth vault of the bridge (as a result on internal changes),
- The bridge is at risk of rapid deterioration as a result of the lack of regular maintenance due to the lack of financial means.

5.4. Project in progress

Project of Preliminary Technical Assessment (PTA), led by Council of Europe, is the only project currently in progress.

5.5. Project already planned

There are no projects already planned.

5.6. Financial estimates already made

For the restoration of national monument no financial estimates have been already made.

6. Scope of PTA

6.1. Extent/Nature of assessment

Architect – expert, Mirzah Fočo, associate for the cultural heritage and landscapes, in front of the Secretariat to the Commission needed fifteen days to collect all necessary data and prepare the draft decision on the designation of the property as National Monument (a report).

Members of the Commission, Zeynep Ahunbay – architect, Amra Hadžimuhamedović – architect, Dubravko Lovrenović – historian, Ljiljana Ševo – art historian and Tina Wik – architect, adopted a decision on designation of the National Monument.

It took ten days for associates for the cultural heritage, Mirzah Fočo, Selma Imširević and Amra Šarančić, of the Commission, and Nermina Mujezinović, arch. Conservator, Mustafa Humo, civil engineer and Salko Kulukčija, civil engineer to fill in the PTA form.

All associates on the collection of data, drawing a decision and filling in the form are local experts. Members of the Commission, Amra Hadžimuhamedović, Dubravko Lovrenović and Ljiljana Ševo are local experts while Zeynep Ahunbay and Tina Wik are international experts.

6.2. Limitations of the study

There were no difficulties during the procedure of drawing a decision and filling in the PTA form regarding the collecting required documentation on ownership of the building and the parcel nor during the visit to the building/site.

But, the lack of available drawings and projects on building was a major hindrance. Moreover, there was no access to necessary information such as the condition of the foundations recorded in 1981 by professor Gojković. Conservation project of foundations, made in 1981 by professor Gojković was also not accessible.

Problems with accessibility of documentation occurred as a result of war (documentation was destroyed or has vanished).

7. PTA

7.1. Background

7.1.1. Summary description of the building/site

The bridge is one of the most magnificent works of architecture of the fifteenth to nineteenth century in Bosnia and Herzegovina. The part of the bridge that spans the river consists of eleven arched openings, of which the end opening on the right bank rests on two retaining walls with the smallest span. The bridge is carried by nine great stone piers. On the left bank the endmost opening rests on the angle of the bridge where it grades into the ramp. The width of the road over the bridge is 6.00 m. The parapet walls are 60 cm thick and 179.44 m. long. The access ramp is about 6.60 m. wide including the parapet walls, and about 120.00 m. long. There are four arches in the ramp, a larger one in the angle (4.50 m. wide) and three smaller ones spanning a brook that flows into the Drina. The arches are classical depressed arches with relatively small excentric centres - about 1.00 m., with a depth of 85cm – making them almost semicircular.

Above the facing walls, at the level of the roadway, is a moulded limestone cornice 30 cm high on which rests a solid stone parapet. The sixth pier is ornamented. On the upstream side, it is of triangular profile, grading into a rectangular extension bearing a blind portal with chronogrammatic inscription. On the downstream side it is polygonal in shape, grading into a rectangular extension with built-in seats, which are still used to this day.¹

¹ The extent of damage and repairs is unknown except from what Evlija Čelebija recounts in his 1625 travelogue. There are no written documents subsequent to this date until the nineteenth century, in 1896, when the Drina rose to 15.4 m. above its normal level, or some 1.6 m. above the highest point of the bridge roadway. The korkaluk or parapet of the bridge was destroyed by the flood, but the rest of the bridge and ramps survived undamaged. However, the piers, which stand on wooden grills, deteriorated with time and began to undermine the stability of the bridge, as a result of which the foundations were repaired in 1911.

Mehmed paša Sokolović Bridge - Višegrad - Bosnia and Herzegovina

Expert mission: 9-13 November 2004

7.1.2. Summary historic development of building/site

The bridge was built between 1571 and 1577 over the river Drina where the road linking Bosnia with Istanbul ran (known as the "Carigradska džada" or road to the Imperial city). The construction of the bridge was entrusted to the great court architect Kodža Mimar Sinan, not only the leading architect of the Ottoman Empire but one of the greatest builders in the entire world. The benefactor who funded the construction was Mehmed paša Sokolović, Grand Vezier to three sultans from 1565 to 1579: Suleyman the Magnificent, Selim II and Murat III. Mehmed paša Sokolović was born in the village of Sokolovići near Višegrad, from which he was taken to Turkey as a very young lad. Many other members of his family also occupied the highest positions of state at that time, making the Sokolović family the most powerful both militarily and politically in the Ottoman Empire in the second half of the sixteenth century.

The stone from which the bridge was built was quarried in Banja, about five kilometres downstream on the right bank of the Drina. A wooden tower formerly stood on the middle of the bridge; the date of its construction is unknown, but it was pulled down in 1886. The tower was used as a guard-room, with a passage beneath closed by massive oak doors on both sides. The tower was equipped with several small cannons known as *šibe*. On the bridge itself, there were two chronograms engraved with the years 971/1571 and 985/1577 respectively. The bridge has experienced a number of major floods, of which the worst was in 1896, when the level of the Drina was 1.60 m. above the bridge.

The bridge is known to have been repaired in around 1664, and again in 1875, 1911 and 1939/40. When the Austrians withdrew from Višegrad in 1914 one of the openings of the bridge was destroyed, and the following year the Serb army destroyed another one when retreating. The bridge remained in this condition until 1939 when it was repaired. During the intervening period, 1915-1939, the sections of the bridge that had been destroyed were provided with an iron structure to make the bridge passable. When the Germans retreated in October 1943 that part was also destroyed.

Chronology of the works on the Bridge:

- 1. 1571-1577 construction of the Bridge,
- 2. around 1625 reparation works on the Bridge, as mentioned by E. Celebi, Turkish travelogue,
- 3. 1875 reparation works on the Bridge reparation of the piers and wooden tower,
- 4. November, 1896 big flood caused serious damages on the Bridge,
- 5. 1911/12 technical survey of damages and repair works on piers No.4,5,6,7,8 i 9 done by Austrian engineers,
- 6. 1914, 1915 damage of the Bridge two piers were blowen up by explosive, given the strategic significance of the road and the Bridge in war-times in eastern Bosnia,
- 7. 1939, 1940 reconstruction of the destroyed sections of the Bridge,
- 8. 1943 damage of the Bridge for the same reasons as during World War I, piers No. 3,4,5 and 6, along with five arches were completely destoyed,
- 9. 1949-1952 reconstruction of the destroyed sections of the Bridge (During 1950, 1951 and 1952, the Road Administration of the Ministry of Local Traffic reconstructed the destroyed vaults and carried out the restoration works on some sections. The restored sections were constructed to match the preserved sections. The material was taken from the old quarry. Restored were the roadway, parapet, sofas and portal.),
- 10. 1960 reconstruction of the road leading over the Bridge,
- 11. 1966 costruction of the hydroelectric power plant of Bajina Bašta, downstream of the Bridge,
- 12. 1980-1982 after research works were conducted, the foundations of three piers (No. 5, 6 and 8) of the Bridge were repaired according to the project by professor Gojković, a civil engineer. The works were suspended because of the lack of funds,
- 13. 1989 costruction of the hydroelectric power plant of Višegrad, upstream of the Bridge,
- 14. 1991 the reconstruction of the ramp; it was designed according to a project made by the Institute for Protection of Cultural, Historical and Natural Heritage of BiH,
- 15. 1992 repair works started on pier No. 2 but they were never finished,

- 16. 1992-1995 war in Bosnia and Herzegovina cut off the works. The Bridge, however, did not suffer any damage as a result of immediate war actions,
- 17. 2003 the vehicular traffic was suspended as requested by the Commission since the structure was exposed to the risks of heavy traffic,
- 18. 2004 the underwater video recording of the Bridge's foundations took place.

7.2. Significance

The Mehmed paša Sokolović Bridge in Višegrad represents the most recognizable symbol of the Balkan region, because of its artistic and historical value.

Through its 430 years of existence the bridge has largely retained its original appearance. It represents a connection between past and present; between people, nations and cultures.

With its architectural beauty and importance, both for community and heritage management, the bridge represents resource for the sustainable development for this region.

Applying the Criteria for the adoption of a decision on proclaiming an item of property a national monument, adopted at the fourth session of the Commission to Preserve National Monuments (3 to 9 September 2002), the Commission has enacted the Decision.

The Decision is based on the following criteria:

- A. Time frame
- B. Historic value
- C. Artistic and aesthetic value
 - C.i. quality of workmanship
 - C.ii. quality of material
 - C.iii. proportions
 - C.iv. composition
 - C.v. value of details
 - C.vi. structural value

A. Clarity (documentary, scientific and educational value)

- D.iii. work of a famous artist or builder
- D.iv. evidence of a certain type, style or regional manner

B. Symbolic value

- E.iii. traditional value
- E.v. significance for the identity of a group of people

C. Landscape value

- F.i. relation to other elements of an ensemble
- F.ii. meaning in the townscape
- F.iii. the building or group of buildings is part of a group or site

G. Authenticity

- G.i. form and design
- G.ii. materials and content
- G.iii. use and function
- G.iv. traditions and techniques
- G.v. location and setting
- G.vi. spirit and feeling

H. Rarity and representativity

- H.ii. outstanding work of art or architecture
- H.iii. work of a prominent artist or architect

7.2.1. Summary statement of significance/historical and heritage importance

Based on the date of its construction, historical value, artistic and aesthetic values that can be seen in the quality of work and material, its proportions and composition, quality of construction and details, Mehmed-pasha Sokolović Bridge is one of the most striking examples of public edifices, especially bridges, in the Southeastern Europe.

Expert mission: 9-13 November 2004

The bridge presents artistic inspiration and the symbol of joint life spirit including reconciliation of people in this area and wider.

The historical value of the Bridge lies in the association of the prominent historical events and persons with it:

- Mehmed-pasha Sokolović, the endower, Grand Vezier to three sultans (1565-579): Suleyman the Magnificent, Selim II and Murat III. The time of Sultan Selim II and the viziership of his son-in-law Mehmed-paša Sokolović coincide with the inspired period of the Turkish artistic renaissance in Sinan's time. It was the period of the greatest construction activity in the Balkan area. It was, for Bosnia and Herzegovina and the surrounding areas, a time which was characteristically best described by an old record noted a decade before the death of Sokolović. It literally says that during that time «the land was ruled by the mighty Mehmed paša Sokolović.».
- Constructor of the Bridge, great court architect Kodža Mimar Sinan, one of the greatest builders in the entire world, recognized by the UNESCO. Kodža Mimar Sinan constructed 477 edifices, 9 of which bridges: among them 3 endowments of Mehmed-pasha Sokolović. 6 bridges have still been intact. As compared to other Sinan's bridges (e.g. Sultan Süleyman Büyük Çekmece in Istanbul), which are either of smaller dimensions or were built on still waters, this Bridge(171 metres long ,without the ramp; 7,20 metres wide) was built on a rapid and whimsical river. All of this includes documentary, scientific and educational value, uniqueness and representative quality the Bridge is a work of an important builder, it gives evidence about certain kind and style of construction, townscape value, etc., created in the period of the greatest construction undertakings in the Balkans.
- It was this bridge that, for its beauty, significance and influence on people's life was an inspiration to Ivo Andrić, the Bosnian novel-writer, for his Nobel-prize award book" The Bridge on the Drina".

7.2.2. Historical

3 (high)

7.2.3. Artistic/Aesthetic

3 (high)

7.2.4. Technological

3 (high)

7.2.5. Religious/Spiritual

0 (no significance)

7.2.6. Symbolic/Identity

3 (high)

7.2.7. Scientific/Research

3 (high)

7.2.8. Social/Civic

3 (high)

7.2.9. Natural

3 (high)

7.2.10. Economic

3 (high)

7.2.11. Category of significance:

Of outstanding international importance

7.3. Vulnerability

The construction of the Bajina Bašta hydroelectric power station and the accompanying reservoir below the bridge has diminished its aesthetic value. The construction of the Višegrad hydroelectric power station has still further altered the hydrology of the area and poses a threat to the bridge's stability.

The historical monument of the Mehmed paša Sokolović Bridge is either directly or indirectly endangered by the following:

- Geo Technical Instability / Erosion of the foundations construction, caused by frequent changes
 of the water level; becaused of that and because of ageing proces structure of the Bridge is in
 the danger of failure deformations and collapse, loss of material, detachment, small cracking,
- Dam Construction / Deterioration of the stone construction of the piers due to frequent changes of the water level.
- Neglect and Inadequate Maintenance, there are no signs, clear paths or guarding around the Bridge,
- Lack of Financial Resources for maintenance and repair,
- Inadequate Planning followed by industrial development that actually ignores existence of the bridge and poor integration of heritage into development plans; municipality Višegrad, because of that, became isolated "dig", concerning economical, cultural and tourism development.

7.4. Technical condition

The part of the bridge that spans the river consists of eleven arched openings, of which the end opening on the right bank rests on two retaining walls with the smallest span of 5.20 m. The other ten arches have a span of from 10.70 to 14.80 m. The bridge is carried by nine great stone piers with a width of from 3.50 to 4 m, and a length of about 11.50 m. On the left bank the endmost opening rests on the angle of the bridge where it grades into the ramp. The width of the road over the bridge is 6.00 m. The parapet walls are 60 cm thick and 179.44 m. Long. The access ramp is about 6.60 m. wide including the parapet walls, and about 120.00 m. long. There are four arches in the ramp, a larger one in the angle (4.50 m. wide) and three smaller ones spanning a brook that flows into the Drina.

The piers, arches and facing walls are made of limestone from the locality of quarry Višegradska banja. Some of the stone blocks are held together by iron clamps sealed with lead.

Due to the water impact piers and foundations of the bridge are damaged. Stability of the bridge is endangered by decay of material.

7.5. Outline summary of required repairs

NOTE: Detail outline summary of required repairs is given as appendices on the page 25.

It is evident that the structural integrity of the bridge has suffered greatly due to:

- Ignorance of economical development subjects towards cultural heritage monument,
- Lack of maintenance.

To amend this situation following actions, set in four phases, have been recommended:

Stage 1: establishment of the stability and general condition of the bridge:

- 1. Preparation of the documentation needed for design of the research works project
 - Collection and detail analysis of the existing documentation,
 - Geodesist survey of current condition including:
 - Profile of the riverbed
 - Situation
 - Cross sections
 - Longitudinal section
 - Downstream and upstream façade

- Details (stone blocks in vaults, string course, local damages, etc)
- Location of all installations
- Architectural survey of current condition including
 - Downstream and upstream façade with precise geometry
 - Longitudinal sections with elements from geodesist survey drawn in
 - Cross sections
 - Details (stone blocks in vaults, string course, local damages, etc)
- Detail record of all damages (using drawings made through survey)
- Collecting data on speed of the river under each vault
- Research works on materials and condition of the construction 1.
 - Geodesist and geo-mechanic survey on type of the materials on places of the piers and river banks
 - Determining condition in the area above extrados of the arch
 - Determining condition of the intrados of the arch
 - Determining condition of the underlying base and foundations of the piers
 - Determining condition in the enclosed places

NOTE: all research works include: physical-chemical analysis of the materials with pathological description and static and petrology analysis of the construction materials used.

- 2. Processing of the results from research works
 - Design of the hydrological study
 - Design of the preliminary static analyses
 - Conclusions and recommendations

Stage 1 112.000,00 EUR

> TOTAL 112.000,00 **EUR**

7.6. Conservation policy and proposals

7.6.1. Broad summary of the vision for the site at this preliminary stage

The Mehmed paša Sokolović Bridge is still part of an ensemble. Ensemble has radically changed during past 50 years. The Mehmed paša Sokolović Bridge represents one of the finest examples of the bridge architecture of that period as well as the symbol of the town and region.

Reasons for conservation and restoration of the bridge and the main goal of this project would

- To stop further destruction of the monument and to prevent its collapse,
- To raise consciousness of people about importance of culture, cultural heritage and cultural identity,
- To initiate development of the town,
- To improve sustainable development of the whole region.

The project should aim at reducing or taking at acceptable level all causes endangering the structural integrity of the bridge.

A conservation project of one the most important monument from Ottoman period, symbol of the historical development of the region, should be focal point of development of cultural tourism.

Elements for tourism are already presented in the town - orthodox monastery Dobrun, artistic colony within the Monastery and spa in Višegrad.

Expert mission: 9-13 November 2004

7.6.2. Conservation philosophy

There is no doubt that the bridge must be conserved.

The structural aspect of the bridge should be respected and preserved as much as possible.

Although the bridge has gone through numerous modifications and interventions over time, original structure and appearance is still preserved. All modifications that have not affected the appearance and significance of the bridge should be respected as a part of the history of the bridge.

7.6.3. Level of interventions

The Mehmed paša Sokolović Bridge shall be conserved and restored. The intention is to conserve and repair the bridge, preserve its original structure and form.

7.6.4. Reconstruction

Reconstruction of original pavement after archaeological work is done.

7.6.5. Preliminary proposals for appropriate uses

Before finishing works on constructive repair, conservation and restoration, the Bridge should be use only as a pedestrian bridge. After finishing all these works, and after static analyses, use of the Bridge, weather it will be used as pedestrian or traffic bridge (vehicles with limited weight), will be determined.

7.6.6. Opportunities for social uses and sustainable development

Because of war, population in Višegrad town as well as in whole region has changed. Therefore, conservation project of the Mehmed paša Sokolović Bridge represents one of the possible reasons for return of refugees/displaced persons to the territory of their pre-war 1992-1995 residence in Bosnia and Herzegovina.

Furthermore, through the conservation of the bridge comes promotion of its significance as an architectural and heritage monument of outstanding value, and ignition of development of cultural tourism.

7.6.7. Broad assessment of priorities

The priorities for constructive repair and conservation of the Bridge are as follows:

- Research works and detailed survey of the Bridge
- Constructive repair works of the Bridge
- Conservation works on the Bridge
- Restoration works on the Bridge

7.6.8. Public access

In the frame of development of the Municipality and the whole region, it is necessary to prepare a Programme of development of tourism in the Municipality and the region, and to include this and other monuments into the Programme. In that way the bridge and its significance would be brought closer to the public. In order to include the bridge in the future tourist route, it is necessary to repair the access road and to place road signs and information boards.

Having in mind the function of the bridge it will be fully open to the public.

Selling of appropriate souvenirs and booklets could supplement the funds set aside for the maintenance of the bridge.

7.6.9. Other benefits

Benefits from the conservation of the bridge, in relation to the community are as follows:

- Return of refugees/displaced persons at their pre-war residence,
- Promotion of culture in means of tourism,
- Preservation of landscape.

7.7. Finance

7.7.1. Broad assessment of budgetary need and phasing

Broad assessment of budgetary need is estimated based on prior experience:

Stage 1

Establishment of the stability and general condition of the bridge: 112.000 EUR

1. Preparation of the documentation needed for design of the research works project

Collection and detail analysis of the existing documentation,	3.000 EUR
Geodesist survey of current condition including: site plan, longitudinal and	2.000 EUR
lateral cross-section, facades, details and position of installations	
Architectural survey of current condition including: site plan, longitudinal	2.000 EUR
and lateral cross-section, facades and details	
Detail record of all damages (using drawings made through survey)	1.000 EUR
Collecting data on speed of the river under each vault – gathering data on	500 EUR
past performance of river and reservoir	
TOTAL	8.500 EUR

2. Research works on materials and condition of the construction

Geological geomechanical study of types of materials used on piers and buttresses:	20.000,00
- test drillings from roadway to substrate layer (rock);	
- process samples,	
- report	
Determine condition in area above arch extrados:	7.000,00
- excavate test shafts at previously agreed positions	7.000,00
- determine strata and details:	
o hydro insulation – study condition,	
o infill – study physical and chemical characteristics of the	
materials,	
 inner side of spandrel walls – study condition, 	
 upper side of stone arch – study condition, take and test 	
samples, ascertain possible presence of metal cramps	
Determine condition of arch intrados:	15.000,00
o determine possibility of erecting temporary scaffolding in	,
certain places	
 erect scaffolding as previously agreed 	
 study condition of stone blocks and joints 	
Determine condition of base of piers and foundations of the structure:	48.000,00
- identify positions and technical options for constructing cofferdams;	·
the aim being to study the condition in at least one pier position yet to	
be repaired and in at least one pier position repaired in 1980/81	
- issue tender, collect bids, select contractor and make final decision	
on places where cofferdams are to be built	

- carry out cofferdam works	
- determine condition in enclosed areas with emphasis on:	
 detailed survey of damage 	
 taking samples of materials and testing to identify 	
physical, chemical and biological characteristics	
 determine condition of previously repaired foundations 	
 determine condition of timber grillage 	
 investigate existence of timber piles 	
- Additional underwater survey of remaining areas	
Take samples and test materials from the Višegradska banja quarry	5.000,00
TOTAL	95.000 EUR

3. Processing of the results from research works

Design of the hydrological study	3.000 EUR
Design of the preliminary static analyses	4.500 EUR
Conclusions and recommendations	1.000 EUR
TOTAL	8.500 EUR

TOTAL 112.000,00 EUR

7.7.2. Assessment of possibilities for attracting investments

Possible Investors of the conservation works on the bridge are the Government of Republika Srpska, Government of BiH and various non-governmental and humanitarian organizations.

Because of its outstanding value – a monument built by one of the most important architects in the World – the bridge can be attractive for investors from all over the world.

It is important to stress out that the aim of the project is not only preservation of the Bridge itself, but preservation of the surrounding landscape as well.

7.7.3. Assessment of possibilities for recovering investments

Assessment of possibilities for recovering investments is unknown.

7.7.4. Have you already tried to raise funds for this site or monument?

In 2003, the Commission to Preserve National Monuments launched a Campaign to protect the heritage at risk of BiH, and the Bridge was marked as a priority. Through public presentations, exhibitions, workshops, etc., the Commission has been drawing attention of the public, as well as competent BiH and European institutions to the importance and dangers to which the Mehmed-pasha Sokolović bridge has been exposed and the need for its repair.

- The Commission requests the Council of Ministers of BiH to provide 125 000\$ for urgent protection measures,
- The Institute for Protection of Monuments requests Government of Republika Srpska to secure 100 000 \$ for the preparation of a project of urgent protection.

7.7.5. Have you already received funds for this site or monument?

Government of Republika Srpska, has given 16.000 euro in August, 2004 for underwater documentation of the Bridge. .

Expert mission: 9-13 November 2004

7.8. Recommendations

7.8.1. The Building or Site

The basic purpose of a conservation project of the Bridge is conservation of the monument of an outstanding value itself. Conservation of the bridge will lead, by itself, to the revival of the surrounding territory.

By the very conservation of the bridge, some of the prerequisites for the return of refugees/displaced persons could be met. For that reasons the conservation of the bridge should start as soon as possible.

The bridge has been classified as category A - Immediate risk of further rapid deterioration or loss of fabric, no solution agreed.

Since the bridge is at risk of collapse its structural consolidation should start as soon as possible.

7.8.2. Requirement

Further work required:

- Detailed survey to complete existing documentation and to make further one,
- Detailed survey and analyses of structure and current condition to make evaluation of the Bridge
- Researched works and evaluation of the Bridge needed to make constructive repair project, conservation and restoration project and provide cost more certainty.

Further work required for completing / making documentation and evaluation of the Bridge include following:

Preparation of the documentation needed for design of the research works project

- Collection and detail analysis of the existing documentation (archives, libraries, Institutes, etc).
- Geodesist survey of current condition including:
 - Profile of the riverbed
 - Situation
 - Cross sections
 - Longitudinal section
 - Downstream and upstream façade
 - Details (stone blocks in vaults, string course, local damages, etc)
 - Location of all installations
- Architectural survey of current condition, architectural drawings in scale 1:100, 1:50,
 1:25, including
 - Downstream and upstream facade with precise geometry
 - Longitudinal sections with elements from geodesist survey drawn in
 - Cross sections
 - Details (stone blocks in vaults, string course, local damages, etc)
- Detail record of all damages (using drawings made through survey) architectural drawings in scale 1:25, 1:10, 1:5;
- Collecting data on quality of water and speed of the river under each vault;

Research works on materials and condition of the construction

- Geodesist and geo-mechanic survey on type of the materials on places of the piers and river banks (making enquiry boring from pavement till river rock with analyze of samples);
- Determining condition in the area above extrados of the arch (making trial excavation, analyze of waterproof and other layers and materials – bonding and stones).
- Determining condition of the intrados of the arch (including montage of inquiry scaffolding),

- Determining condition of the underlying base and foundations of the piers (making embankment and determining condition of at least two piers, one never repaired and one repaired in 1982.),
- Determining condition in the enclosed places (taking samples and analyses of all materials and structures).

1. Preparation of the documentation needed for design of the research works project

Collection and detail analysis of the existing documentation,	3.000 EUR
Geodesist survey of current condition including:	2.000 EUR
Architectural survey of current condition including	2.000 EUR
Detail record of all damages (using drawings made through survey)	1.000 EUR
Collecting data on speed of the river under each vault	500 EUR
TOTAL	8.500 EUR

2. Research works on materials and condition of the construction

Geological geomechanical study of types of materials used on piers and	20.000,00
buttresses:	20.000,00
- test drillings from roadway to substrate layer (rock);	
- process samples,	
- report	
Determine condition in area above arch extrados:	7.000,00
- excavate test shafts at previously agreed positions	7.000,00
- determine strata and details:	
o hydro insulation – study condition,	
o infill – study physical and chemical characteristics of the	
materials,	
o inner side of spandrel walls – study condition,	
o upper side of stone arch – study condition, take and test	
samples, ascertain possible presence of metal cramps	
Determine condition of arch intrados:	15.000,00
 determine possibility of erecting temporary scaffolding in 	,
certain places	
 erect scaffolding as previously agreed 	
 study condition of stone blocks and joints 	
Determine condition of base of piers and foundations of the structure:	48.000,00
 identify positions and technical options for constructing cofferdams; 	
the aim being to study the condition in at least one pier position yet to	
be repaired and in at least one pier position repaired in 1980/81	
- issue tender, collect bids, select contractor and make final decision	
on places where cofferdams are to be built	
- carry out cofferdam works	
- determine condition in enclosed areas with emphasis on:	
o detailed survey of damage	
 taking samples of materials and testing to identify 	
physical, chemical and biological characteristics	
o determine condition of previously repaired foundations	
o determine condition of timber grillage	
o investigate existence of timber piles	
- Additional underwater survey of remaining areas	5,000,00
Take samples and test materials from the Višegradska banja quarry	5.000,00
TOTAL	95.000 EUR

Expert mission: 9-13 November 2004

Experts required for all above mentioned works are:

- architect conservator
- stone conserver
- landscape architect
- civil engineer
- structural engineer
- structural analyst
- archaeologist
- art historian
- geodesist

A time limit for the execution of preparation of documentation and research works is approximately 6 months.

7.8.3. Management

The provisions relating to protection and rehabilitation measures set forth by the Law on the Implementation of the Decisions of the Commission to Preserve National Monuments, established pursuant to Annex 8 of the General Framework Agreement for Peace in Bosnia and Herzegovina (Official Gazette of Republika Srpska no. 9/02) shall apply to the National Monument – Mehmed paša Sokolović bridge.

The Government of Republika Srpska shall be responsible for ensuring and providing the legal, scientific, technical, administrative and financial measures necessary to protect, conserve, display and rehabilitate the National Monument.

After conservation, the owner of the Bridge, State, shall be responsible for the management of the building.

Considering the fact that the conservation design has not been prepared, nor the conservation works on the building started, it is impossible to provide any names of organizations/persons responsible for either the conservation procedure or their degree of responsibility.

7.8.4. Summary of Recommendations

Mehmed paša Sokolović Bridge is a monument that should be preserved as a monument of a place and history.

It is governmental property and responsible authorities for all works on monument, as set in Decision of the Commission to Preserve National Monuments, are the Government of Republika Srpska, the Ministry responsible for regional planning in Republika Srpska and the heritage protection authority of Republika Srpska. All mentioned authorities are guarantee that conservation and restoration works will be carried out in most appropriate manner.

Sustainability of the bridge mostly depends on public and institutional awareness about significance of the bridge and development of the town.

Management layout:

- o The Commission to Preserve National Monuments is responsible for drawing the protection measures of the National Monument.
- o The Government of Republika Srpska and responsible Ministry are responsible for issuing a rehabilitation approval.
- o Team of experts for protection is responsible for implementation of the restoration and conservation works.

PTA carried by:

Commission to Preserve National Monuments
Local experts:
Mirzah Fočo, Architect, Associate for Ensembles, Historical, Urban and Cultural Landscapes,
Mustafa Humo, Civil Engineer,
Salko Kulukčija, Civil Engineer,
Nermina Mujezinović, Architect-Conservator, and
Amra Šarančić, Architect, Associate for Architectural Monuments
headed by Mirela Mulalić Handan, Project Coordinator,
In the cooperation with PTA expert Pedro Ponce de León, Architect

Expert mission: 9-13 November 2004

Sarajevo, 8th of December, 2004.

PTA – APPENDIX I TECHNICAL DESCRIPTION Monuments and ensembles

	Part of the building	Description	Damage Assessment	Proposed type of intervention	Priority of intervention
			and Diagnosis		
1.	Foundations	Rubble masonry with lime bonding mortar	Erosion of foundations caused by influence of water.	Works needed are constructive repair. Replacement of damaged parts, injection of fluid mass and possible reinforcement of foundations. Foundations of piers No. 3 and 7 are most endangered and their priority of intervention is extremely high. Foundations of piers No. 1, 2 and 4 are endangered but not as much as 3 and 7. Foundations of piers No. 5, 6 and 8 were constructive repaired in 1982, and they seem to be in good condition. Foundation of pier No. 9 was repaired in 1912.	High/ extremely high (foundations of piers No. 3 and 7)
2.	Piers	Stone blocks with lime mortar. Stone blocks are connected with iron clamps.	Erosion of piers and damages of stone blocks caused by influence of water.	Works needed are constructive repair, conservation and restoration works. Replacement of damaged parts and possible repair by injection.	High
3.	Vaults	Stone - siga blocks with lime mortar. Stone blocks are connected with iron clamps.	Smaller damaged caused by agenesis and mechanical influences. On vaults between piers No 10, 9 and 8 liking of water is seen able. Cause of that may be damage of water proof layer or damage of installation tubes.	Works needed are constructive repair, conservation and restoration works. Replacement of damaged parts and possible repair by injection.	
4.	Arches/ barrels of the bridge and spandrel walls	Stone - siga blocks with lime mortar. Stone blocks are connected with iron clamps.	Smaller damages caused by agenesis and mechanical influences.	Works needed are conservation and restoration works. Replacement of damaged parts. Possible reinforcement of upper layer.	High

Expert mission: 9-13 November 2004

5.	Solid stone parapet	Stone blocks with lime mortar	Parapet is in good condition.	Works needed are conservation and restoration works. It is recommended that the parapet should be cleaned and repaired where necessary.	Low
6.	Pavement	Stone blocks	Waterproof layers are damaged.	Works needed are conservation and restoration works. Waterproof layers should be replaced. Stone pavement should be checked and replaced where needed.	Medium
7.	Niša (Niche)	Stone blocks with lime mortar. Stone blocks are connected with iron clamps.	Niša is in a good condition.	Works needed are conservation and restoration works. <i>Niša</i> should be cleaned and repaired where necessary.	Low
8.	Bridge ramp	Stone blocks with lime mortar. Stone blocks are connected with iron clamps.	Bridge ramp is in a relatively good condition.	Works needed are conservation and restoration works. Bridge ramp should be repaired.	Medium

Expert mission: 9-13 November 2004

BOSNIA AND HERZEGOVINA Ministry of Civil Affairs

Number: 01-35-624/05 Date: 14 October 2005

Bosnia and Herzegovina COMMISSION TO PRESERVE NATIONAL MONUMENTS

RE: Preliminary Technical Assessment of the Mehmed Pasha Sokolović Bridge

The Ministry of Civil Affairs has considered the Preliminary Technical Assessment of the Mehmed Pasha Sokolović Bridge in Višegrad.

The Mehmed Pasha Sokolović Bridge is one of the most important architectural monuments from the 15th century in Bosnia and Herzegovina. This monument is under threat due to the construction of the Višegrad hydroelectric power plant and the frequent changes in the water level, but also due to inadequate and irregular maintenance resulting from a lack of funds.

The Ministry of Civil Affairs fully accepts the **Preliminary Technical Assessment of the Mehmed Pasha Sokolović Bridge in Višegrad.**

Sincerely,

MINISTER Dr Safet Halilović [signature]

Bosna i Hercegovina Komisija/ Povjerenstvo za očuvanje nacionalnih spomenika



Bosnia and Herzegovina Commission to Preserve National Monuments

Number: 03-35-27/05-46 Sarajevo, 31 August 2005

Pursuant to Article 33 of the Rules of Procedure of the Commission to Preserve National Monuments, at its 22nd session held from 30 August to 2 September 2005, the Commission to Preserve National Monuments passed the following

DECISION

Ι

The Preliminary Technical Assessment (PTA) for the national monument – the Mehmed Pasha Sokolović Bridge in Višegrad has been adopted as part of the Integrated Rehabilitation Project Plan / Survey of Architectural and Archaeological Heritage (IRPP/SAAH) within the Regional Programme for Cultural and Natural Heritage in Southeast Europe 2003–2005.

II

This Decision was passed by the Commission as follows: Zeynep Ahunbay, Amra Hadžimuhamedović, Dubravko Lovernović, Ljiljana Ševo and Tina Wik.

III

The Decision shall come into force on the day of its passing.

Commission Chairperson

Ljiljana Ševo

[signature]

Deliver to:

- 1. Council of Europe
- 2. Ministry of Civil Affairs
- 3. a/a

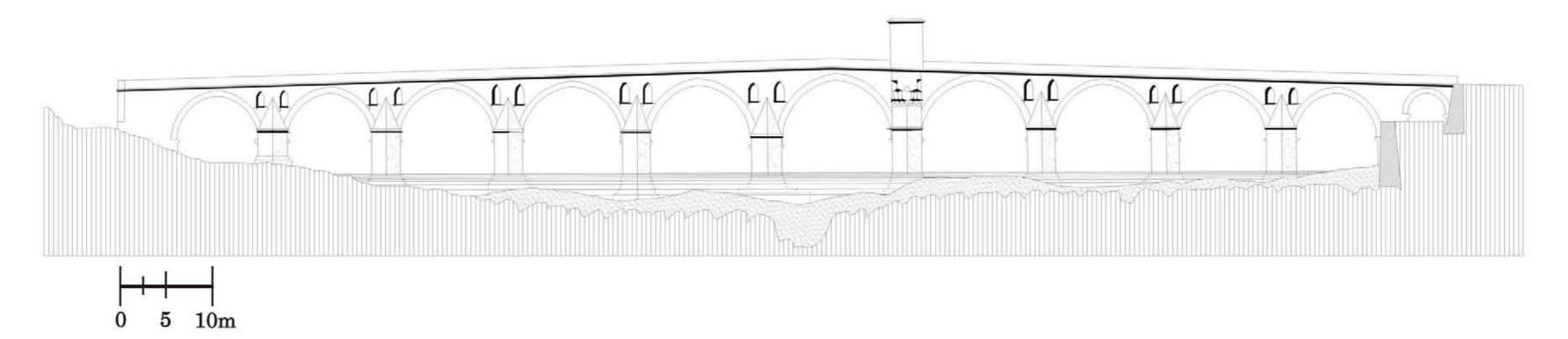
Summary of Višegrad Municipality Decision

The Decision No. 02-022-152.1/05 passed by the Višegrad Municipal Assembly on 30 December 2005 states that the Višegrad Municipality has adopted the Management Plan for the Historical Monument – the Mehmed Pasha Sokolović Bridge in Višegrad in its entirety.

It further states that Management Plan goals shall be included in the Annual Programmes of the Višegrad Municipality and funding for their realisation shall be secured in the Municipality Budget. The Višegrad Municipality shall do everything within its competences to ensure sustainable management of the National Monument and its protection. To this end, the Municipality shall cooperate with authorities and institution of Republika Srpska and Bosnia and Herzegovina and especially the Commission to Preserve National Monuments.

The Višegrad Municipality shall ensure the monitoring of all activities envisioned by the Management Plan and shall to this end employ an Associate for monitoring the implementation of the Management Plan at its Spatial Planning, Residential and Public Utilities Department. The Decision was signed by Redžep Jelačić, President of the Višegrad Municipal Assembly on 20 December 2005.

Uzvodna fasada mosta / Узводна фасада моста / Upstream facade of the bridge



MOST MEHMED-PAŠE SOKOLOVIĆA

THE MEHMED-PASHA **SOKOLOVIĆ BRIDGE**

Historijski/povjesni spomenik

Most je izgrađen u periodu od 1571. do 1577. godine, na mjestu gdje je put povezivao Bosnu sa Carigradom. Izgradnja mosta povjerena je turskom graditelju, Kodža Mimar Sinanu, dvorskom arhitekti i vrhovnom graditelju carstva, jednom od najvećih arhitekata svijeta. Zadužbina je Mehmed-paše Sokolovića, velikog vezira trojice sultana (1565.-1579.) Sulejmana Veličanstvenog, Selima II i Murata III. Mehmed-paša Sokolović rođen je u selu Sokolovići kod Višegrada. U drugoj polovini/polovici 16. stoljeća Sokolovići predstavljaju najmoćniju porodicu/obitelj na vojnom i političkom planu otomanske imperije.

U svojoj historiji/povijesti most je izdržao nekoliko poplava. U poplavi 1896. godine nivo/razina rijeke Drine bio/bila je 1,60 m iznad mosta. Most je popravljan oko 1664., 1875., 1911., 1939.-40. i od 1949. do 1952. godine.

Most u Višegradu spada među najstarije očuvane mostove u Bosni i Hercegovini.

Komisija/Povjerenstvo za očuvanje nacionalnih

spomenika donijela/donijelo je odluku, kojom se

historijski/povijesni spomenik - Most Mehmed-

paše Sokolovića u Višegradu, proglašava

Oštećenje, uništenje ili prisvajanje spomenika,

kao i nedopušteno obavljanje istraživanja i

drugih radova na spomeniku predstavlja

nacionalnim spomenikom Bosne i Hercegovine.

krivično djelo.

Историјски споменик

СОКОЛОВИЋА

МОСТ МЕХМЕД-ПАШЕ

Мост је изграђен у периоду од 1571. до 1577. године, на мјесту гдје је пут повезивао Босну са Цариградом. Изградња моста повјерена је турском градитељу, Коџа Мимар Синану, дворском архитекти и врховном градитељу царства, једном од највећих архитеката свијета. Задужбина је Мехмед-паше Соколовића, великог везира тројице султана (1565.-1579.) Сулејмана Величанственог, Селима II и Мурата III. Мехмед-паша Соколовић рођен је у селу Соколовићи код Вишеграда. У другој половини 16. вијека Соколовићи представљају најмоћнију породицу на војном и политичком плану отоманске империје.

У својој историји мост је издржао неколико поплава. У поплави 1896. године ниво ријеке Дрине био је 1,60 м изнад моста. Мост је поправљан око 1664., 1875., 1911., 1939.-40. и од 1949. до 1952. године.

Мост у Вишеграду спада међу најстарије очуване мостове у Босни и Херцеговини.

Комисија за очување националних споменика донијела је одлуку, којом се историјски споменик - Мост Мехмед-паше Соколовића у Вишеграду, проглашава националним спомеником Босне и Херцеговине.

Оштећење, уништење или присвајање споменика, као и недопуштено обављање истраживања и других радова на споменику представља кривично дјело.

Historic monument

The bridge was built in the period from 1571 to 1577, at the place where a road connected Bosnia with Constantinople. A Turkish architect, Kodža Mimar Sinan, who was a court architect and chief architect of the empire, as well as one of the most renowned architects in the world, was entrusted with the construction of the bridge. It is a pious endowment of Mehmed-pasha Sokolović, the grand vizier to three sultans (1565 -1579) Sulejman the Great, Selim II and Murat III. Mehmed-pasha Sokolović was born in the village of Sokolovići near Višegrad. In the second half of the 16th century the Sokolović family was the most influential family from the military and political aspect of the Ottoman empire.

In its history, the bridge held on through several floods. In the flood from 1896, the level of the Drina river was 1,60 m above the bridge. The repairing works on the bridge were conducted around 1664, 1875, 1911, 1939-40 and from 1949 to 1952.

The bridge in Višegrad is one of the oldest preserved bridges in Bosnia and Herzegovina.



The Commission to Preserve National Monuments has issued a decision to designate the historic monument of the Mehmed-pasha Sokolović bridge in Višegrad, as a National Monument of Bosnia and Herzegovina.

Damage to, destruction of, or seizure of the monuments as well as unauthorized exploration and other research on the monument are considered criminal acts.

UGROŽENI SPOMENIK

УГРОЖЕНИ СПОМЕНИК

ENDANGERED MONUMENT

Ko/tko skine ili povrijedi službeni znak koji je ovlašćena/ovlaštena službena osoba stavila radi osiguranja predmeta ili prostorije, kaznit će se zatvorom do 1 godine. (član/članak 394. Krivičnog zakona Republike Srpske) Ко скине или повриједи службени знак који је овлашћено службено лице ставило ради осигурања предмета или просторије, казниће се затвором до 1 године. (члан 394. Кривичног закона Републике Српске) Anyone who removes or damages an official mark which an official has for the purpose of securing items or premises shall be punished by imprisonment for a term of up to one year. (Article 394, Criminal Code of Republika Srpska).



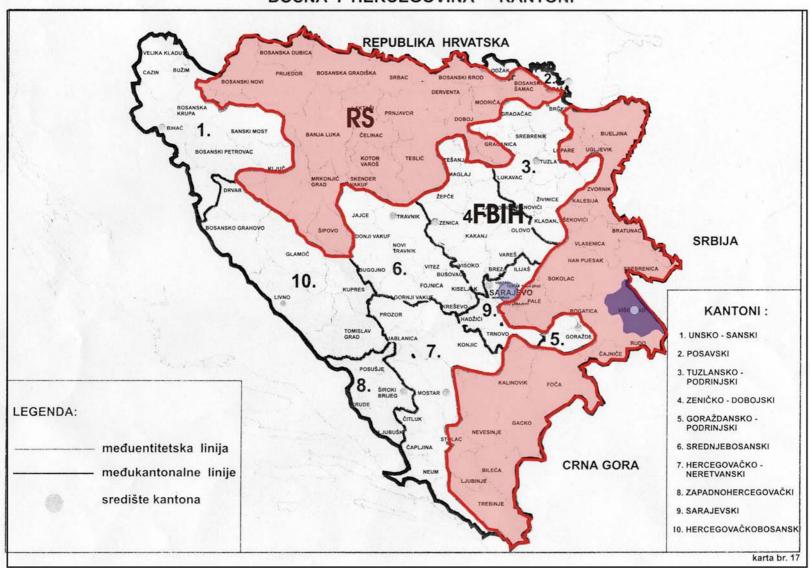








BOSNA I HERCEGOVINA - KANTONI

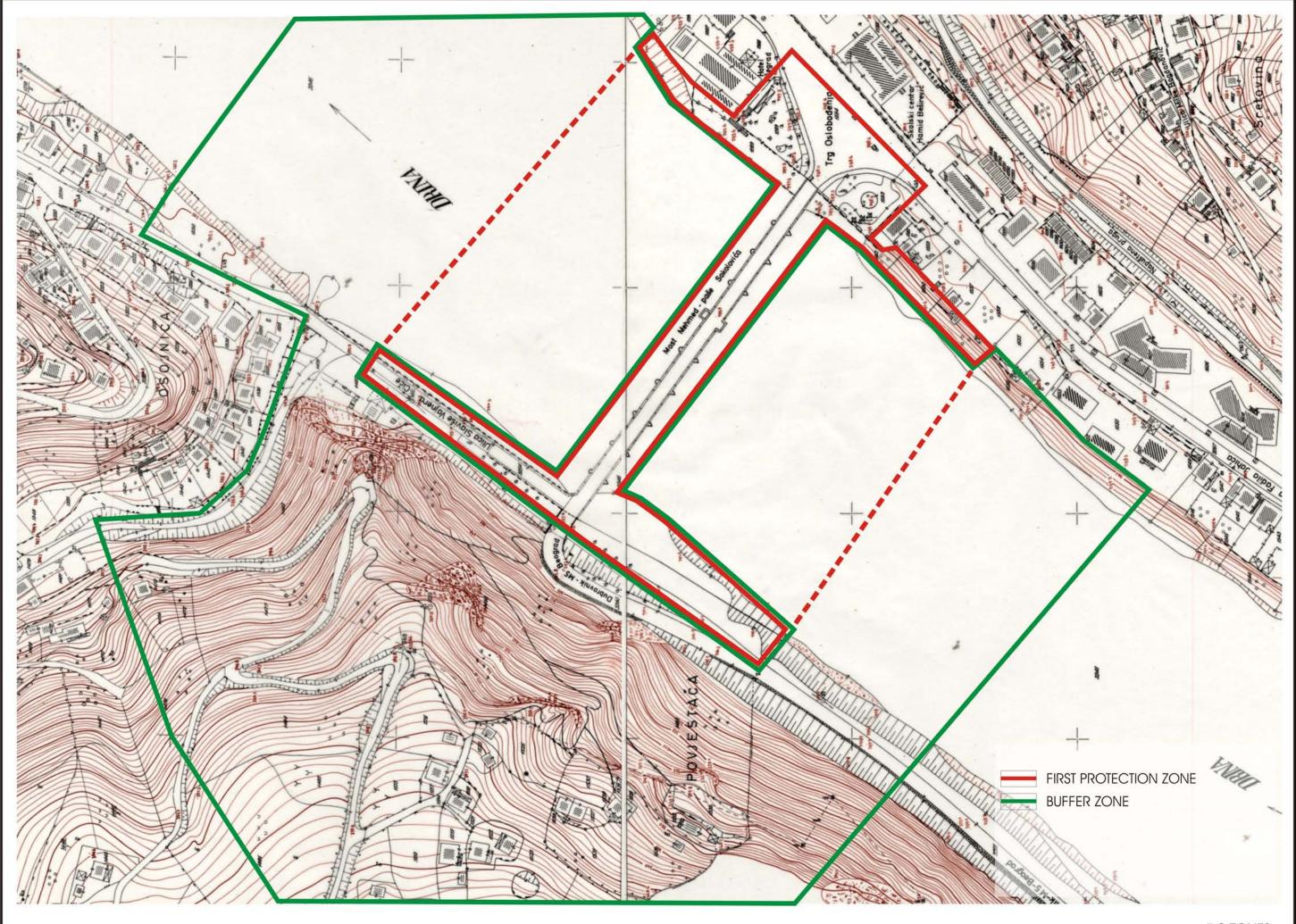


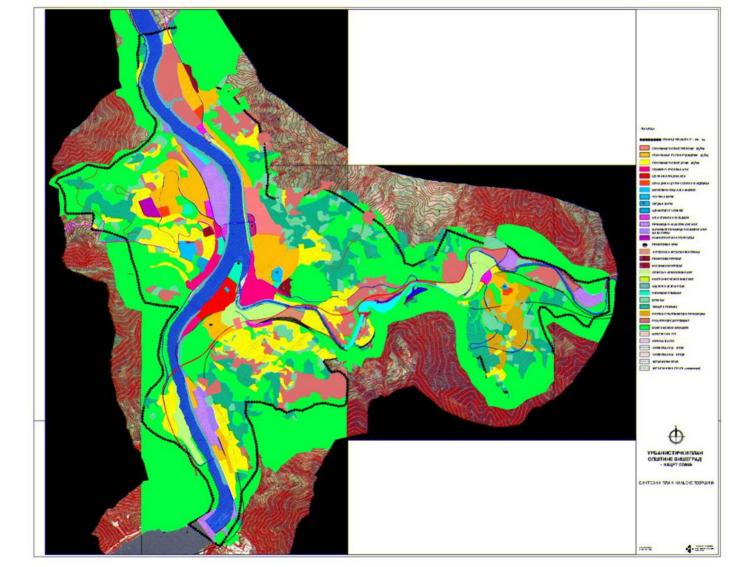


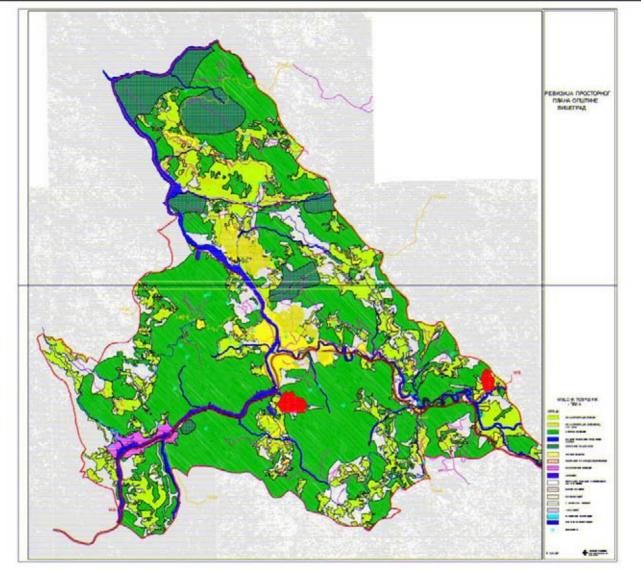
Europe Barents Jan Mayen Sea (NORWAY) Harnmerfest 47 *F.Y.R.O.M. - The Former Yugoslev Republic of Macestinia Greenland Sea Norwegian Sea Arkhangar'sk Reykjayik ICELAND NORWAY FINLAND 60. SWEDEN St. Petersburg Stockholm RUSSIA Hebrides 3 RIGA LATVIA Gotland Göteborg North North Atlantic LITHUANIA DENMARK Sea Bamholm Ocean Kaliningrad, RUSSIA BELARUS Dublin **IRELAND** KINGDOM Amsterdam 50 Cardiff POLAND NETHERLANDS GERMANY -LOUZE English Channel UKRAINE BELGIUM CZECH Le Havre Jersey (V.R.) MOLDOVA REPUBLIC SLOVAKIA LUX Cluj-Napoca USTRIA FRANCE HUNGARY Graz* ROMANIA Bay of Constanta Blacay Black Sea¹ CROATIA Serbia BULGARIA Bilbao MONACO Florence Marseille ITALY ANDORRA PORTUGAL SPAIN Barcelone TURKEY Tymhenlan Sandinia Sea lanian Palermo Mediterranean Sea Mélaga Gatestar Gatestar Algers Scale 1:19,500,000 MALTA Valetta Lambert Conformel Conic Projection, standart parallels 40°N and 56°N 300 Kilometers MOROCCO TUNISIA ALGERIA

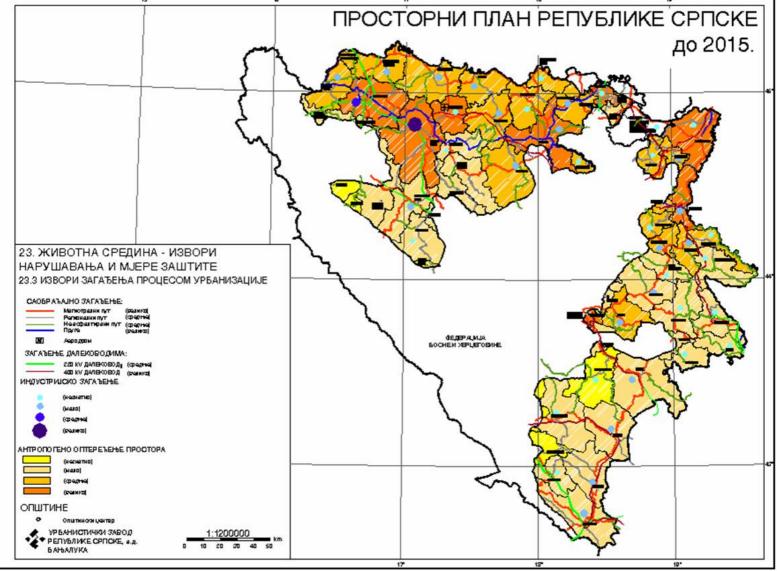
300 Nautical Miles

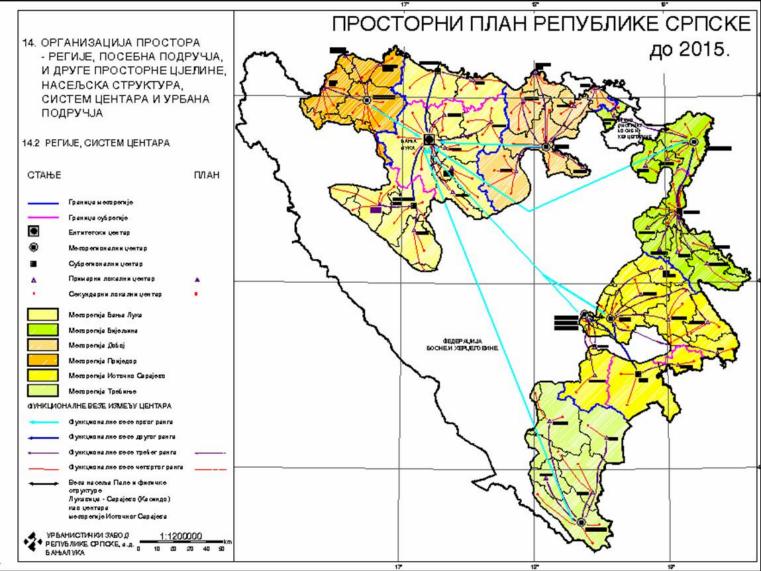


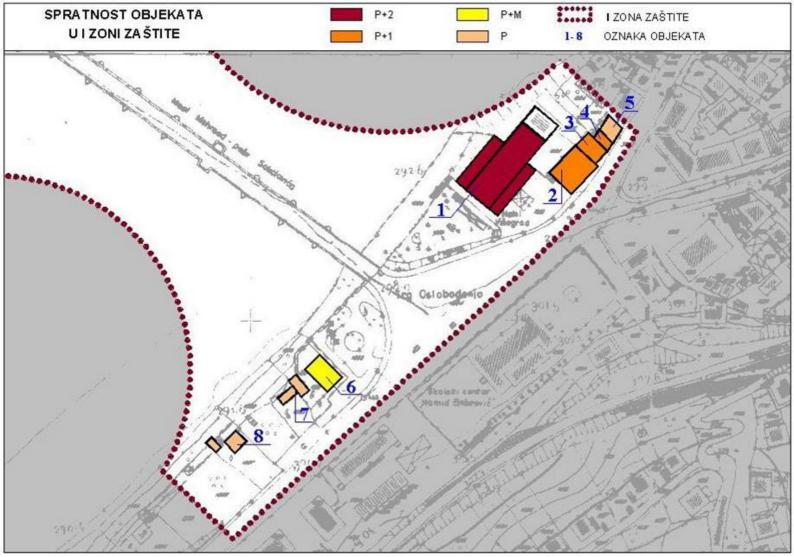


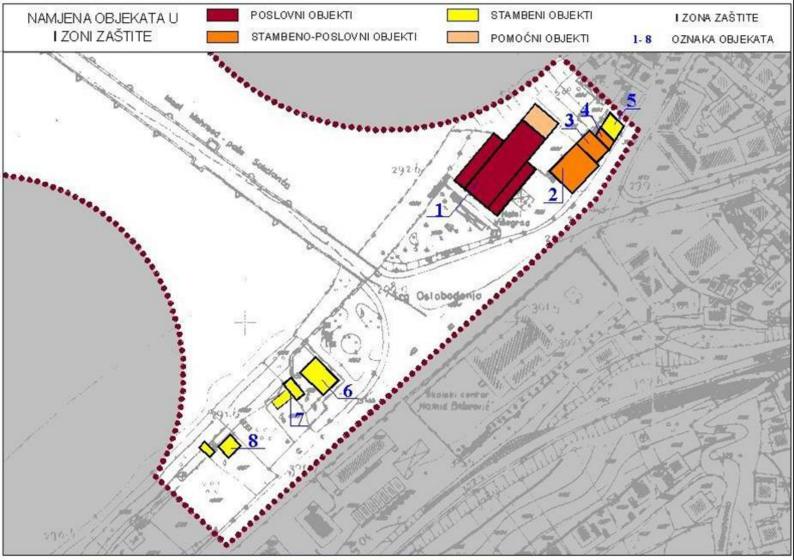


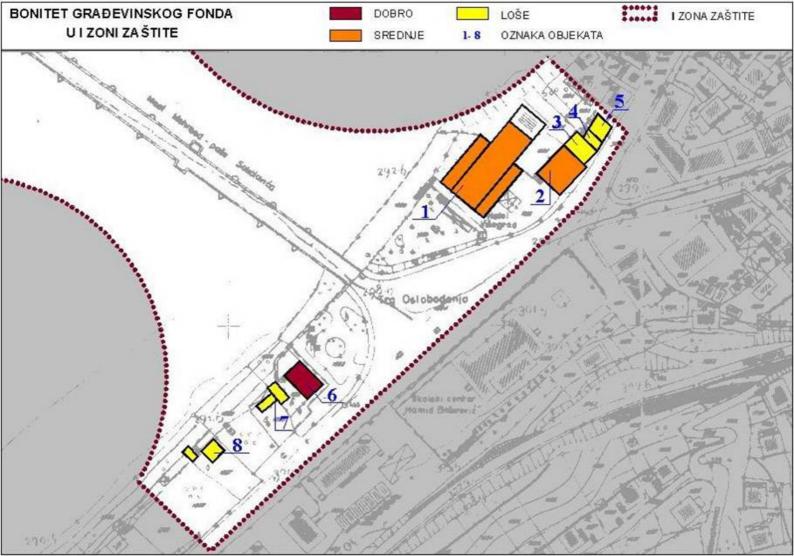




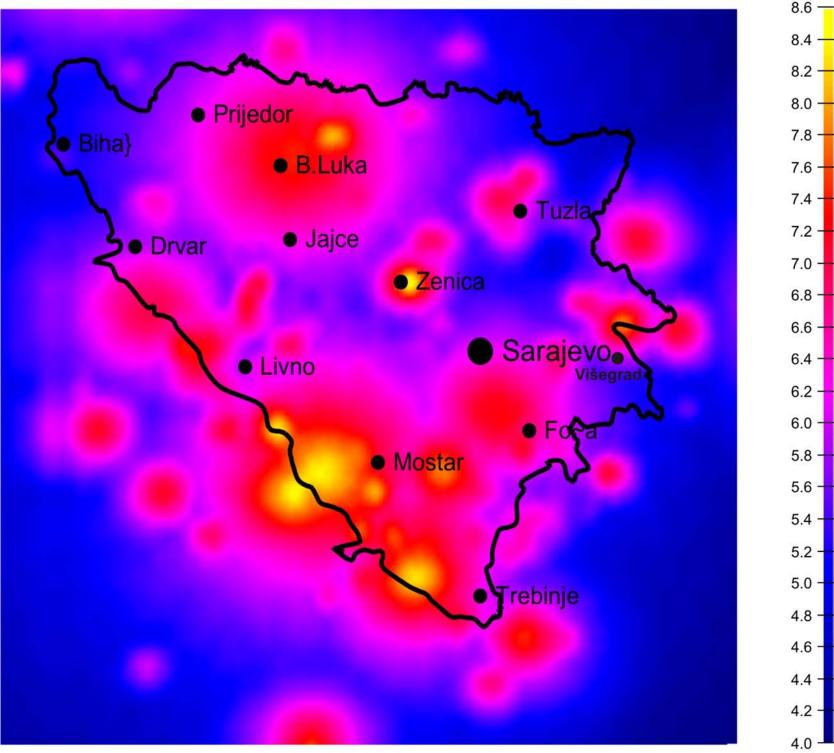


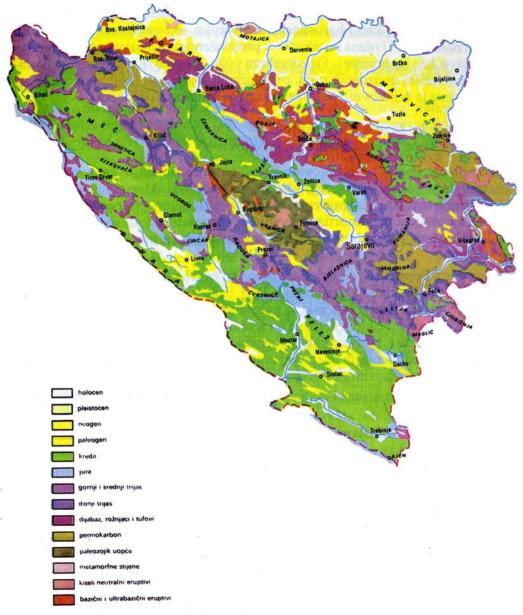




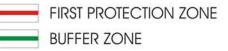


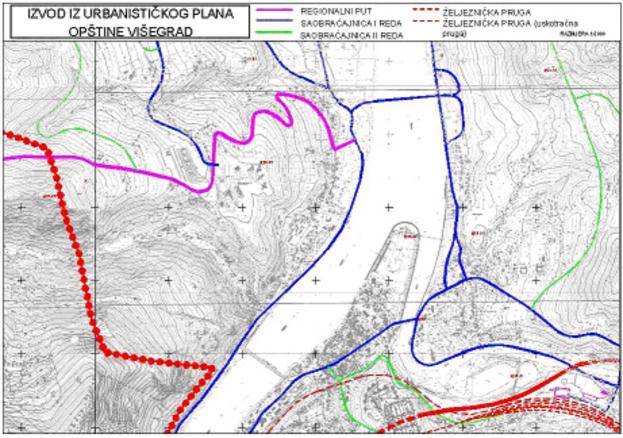


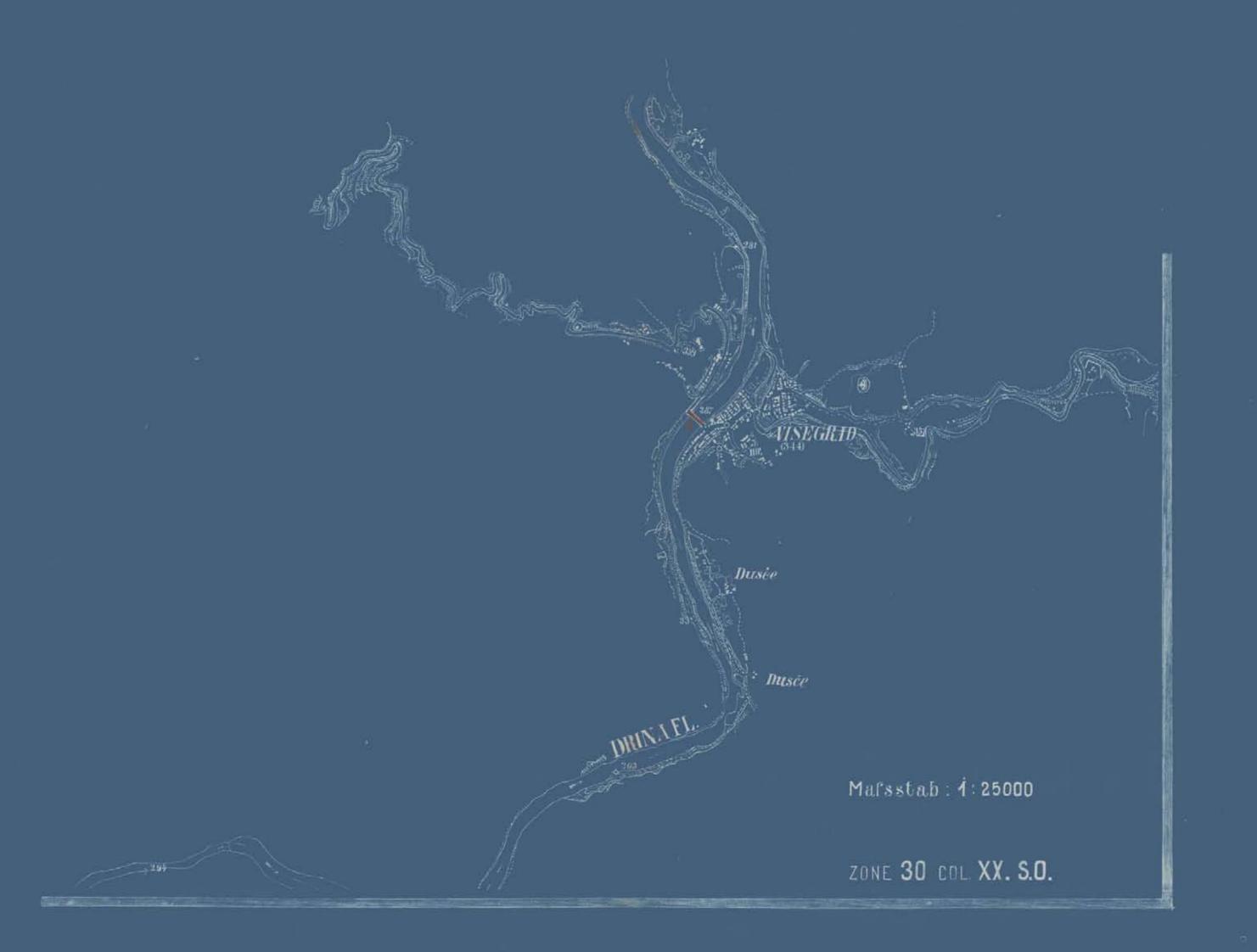










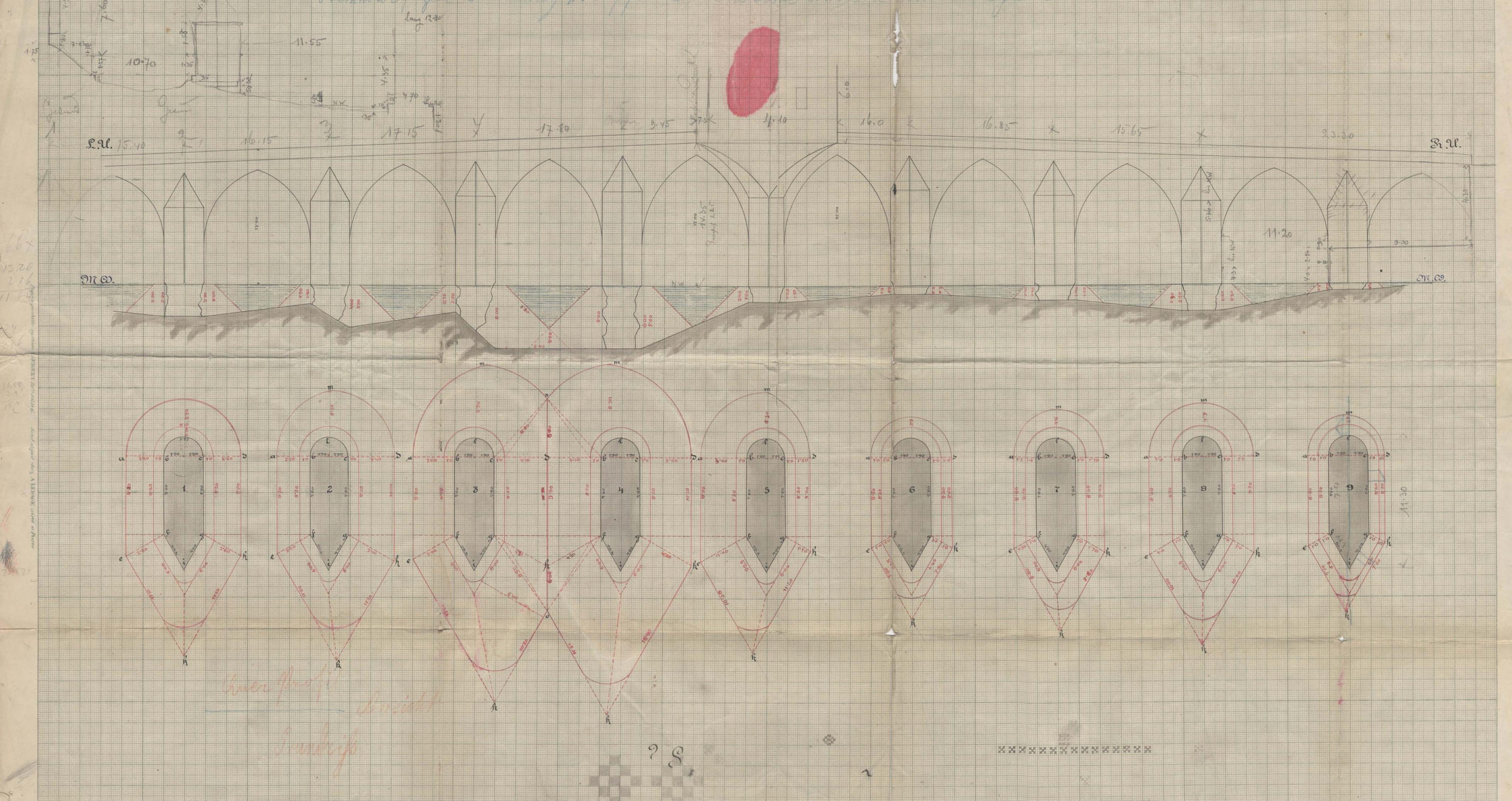


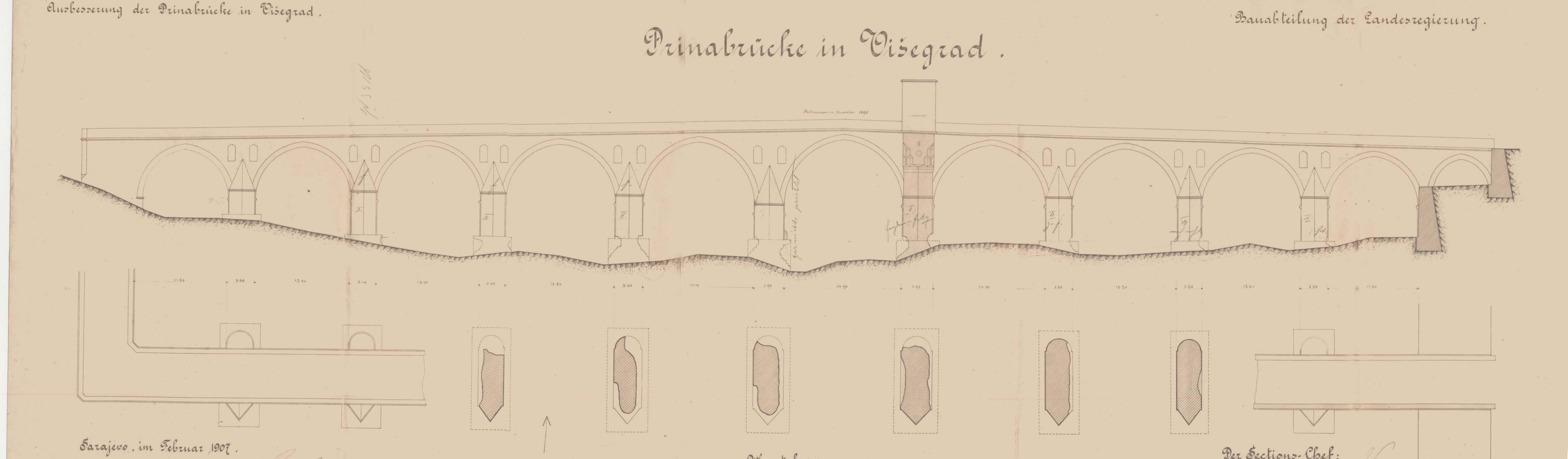
Stination

1, 1,562.5

Total y

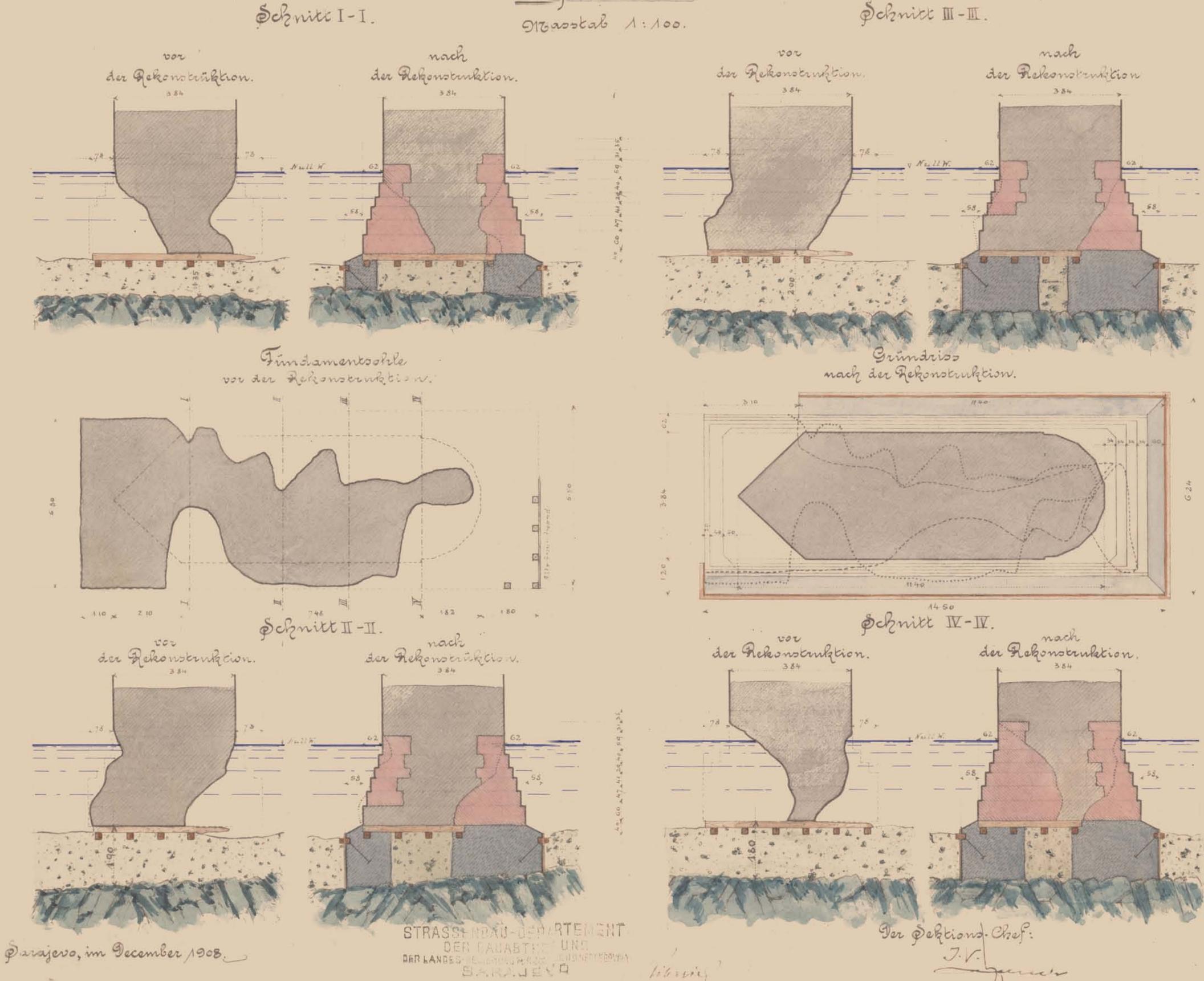
Ranklane



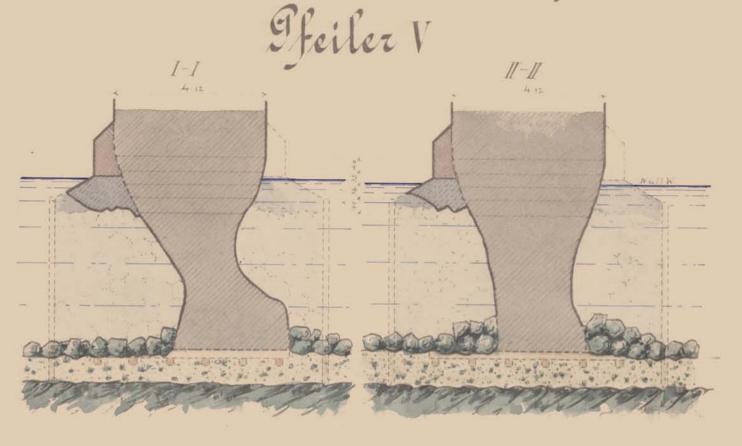


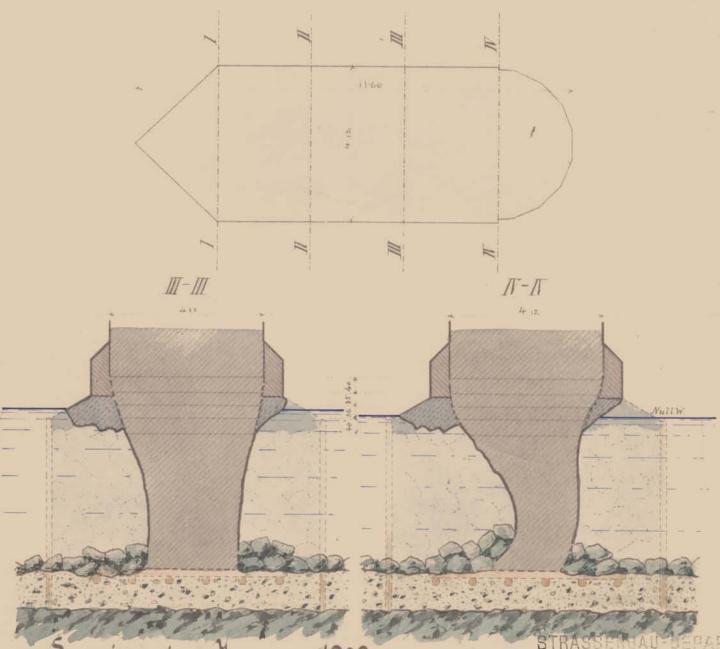
Pfeiler IV.

Schnitt II-II.



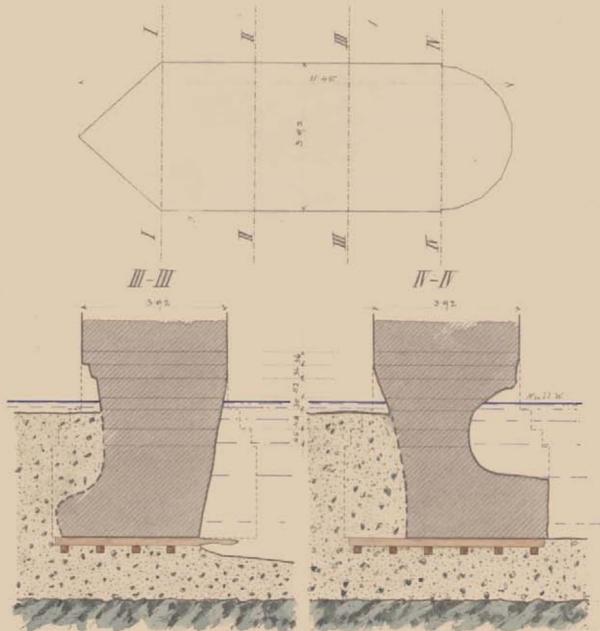
Rekonstruktion der Drinabrücke in Visegrad.





liban

Skeiler VI



Orlasstab 1:100.

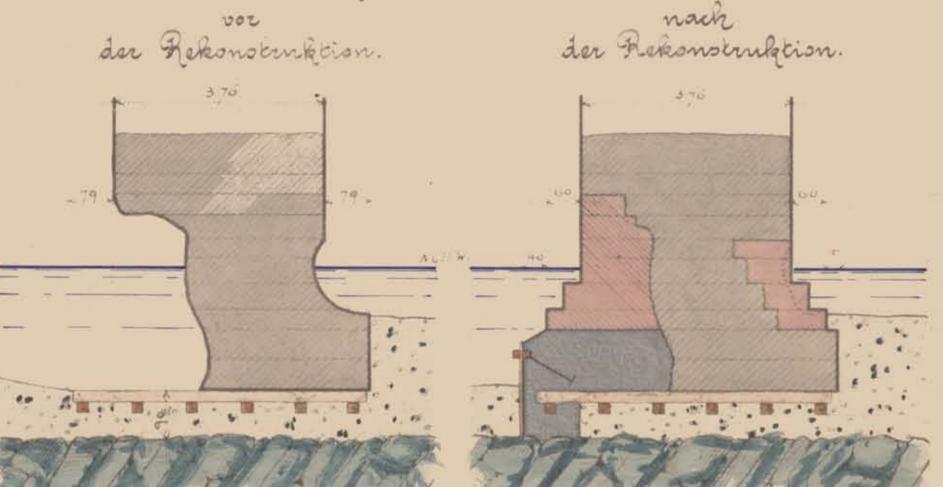
MENT

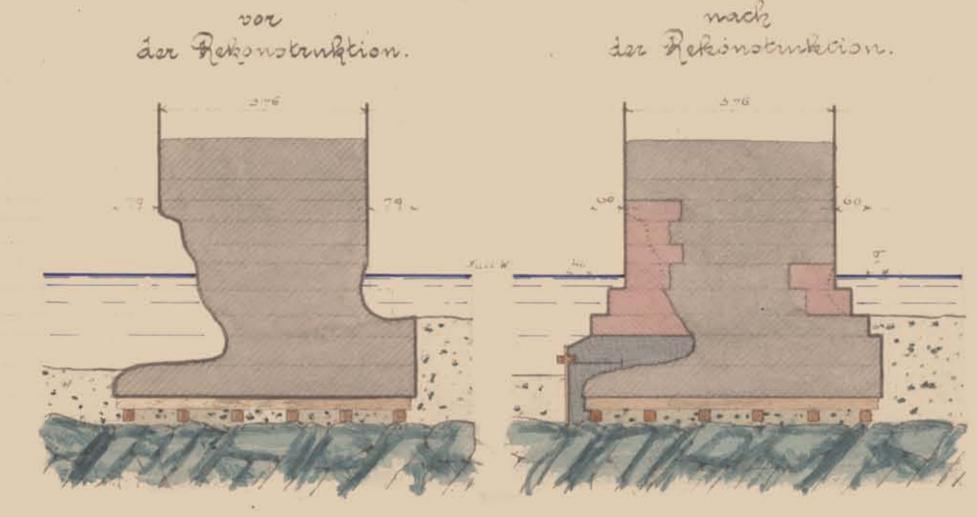
hibarief

Schnitt I-I.

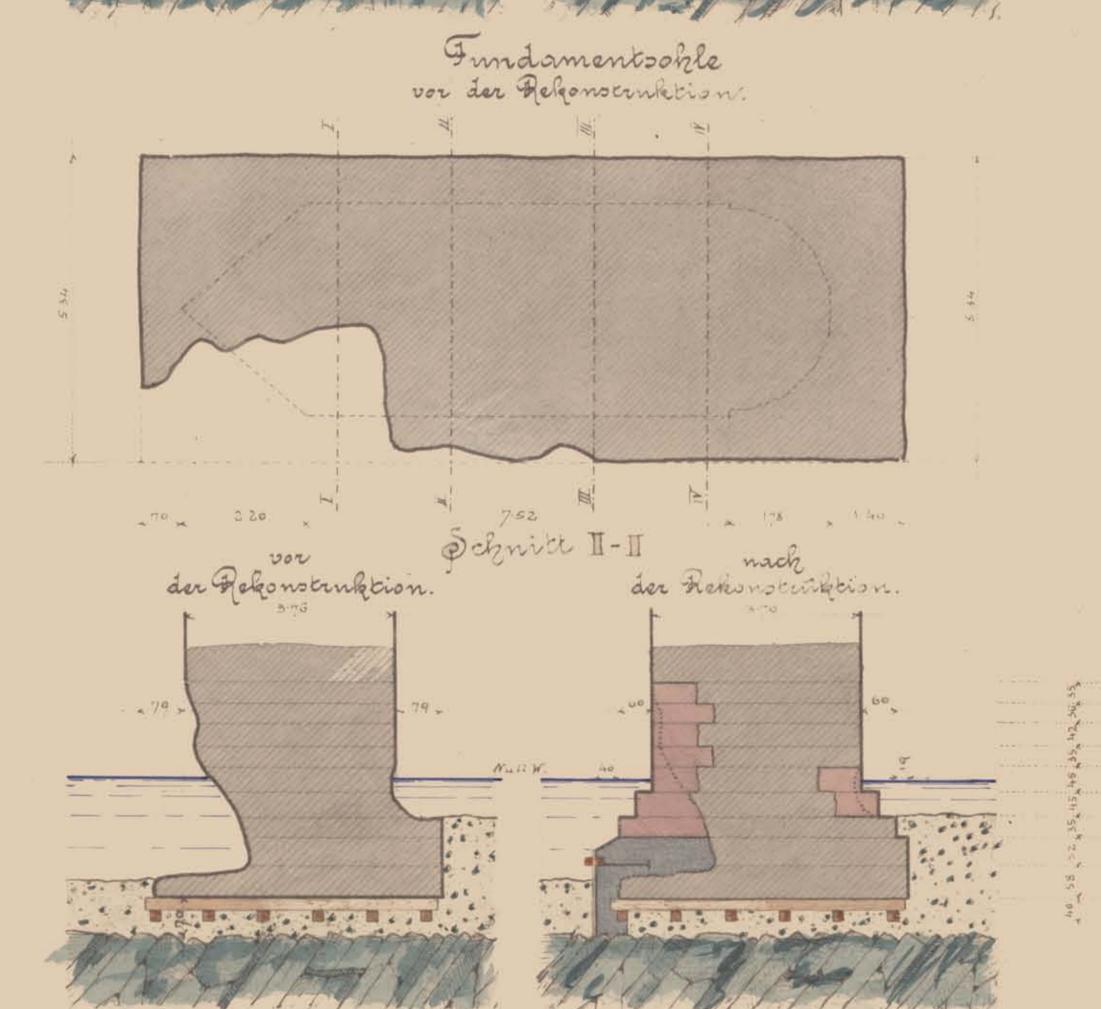
916 asscal 1: 100.

Schnitt III-III.

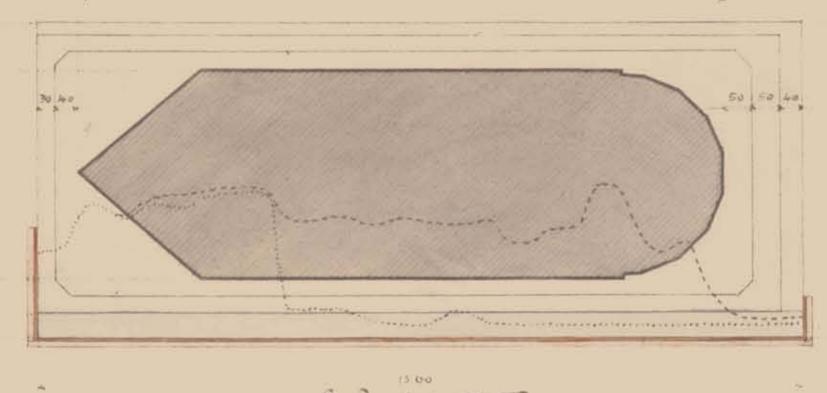


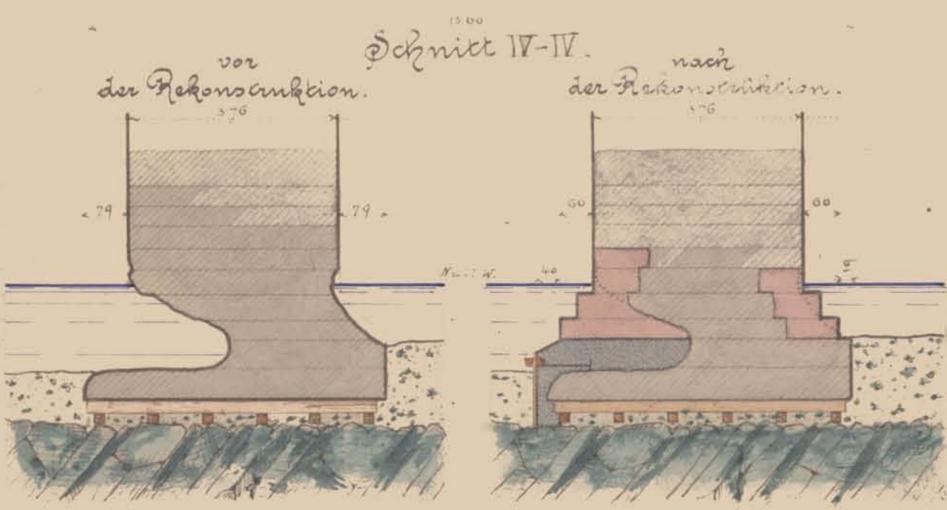


Grûndriss nach der Rekonstruktion.



BARAGEVA





Der Dektions-Chaft

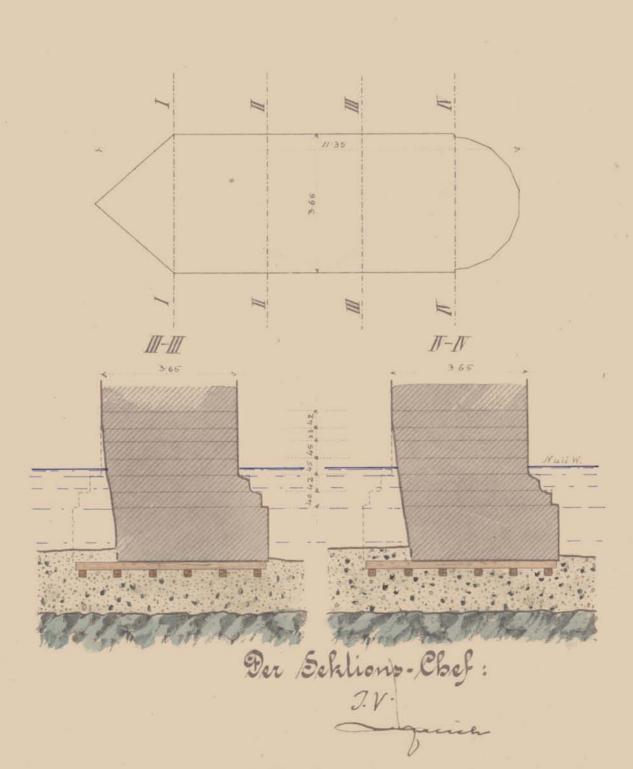
Sarajevo, im December 1908.

Liberia)

Banabteilung der Eanderregierung.

I-I Feiler VIII

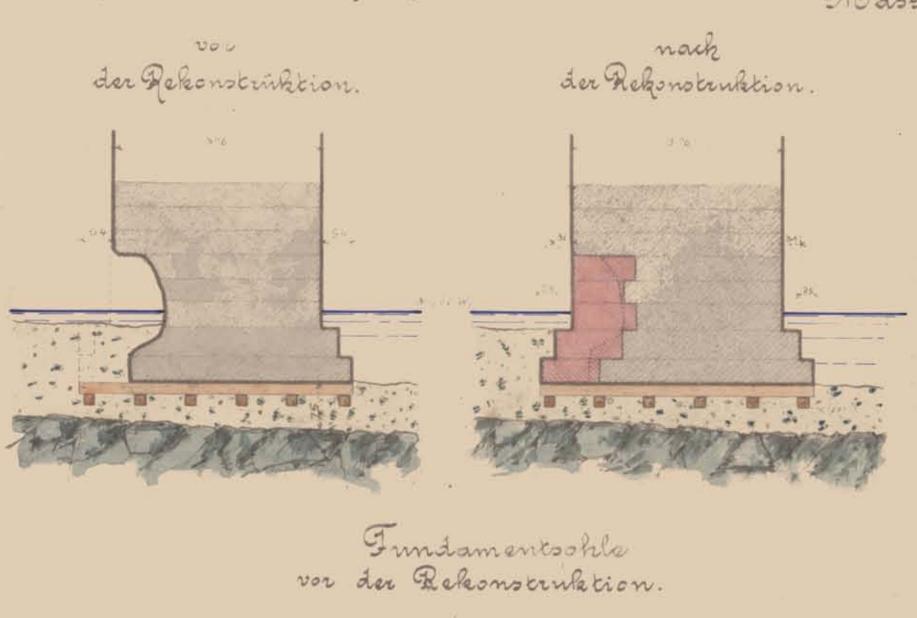
Rekons

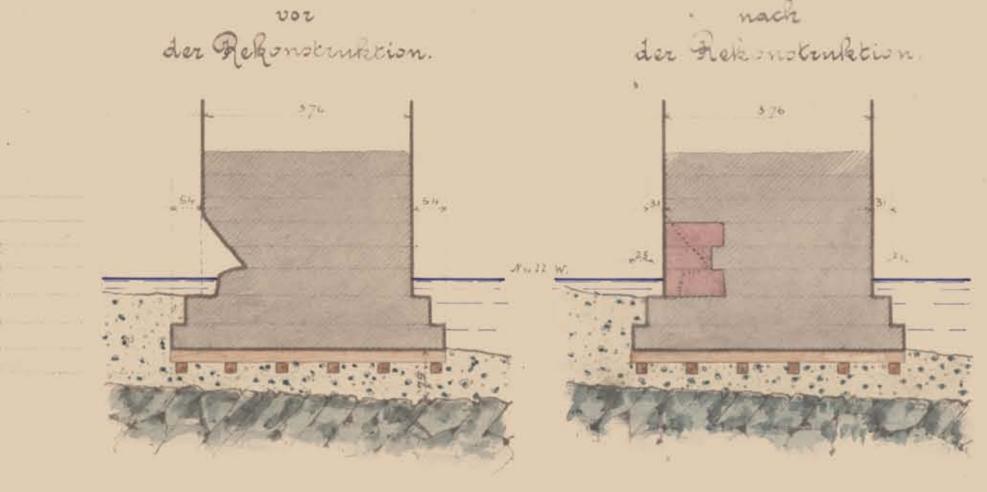


Schnitt I-I.

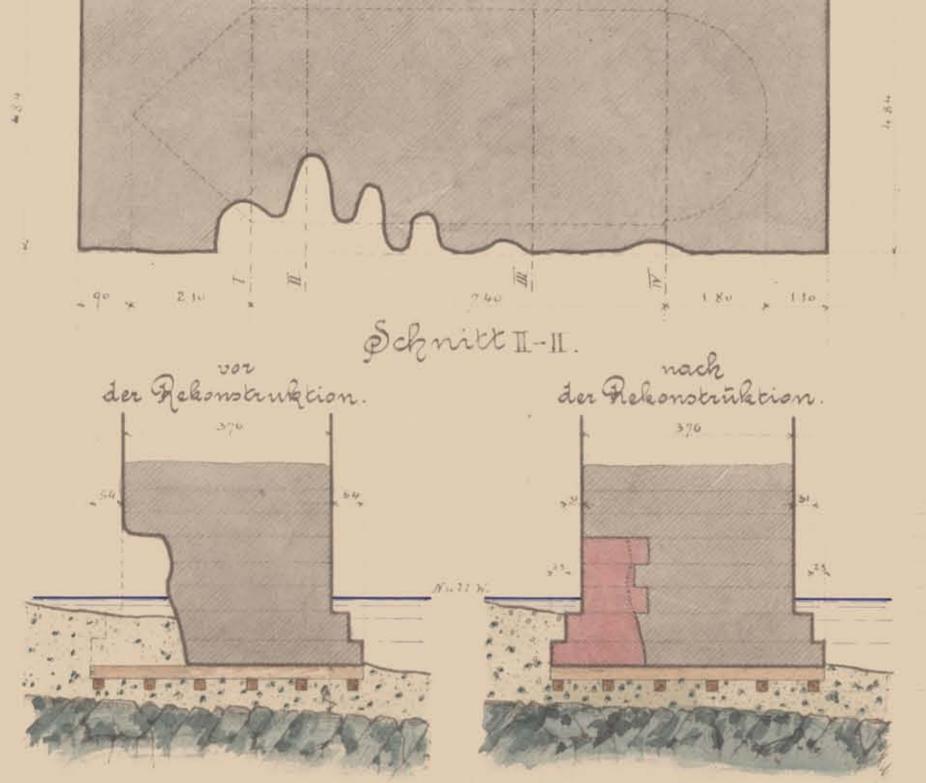
Pfeiler IX. 916 asstal 1:100.

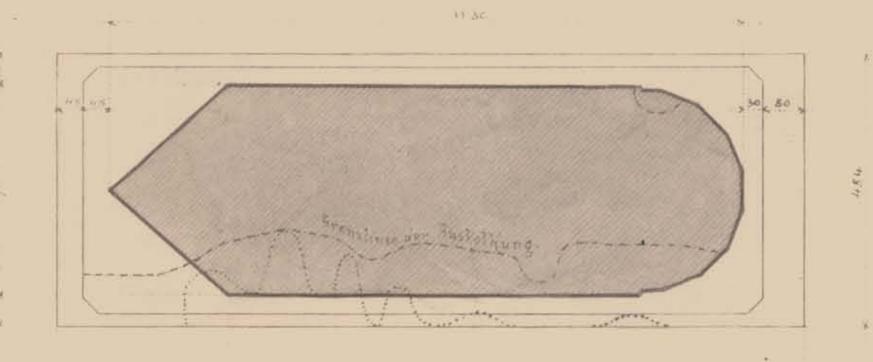
Schnitt II-II.

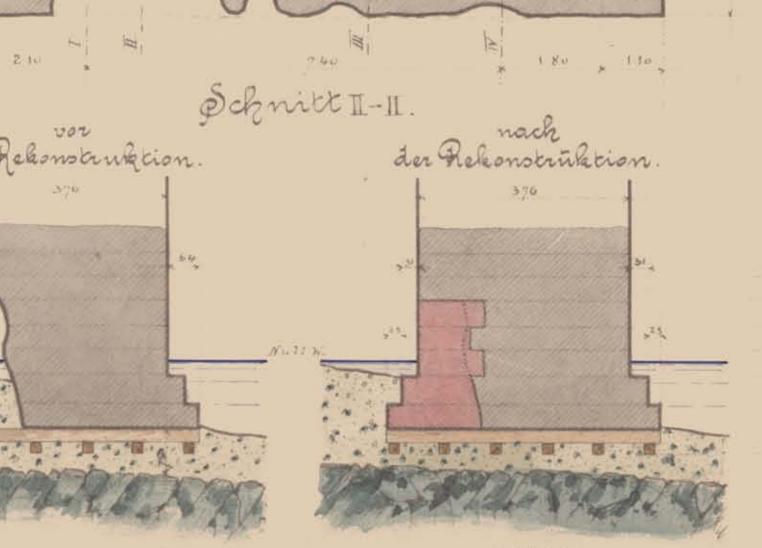


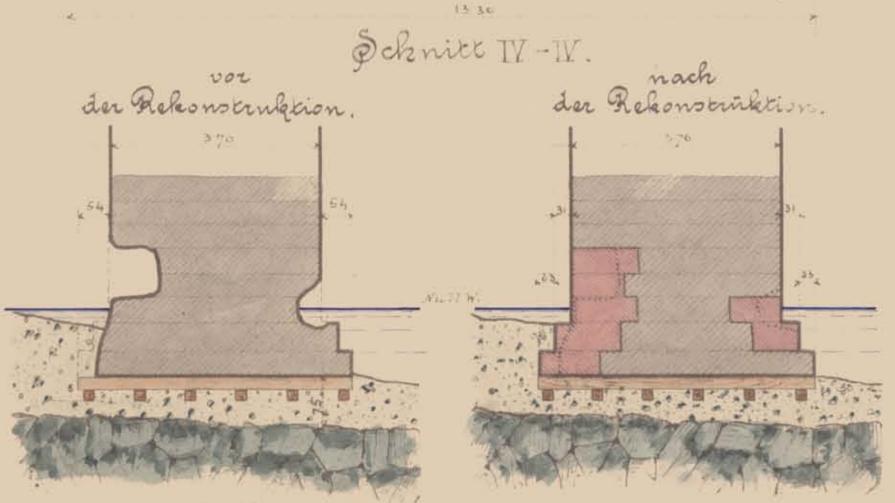


Gründriss nach der Rekonstruktion.









STRASSLINGAU-DEFARTEMENT DER BAUABTHEILUNG BERLANDES-BEUR BERGERHAUSBERGERUNG SARAJEVE

Der Dektions Chef:

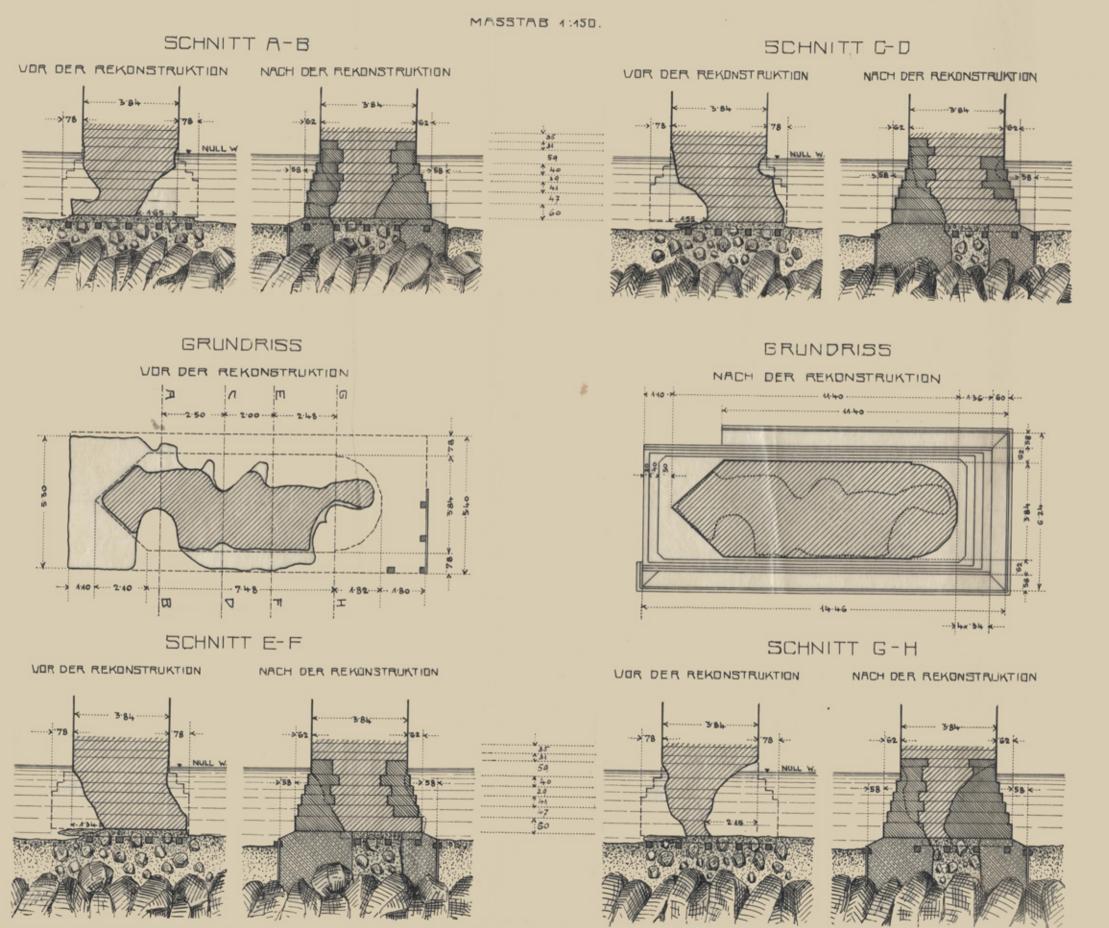
Darajevo, im December 1908.

hibarica

ZAHL 2107.

BLATT Z.

PFEILER IV



SARAJEUD, IM DEZEMBER 1911.

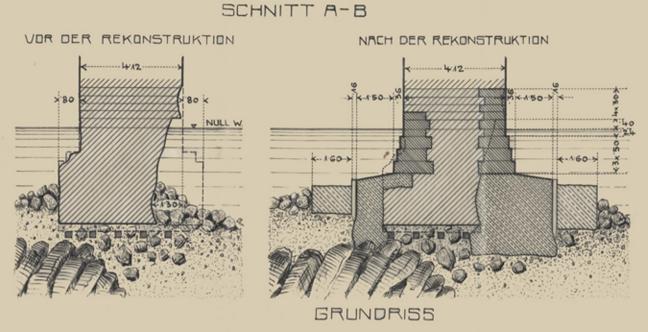
DER BAUDIREKTOR:

ZAHL 2108.

BLATT 3.

PFEILER V

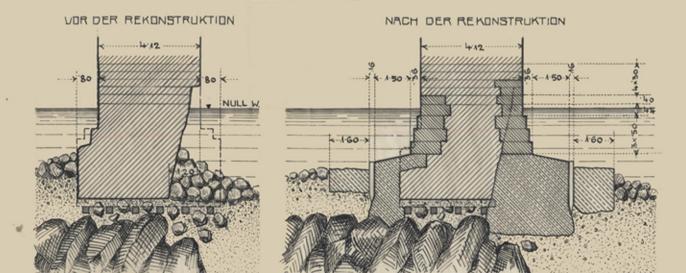
MASSTAB 1:150



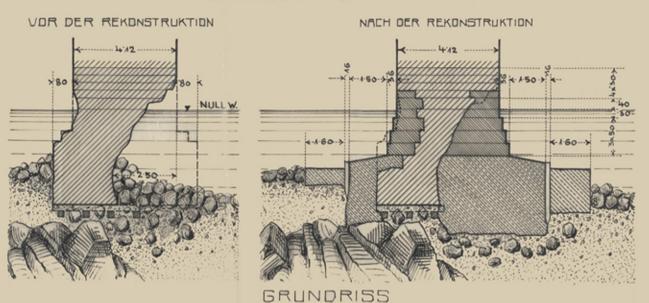
A 50 × 400 × 2:00 × 2:00 × 2:00

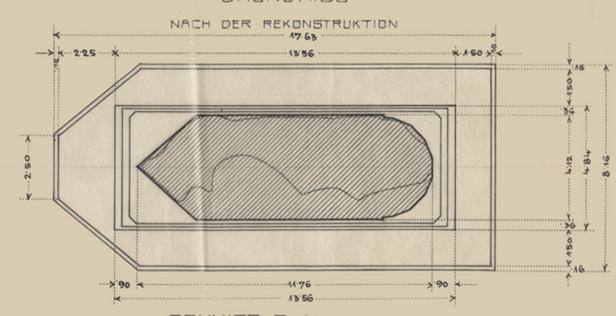
VOR DER REKONSTRUKTION

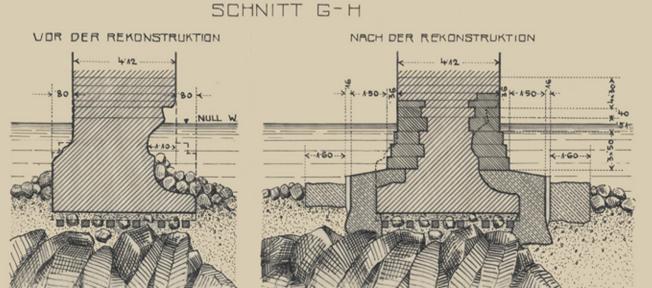
SCHNITT E-F



SCHNITT C-D

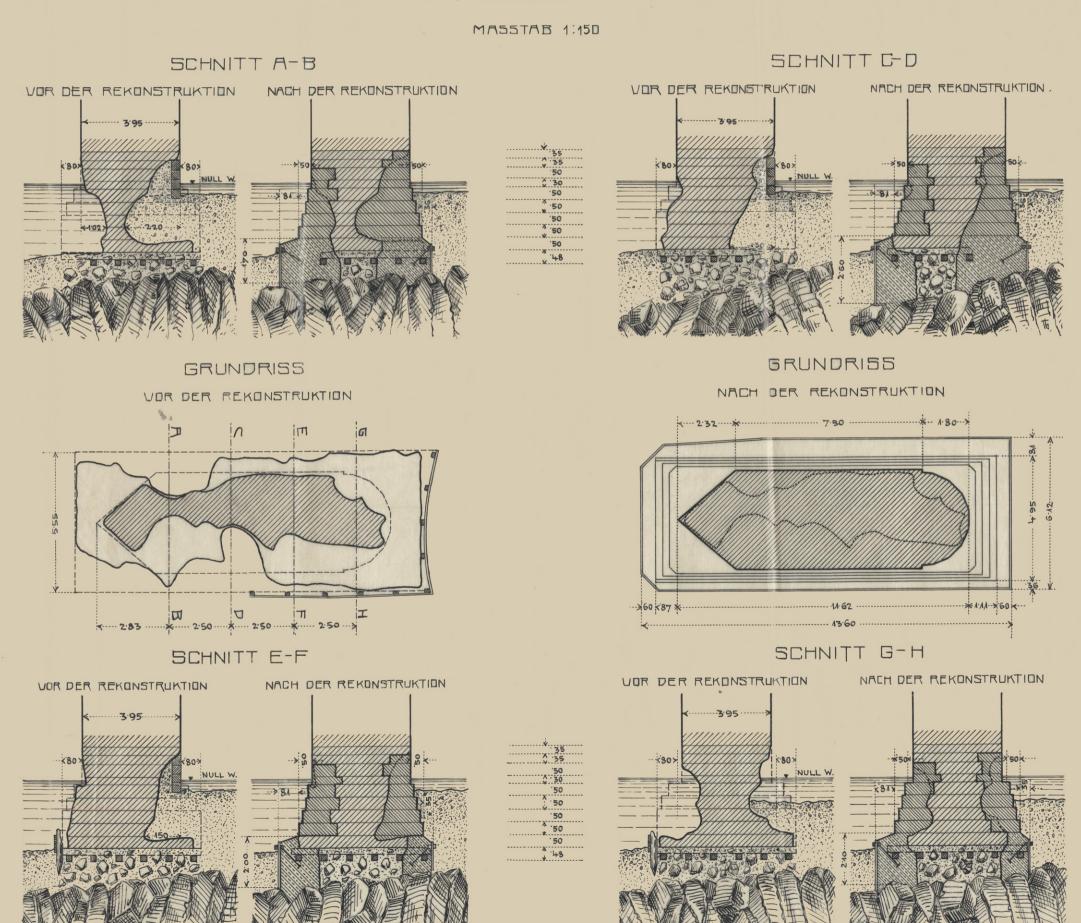






ZAHL 2109. BLATT 4.

PFEILER VI



SARAJEVD, IM DEZEMBER 1911.

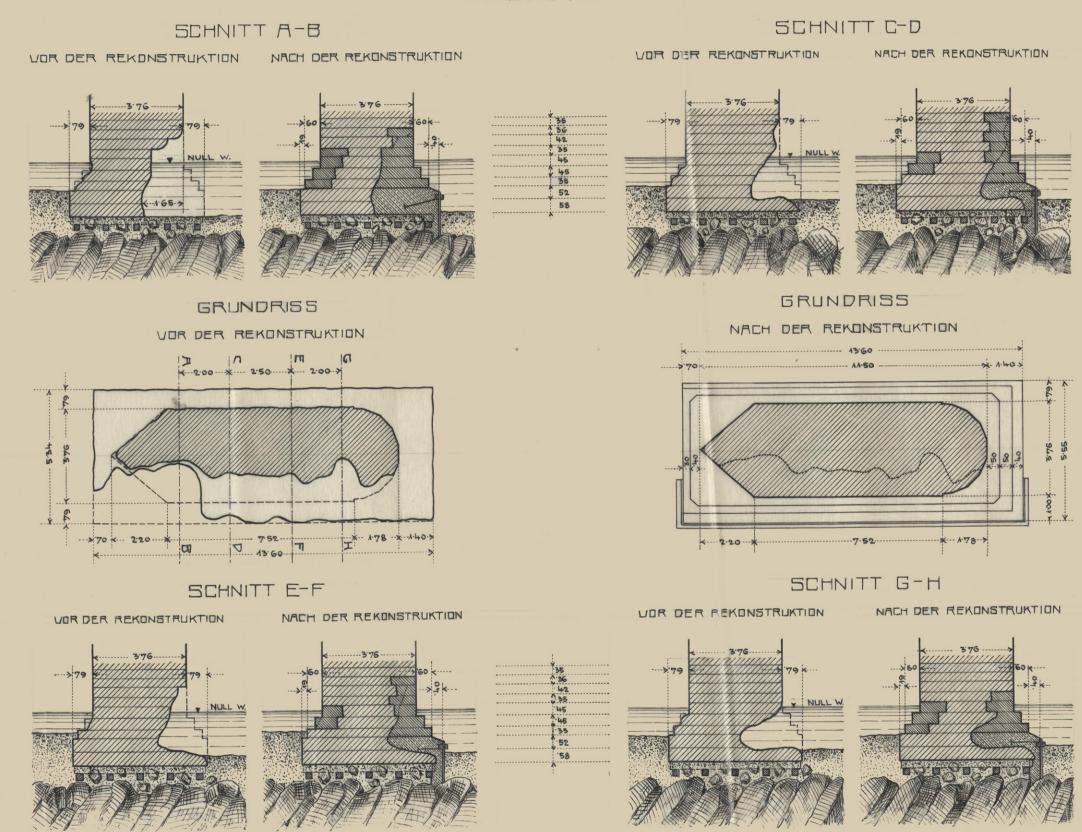
DER BAUDIREKTOR:

ZAHL 2110.

BLATT 5.

PFEILER VII

MASSTAB 1:150

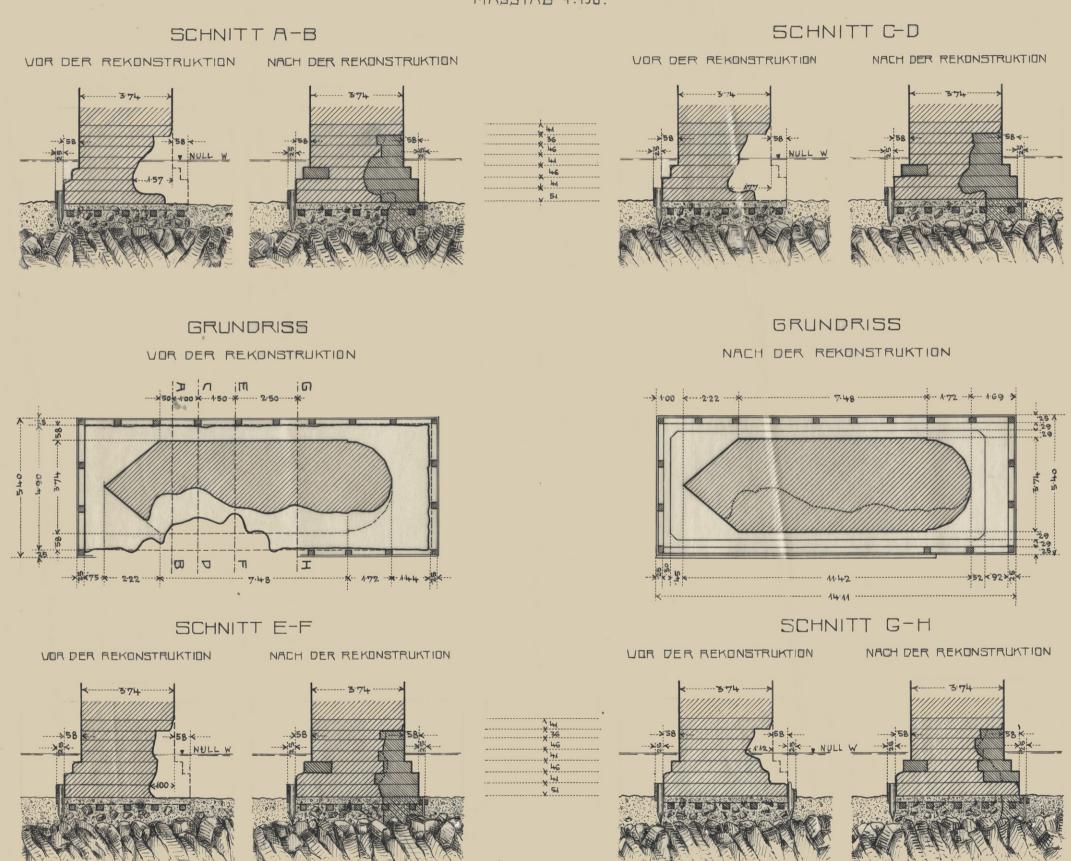


ZAHL 2111.

BLATT 6

PFEILER VIII.

MASSTAB 1:450.



ZAHL 2112.

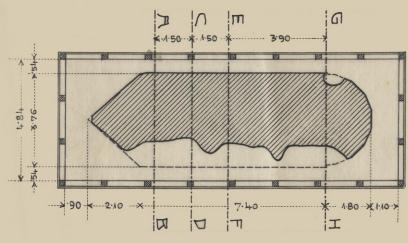
BLATT 7.

PFEILER IX

MASSTAB 1:450

SCHNITT A-B SCHNITT G-D VOR DER REKONSTRUKTION NACH DER REKONSTRUKTION VOR DER REKONSTRUKTION NACH DER REKONSTRUKTION

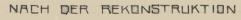
GRUNDRISS VOR DER REKONSTRUKTION

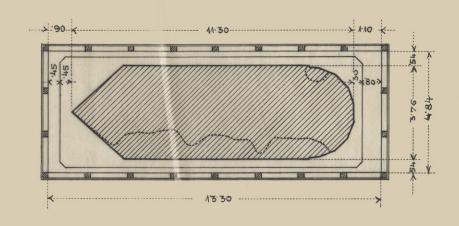


SCHNITT E-F

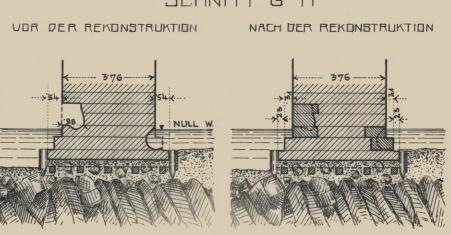


GRUNDRISS



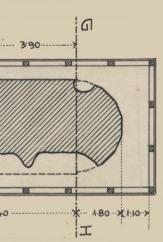


SCHNITT G-H



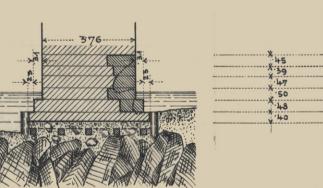
1155

STRUKTION



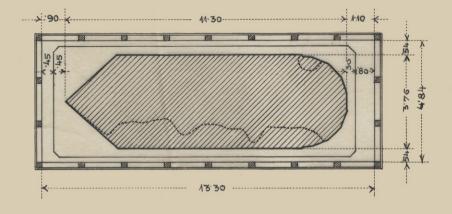
E-F

NACH DER REKONSTRUKTION



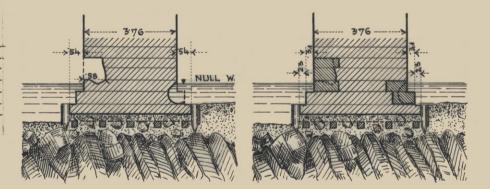
6RUNDRISS

NACH DER REKUNSTRUKTION



SCHNITT G-H

VOR DER REKONSTRUKTION NACH DER REKONSTRUKTION



DER BALDIREKTOR:

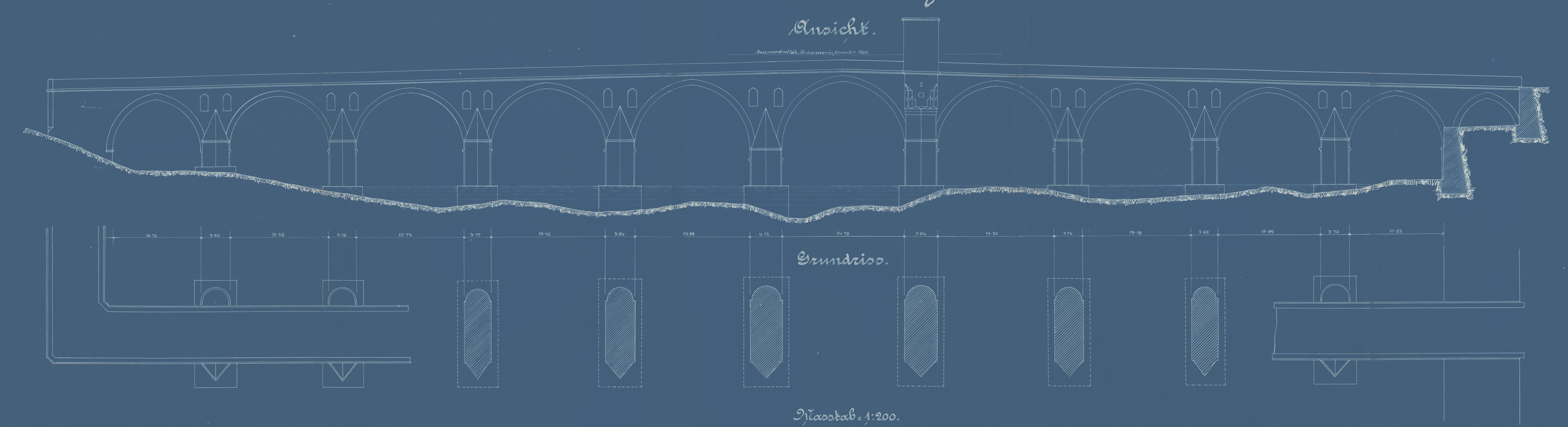
ZAHL Z349.

BLATT 11.

DRINABRÜCKE IN DIŠEGRAD.

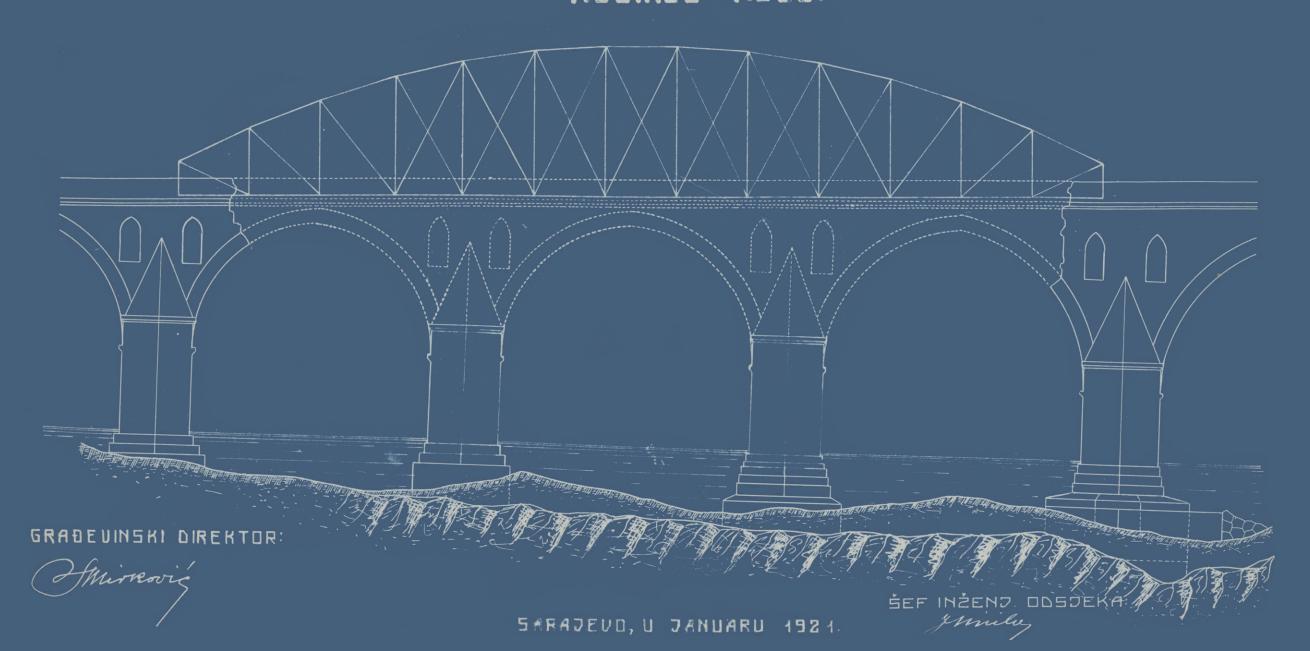
LÄNGENANSICHT STROMAUFWÄRTS. MASSTAB 1:200. SCHNITT **Л-В.** GRUNDRISS. DER ABTEILUNGSVORSTAND: DER DEPARTEMENTSHEF:

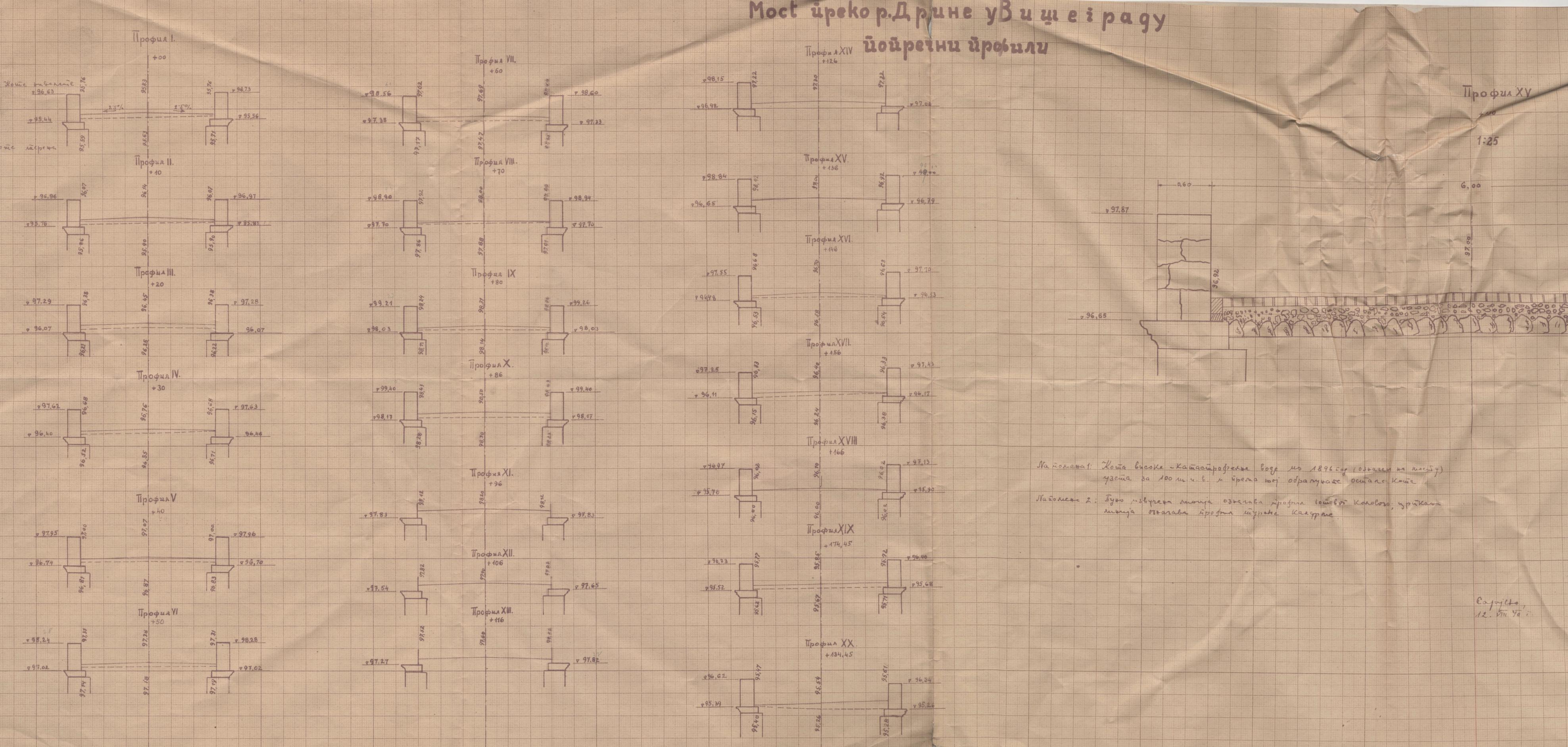
Drinabrücke in Visegrad.

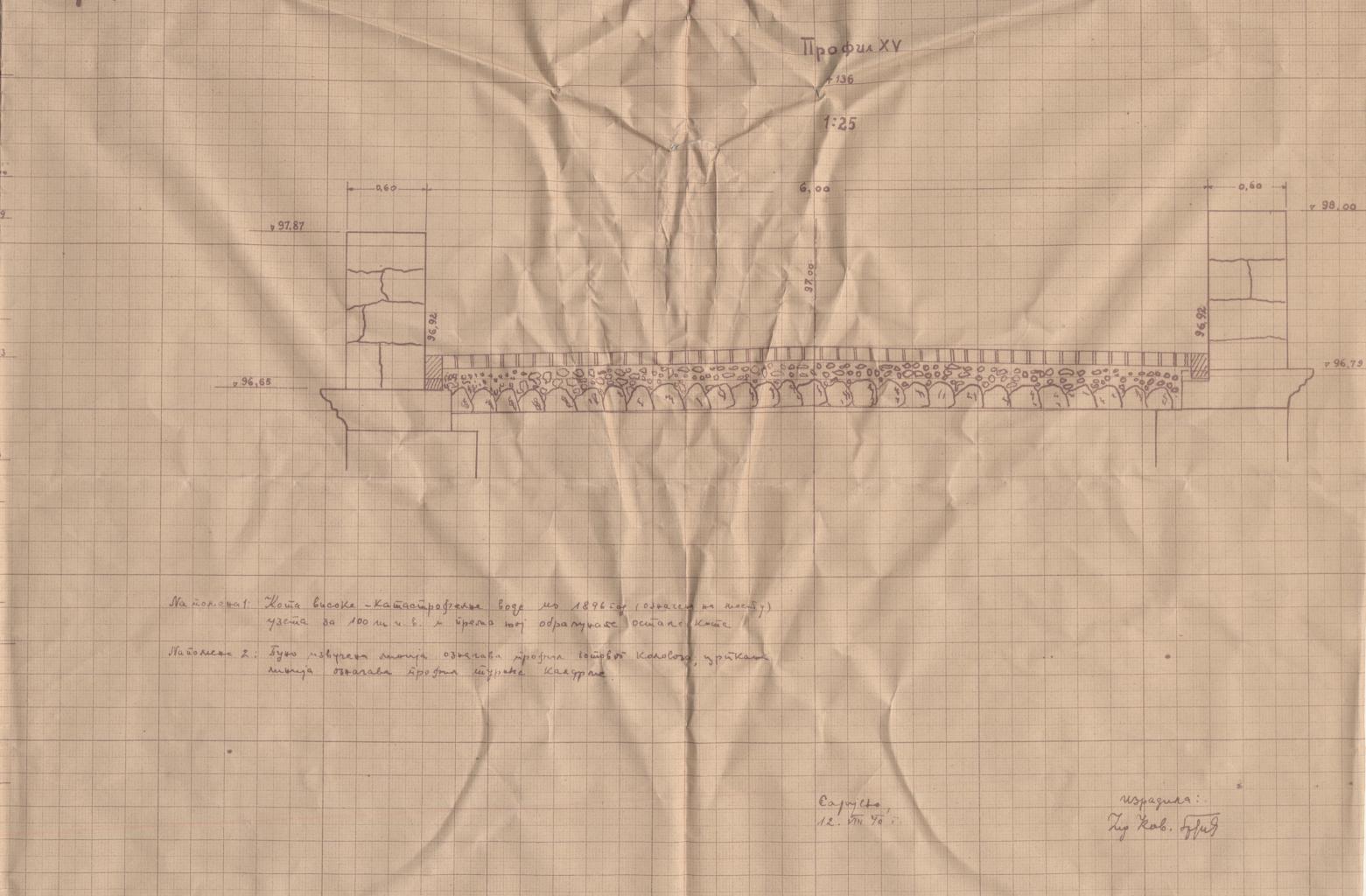


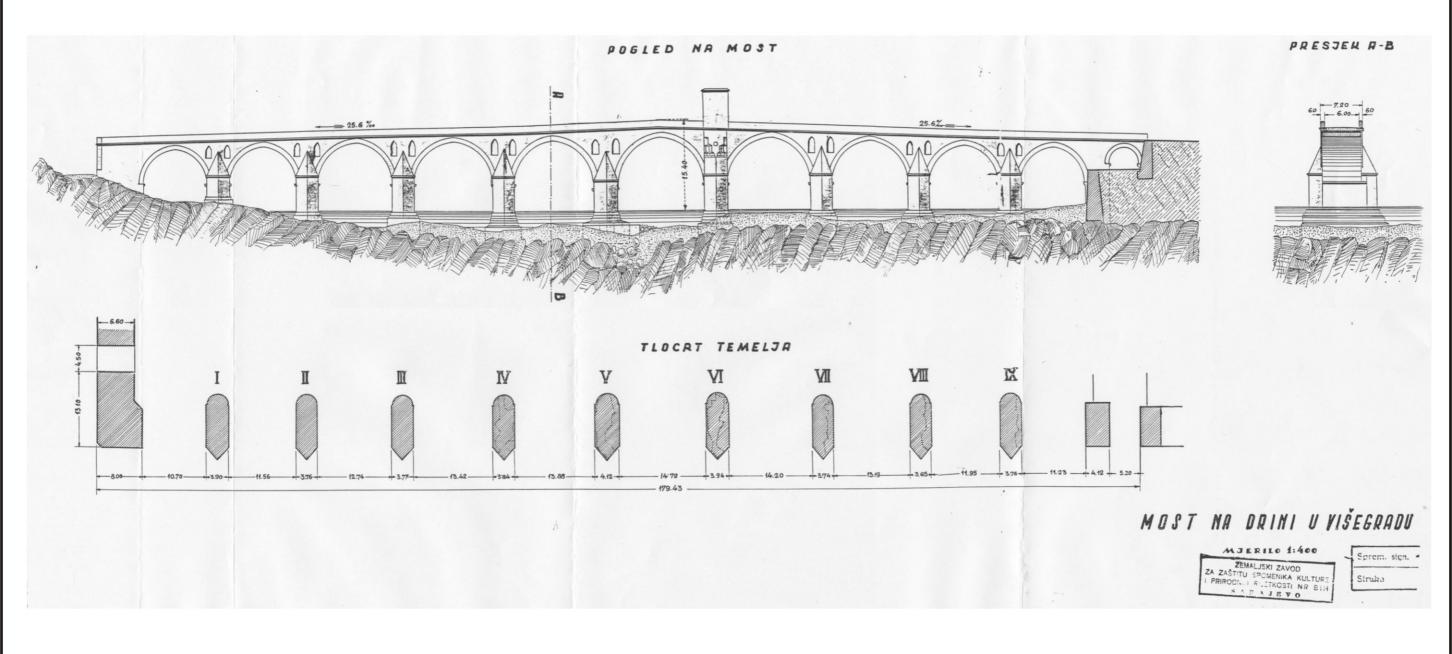
BROJ 2349a.

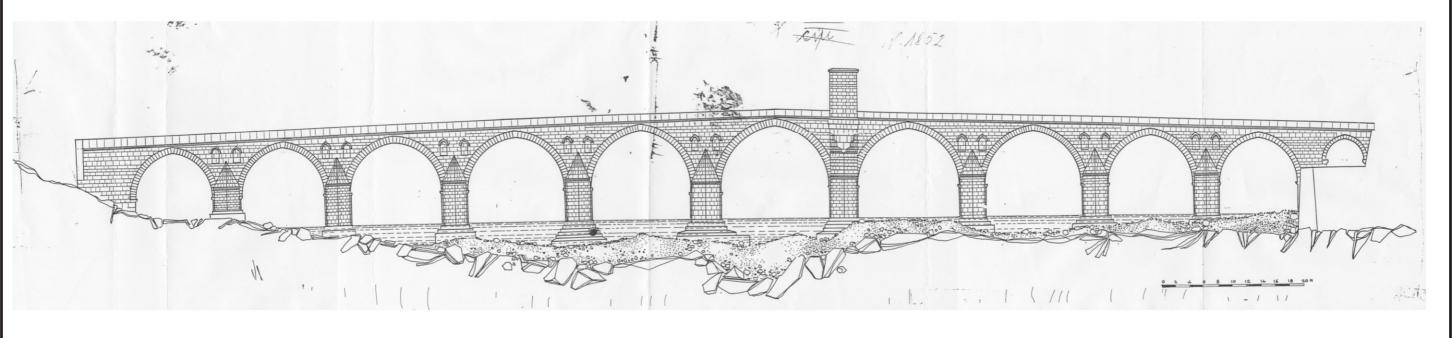
SKICA MOSTA PREKO DRINE U VIŠEGRADU. MJERILO 1:200.

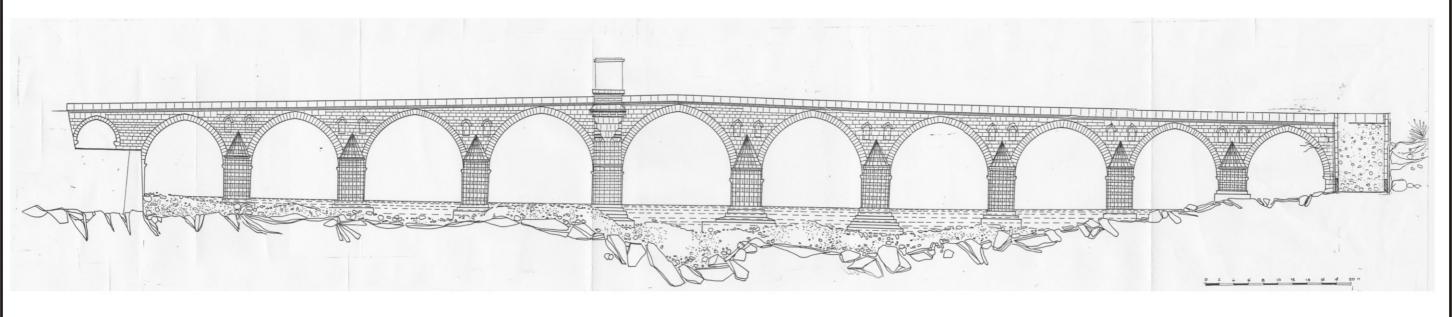


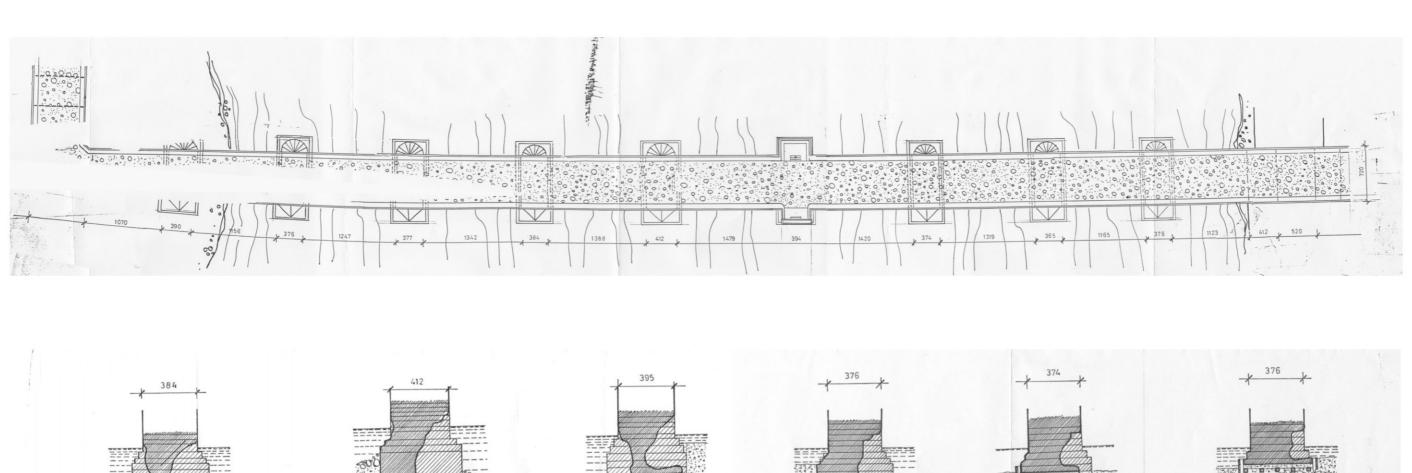


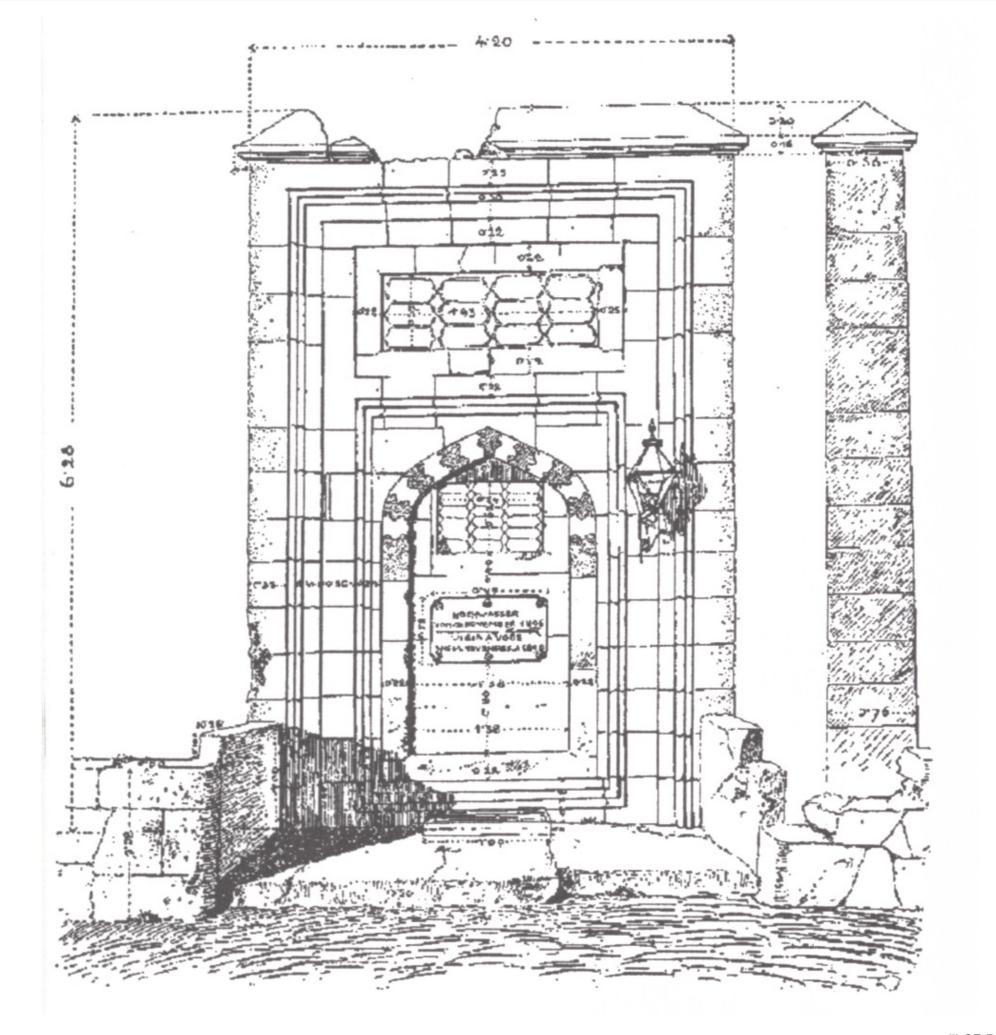


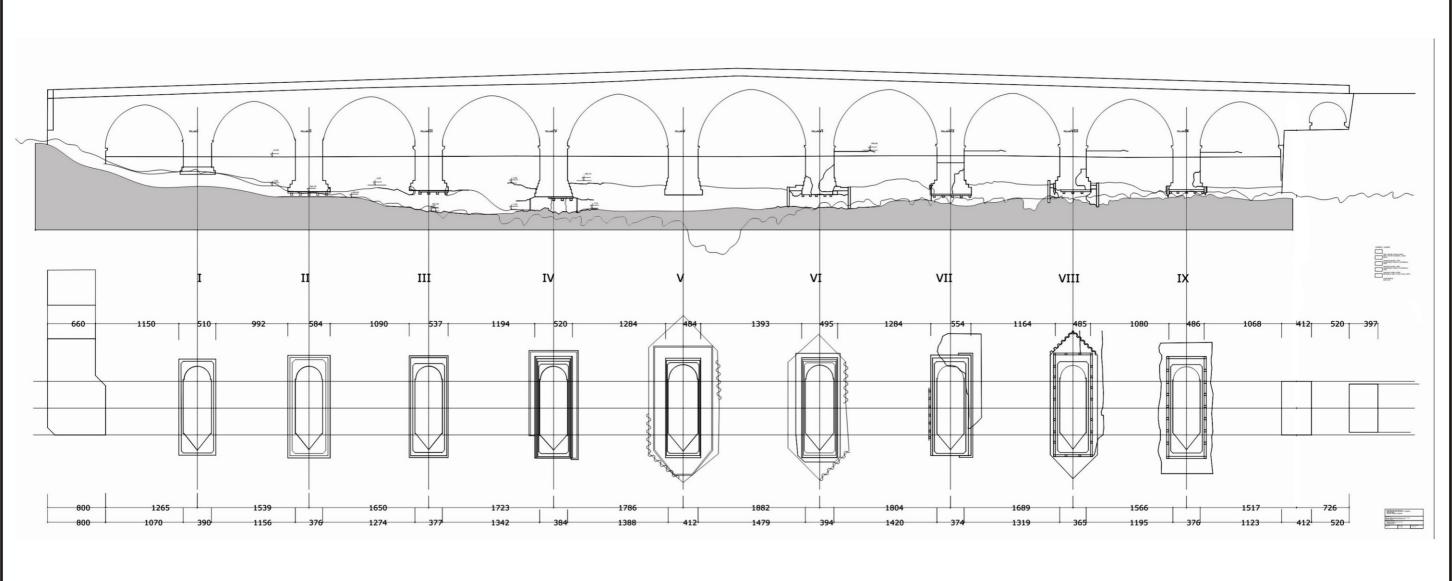


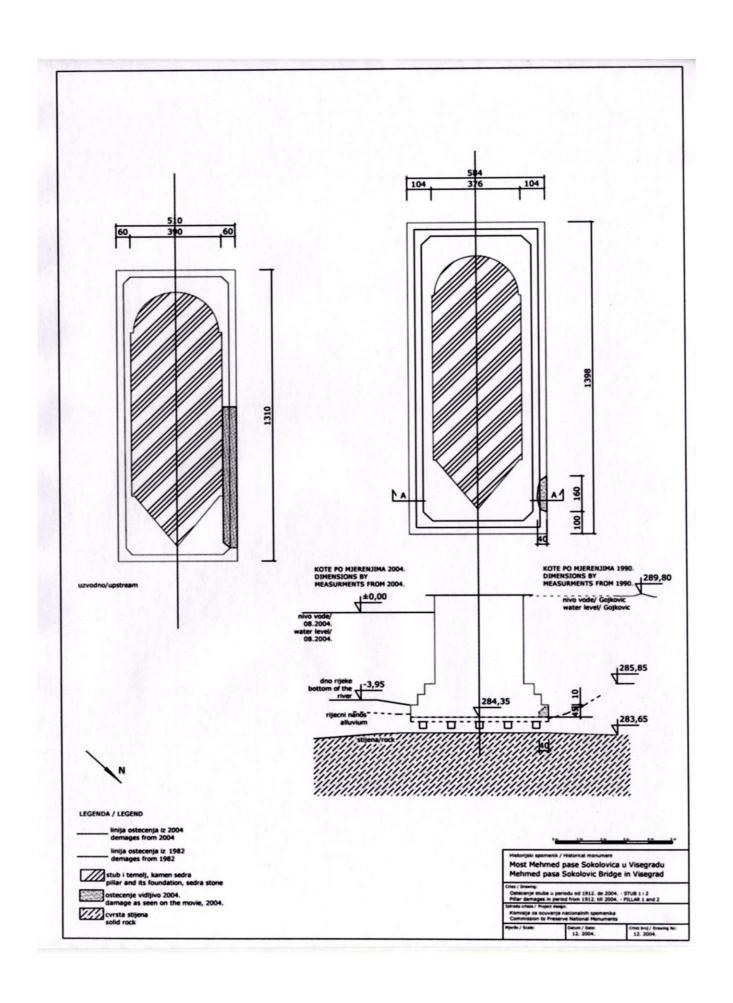


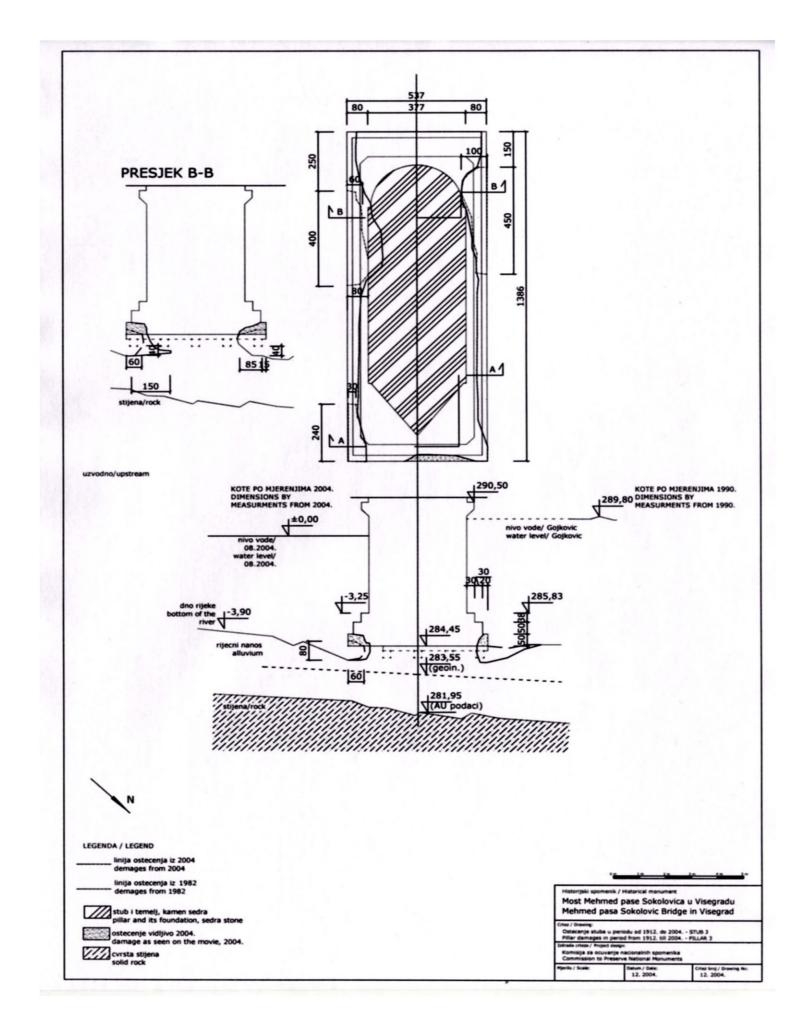


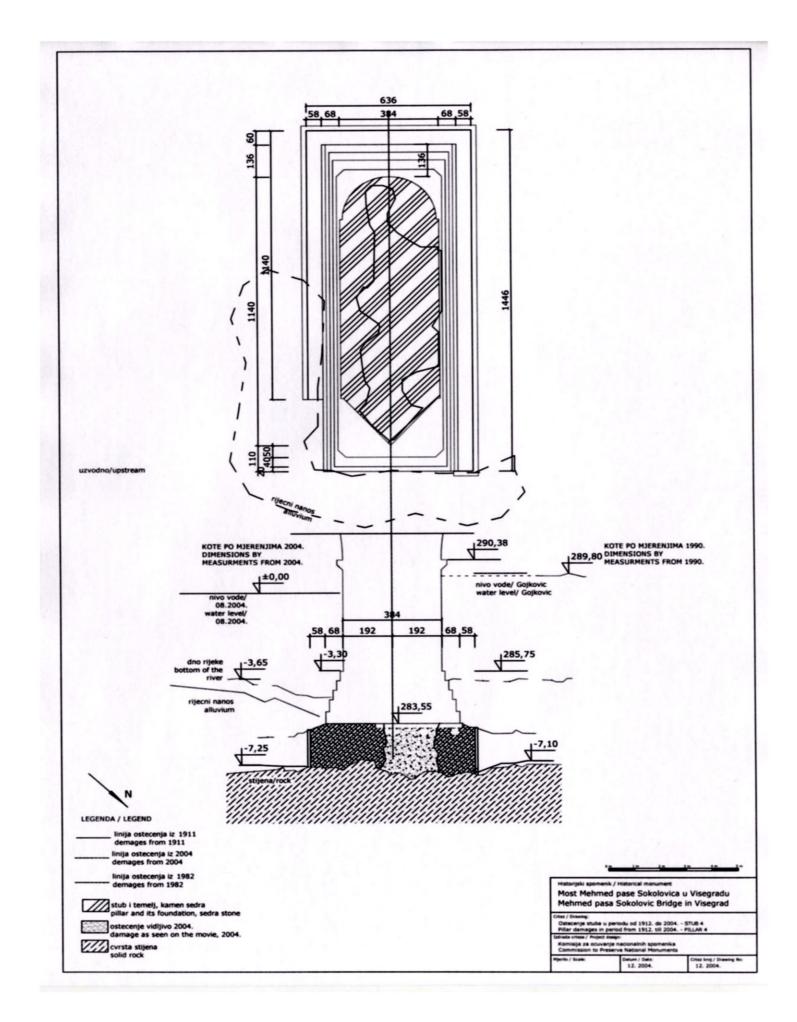


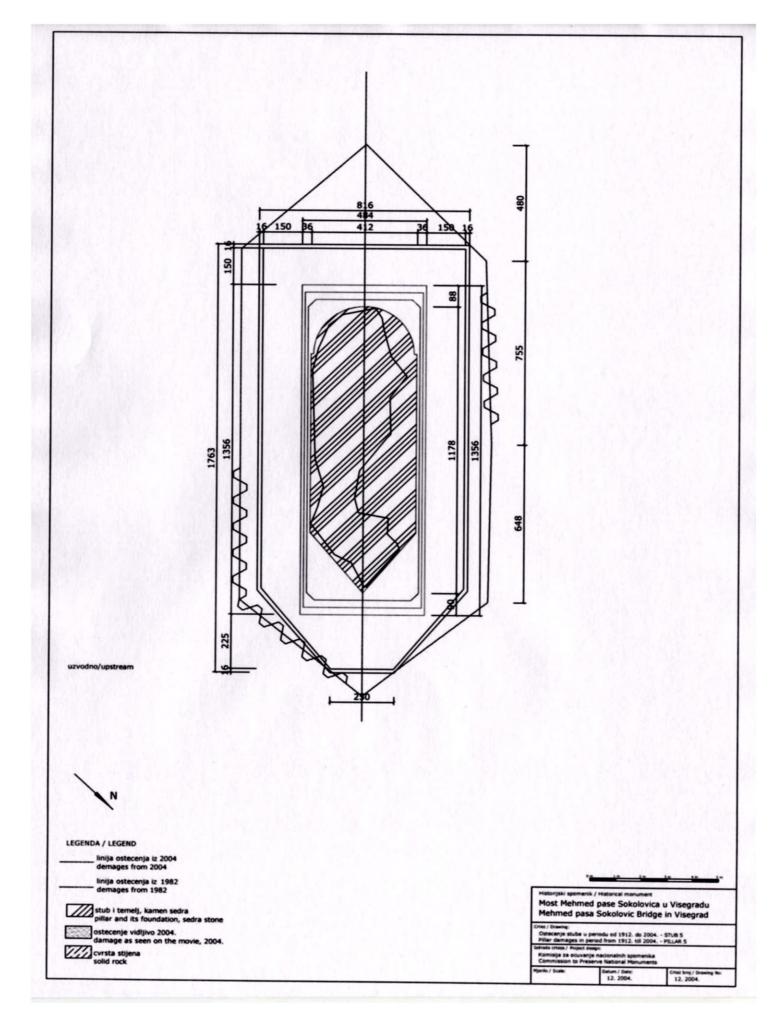


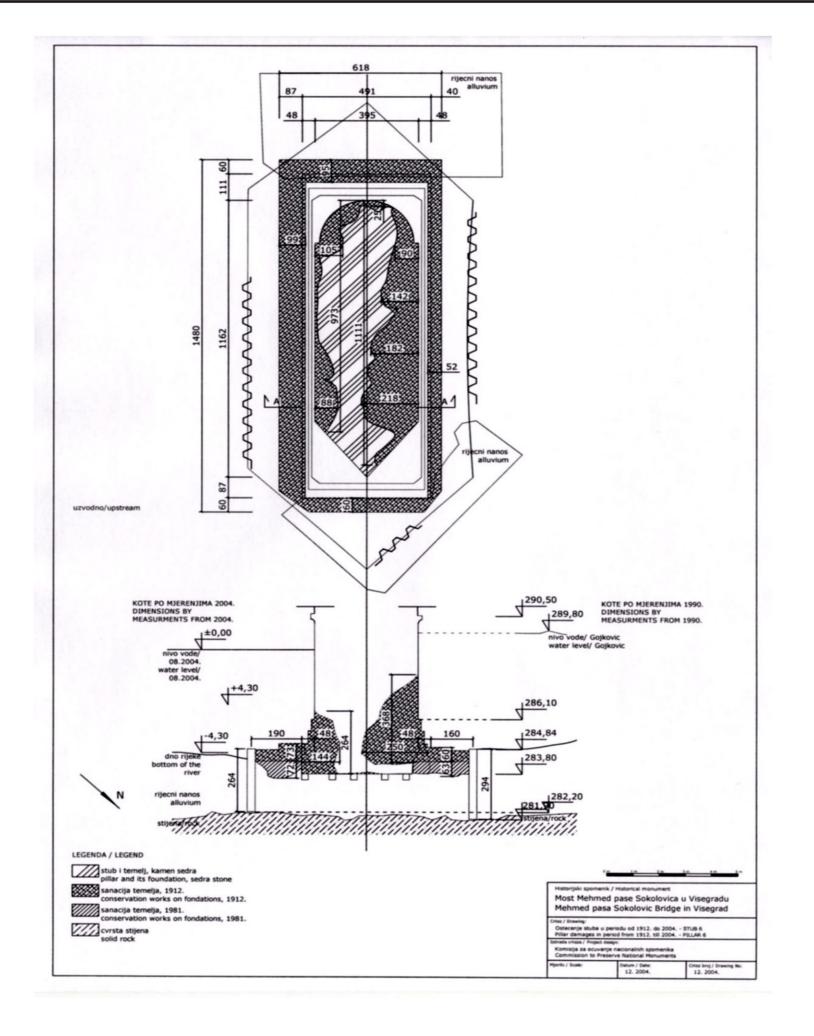


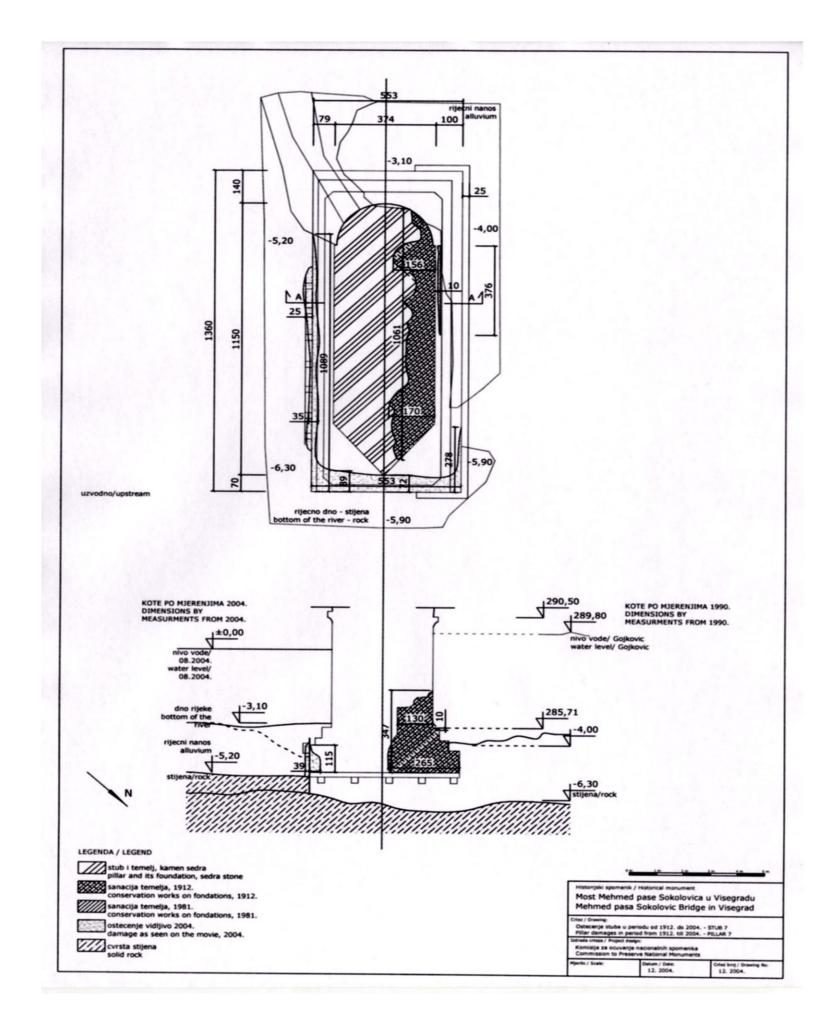


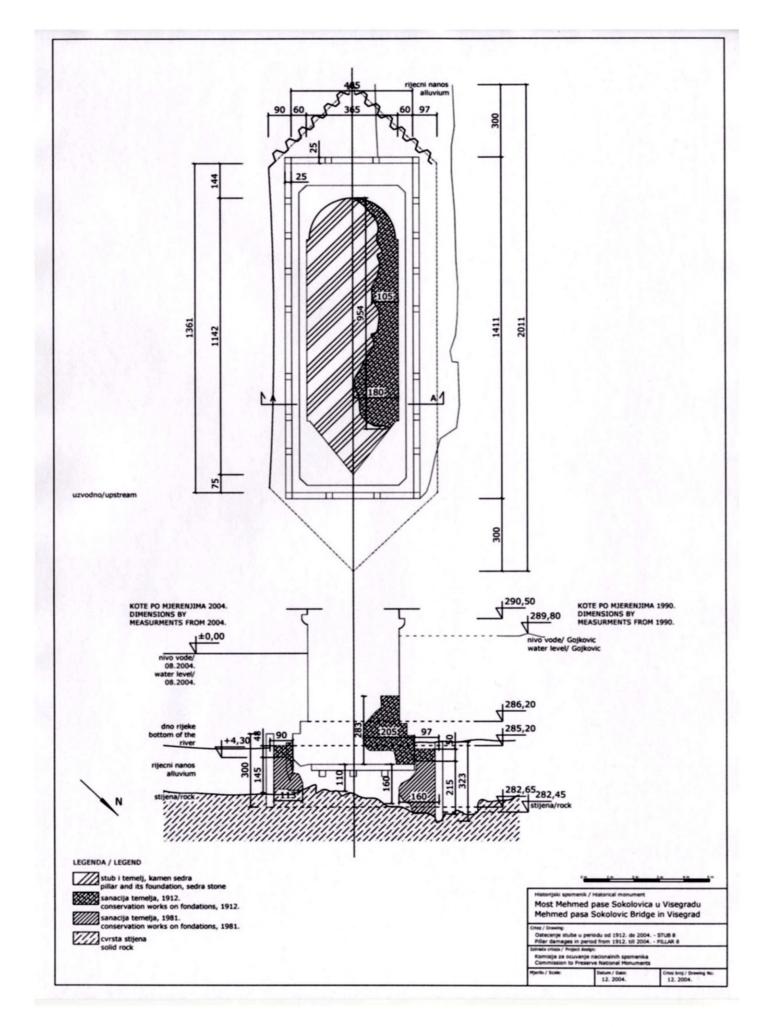


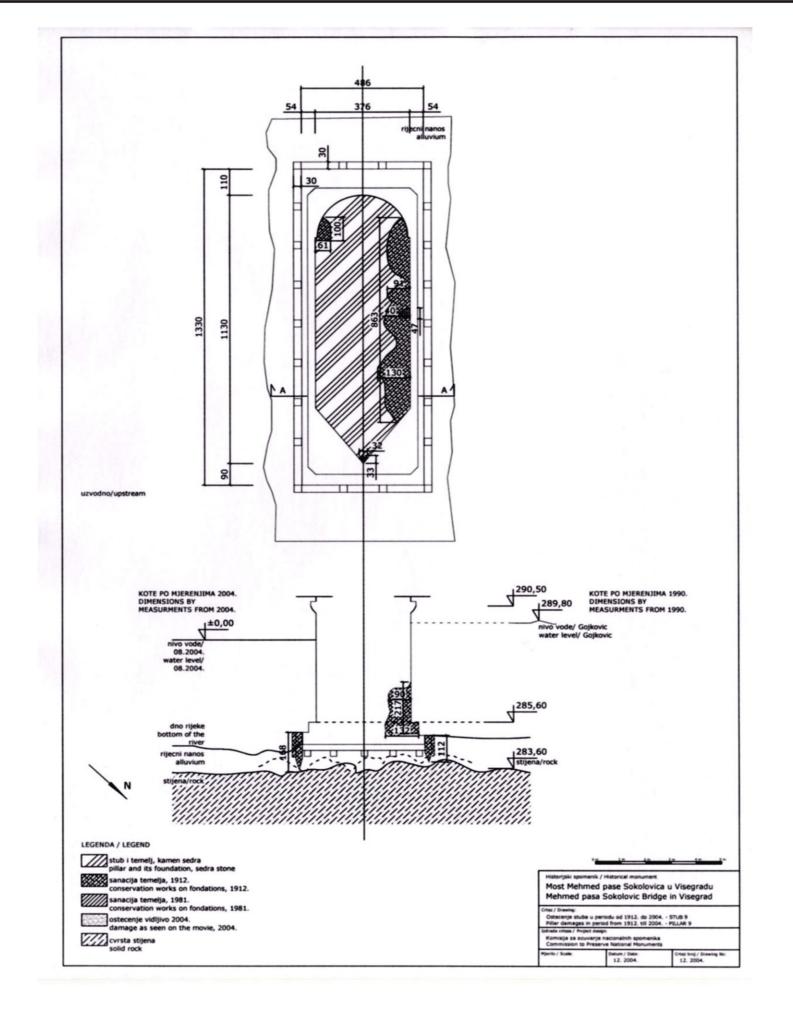


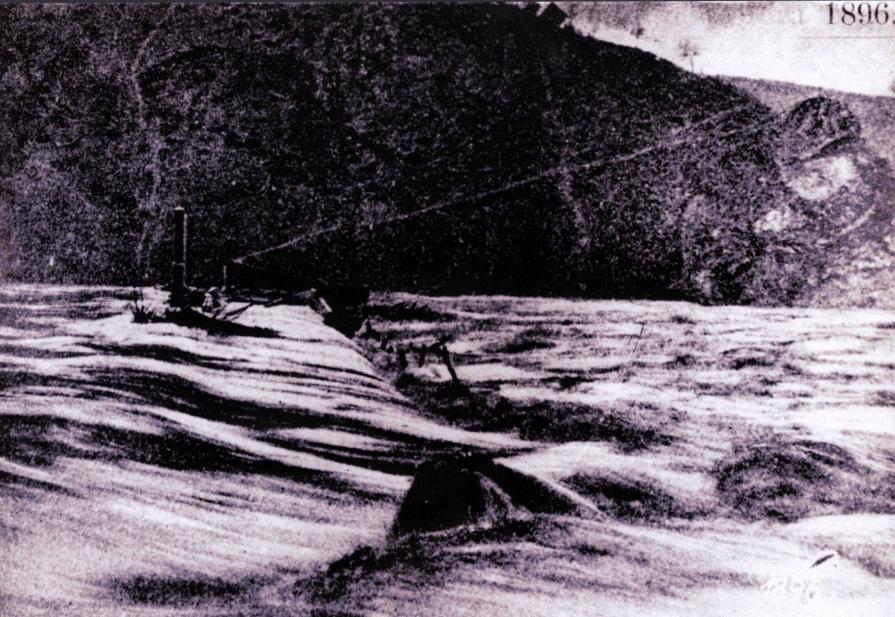












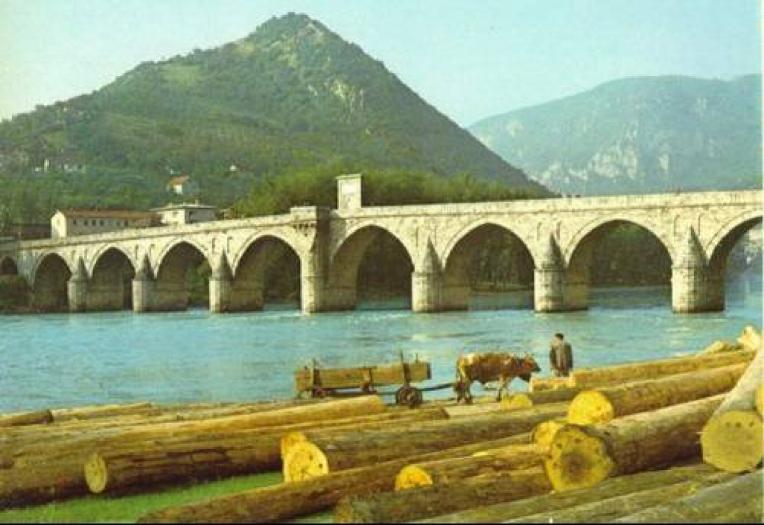




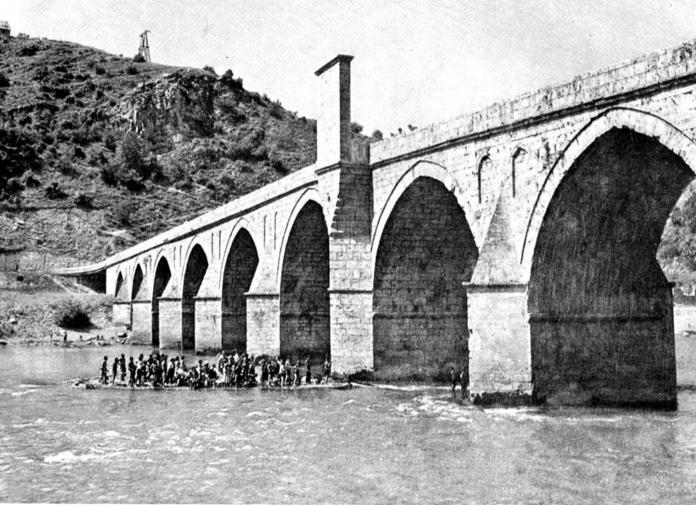




















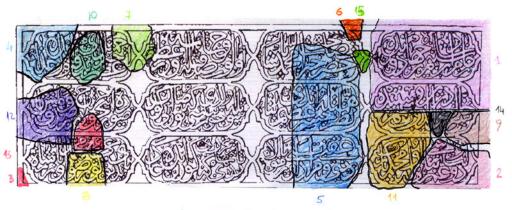
















Sec. 1 63/1



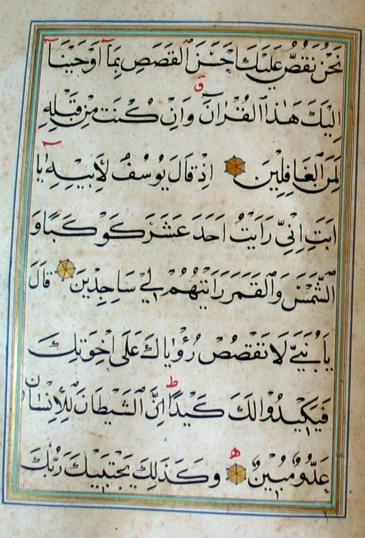
مَنْلِهِ وَادْعُواشُهَا عَلَى مِنْ وُوزِلَسِ أَنْ كُنْمُ صَادِقِينَ ﴿ فَانْ لَمُنْفَعِكُ وَاوَكَنْ تَفْعِكُ وَا فَاتَّقُواْ النَّازَ الَّذِي وَقُودُهَا النَّاسُ وَالْحِيارَةِ الْعِلَّاتُ لِلْكَ الْمِنْ الْمِنْ اللَّهُ مِنْ اللَّهُ م وعَالُواالصَّاكِاتِ أَنَّ كُوْمَ حَبًّا تِ تَجَرَيْكُ مُزِيِّعُ الْأَعْارُ وَكُلِّا رُزِقُوامِنَهَا مِنْ عُرَّهُ رُزِعًا قَالُوا هِ اللَّهِ عَالَمُ اللَّهُ مُ رَبِّعنا مِن اللَّهِ اللَّهِ مُ رَبِّعنا مِن اللَّهِ اللَّهُ الللللَّهُ اللللَّا اللَّهُ اللَّالَّ اللَّهُ اللَّهُ اللَّهُ اللَّاللَّا اللَّهُ ا بِرِمْتَذَا بِهَا وَكُورُ فِيها ازْوَاجُ مُطَهَّ وَالْحُ

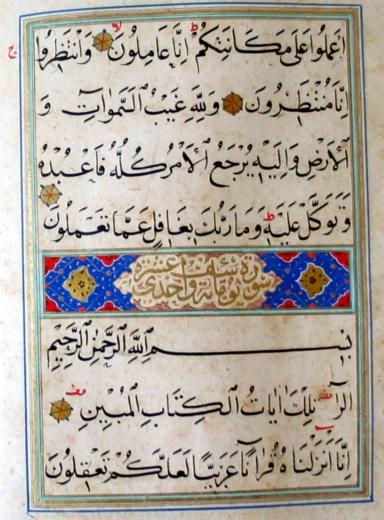


طتوزنجي

ومَانِكُولُ لَنَا أَنْ فَوْدُ فِيهَا إِلَّا أَنْ فَا الْمُالِينَ الْمُالِينَ الْمُالِينَ اللهُ رَبُنَاكُ لَ شَعْ عِلَا عَلَى لَهُ وَوَكَ لَنَا رُبِّنَا الْفَجْ بَيْنَا وَبَيْنَ قُومِنَا بِأَكِيِّ وَانْتَحْيُرُ الْفَاتِحِيِّرِ وَفَا لَ الْمَالِا ءُالَّهُ بِينَ كَفَرُوامِن فَوْمَ ولِينِ البَّعْنَمُ شُعِيبًا إِنَّكُمُ إِذَّا لَكَالِ رُولَ ﴿ فأَخَذُ تَهُمُ الرِّحِفَةُ فَأَصِيعُولَ فِي دَارِهِم جَاتِمْ إِلَيْ الَّذِينَ كَذَّبُواشُعَيْبًا كَأَنَّ لَمُ يَعْنُوافِيهَا الدِّنِكَ ذَيُّواشُعَبًّاكَ انْوَاهُمُ أَلْخَالِبُرِبَ

الخِينِكُ مَا الْعُرَبُ وَٱلَّذِينَ الْمُوامِعَكُمِنَ قَرْتَيْنَا أُولْتَعُودُ نَيْ فِي مِلْنِكَا فَا لَا أُولُوكَ نَا كَارِهِينَ قَدِافْتَرُسَاعِكَالِيُّوكَ إِنَّا النَّ عُذَمًا مُ فِي مِلْنُكُ مُ مُعِكًا ذِيجًا مَا اللَّهُ مَنْهَا



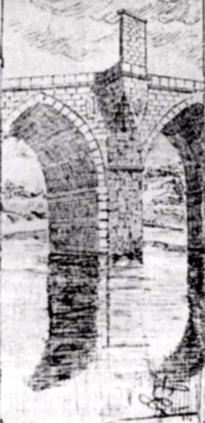








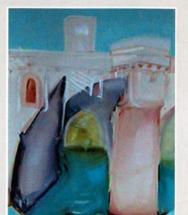










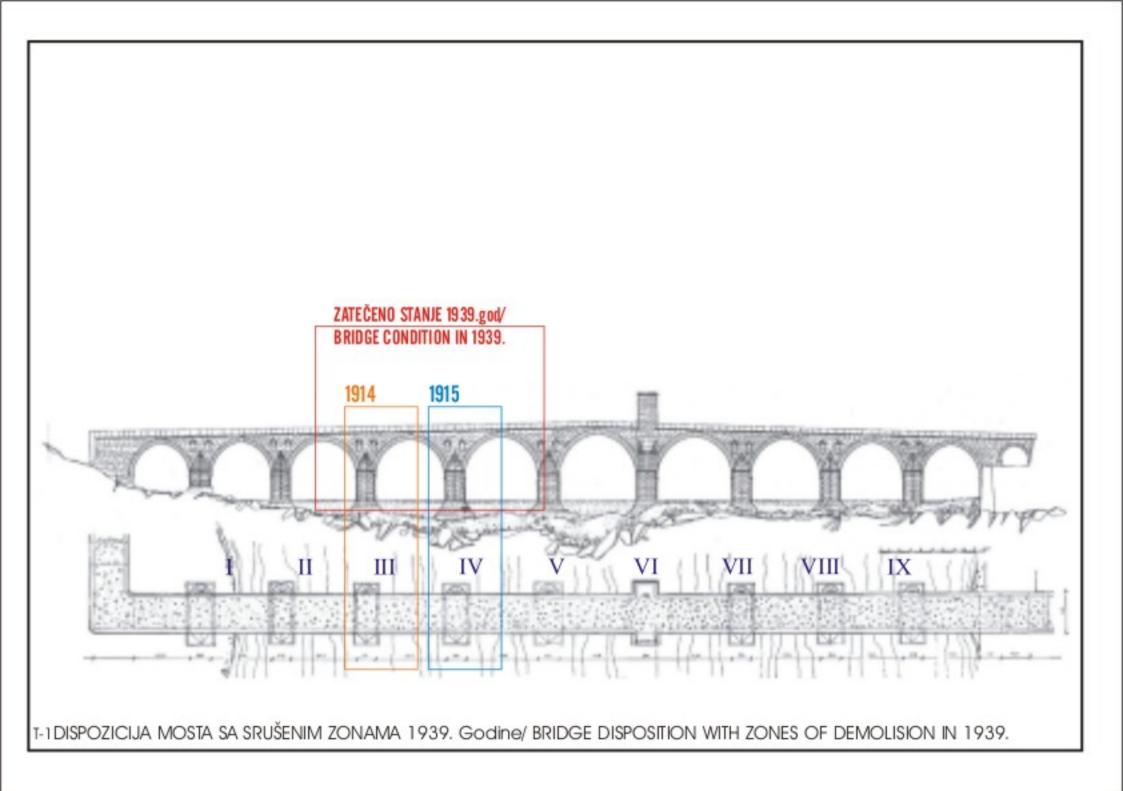


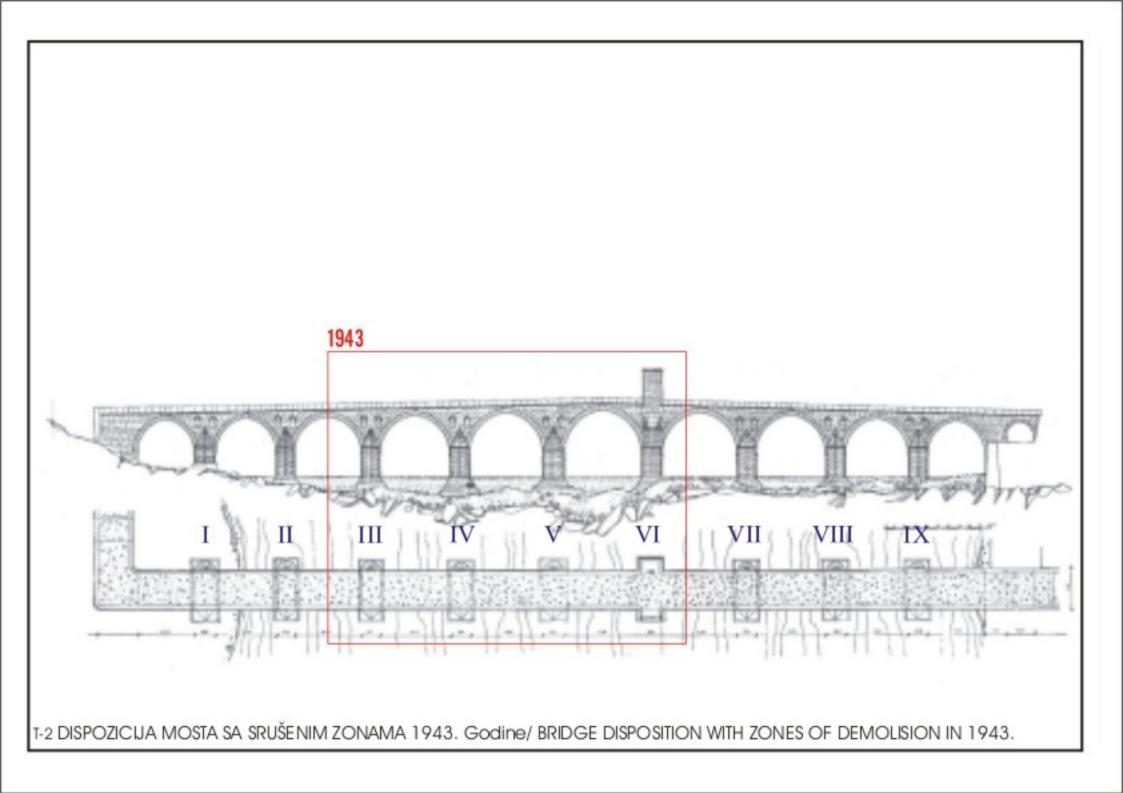


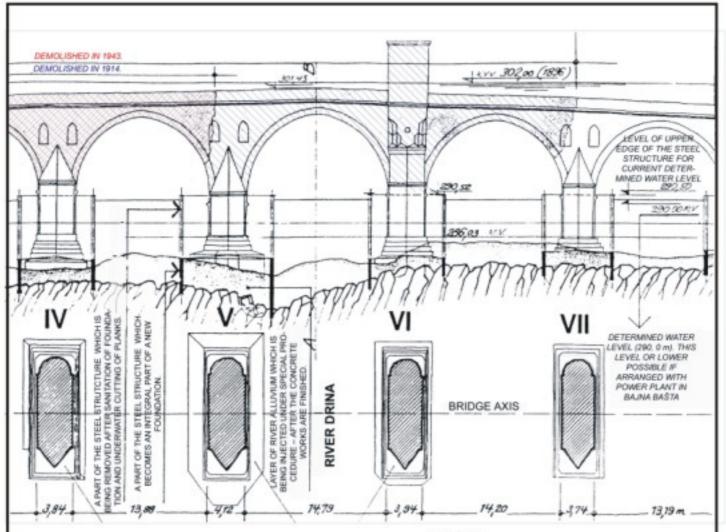






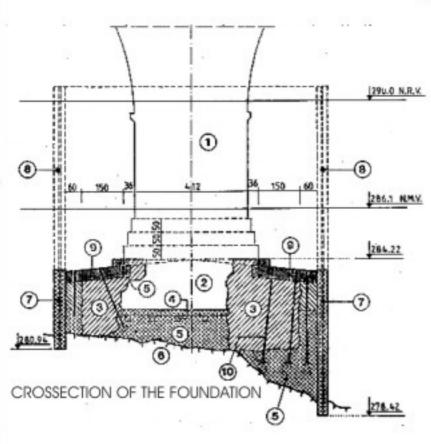






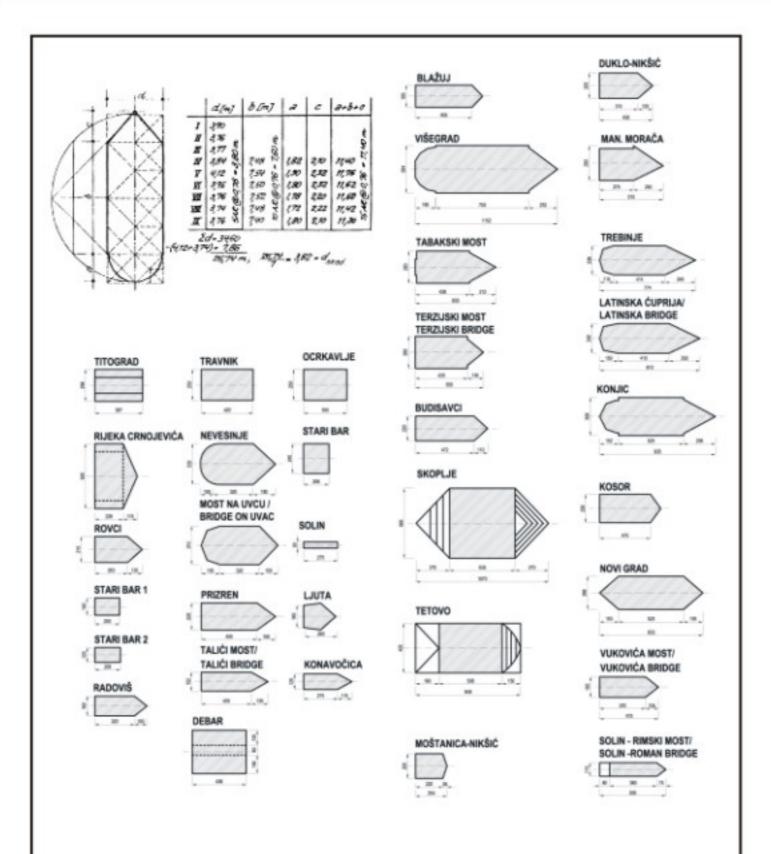
LEGEND:

- Bridge pillar
- Foundation of the bridge pillars
- Concrete built in 1911.-12.
- Grid made of pine beams 30/30 beneeth stone foundation of the bridge
- Layer of river sand beneeth foundation juncture; sand has variable with, turns into concrete after the injection
- Level of limestone according to the information from 1911
- A part of the steel structure «Larsen talpi» which becomes an integral part of a new foundation
- A part of the steel structure «Larsen talpi» which is being removed after sanitation.
- Reinforced concrete slab (40 cm) which over INP 30 connects top of the steel structure into the new foundation and makes finishing intersection
- Bore (56 mm) for injection of river sand with spacing of 1 meter



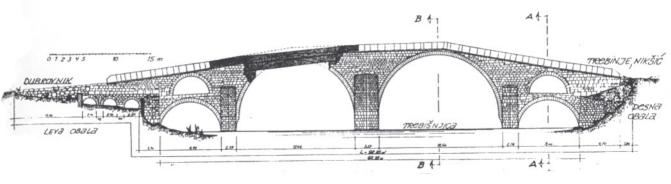
T-3 DETAIL OF THE FOUNDATION SANITATION, M. GOJKOVIĆ

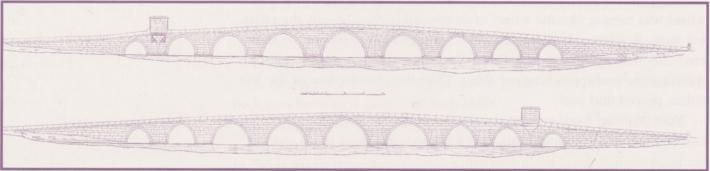
MOST MEHMED-PAŠE SOKOLOVIĆA U VIŠEGRADU/ MOST U SKOPLJU/ MOST U KLISURI PRIZRENSKE BISTICE/ "STARI MOST" U MOSTARU/ MEHMED-PASA BRIDGE IN VIŠEGRAD BRIDGE IN SKOPLJE BRIDGE IN CANYON OF PRIZRENSKA BISTRICA "OLD BRIDGE" IN MOSTAR 28,65 m 14,79 13,52 13,50 ARSLANAGIĆA MOST U TREBINJU/ MOST U RIJECI CRNOJEVIĆA/ MOST NA UVCU/ ARSLANAGIĆA BRIDGE IN TREBINJE MOST U KLEPCIMA/ BRIDGE IN RIJEKA CRNOJEVIĆA **BRIGE ON UVAC** BRIDGE IN KLEPCI 17,52 m 14,18 18,60 15,40 "KOZJA ĆUPRIJA" U SARAJEVU/ MOST U KONJICU/ TERZIJSKI MOST/ GORENIČKI MOST U DEBRU/ BRIDGE IN KONJIC BRIDGE "KOZJA ĆUPRIJA" IN SARAJEVO GORENIČKI BRIDGE IN DEBAR TERZIJSKI BRIDGE 17,60 m 20,40 13,90 13,56 T-4 KOMPARACIJA OBLIKA SVODOVA / COMPARATION OF THE ARCHES



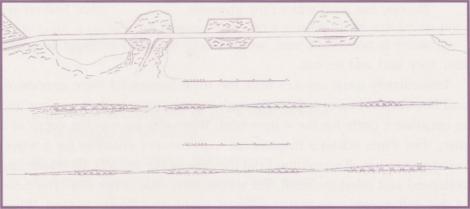
- A) proporcijska shema stuba na mostu u Višegradu / proprotion sheme of the pillar on the bridge in Višegrad
- B) kod mostova sa dva otvora / bridges with two opennings
- C) kod mostova sa tri otvora / bridges with three opennings
- D) kod mostova sa više od tri otvora / bridtes with more than three opennings

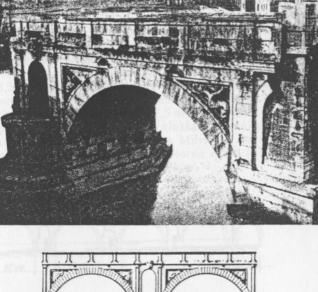
T-5 HORIZONTALNI PRESJECI STUBOVA NA NEKIM STARIM MOSTOVIMA / HORIZONTAL SECTIONS OF THE PILLARS ON SOME OF THE OLD BRIDGES, M. GOJKOVIĆ

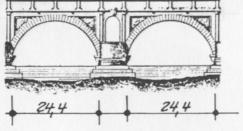




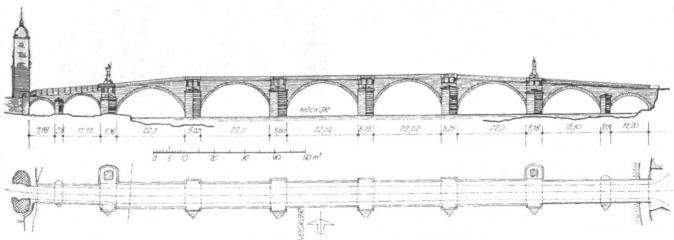


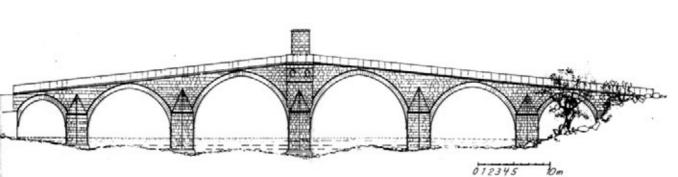


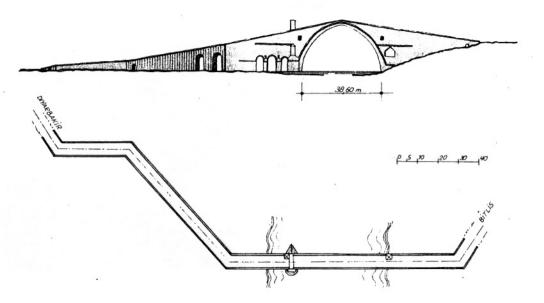


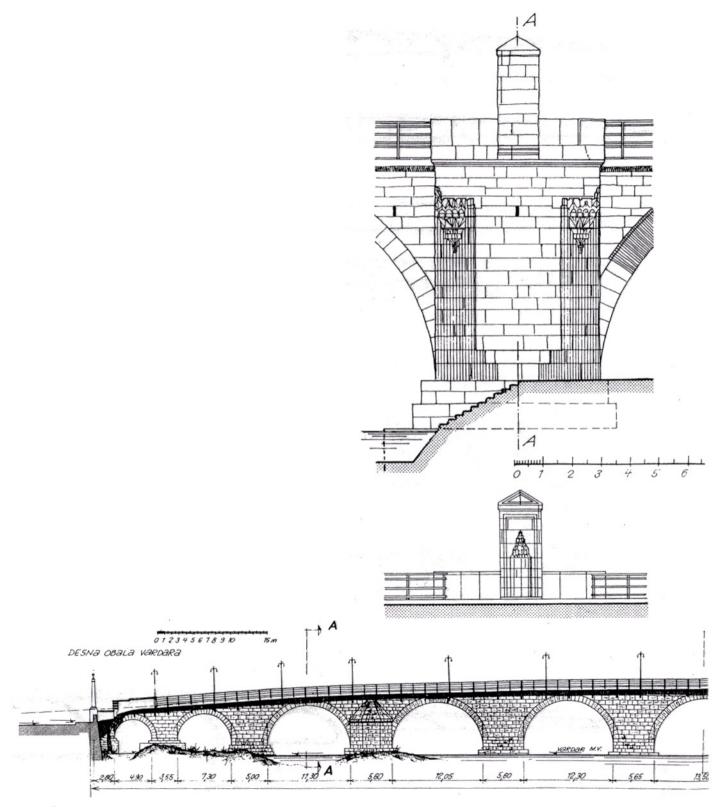


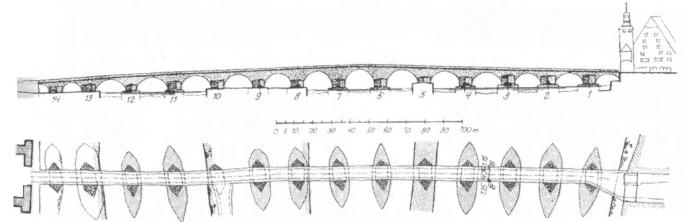




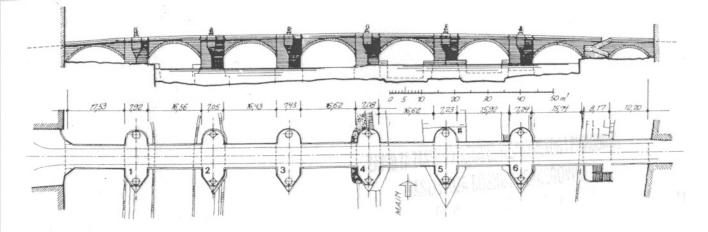


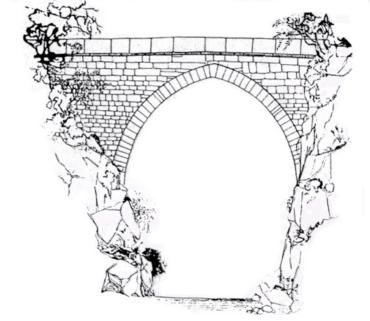












Višegrad Bridge (Bosnia and Herzegovina)

No. 1260

Official name as proposed

by the State Party: Mehmed Paša Sokolović

Bridge in Višegrad

Location: Republic of Srpska,

Sarajevo Macro Region

Brief description:

The Mehmed Paša Sokolović Bridge of Višegrad is a masonry structure constructed across the Drina River at the end of the 16th century. Built by the court architect Sinan on the order of the Grand Vizier Mehmed Paša Sokolović, it is characteristic of the apogee of Ottoman monumental architecture and civil engineering.

It has eleven masonry arches, with spans ranging from 11 to 15 metres, and an access ramp at right angles with four arches on the left bank of the river.

Category of property:

In terms of the categories of cultural property set out in Article 1 of the 1972 World Heritage Convention, it is a *monument*.

1. IDENTIFICATION

Included in the Tentative List: 18 January 2006

International Assistance from the World Heritage Fund for

preparing the Nomination: No

Date received by the

World Heritage Centre: 31 January 2006

Background: This is a new nomination.

Consultations: ICOMOS have consulted the TICCIH.

Literature consulted (selection):

Ivo Andrić (Nobel Prize for Literature 1961), *Na Drini Cuprija*, Belgrad 1945, 1st edition, French translation *Le Pont sur la Drina*, Paris, 1987.

Léon Mayer, Islamic Architects and their Works, Geneva, 1956.

Goodwin Godfrey, Sinan, Ottoman Architecture and its Values Today, London, 1993.

Amir Pasic, Islamic Architecture in Bosnia and Herzegovina, Istanbul, 1994.

John Freely, Sinan: Architect of Suleyman the Magnificent and the Ottoman Golden Age, London, 1996.

Eric DeLony, Context for World Heritage Bridges, ICOMOS-TICCIH, Paris, 1997.

Sai Mustafa Celebi, Book of Buildings, Memoirs of Sinan the Architect, Istanbul, 2002.

Goodwin Godfrey, A History of Ottoman Architecture, London, 2003.

Commission for the preservation of national monuments of Bosnia and Herzegovina, European Community and Council of Europe [Plan for the implementation of integrated rehabilitation projects, evaluation of the architectural and archaeological heritage (IRPP/SAAH programme)], *Preliminary technical studies of the Plan for the implementation of integrated rehabilitation projects, [PTA, Višegrad Bridge]*, Sarajevo, 31 August 2005.

Technical Evaluation Mission: 12-14 September 2006

Additional information requested and received from the State Party: ICOMOS sent a letter to the State Party on 31 January 2007 requesting additional information, and the State Party provided additional information on 27 and 28 February 2007.

Date of approval of this report: 11 March 2007

2. THE PROPERTY

Description

The Drina is a powerful mountain river which, near to Višegrad, passes through many gorges. In the river's course from the south towards the north, it drains water from the mountains of the Balkans towards the Sava and the Danube. This region was over a long period part of the North-Eastern Ottoman Empire, from the early 16^{th} century to the end of the 19^{th} century, as opposed to the Austro-Hungarian Empire. Furthermore, the Drina forms the border with Serbia downstream from the bridge close to Višegrad.

The bridge stands just after a sharp curve in the river. The plain which opens out on the right bank enabled the development of the town of Višegrad, at the level of the bridge, but primarily downstream from it, at the confluence with a small tributary of the Drina.

The left bank consists of a rocky hill just next to the river and thus to the bridge. This geographical situation required the construction of a 120 metre access ramp along the river. The ramp is thus laid out at right angles to the bridge itself, and forms a direct architectural extension of the bridge. The ramp provides road access to the bridge, on the river bank, and then elevates the roadway on the ramp supported by four small arches.

The bridge itself is some 179.50 m long, with a total roadway width of 7.20 m, including the parapets consisting of large stone blocks 60 cm thick. The central part of the structure is the highest, and is situated 15.40 m above the average water level, which contributes greatly to the monumental impression of the bridge as a whole.

The bridge consists of eleven slightly ogival arches, whose dimensions range from 10.70 m to around 15 m. The piers are some 3.90 m thick. The arches are enhanced by architectural features which are typical of the classical Ottoman period: hollow ribs on the arches, and triangular pier-heads surmounted by pyramids, and rounded downstream cutwaters surmounted by tapered cones, underlining of the roadway by its cantilever layout, architectural treatment of the spandrels and mihrab by hollowed panels forming niches.

At the central pier, the passageway is widened, with on one side a wall bearing engraved inscriptions celebrating the bridge and its creators (*mihrab*), while on the other side there is a stone divan.

The historic foundations consist of wooden foundation rafts reinforced with wooden piles and stone blocks. The piers and the whole structure are in masonry, using dressed travertine calcareous rock from local quarries and binders enriched with clay to enhance their hydraulic properties.

Despite its uniform external appearance, the bridge has undergone a large number of interventions and reconstructions over the course of time.

History and development

The Višegrad Bridge was commissioned by the Grand Vizier Mehmed Paša Sokolović (1505-1579), who exercised power over a long period at the summit of the Ottoman Empire during the reign of three sultans. The commissioning of the bridge was primarily a tribute to his native region. Founding edifices of this sort, which were both religious and social, formed part of the traditions of power, which expressed itself through major architectural creations which thus reinforced its symbolic nature and its image of civil and religious power.

The Višegrad Bridge was secondly a major structure in terms of planning and control of the inner Balkans by the Ottoman Empire from Istanbul. It thus forms a highlight of the route linking the plains of the Danube to Sarajevo and the Adriatic coast, particularly to the free port of Ragusa (Dubrovnik). The period of its construction coincided with the apogee of the Ottoman Empire, following the reign of Süleyman the Magnificent (1520-1566). This was a long period of peace and prosperity for the region.

The great court architect and engineer Koca Mimar Sinan, who was the head of the team of architects of the Empire, was called on to design and construct the bridge. He had already built, on behalf of Mehmed Paša Sokolović, several major civil and religious architectural works: mosques, bridges, civil constructions, in Istanbul and in several regions of the Empire. Sinan is an emblematic representative of the classical architectural creation of the Ottoman Empire at its apogee. The Višegrad Bridge was constructed from 1571 to 1577, and substantial human and financial resources were employed in the task.

For two and a half centuries, the solidly built bridge suffered primarily from flooding. There are records of works in 1625 and then in 1875 on the piers. The exceptional flooding of 1896 submerged it entirely, resulting in serious damage. The piers were shaken and

eroded, and the parapets were washed away. The bridge was not however destroyed. In 1911-1912, extensive works were carried out to stabilise and reinforce the piers by Austro-Hungarian engineers (piers 4, 5, 6, 7, 8 and 9). At that time the bridge was strategically important in military terms, being located at the frontier with Serbia. The installation of a new thicker stone parapet brought a change to the visible parts of the bridge.

During World War I, in 1914-1915, piers 3 and 4 were blown up with dynamite. After the war, a provisional repair was carried out using steel girders supported by the remaining parts of the initial bridge. The reconstruction in stone, following the original design, was carried out in 1939-1940.

During World War II, in 1943, five of the bridge's arches were completely destroyed, affecting piers 3, 4, 5 and 6. The arches destroyed were rebuilt by the Ministry of Communication and the Roads Administration, between 1950 and 1952, following the model of the parts still intact.

The most recent period has been marked by the construction of the Bajina Basta power station downstream (1966), and by that of the Višegrad power station upstream, some 2.5 km away (1989). These two constructions on the Drina, relatively close to the bridge, have profoundly modified the hydraulic rate of flow of the river (see chapter 4 and 5). In terms of bridge maintenance, the main event was, from 1980 to 1982, an analysis of the bridge and then the launch of restoration work on the foundations of piers 5, 6 and 8. Unfortunately, this work remained uncompleted, because of a lack of funds. The same is true of the work on pier 2, begun in 1992 and not completed.

The war of 1992-1995 had no direct impact on the Višegrad Bridge.

The access ramp on the left bank was restored in 1991, in a spirit of respect for the heritage.

In 2003, vehicle traffic was prohibited, because of the structural risks arising from the state of the bridge (see chapter 4 and 5). In 1986 a modern bridge was built about 1 km downstream, duplicating the function of the historic bridge.

Since the exceptional flooding of 1896 and the damage during the wars of the 20th century, the bridge has undergone a succession of repairs and reconstructions, with the two last campaigns of works unfortunately remaining uncompleted. The resulting structural fragility has been increased by changes in the rate of flow of the Drina, as a result of the construction of the hydroelectric power plants and their management.

3. OUTSTANDING UNIVERSAL VALUE, INTEGRITY AND AUTHENTICITY

Integrity and authenticity

Integrity

The Mehmed Paša Sokolović Bridge of Višegrad has retained its overall architectural style, despite the assaults and destructions it has undergone in the course of its history. All the works undertaken have been carried out while respecting its general integrity. All the elements which confer on the bridge its outstanding value are present in the bridge as it is today, and this includes the materials and architectural details. If the integrity of the property has been altered, it is essentially as a result of inevitable changes in its environment and by changes in the buildings in the town, and more widely by the changing lifestyles of people. These modifications are considered to be external to the property itself and of slight heritage significance. There is however one point which is an exception: the considerable raising of the river water level by the hydroelectric power station of Bajina Basta in Serbia. The general appearance of the bridge is thus less majestic than it was originally. Apart from this, the image of "the bridge over the Drina" remains intact from the cultural and literary heritage viewpoint.

Traces of external calcification are affecting the walls of the spandrels of the bridge. Underwater observations of the base of the piers reveals marked undermining. The road has been resurfaced and does not correspond to the original roadway.

ICOMOS considers that the present integrity of the property has good overall coherence, enabling it to express the universal values which it embodies. This fundamental point is unquestionable. However, this integrity today seems to be fragile in the extreme. The property is suffering from the legacy of complex historical developments which have affected it for a little over a century (see chapter 2). The situation is far from satisfactory, and has not even been stabilised. The *PTA* report of 2005 (see bibliography) considers there is an urgent need of repair for all the piers and their foundations. The priority is said to be extremely urgent for piers 3 and 7. These points could call into question the expression of the universal values which the bridge embodies, and indeed its very existence.

ICOMOS also considers that the integrity of the property, intrinsically fragile, is facing other pressures:

- The water level, which has been raised by about 2 metres, and the existence of currents linked to the present use of the hydroelectric power plants upstream and downstream of the bridge, increase the undermining already observed at the base of the piers;
- A plan to stabilise the river banks upstream of the bridge does not as yet guarantee the future of the landscape environment close to the property;
- The possibility of new constructions close to the property, on the right bank, with no relation to the property and its historical environment.

Authenticity

The authenticity of the property is analysed in the light of the Nara document. The authenticity seems excellent, in the classical Ottoman style. The bridge was designed and built from the drawings of Mimar Koca Sinan, an architect then at the summit of his art, considered an emblematic figure of the architectural ability of the Ottoman Empire, which was then at its apogee. The unique elegance of the proportions and the monumental nobility of the property as a whole bear witness to this fact. However, the original documents relating to the construction and the worksites have not been conserved.

Alterations to the bridge over the course of its history have been minor or temporary, such as the construction of wooden towers in the 19th century for the toll. The main alteration to its form consists of modifications of the parapet, in two stages. The elegant original parapet of fine stone slabs, washed away by the flooding in 1896, was initially replaced by large dressed stones, and then again in 1949 by a stone parapet 60 cm thick.

In terms of materials, the same dressed travertine calcareous stone from the Banja quarries, in the vicinity of the bridge, has always been used for repairs and reconstructions. Its resistance to both water and air are excellent. Non-authentic materials were used in the foundations in 20th century restorations, particularly concrete. These parts are not directly visible.

ICOMOS considers that the recent history of the bridge has considerably reduced the parts of the bridge which are genuinely authentic, but the reconstructions and restorations have globally been faithful to the original construction. The main questions of authenticity are related to:

- The parapets, whose inelegant forms are very different from the original;
- The restoration of the interior of the piers in 1950-1952 with concrete (probably reinforced);
- The use of modern binders in the masonry joints that do not have the appearance of the old binders;
- The current roadway is not authentic; it has been laid on top of the original cobbled way which remains buried in certain parts of the bridge.

One remark should be made however: the documentation on the materials, application and appearance of the old works is extremely minimal, and is often linked to later observations made when rehabilitation work was carried out in the 20th century.

ICOMOS considers that the current integrity of the property is an appropriate expression of the universal values which it embodies.

ICOMOS considers the authenticity of the property as a whole to have been sufficiently maintained in the course of successive restorations made necessary by its extremely eventful history. The visible alterations to form and material are secondary, and can be put right by appropriate restorations.

However, the integrity and authenticity of the property are considered to be fragile, and under threat from its condition, particularly its foundations.

Comparative analysis

The Višegrad Bridge is one of the major historic edifices of the Balkans and the South-East of Europe. In stylistic terms, it is emblematic of the Classical Ottoman period of the 16th century, and it offers parallels with the bridges of the Renaissance. The construction and assembly details are similar. Like the Renaissance bridges, it bears witness to the long duration of the influences of Roman antiquity on bridge building in Europe and the Middle East. The Višegrad Bridge is exactly contemporaneous with the Santa Trinita Bridge in Florence, whose elliptical segmental arches are however the result of a different technical and architectural choice.

The ogival arch seen on the Višegrad Bridge and on the major bridges of the classical Ottoman period, also bears witness to wide zones of architectural influence, in both time and space, from the Middle East to the Medieval Gothic of Western Europe. Moreover, the structural refinement and the architectural and technical mastery (particularly of its pier-heads and downstream cutwaters) used on the Višegrad Bridge are one of the greatest successes in the history of masonry bridges, and are in particular comparable with the most elegant French bridges.

Sinan moreover designed eight other bridges or aqueducts with several arches, in the classical Ottoman style of the Višegrad Bridge (including the Büyükçekmece Bridge in Istanbul, and the bridges of Silivri and Marica in Bulgaria) together with very large mosques (Azapkapiye, Sofia, Edirne) and architectural ensembles (Lüleburgaz, Kardiga, Edirne). Mehmed Paša Sokolović for his part commissioned other bridges in the Balkans (Trebinje in Bosnia, Podgorica in Montenegro). Other classical Ottoman bridges have also been built in Bosnia, such as the single arch Mostar Bridge (1566) and the bridge over the River Zepa. The Mostar Bridge was destroyed in 1993, but was rebuilt in 2004, and is inscribed on the World Heritage List.

The central *mihrab* and the divan are also characteristic elements of the style, giving a high symbolic and metaphysical value to the central part of the bridge, above the water. The *mihrab* is also found on other bridges in the Balkans.

The Višegrad Bridge would seem to be the most consummate example, and the best conserved in a state of authenticity to bear witness to the classical Ottoman period.

ICOMOS considers that the prestige and importance of Sinan in the history of world architecture and civil engineering should be emphasised. His action has also been recognised by UNESCO World Heritage Committee, for the urban landscape of Istanbul, and will probably also be recognised again for his hydraulic works and aqueducts.

The link with the Italian Renaissance is relevant, as Sinan had notable contacts with the Western world, and it bears

witness to cultural exchanges between the East and West, between the Islamic world and the Christian world.

The ancient sources of the work of Sinan are of course based on his direct observation of the Roman heritage, in the East and in the West. He also found inspiration in Iranian and Seljuk architectural traditions.

ICOMOS considers that the Višegrad Bridge is one of the most representative masterpieces of Sinan. This seminal architect and engineer of the classical Ottoman period is a contemporary of the Italian Renaissance, with which his work can be compared. It bears witness to the adaptation of the ancient and medieval heritage to the Ottoman world as it was at that time.

Justification of the Outstanding Universal Value

The State Party considers that the Višegrad Bridge is one of the most impressive in the world, in terms of its situation, its technical design and its architectural forms. The bridge's qualities and solidity have enabled it to withstand the challenges of history and changes in its environment.

Its creator, Mimar Koca Sinan, is the most famous of all architects of the Ottoman Empire, and one of the greatest in the world. It is one of his major constructions and represents the a real model of bridge building. The overall architectural form, the sequence of the eleven slightly ogival arches over the Drina and the lateral access ramp make it a unique ensemble. An ensemble which has come down to us today in authentic architectural forms.

The bridge in particular bears witness to three great historical figures: the man who commissioned it, the Grand Vizier Mehmed Paša Sokolović; its designer, the Empire's leading architect and engineer, Sinan; and its biographer, winner of the Nobel Prize for Literature, Ivo Andrić, for his book *The Bridge over the Drina*.

The edifice of Višegrad is a symbol of the many functions of the bridge, linking men and spaces which are different and distant from each other. It is also a symbolic link between the past and the present, and has inspired many literary and artistic works.

The bridge bears witness to a major period in the history of the Ottoman Empire, which was then at the height of its power and glory. Many Bosnians then occupied important functions in the administration of the Empire, notably the Grand Vizier Mehmed Paša Sokolović. The most famous bridge of the Empire was built on his order, close to his native village.

The Višegrad Bridge embodies the traditions, poetry, literature and art of Bosnia and Herzegovina more than any other monument. It has always been considered by the inhabitants of Bosnia and Herzegovina as an extremely precious heritage.

ICOMOS considers that the universal value of the bridge at Višegrad is unquestionable for all the historical reasons and in view of the architectural values already mentioned. It represents a major stage in the history of civil

engineering and bridge architecture, by one of the most celebrated builders of the Ottoman Empire.

The bridge particularly bears witness to the transmission and adaptation of techniques in the course of a long historical process. It also bears witness to important cultural exchanges between areas of different civilisations. It is an exceptional representative of Ottoman architecture and civil engineering at its classical apogee. Its symbolic role has been important down the course of history, and particularly in the many conflicts that took place in the 20th century. Its cultural value transcends both national and cultural borders.

The outstanding universal value of the property is recognised; it is however in danger, in view of the threats hanging over the bridge.

Criteria under which inscription is proposed

The property is nominated on the basis of criteria i, ii, iv and vi:

Criterion i: The Višegrad Bridge is a masterpiece of human creative genius in its design and construction. It was built by an exceptional architect, Sinan, and commissioned by Mehmed Paša Sokolović in the 16th century. It constitutes a remarkable architectural type with remarkably designed architectonic forms.

ICOMOS recognises that the Višegrad Bridge represents a remarkable architectural type and that its architectonic forms are extremely graceful. However, the bridge should be considered more as a particularly successful evidence of the use of a set of existing techniques, in a difficult site, rather than as a masterpiece of human creative genius, in the sense given to this expression by the World Heritage Convention.

ICOMOS considers that criterion i has not been justified.

Criterion ii: Located in a position of geostrategic importance, the bridge bears witness to important cultural exchanges between the Balkans, the Ottoman Empire and the Mediterranean world, between Christianity and Islam, over the long course of history. The management of the bridge and repairs made to it have also involved different political and cultural powers: after the Ottomans came the Austro-Hungarians, the Yugoslavian Federation, and the Republic of Bosnia and Herzegovina. The question of the identity of the inhabitants of the region is complex, in view of the close proximity of Serbia.

ICOMOS considers that criterion ii is justified.

Criterion iv: The Višegrad Bridge is a remarkable architectural testimony to the apogee of the classical age of the Ottoman Empire, whose values and achievements mark an important stage in the history of mankind.

ICOMOS considers that criterion iv is justified.

Criterion vi: The Višegrad Bridge has given rise to major folklore, literary and artistic traditions, first amongst which is the literary work of Ivo Andrić, the biographer of the

bridge and winner of the Nobel Prize for Literature. Many legends have been associated with the building of the bridge, from its origins. Many travellers have also born literary witness to the bridge.

ICOMOS considers that only the literary work of Ivo Andrić can be considered to have international recognition, as the other data are frequently encountered in the case of many bridges, and are of regional or national significance.

ICOMOS considers that criterion vi has not been justified.

In conclusion, ICOMOS considers that the Outstanding Universal Value has been demonstrated and that the nominated property meets criteria ii and iv.

4. FACTORS AFFECTING THE PROPERTY

Industrial impact is considered to be very low up to now. Large industrial projects are planned by the local authorities, but they are located well away from the core zone of the property. Real estate development impact is considered to be under control in view of the buffer zone proposed.

Other impacts need to be considered in the future: new infrastructures should be set up in order to dedicate the historic bridge zone to tourism. Another bridge over the Drina should one day link up the two parts of the town.

Taking into account the situation of the property in a zone with a temperate continental climate, the climatic conditions and their effects are well known. They require the moderate use of salt in winter to provide safer traffic conditions in the event of freezing. The bridge must be regularly maintained and cleaned. The water of the Drina is of good quality and has good biological diversity. The air is of very good quality. The management plan includes surveillance of the water and air.

The most important natural threat is the scale of the flooding of the Drina. Some very exceptional flooding, as in 1896, could cause major damage to the bridge. The three dams built on the Drina can serve as regulators. A concerted emergency plan in the event of flooding has been proposed to the power stations, in order to limit the effects of flooding as far as possible.

The impact of the Bajina Basta hydroelectric power station, situated downstream of the bridge, in Serbia-Montenegro, is considered to be important in its effects of raising the average water level and undermining piers. The piers are already fragile. The average level of the water is raised by about two metres by the power station downstream, or more, and the levels often vary considerably. However the threat to the piers and their foundations also stem from the downstream dam. Substantial currents are generated when the water level is lowered, resulting in serious undermining of the pier bases.

Tourism has no significant impact on the bridge, and may be developed. The town of Višegrad in particular wishes to encourage tourism. ICOMOS considers that there are threats to the bridge's environment from real estate, particularly from possible urban building or reconstruction on the right bank, just next to the bridge.

The restructuring of the river banks upstream of the bridge, which is linked to the Višegrad power station dam, could cause a major modification to the landscape of the environment close to the property if appropriate measures are not taken.

ICOMOS considers that the main risks threatening the very existence of the property are linked to the uncontrolled use of the two dams on either side of the bridge, upstream and downstream on the River Drina. ICOMOS recommends that particular attention should be given to this question very rapidly, both at the level of the local authorities, and at the level of the authorities of Bosnia and Herzegovina and the Republic of Srpska, in conjunction with the Serbian authorities responsible for water management.

5. PROTECTION, CONSERVATION AND MANAGEMENT

Boundaries of the nominated property and buffer zone

The nominated property consists of the bridge, its access ramp on the left bank, the river banks immediately upstream and downstream of the bridge on both sides, over some 100 metres, and a small rectangular space where the bridge roadway reaches the right bank.

The buffer zone covers a quite large area of the hill on the left bank, extending the protected riverbanks upstream and downstream. The buffer zone on the right bank, alongside the town of Višegrad, which did not appear in the initial dossier, has been created following exchanges of correspondence between ICOMOS and the State Party.

ICOMOS considers that the core zone setting out the boundaries of the property and its immediate surroundings is appropriately defined. The buffer zone, in its latest version including a protection zone on the right bank, is in line with ICOMOS' expectations. It should enable satisfactory protection of the site and the expression of its outstanding universal value.

Ownership

The bridge is the property of the government.

The buffer zone includes private properties.

Protection

The Višegrad Bridge is placed under the protection of the state of Bosnia and Herzegovina (order 1099/1951) and is inscribed on the List of inalienable cultural monuments (order 02-741-3/1962).

The Institute for the protection of the cultural, historic and natural environment, created in 1989, stipulated in 1990 that the Višegrad Bridge was a category 1 cultural and

historic heritage property, subject in particular to the heritage protection law of Bosnia and Herzegovina. In 2002, the property was listed in category 0, as being of international interest.

In 2003, the National Commission for the Preservation of Monuments raised it to the status of a national monument of Bosnia and Herzegovina. It can as such benefit from the provisions of the law applying decisions on the protection of national monuments (Republic of Srpska 9/02). Any management decision not complying with the provisions of this law is revocable.

In addition to this framework law, the bridge and its management are protected by the law on cultural properties (1995), the criminal law of the Republic of Srpska (2000) and the law on land management (2002).

ICOMOS considers that the legal protection measures are adequate in themselves, but that they must be strengthened by urgent contractual regulatory measures for the management of the hydraulic environment of the property. The application levels should be clearly established.

Conservation

In chapter 2 we examined the history of the conservation of the property and its transmission up to the present day. Note the conclusion of this analysis: "Since the exceptional flooding of 1896 and the damage during the wars of the 20th century, the bridge has undergone a succession of repairs and reconstructions, with the two last campaigns of works unfortunately remaining uncompleted. The resulting structural fragility has been increased by changes in the rate of flow of the Drina, as a result of the construction of the hydroelectric power plants and their management."

Present state of conservation:

With regard to the integrity analysis and the factors affecting the property (see chapter 3 and 4), ICOMOS considers that the current state of conservation is inadequate to ensure the conservation of the property in a long-term perspective. The most critical point is the poor condition of the piers and the damaging forces to which they are subjected as a result of the many changes in water level linked to the control of the hydroelectric dams upstream and downstream of the bridge.

Active conservation measures:

The various legal protection decisions taken in the early 2000s have resulted in a growing awareness on the part of the public authorities. For the first time since the peace of 1996 in Bosnia and Herzegovina, a budget of 250,000 Euros was allocated in 2005 by the government of the Republic of Srpska for the protection of the heritage and cultural properties, of which 20% has been earmarked for the Višegrad Bridge. It is planned that, in the future, some of the revenues from tourism, in the form of taxes, will be allocated to the conservation of the bridge.

A technical evaluation of the bridge was carried out, with international cooperation, and published in 2005 (*PTA*, see bibliography). In February 2007, the Višegrad Bridge was

inscribed on the list of priority interventions in the integrated regional programme for the rehabilitation of the cultural heritage of the Council of Europe. The competent authorities of Bosnia and Herzegovina will also be assisted by the Turkish Office of International Cooperation and Development (TIKA) for preliminary technical studies.

The coordinated international management of the waters of the Drina has been undertaken at various levels. A water and flooding management master plan has thus been put in place (December 2006) for the next four years by the regional authority of the Republic of Srpska.

Public information and awareness raising actions have been undertaken.

ICOMOS considers that the uncompleted work of 1980-1982, and then of 1992, has left the structural bases of the bridge in a critical state, which has unfortunately been exacerbated by the present management of the river, which has been mentioned on several occasions. The joint study of 2005 confirms that this situation is critical. As a priority, the most urgent attention should be given to the restoration of the piers, of their foundations and the management of the water level of the Drina.

Management

Management structures and processes, including traditional management processes

The setting up of management measures is the responsibility of the Republic of Srpska. It is in charge of the rehabilitation of the national monuments on its territory. Its decisions are implemented by the Institute for protection of the cultural, historic and natural heritage. The minister of urban development and public works is responsible for protection measurements linked to the environment and to the management of water, in conjunction with the municipal authorities.

ICOMOS notes that the executive role for the management of the property and its environment is the responsibility of the Republic of Srpska.

Management plans and arrangements, including visitor management and presentation

The National Commission for the preservation of monuments sets out the framework for the scientific conformity of all actions relating to preservation and the implementation of the management plan.

In 2005, the programme of preliminary studies formed the first stage of a concerted management plan. As already indicated, it demonstrated the very poor technical situation of the bridge.

The management plan linked to the World Heritage nomination was then drawn up under the guidance of the National Commission for the preservation of monuments and the municipality of Višegrad. Its main points are:

 To set objectives for the management of the bridge in relation to its environment, in order to conserve and improve its outstanding universal value.

- To propose a long-term and balanced approach for future management, taking into account the conservation of the bridge, the development of its environment and the expansion of tourism.
- To identify the level of research necessary for the future management of the property.
- To increase public interest in the bridge, and to promote its cultural and educational values.
- To identify strategies for social and economic development in the environment of the bridge. To contribute to encouraging the return of families driven out by the war of 1992-1996.
- To establish the priorities of a bridge heritage management action programme.

The management plan also includes surveillance of the use of the dams and measures to ease the impact of changing water levels on the bridge structures. The international cooperation necessary for water management is carried out at the level of the governments of Bosnia and Herzegovina and Serbia, in particular through the General Framework Agreement for Peace in Bosnia and Herzegovina. The two parties are considering the setting up of a programme for the protection of the Višegrad Bridge, in order to improve and then eliminate the negative impact of the hydroelectric power stations on the bridge.

Studies have been proposed for the harmonious conservation of the river banks upstream of the bridge.

ICOMOS considers that the Commission of preservation is carrying out work of good quality, and that it is very important for the future of the Višegrad Bridge, and for an understanding of its significance and of its outstanding universal value. Its work has been done in a spirit of cooperation and long-term vision which deserves the highest praise.

ICOMOS considers that the involvement of the regional authorities of the Republic of Srpska in the heritage management and legal protection of the bridge must be increased.

ICOMOS considers it imperative that concerted management of the waters of the Drina should be set up as quickly as possible, in order to protect the bridge. This is an essential element of the management plan.

ICOMOS considers that the State Party must as a matter of urgency restore the foundations of the bridge, and then ensure satisfactory conservation of the edifice and its environment.

Involvement of local communities

The municipality of Višegrad is involved in the management plan, and played an active part in drawing it up. In 2006, the municipality committed funds for the setting up of the management plan, in particular for the operations of the Technical Commission of the bridge.

ICOMOS considers that the efforts of the municipality are essential for the future of the bridge and the expression of its outstanding universal value. However, the bridge must not be considered solely as a tourist attraction which will benefit the commercial economy of the town and the region.

Resources, including staffing levels, expertise and training

The human resources used for the conservation and management of the bridge consist of:

- The National Commission for the preservation of monuments and the personnel of the integrated regional programme of the Council of Europe;
- The Institute for the protection of the cultural, historic and natural heritage of the Republic of Srpska;
- The architecture, town planning and civil engineering faculties of the universities of Sarajevo and Banja Luka;
- The technical personnel of the municipality of Višegrad.

The personnel of the Institute and the civil engineering faculties have been called on to draw up the project for the repair of the piers and the foundations of the bridge.

ICOMOS considers that the implementation of the management plan, including the concerted work of the various partners, is the central instrument of long-term protection.

However, ICOMOS considers that the executive commission for the management of the bridge has not really been constituted up to now. Its means of action do not seem sufficiently guaranteed, in financial terms, in terms of the devolution of power to the commission, or in terms of competent full-time staff.

ICOMOS considers that the initial uncertainties about the implementation of the management plan have only been partially cleared up by the concertation actions recently planned for the management and control of the waters. The same applies to the urgent repair of the bridge and its technical protection in the long term.

In conclusion, ICOMOS stresses:

- the urgency of the interventions required on the foundations;
- the need for concerted and permanent management of water levels in the Drina in order to respect the authenticity and integrity of the property;
- the need to clarify and specify the legal and technical roles to be played by the various actors involved in management;

the need for an executive commission which has the approval of all the parties involved, and which has guaranteed financial and human resources.

6. MONITORING

A detailed surveillance plan is proposed in the management plan, consisting of a regular (normally annual) inspection of the various parts of the bridge and monitoring of its overall stability. The Institute of heritage protection of the Republic of Srpska and the departments of the municipality of Višegrad are in charge of these surveillance tasks.

The control of the level and the control of the quality of the water are also included in the management plan.

The bridge commission gathers the results and analyses them; it regularly submits a report to the National Commission of Monuments.

ICOMOS considers that the surveillance plan has been appropriately prepared, and that it is based on substantial technical documentation describing the state of the property in the $20^{\rm th}$ century; the plan should therefore enable monitoring of the authenticity and the conservation of the bridge's universal value.

ICOMOS recommends that the plan should be implemented in the framework of a strengthened Executive Commission of the bridge.

ICOMOS recommends that monitoring indicator observation frequency should be stepped up, and in particular the setting up of a concerted programme for the continuous management of the waters of the Drina in conjunction with the nearby hydroelectric power stations.

7. CONCLUSIONS

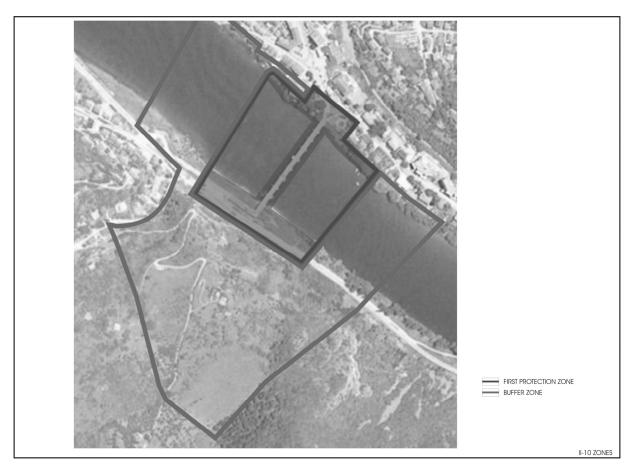
ICOMOS considers that the setting up of an extended buffer zone on the right bank of the Drina, as proposed in the annex accompanying the answer of the State Party of 27 February 2007, is satisfactory to ensure the future quality of the urban environment of the Višegrad Bridge and enable it to express its authenticity and its outstanding universal value.

ICOMOS considers that the general objectives of the management plan and the additional guarantees given by the State Party are steps in the right direction. However, ICOMOS considers that the actions considered should be effectively organised and rapidly set up in order to enable an effective response to the urgent issues relating to the heritage management of the bridge and its restoration.

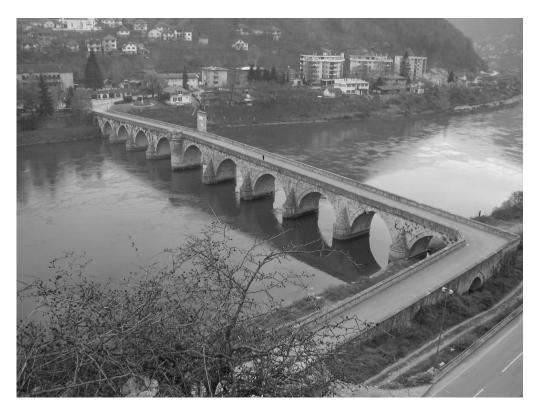
Recommendations with respect to inscription

ICOMOS recognises the outstanding universal value of the Mehmed Paša Sokolović Bridge in Višegrad, Bosnia and Herzegovina; however, ICOMOS recommends that the nomination be *referred* back to the State Party in order to allow it to:

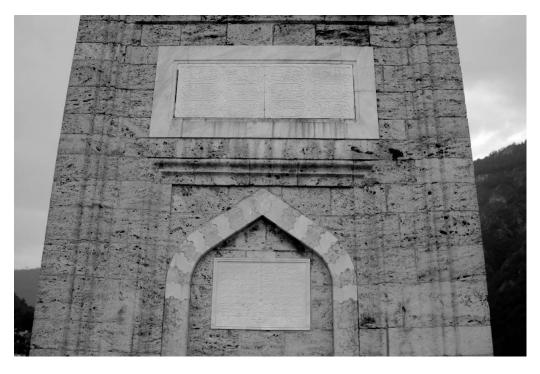
- Carry out the urgent work of restoring the foundations and piers, and more generally the technical organisation of the structural reinforcement of the bridge and then of its restoration-conservation in the long term.
- Strengthen the concerted management of water levels by the power stations of Bajina Basta and Višegrad, from the viewpoint of: flooding management; the return of the water level to a level compatible with the expression of the outstanding universal values of the bridge; the integrity of the structural bases of the bridge, which are currently being affected by the management of the dams.
- Carry out studies aimed at the harmonious preservation of the river banks upstream of the bridge.
- Clarify and specify the legal and technical roles of the various management actors. ICOMOS recommends in particular the rapid setting up of an Executive Commission for the management of the bridge, provided with guaranteed and significant financial, administrative and human resources.
- Plan for the ultimate replacement of the current parapets, which are heavy and do not conform to the original, by fine stone slabs, matching the documentation of the ancient bridge, prior to the flooding of 1896.



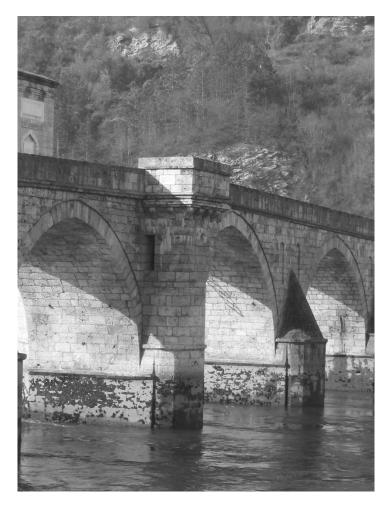
Map showing the boundaries of the nominated property



The bridge



Details of the *mihrab*



Arches



Details of the sofa

Pont de Visegrad (Bosnie-Herzégovine)

No 1260

Nom officiel du bien tel que

proposé par l'État partie : Pont Mehmed Pacha

Sokolovic de Visegrad

Lieu: République de Srpska,

grande région de Sarajevo

Brève description:

Le pont Mehmed Pacha Sokolovic de Visegrad est un ouvrage maçonné édifié sur la rivière Drina à la fin du XVIe siècle. Construit par l'architecte-ingénieur Sinan, sur l'ordre du grand vizir Mehmed Pacha Sokolovic, il est caractéristique de l'apogée de l'architecture monumentale et du génie civil ottomans.

Il possède onze arches maçonnées, dont les ouvertures sont comprises entre 11 et 15 mètres, ainsi qu'une rampe d'accès à l'orthogonale de quatre arches sur la rive gauche.

Catégorie de bien :

En termes de catégories de biens culturels telles qu'elles sont définies à l'article premier de la Convention du patrimoine mondial de 1972, il s'agit d'un *monument*.

1. IDENTIFICATION

Inclus dans la liste indicative: 18 janvier 2006

Assistance internationale au titre du Fonds du patrimoine mondial pour la préparation de la proposition d'inscription : Non

Date de réception par le

Centre du patrimoine mondial : 31 janvier 2006

Antécédents : Il s'agit d'une nouvelle proposition d'inscription.

Consultations: L'ICOMOS a consulté le TICCIH.

Littérature consultée (sélection) :

Ivo Andric (prix Nobel de littérature 1961), *Na Drini Cuprija*, Belgrade, 1945 (1^{re} édition), trad. française *Le Pont sur la Drina*, Paris, 1987.

Léon Mayer, Islamic Architects and their Works, Genève, 1956.

Goodwin Godfrey, Sinan, Ottaman Architecture and its Values Today, Londres, 1993.

Amir Pasic, Islamic Architecture in Bosnia and Herzegovnia, Istanbul, 1994.

John Freely, Sinan: Architect of Suleyman the Magnificent and the Ottoman Golden Age, Londres, 1996.

Eric De Lony, Context for World Heritage Bridges, ICOMOS-TICCIH, Paris, 1997.

Sai Mustafa Celebi, Book of Buildings, Memoirs of Sinan the Architect, Istanbul, 2002.

Goodwin Godfrey, A History of Ottoman Architecture, Londres, 2003.

Commission de la préservation des monuments nationaux de Bosnie-Herzégovine, Communauté européenne et Conseil de l'Europe [Plan pour la mise en œuvre de projets de réhabilitation intégrée, évaluation du patrimoine architectural et archéologique (programme IRPP/SAAH)], Études techniques préliminaires du Plan pour la mise en œuvre de projets de réhabilitation intégrée, [PTA, pont de Visegrad], Sarajevo, 31 août 2005.

Mission d'évaluation technique: 12-14 septembre 2006

Information complémentaire demandée et reçue de l'État partie : L'ICOMOS a envoyé une lettre à l'État partie le 31 janvier 2007 demandant des informations complémentaires, et l'État partie a répondu le 27 et le 28 février 2007.

Date d'approbation de l'évaluation par l'ICOMOS : 11 mars 2007

2. LE BIEN

Description

La Drina, est une puissante rivière de montagne qui, au niveau de Visegrad, franchit de nombreux défilés. Dans un cours globalement du sud vers le nord, elle draine les eaux des montagnes des Balkans vers la Save et le Danube. C'est une région qui a longtemps fait partie du nord-est de l'Empire ottoman, du début du XVIe siècle à la fin du XIXe siècle, face à l'Empire austro-hongrois. Par ailleurs, la Drina forme la frontière avec la Serbie, en aval du pont et à proximité de Visegrad.

Le pont est situé à la sortie immédiate d'une courbe prononcée de la rivière. L'espace de plaine qui se dégage sur la rive droite a permis le développement de la ville de Visegrad, au niveau du pont et surtout en aval, au débouché d'un petit affluent de la Drina.

La rive gauche présente une colline rocheuse à proximité immédiate de la rivière et donc du pont. Cette situation géographique a nécessité l'aménagement d'une rampe d'accès de 120 mètres, le long de la rivière. La rampe est donc disposée à l'orthogonale du pont lui-même, dont elle forme le prolongement architectural direct. La rampe assure l'accès routier au pont, sur la berge, puis en surélévation par le biais de quatre petites arches.

Le pont lui-même fait environ 179,50 m de long, pour une largeur totale au niveau de la voie routière de 7,20 m, y compris les parapets formés d'importants blocs de pierre de 60 cm d'épaisseur. La partie centrale de l'ouvrage, la plus haute, se situe à 15,40 m au-dessus du niveau moyen des eaux, ce qui contribue fortement à l'impression monumentale de l'ensemble.

L'ouvrage est formé de onze arches légèrement en ogive, dont les dimensions vont de 10,70 m à près de 15 m.

L'épaisseur des piles est d'environ 3,90 m. Les arches sont mises en valeur par des éléments architecturaux typiques de l'époque classique ottomane: nervure en creux au niveau des arcs, avant-becs en triangles surmontés de pyramides et arrière-becs arrondis surmontés de cônes effilés, surlignage de la voie de passage par sa disposition en encorbellement, traitement architectural des tympans et du *mihrab* par des panneaux en creux formant des niches.

Au niveau de la pile centrale, un élargissement du passage présente d'un côté un mur comportant des inscriptions gravées de célébration de l'ouvrage et de ses créateurs (*mihrab*), de l'autre un divan de pierre.

Les fondations historiques sont faites sur des radiers de bois renforcés par des pilots de bois et des blocs de pierre. Les piles et l'ensemble de l'ouvrage sont une réalisation maçonnée utilisant des pierres taillées de calcaire (travertin) provenant de carrières locales et des liants enrichis d'argile afin d'augmenter leurs propriétés hydrauliques.

Malgré son apparence extérieure uniforme, le pont a subi des interventions et des reconstructions considérables au cours du temps.

Histoire et développement

Le maître d'ouvrage du pont de Visegrad fut le grand vizir Mehmed Pacha Sokolovic (1505-1579), qui exerça pendant longtemps le pouvoir au sommet de l'Empire ottoman, durant le règne de trois sultans. La commande du pont constituait en premier lieu un hommage à sa région natale. De tels chantiers, au caractère à la fois pieux et social, faisaient partie des traditions du pouvoir, s'exprimant par de grandes créations architecturales qui renforçaient ainsi son caractère symbolique et son image de puissance civile et religieuse.

Le pont de Visegrad fut en second lieu une œuvre majeure d'aménagement du territoire et de contrôle de l'intérieur des Balkans par l'Empire ottoman, depuis Istanbul. Il forme alors un point remarquable de la route qui relie les plaines du Danube à Sarajevo et à la côte Adriatique, notamment au port libre de Raguse (Dubrovnik). L'époque de sa construction correspond à l'apogée de l'Empire ottoman, à la suite du règne de Soliman le Magnifique (1520-1566). C'est une longue période de paix et de prospérité pour la région.

Le grand architecte Koca Mimar Sinan, à la tête du corps des architectes de l'empire, fut chargé de sa conception et de sa réalisation. Au service de Mehmed Pacha Sokolovic, il avait déjà réalisé plusieurs œuvres architecturales civiles et religieuses majeures: des mosquées, des ponts, des constructions civiles, à Istanbul et dans plusieurs régions de l'empire. Sinan est un représentant emblématique de la création architecturale classique de l'Empire ottoman à son apogée. L'ouvrage d'art de Visegrad a été construit entre 1571 et 1577, bénéficiant d'importants moyens humains et financiers.

Pendant deux siècles et demi, le pont solidement construit eut principalement à souffrir des inondations. Des travaux sont signalés en 1625, puis en 1875, sur les piles. L'inondation exceptionnelle de 1896 le submerge entièrement, entraînant de sérieux dommages. Les piles sont ébranlées et érodées, les parapets sont emportés. L'ouvrage n'est toutefois pas détruit. En 1911-1912, d'importants travaux pour la stabilisation et le renforcement des piles et des fondations sont réalisés par des ingénieurs austro-hongrois (piles 4, 5, 6, 7, 8 et 9). Il s'agit alors d'un pont stratégique en termes militaires, à la frontière de la Serbie. L'installation d'un nouveau parapet de pierre, plus épais, apporte un changement dans les parties visibles de l'ouvrage.

Durant la Première Guerre mondiale, en 1914-1915, les piles 3 et 4 furent dynamitées. Après la guerre, un passage provisoire en poutrelles d'acier fut réalisé, appuyé sur les parties restantes du pont initial. La reconstruction en pierre, suivant les formes anciennes, fut réalisée en 1939-1940

Au cours de la Seconde Guerre mondiale, en 1943, cinq arches du pont furent entièrement détruites, affectant les piles 3, 4, 5 et 6. La reconstruction des arches détruites fut effectuée par le ministère des Voies de communication et l'Administration des routes, entre 1950 et 1952, en suivant le modèle des parties non détruites.

La période la plus récente a été marquée par la construction de la centrale de Bajina Basta en aval (1966) et de celle de Visegrad en amont, à environ 2,5 km (1989). Ces deux constructions sur la Drina, relativement proches du pont, ont profondément modifié le régime hydraulique de la rivière (*cf.* chap. 4 et 5). Sur le plan de l'entretien du pont, le principal événement fut, entre 1980 et 1982, l'analyse de l'ouvrage puis le lancement de travaux de restauration des fondations des piles 5, 6 et 8. Ils furent malheureusement inachevés, par manque de fonds. Il en fut de même pour la pile 2 : des travaux furent entrepris en 1992, mais non achevés.

La guerre de 1992-1995 n'a pas eu d'impact direct sur le pont de Visegrad.

La rampe d'accès sur la rive gauche a été restaurée en 1991, dans un esprit de respect patrimonial.

En 2003, le passage des véhicules a été interdit, en raison des risques structurels liés à l'état de l'édifice (*cf.* chap. 4 et 5). Le pont historique a été doublé par un pont moderne, en 1986, à environ 1 km en aval.

Depuis l'inondation exceptionnelle de 1896 et les dommages dus aux guerres du XXe siècle, l'ouvrage a subi une succession de réparations et de reconstructions, dont les deux dernières campagnes sont malheureusement restées inachevées. La fragilité structurelle qui en résulte a été accentuée par les modifications du régime des eaux de la Drina, provenant de la construction de centrales hydroélectriques et de leur gestion.

3. VALEUR UNIVERSELLE EXCEPTIONNELLE, INTEGRITÉ ET AUTHENTICITÉ

Intégrité et authenticité

Intégrité

Le pont Mehmed Pacha Sokolovic de Visegrad a conservé son style architectural d'ensemble, malgré les agressions et les destructions qu'il a subies au cours de son histoire. Tous les travaux entrepris l'ont été dans le respect de son intégrité générale. Tous les éléments qui confèrent au pont sa valeur exceptionnelle sont présents dans l'ouvrage tel qu'il existe aujourd'hui, y compris pour les matériaux et pour les détails architecturaux. Si l'intégrité du bien a été altérée, c'est essentiellement par les changements inévitables de son environnement et par l'évolution des constructions dans la ville, plus largement par l'évolution du mode de vie des hommes. Ces modifications sont considérées comme extérieures au bien lui-même et de faible signification patrimoniale. Un point fait cependant exception : le relèvement important du niveau de la rivière dû à la station hydroélectrique de Bajina Basta en Serbie. L'allure générale du pont est donc moins majestueuse qu'à l'origine. L'image patrimoniale, culturelle et littéraire actuelle du « pont sur la Drina » reste par ailleurs intacte.

Des traces de calcification extérieure affectent les murs des tympans de l'ouvrage. Les observations faites sous l'eau de la base des piles révèlent des affouillements notables. La voie routière a été refaite et n'est pas conforme à l'originale.

L'ICOMOS considère l'intégrité présente du bien comme ayant une bonne cohérence d'ensemble, qui lui permet d'exprimer les valeurs universelles dont il est porteur. Ce point fondamental ne fait pas de doute. Toutefois, cette intégrité semble aujourd'hui des plus fragiles. Le bien souffre de l'héritage d'une histoire complexe dont il a été victime depuis un peu plus d'un siècle (cf. chap. 2). La situation est loin d'être satisfaisante, elle n'est pas même stabilisée. Le rapport PTA de 2005 (cf. bibliographie) estime urgent le besoin d'une intervention sur l'ensemble des piles et de leurs fondations. Il est même qualifié de « priorité extrêmement urgente » pour les fondations des piles 3 et 7. Ces éléments risquent de remettre en cause l'expression des valeurs universelles dont le bien est porteur, voire son existence même.

L'ICOMOS estime en outre que l'intégrité du bien, intrinsèquement fragile, est confrontée à d'autres pressions :

- le niveau des eaux relevé d'environ deux mètres et l'existence de courants, liés à l'usage actuel des centrales hydroélectriques en amont et en aval du pont, augmentent les affouillements déjà constatés au niveau de la base des piles;
- un projet de stabilisation des berges en amont du pont ne garantit pas à ce jour l'avenir de l'environnement paysager aux abords du bien;
- la possibilité de constructions nouvelles à proximité du bien, sur sa rive droite, sans rapport avec celui-ci et son environnement historique.

Authenticité

L'authenticité du bien est analysée dans la perspective du Document de Nara. Elle paraît excellente, dans le style ottoman classique. Le pont a été conçu puis réalisé à partir des plans de Mimar Koca Sinan, un architecte alors au

sommet de son art, considéré comme un représentant emblématique du savoir-faire architectural de l'Empire ottoman, alors à son apogée. L'élégance unique des proportions et la noblesse monumentale de l'ensemble du bien l'attestent. Toutefois, les documents d'origine sur la construction et les chantiers n'ont pas été conservés.

Les modifications de l'ouvrage ont été mineures au cours de son histoire, ou temporaires, comme la construction de tours en bois au XIXe siècle pour le péage. La principale altération de sa forme provient des modifications du parapet, en deux temps. L'élégant parapet originel, fait de fines plaques de pierres, emporté par l'inondation de 1896, fut remplacé une première fois par de grosses pierres taillées, puis à nouveau en 1949 par un parapet de pierre de 60 cm d'épaisseur.

En terme de matériaux, la même pierre taillée calcaire de travertin provenant des carrières de Banja, dans les environs du pont, a toujours été utilisée pour les restaurations et reconstructions. Elle a une excellente résistance tant à l'eau qu'à l'air. Des matériaux non authentiques ont été utilisés dans les fondations lors des restaurations du XXe siècle, en particulier du béton. Ces parties ne sont pas directement visibles.

L'ICOMOS considère que l'histoire récente du pont a considérablement réduit les parties de l'ouvrage réellement authentiques, mais les reconstructions et restaurations ont globalement été fidèles à la construction initiale. Les principales questions d'authenticité concernent :

- les parapets dont les formes sont très éloignées de l'original et peu élégantes;
- la restauration de l'intérieur des piles en 1950-1952 avec du béton probablement armé;
- l'usage de liants modernes dans les joints de maçonnerie n'ayant pas l'aspect des liants anciens;
- la voie de passage actuelle n'est pas authentique; elle a été superposée au passage pavé originel qui subsiste enfoui en certains endroits de l'ouvrage.

Une remarque s'impose toutefois : la documentation sur les matériaux, les mises en œuvre et les apparences des travaux anciens est des plus réduites, souvent liée aux observations tardives effectuées lors des travaux de réhabilitation du XXe siècle.

L'ICOMOS considère que l'intégrité actuelle du bien exprime convenablement les valeurs universelles dont il est porteur.

L'ICOMOS considère l'authenticité d'ensemble du bien comme suffisamment maintenue au cours des restaurations successives dues à une histoire mouvementée. Les altérations visibles de forme et de matière sont secondaires, et peuvent être corrigées par des restaurations appropriées.

Toutefois, l'intégrité et l'authenticité du bien sont jugées fragiles et menacées par l'état de de celui-ci, de ses fondations notamment.

Analyse comparative

Le pont de Visegrad est un ouvrage d'art historique majeur des Balkans et du Sud-Est européen. En termes stylistiques, il est emblématique de l'époque classique ottomane du XVIe siècle et il offre un parallèle avec les ouvrages d'art de la Renaissance. Les détails de construction et d'assemblage sont similaires. Comme eux, le pont de Visegrad témoigne de la longue durée des influences de l'Antiquité romaine sur l'art de bâtir en Europe et au Moyen-Orient. Le pont de Visegrad est exactement contemporain du pont de la Sainte-Trinité à Florence, lequel toutefois possède des arches elliptiques surbaissées, ce qui est un autre choix technique et architectural

La voûte en ogive, présente sur le pont de Visegrad comme sur les ponts majeurs de l'époque classique ottomane, témoigne elle aussi de larges zones d'influence architecturales, dans le temps et dans l'espace, du Moyen-Orient au gothique médiéval de l'Europe occidentale. En outre, le raffinement des structures et la maîtrise architecturale et technique – particulièrement des avant et arrière-becs –, constatés sur le pont de Visegrad constituent l'une des plus grandes réussites de l'histoire des ponts maçonnés, notamment comparable aux ponts français les plus élégants.

Sinan a par ailleurs conçu huit autres ponts ou aqueducs à plusieurs arches, dans le style ottoman classique du pont de Visegrad (dont le pont Büyükçekmece à Istanbul, les ponts de Silivri et de Marica en Bulgarie), ainsi que de très importantes mosquées (Azapkapi, Sofia, Edirne) ou des ensembles architecturaux (Lüleburgaz, Kardiga, Edirne). Mehmed Pacha Sokolovic a de son côté commandé d'autres ouvrages d'art dans les Balkans (Trebinje en Bosnie, Podgorica au Monténégro). D'autres ponts classiques ottomans ont enfin été construits en Bosnie, comme le pont de Mostar, d'une seule arche (1566), ou le pont de la rivière Zepa. Le pont de Mostar a été détruit en 1993, reconstruit en 2004 et inscrit sur la Liste du patrimoine mondial.

Le *mihrab* central et le divan sont aussi des éléments caractéristiques d'un style, donnant une valeur symbolique et métaphysique élevée au point central du pont, au-dessus des eaux. Le *mihrab* se retrouve sur d'autres ponts des Balkans.

Le pont de Visegrad semblerait être le témoignage le plus achevé et le mieux conservé dans son état d'authenticité de l'époque classique ottomane.

L'ICOMOS considère que le prestige et l'importance de Sinan dans l'histoire de l'architecture mondiale et de l'ingénierie civile devraient être soulignées. Son action a déjà été reconnue par le Comité du patrimoine mondial de l'UNESCO, pour le paysage urbain d'Istanbul, et le sera vraisemblablement à nouveau pour ses travaux hydrauliques et ses aqueducs.

Le rapprochement avec la Renaissance italienne est pertinent, car Sinan a eu des contacts notables avec le monde occidental et il témoigne des échanges culturels entre l'Est et l'Ouest, entre le monde musulman et le monde chrétien.

Les sources antiques de l'œuvre de Sinan reposent bien entendu sur son observation directe de l'héritage romain, en Orient et en Occident. Il s'est également inspiré des traditions architecturales iraniennes et seldjoukides.

L'ICOMOS considère que le pont de Visegrad représente l'un des chefs-d'œuvre les plus représentatifs de Sinan. Cet architecte et ingénieur de référence de la période classique ottomane est contemporain de la Renaissance italienne à laquelle son œuvre peut être comparée. Elle témoigne de l'adaptation de l'héritage antique et médiéval au monde ottoman de l'époque.

Justification de la valeur universelle exceptionnelle

L'État partie considère que le pont de Visegrad est l'un des plus impressionnants dans le monde, par son emplacement, sa conception technique et ses formes architecturales. Ses qualités et sa solidité lui ont permis de faire face aux défis de l'Histoire et aux changements de son environnement.

Son créateur, Mimar Koca Sinan, est le plus fameux de tous les architectes de l'Empire ottoman et l'un des plus grands au monde. Il s'agit de l'une de ses réalisations majeures, qui constitue un véritable modèle de construction pour les ponts. La forme architecturale d'ensemble, l'enchaînement des onze arches en légère ogive sur la Drina et la rampe d'accès latérale en font un ensemble unique. Un ensemble transmis jusqu'à aujourd'hui dans des formes architecturales authentiques.

Le pont témoigne tout particulièrement de trois grandes figures de l'histoire: son promoteur, le grand vizir Mehmed Pacha Socolovic; son concepteur, le premier architecte et ingénieur de l'empire, Sinan; son biographe, le prix Nobel de littérature Ivo Andric, pour son livre *Le Pont sur la Drina*.

L'ouvrage de Visegrad est le symbole des multiples fonctions du pont, reliant des hommes et des espaces différents et éloignés. Il est également un lien symbolique entre le passé et le présent, et a inspiré de nombreuses œuvres littéraires et artistiques.

Le pont témoigne d'une période majeure de l'histoire de l'Empire ottoman, alors au faîte de sa puissance et de sa gloire. De nombreux Bosniaques occupent alors des fonctions importantes dans l'administration de l'empire, à commencer par le grand vizir Mehmed Pacha Socolovic. Le pont le plus fameux de l'empire est construit sous ses ordres, à proximité de son village natal.

Le pont de Visegrad incarne les traditions, la poésie, la littérature et les arts de la Bosnie-Herzégovine plus que tout autre monument. Il a toujours été considéré par les habitants de la Bosnie-Herzégovine comme un héritage des plus précieux.

L'ICOMOS considère que la valeur universelle exceptionnelle du pont de Visegrad ne fait pas de doute pour l'ensemble des raisons historiques et des valeurs architecturales déjà mentionnées. Il représente une étape majeure dans l'histoire du génie civil et de l'architecture

des ouvrages d'art, par l'un des bâtisseurs les plus reconnus de l'Empire ottoman.

Le pont témoigne tout particulièrement de la transmission et de l'adaptation des techniques sur la longue durée de l'histoire. Il témoigne également d'importants échanges culturels entre des espaces de civilisations distincts. Il fournit un témoignage exceptionnel de l'architecture et du génie civil ottomans classiques à leur apogée. Son rôle symbolique a été important au cours de l'Histoire, et particulièrement lors des nombreux conflits du XXe siècle. Sa valeur culturelle transcende les frontières à la fois nationales et culturelles.

La valeur universelle exceptionnelle du bien est reconnue ; elle est toutefois en danger au vu des menaces qui pèsent sur lui.

Critères selon lesquels l'inscription est proposée

L'État partie propose l'inscription du pont de Visegrad sur la base des critères i, ii, iv et vi :

Critère i : Le pont de Visegrad est un chef-d'œuvre du génie créateur de l'homme par sa conception et sa réalisation. Il a été construit par un architecte exceptionnel, Sinan, dans le cadre de la commande faite par Mehmed Pacha Sokolovic au XVIe siècle. Il constitue un type architectural remarquable aux formes architectoniques particulièrement abouties.

L'ICOMOS reconnaît que le pont de Visegrad représente un type architectural remarquable et que ses formes architectoniques sont très réussies. Toutefois, il s'agit plus d'un témoignage particulièrement abouti de l'emploi d'un ensemble de techniques existantes, dans un site difficile, que d'un chef-d'œuvre du génie créateur humain, au sens ou l'entend la Convention du patrimoine mondial.

L'ICOMOS considère que le critère i n'a pas été justifié.

Critère ii : Placé dans une position géostratégique, le pont témoigne d'importants échanges culturels entre les Balkans, l'Empire ottoman et le monde méditerranéen, entre la chrétienté et l'islam, sur la longue durée de l'Histoire. La gestion et les réparations du pont ont aussi impliqué des pouvoirs politiques et culturels différents : après les Ottomans, les Austro-Hongrois, la Fédération yougoslave, la république de Bosnie-Herzégovine. La question de l'identité des habitants de la région du pont est complexe, en regard de la proximité immédiate de la Serbie

L'ICOMOS considère que le critère ii est justifié-

Critère iv : Le pont de Visegrad apporte un témoignage architectural remarquable de l'apogée de l'âge classique de l'Empire ottoman, dont les valeurs et les réalisations marquent une étape importante de l'histoire humaine.

L'ICOMOS considère que le critère iv est justifié.

Critère vi : Le pont de Visegrad a suscité des traditions folkloriques, littéraires et artistiques majeures, au premier rang desquels l'œuvre littéraire de Ivo Andric, biographe

du pont et prix Nobel de littérature. De nombreuses légendes sont associées à la construction de celui-ci, depuis ses origines. De nombreux voyageurs ont également laissé des témoignages littéraires sur le pont.

L'ICOMOS considère que seule l'œuvre littéraire d'Ivo Andric peut prétendre à une reconnaissance internationale, les autres données sont fréquentes à propos de nombreux ouvrages d'art et sont de portée régionale ou nationale.

L'ICOMOS considère que le critère vi n'a pas été justifié.

En conclusion, l'ICOMOS considère que la valeur universelle exceptionnelle du bien proposé pour inscription est justifiée sur la base des critères ii et iv.

4. FACTEURS AFFECTANT LE BIEN

Les impacts industriels sont jugés très faibles jusqu'à présent. D'importants projets industriels sont envisagés par les autorités locales, mais ils sont loin de la zone principale du bien. Les impacts du développement immobilier sont jugés contrôlés grâce à la zone tampon proposée.

D'autres impacts sont à envisager dans le futur : de nouvelles infrastructures devraient être mises en place afin de dédier la zone du pont historique au tourisme. Un autre ouvrage sur la Drina devrait un jour relier les deux parties de la ville.

Compte tenu de la situation du bien dans une zone au climat continental tempéré, les conditions climatiques et leurs effets sont bien connus. Ils nécessitent un usage modéré de sel en hiver pour sécuriser le trafic en cas de gel. L'entretien et le nettoyage du pont doivent être effectués régulièrement. Les eaux de la Drina sont de bonne qualité et ont une bonne diversité biologique. L'air est de très bonne qualité. Le plan de gestion inclut une surveillance des eaux et de l'air.

La menace naturelle principale est l'importance des crues de la Drina, dont certaines tout à fait exceptionnelles comme en 1896 pourraient causer des dommages majeurs au pont. Les trois barrages construits sur la Drina peuvent servir d'éléments régulateurs. Un plan d'urgence concerté en cas d'inondation a été proposé aux centrales électriques, afin de prévenir au mieux les effets d'une crue.

L'impact de la centrale hydroélectrique de Bajina Basta, située en aval du pont, en Serbie-Monténégro, est jugé important, par ses effets de relèvement du niveau moyen des eaux et d'affouillement des piles. Ces dernières sont déjà fragiles. Le niveau moyen des eaux est relevé d'environ deux mètres par la centrale en aval, voire plus, et les niveaux varient souvent et fortement. Toutefois, la menace sur les piles et leurs fondations provient aussi du barrage en amont. D'importants effets de courants se manifestent lors des vidanges, entraînant des affouillements graves de la base des piles.

L'impact du tourisme sur le bien est sans conséquence et il peut être développé comme le souhaite notamment la ville de Visegrad.

L'ICOMOS considère que les menaces sur l'environnement foncier du bien existent, notamment pour les constructions ou reconstructions urbaines possibles sur la rive droite, à proximité immédiate de celui-ci.

La restructuration des berges en amont du pont et en lien avec le barrage de la centrale de Visegrad pourrait entraîner une modification importante du paysage proche du bien si des mesures appropriées ne sont pas prises.

L'ICOMOS considère que les risques principaux qui menacent l'existence même du bien sont liés à l'usage non contrôlé des deux barrages-réservoirs qui encadrent l'ouvrage, en amont et en aval sur la Drina. L'ICOMOS recommande qu'une attention particulière soit très rapidement accordée à cette question tant au niveau des autorités locales qu'à celui des autorités de Bosnie-Herzégovine et de la République de Srpska, en accord avec les autorités serbes compétentes pour la gestion des eaux.

5. PROTECTION, CONSERVATION ET GESTION

Délimitations du bien proposé pour inscription et de la zone tampon

Le bien proposé pour inscription est formé du pont, de sa rampe d'accès rive gauche, des berges immédiates en amont et en aval du pont, des deux côtés, sur environ 100 m, et d'un petit espace rectangulaire au niveau du débouché routier de la rive droite.

La zone tampon s'étend assez largement sur la colline de la rive gauche, et prolonge les berges protégées en amont et en aval. La zone tampon sur la rive droite, du côté de la ville de Visegrad, absente dans le dossier initial, a été créée suite aux échanges de courrier entre l'ICOMOS et l'État partie.

L'ICOMOS considère que la zone principale délimitant le bien et ses abords immédiats est convenablement définie. La zone tampon, dans sa dernière version incluant un espace de protection sur la rive droite, est conforme aux attentes de l'ICOMOS. Elle doit permettre une protection satisfaisante du bien et de l'expression de sa valeur universelle exceptionnelle.

Droit de propriété

Le pont est propriété du gouvernement.

La zone tampon comprend des propriétés de droit privé.

Protection

Le pont de Visegrad est placé sous la protection de l'État de Bosnie-Herzégovine (ordonnance 1099/1951) et il est inscrit sur la Liste des monuments culturels inaliénables (ordonnance 02-741-3/1962).

L'Institut de la protection du patrimoine culturel, historique et naturel, créé en 1989, a considéré en 1990 le pont de Visegrad comme un héritage culturel et historique de catégorie 1, soumis en particulier à la loi de protection du patrimoine de Bosnie-Herzégovine. En 2002, le bien a

été considéré de catégorie 0, c'est-à-dire d'intérêt international.

En 2003, la Commission nationale de préservation des monuments l'a élevé au statut de monument national de la Bosnie-Herzégovine. Il peut à ce titre bénéficier des dispositions prévues par la loi d'application des décisions de protection des monuments nationaux (République de Srpska 9/02). Toute décision de gestion non conforme aux dispositions de cette loi est révocable.

Outre cette loi-cadre, le pont et sa gestion sont sous la protection de la loi sur les biens culturels (1995), du code juridique de la République de Srpska (2000) et de la loi sur la gestion du territoire (2002).

L'ICOMOS considère que les mesures juridiques de protection sont en elles-mêmes appropriées, mais elles doivent être renforcées par des mesures réglementaires contractuelles urgentes pour la gestion de l'environnement hydraulique du bien. Les niveaux d'application devraient être clairement établis.

Conservation

Nous avons examiné au chapitre 2 l'historique de la conservation du bien et sa transmission jusqu'à aujourd'hui. Rappelons la conclusion de cette analyse : « Depuis l'inondation exceptionnelle de 1896 et les dommages dus aux guerres du XXe siècle, l'ouvrage a subi une succession de réparations et de reconstructions, dont les deux dernières campagnes sont malheureusement restées inachevées. La fragilité structurelle qui en résulte a été accentuée par les modifications du régime des eaux de la Drina, provenant de la construction de centrales hydroélectriques et de leur gestion. »

État actuel de conservation

En relation avec l'analyse de l'intégrité et des facteurs affectant le bien (*cf.* chap. 3 et 4), l'ICOMOS estime que l'état actuel de conservation du bien est insuffisant pour assurer une conservation durable à celui-ci. Le point le plus critique concerne le mauvais état des piles et les agressions qu'elles subissent par les nombreux changements de niveau des eaux liés à la gestion des barrages hydroélectriques en amont et en aval du pont.

Mesures de conservation actives

Les différentes décisions de protection juridique prises au début des années 2000 ont entraîné une prise de conscience des pouvoirs publics. Pour la première fois depuis la paix de 1996 en Bosnie-Herzégovine, un budget de 250 000 euros a été alloué en 2005 par le gouvernement de la République de Srpska pour la protection du patrimoine et des biens culturels, dont 20 % ont été consacrés au pont de Visegrad. Il est prévu que, à l'avenir, une partie des revenus liés au tourisme, sous forme de taxes, soit affectée à la conservation de l'ouvrage.

Une évaluation technique du pont a été menée, avec le concours d'une coopération internationale, et publiée en 2005 (*PTA*, *cf.* bibliographie). En février 2007, le pont de Visegrad a été inscrit sur la liste des interventions prioritaires du programme régional intégré de

réhabilitation du patrimoine culturel du Conseil de l'Europe. Les autorités compétentes de Bosnie-Herzégovine seront également aidées par l'Office turc de coopération internationale et de développement (TIKA) pour les études techniques préliminaires.

La gestion internationale coordonnée des eaux de la Drina a été entreprise, à différents niveaux. Un plan directeur de gestion des eaux et des crues vient d'être mis en œuvre (décembre 2006) pour les quatre années à venir, par l'autorité régionale de la République de Srpska.

Des actions d'information et de sensibilisation du public ont été entreprises.

L'ICOMOS considère que les travaux inachevés de 1980-1982, puis de 1992, ont laissé les bases structurelles de l'ouvrage dans un état critique, malheureusement accentué par la gestion présente de la rivière évoquée à plusieurs reprises. L'étude conjointe de 2005 confirme cette situation critique. Une attention prioritaire et des plus urgentes devrait être portée à la restauration des piles, à celle de leurs fondations et à la gestion du niveau des eaux de la Drina.

Gestion

Structures de gestion et processus, y compris les processus traditionnels de gestion

La mise en place des mesures de gestion est du ressort de la République de Srpska. Celle-ci est en charge de la réhabilitation des monuments nationaux sur son territoire. Ses décisions sont mises en œuvre par l'Institut de protection des patrimoines culturels, historiques et naturels. Le ministre des Aménagements urbains et des Travaux publics assure les mesures de protection liées à l'environnement et à la gestion des eaux, en lien avec les autorités municipales.

L'ICOMOS enregistre le rôle exécutif dévolu à l'autorité régionale de la République de Srpska, pour la gestion du bien et de son environnement.

Plans de gestion – y compris la gestion des visiteurs et la présentation

La Commission nationale de préservation des monuments définit un cadre de conformité scientifique à toutes les actions de sauvegarde et de mise en œuvre du plan de gestion.

Le programme d'études préliminaires a constitué, en 2005, la première étape d'un plan de gestion concerté. Comme déjà indiqué, il a mis en évidence la très mauvaise situation technique de l'ouvrage.

Le plan de gestion lié à la proposition d'inscription du bien sur la Liste du patrimoine mondial a ensuite été rédigé sous la conduite de la Commission nationale de la préservation des monuments et de la municipalité de Visegrad. Ses points principaux sont :

 indiquer les objectifs de la gestion du bien en relation avec son environnement afin de conserver et d'améliorer sa valeur universelle exceptionnelle ;

- proposer une approche durable et équilibrée de la gestion à venir, prenant en compte la conservation du bien, l'aménagement de son environnement et le développement touristique;
- identifier le niveau des recherches nécessaires à la gestion future du bien;
- augmenter l'intérêt du public à l'égard du bien, promouvoir ses valeurs culturelles et éducatives;
- identifier des stratégies de développement social et économique dans son environnement. Contribuer à encourager le retour de familles déplacées par la guerre de 1992-1996;
- établir les priorités d'un programme d'action en faveur de la gestion patrimoniale du bien.

Le plan de gestion prévoit également une surveillance de l'usage des barrages-réservoirs et des mesures visant à atténuer les effets du changement du niveau des eaux sur les structures du pont. La coopération internationale nécessaire pour la gestion des eaux se fait au niveau des gouvernements de Bosnie-Herzégovine et de Serbie, notamment par l'accord-cadre général pour la paix en Bosnie-Herzégovine. Les deux parties envisagent la mise en place d'un programme de protection du pont de Visegrad, pour améliorer puis éliminer les impacts négatifs des centrales hydroélectriques sur le pont.

Des études ont été proposées visant à une conservation harmonieuse des berges en amont du pont.

L'ICOMOS considère que le travail de la Commission de préservation est de qualité et qu'il est très important pour l'avenir du pont de Visegrad, la compréhension de ses significations et de sa valeur universelle exceptionnelle. Cette commission a notamment œuvré dans un esprit de coopération et de vision à long terme des plus louables.

L'ICOMOS considère que l'implication des autorités régionales de la République de Rspska dans la gestion patrimoniale et la protection juridique du bien doit être renforcée.

L'ICOMOS considère comme impérative la mise en place dans les meilleurs délais d'une gestion concertée des eaux de la Drina afin de protéger le bien. C'est un élément indispensable du plan de gestion.

L'ICOMOS considère que l'État partie doit réaliser une restauration urgente des fondations du pont, puis une conservation satisfaisante de l'ouvrage d'art et de son environnement.

Implication des communautés locales

La municipalité de Visegrad est partie prenante du plan de gestion et elle a participé activement à son élaboration. En 2006, la municipalité a engagé des fonds pour la mise en place du plan de gestion, notamment pour le fonctionnement de la Commission technique du pont.

L'ICOMOS considère que les efforts de la municipalité sont essentiels pour l'avenir du bien et l'expression de sa valeur universelle exceptionnelle. Toutefois, il ne faudrait pas que le bien soit considéré uniquement comme une attraction touristique au profit de l'économie commerciale de la ville et de la région.

Ressources, y compris nombre d'employés, expertise et formation

Les ressources humaines au service de la conservation et de la gestion du pont sont formées de :

- la Commission nationale de préservation des monuments et les personnels du programme régional intégré du Conseil de l'Europe;
- l'Institut de protection du patrimoine culturel, historique et naturel de la République de Srpska;
- les facultés d'architecture, d'urbanisme et de génie civil des universités de Sarajevo et de Banja Luka;
- les personnels techniques de la municipalité de Visegrad.

Les personnels de l'Institut et des facultés de génie civil ont été sollicités pour rédiger le projet de restauration des piles et des fondations du pont.

L'ICOMOS considère que la mise en œuvre du plan de gestion, comprenant le travail concerté des différents partenaires, est l'instrument central d'une protection à long terme.

Toutefois, l'ICOMOS considère que la commission exécutive de la gestion du bien n'est pas vraiment constituée à ce jour. Ses moyens d'actions ne semblent pas suffisamment garantis, ni en termes financiers, ni en dévolution de pouvoir à la commission, ni en personnels permanents compétents.

L'ICOMOS estime que les incertitudes initiales sur la mise en œuvre du plan de gestion ne sont que partiellement levées par les actions de concertation envisagées récemment pour la gestion et le contrôle des eaux. Il en va de même pour la restauration, urgente, du bien et sa protection technique à long terme.

En conclusion, l'ICOMOS insiste sur :

- l'urgence des interventions à réaliser sur les fondations;
- la nécessité d'une gestion concertée et permanente du niveau des eaux de la Drina afin de respecter l'authenticité et l'intégrité du bien;
- la nécessité de clarifier et de préciser les rôles juridiques et techniques des différents acteurs de la gestion;

la nécessité d'une commission exécutive ayant l'agrément de toutes les parties ainsi que la garantie de moyens financiers et humains.

6. SUIVI

Un plan détaillé de surveillance est proposé par le plan de gestion, comprenant la visite régulière, généralement annuelle, des différentes parties du pont et le suivi de sa stabilité d'ensemble. L'Institut de la protection du patrimoine de la République de Srpska et les services de la municipalité de Visegrad sont en charge de ces travaux de surveillance.

Le contrôle du niveau et de la qualité des eaux est également prévu dans le plan de gestion.

La commission du pont rassemble les résultats de ces actions et les analyse; elle soumet régulièrement un rapport à la Commission nationale des monuments.

L'ICOMOS considère que le projet de surveillance est convenablement élaboré et qu'il s'appuie sur une documentation technique importante décrivant l'état du bien au cours du XXe siècle, le plan devant permettre un suivi de l'authenticité du bien et la conservation de sa valeur universelle

L'ICOMOS recommande sa mise en œuvre dans le cadre d'une Commission exécutive renforcée.

L'ICOMOS recommande une fréquence accrue des observations des indicateurs de suivi et, en particulier, la mise en place d'un programme concerté de gestion permanente des eaux de la Drina en lien avec les centrales hydroélectriques voisines.

7. CONCLUSIONS

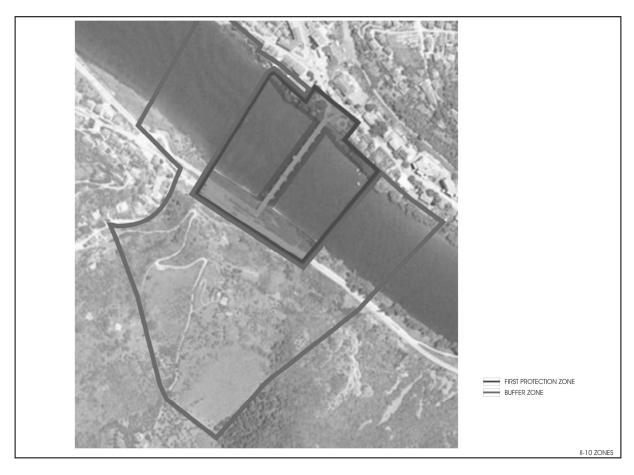
L'ICOMOS considère que la mise en place d'une zone tampon étendue à la rive droite de la Drina, telle qu'elle est proposée dans l'annexe qui accompagne la réponse de l'État partie du 27 février 2007, est satisfaisante pour assurer la qualité future de l'environnement urbain du pont de Visegrad et lui permettre d'exprimer son authenticité et sa valeur universelle exceptionnelle.

L'ICOMOS considère que les objectifs généraux du plan de gestion et les garanties complémentaires qui ont été apportées par l'État partie sont de pas dans la bonne direction. Toutefois, l'ICOMOS considère que les actions envisagées devraient être effectivement structurées et rapidement mises en place pour répondre aux urgences de la gestion patrimoniale du bien et de sa restauration.

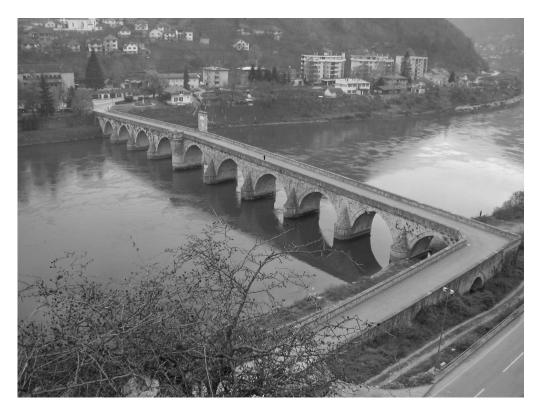
Recommandations concernant l'inscription

L'ICOMOS reconnaît la valeur universelle exceptionnelle du pont Mehmed Pacha Sokolovic de Visegrad, Bosnie-Herzégovine; toutefois, l'ICOMOS recommande que la proposition d'inscription soit *renvoyée* à l'État partie, pour lui permettre de :

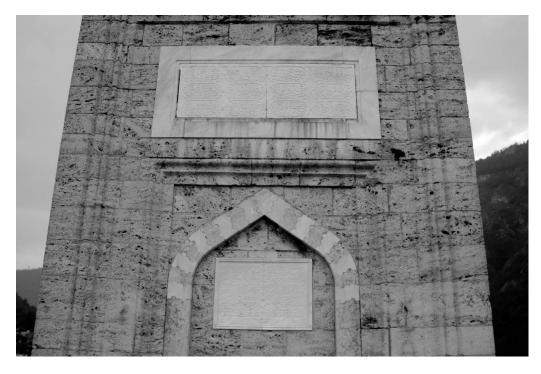
- réaliser la mise en œuvre urgente des travaux de restauration des fondations et des piles, et plus largement l'organisation technique du renforcement structurel du bien puis de sa restauration-conservation sur le long terme.
- renforcer la gestion concertée du niveau des eaux par les centrales électriques de Bajina Basta et de Visegrad, du point de vue de la gestion des inondations, du retour du niveau des eaux à un niveau compatible avec l'expression des valeurs universelles exceptionnelles du bien, et enfin du point de vue de l'intégrité des bases structurelles du pont, actuellement affectées par la gestion des barrages;
- réaliser les études visant à la préservation harmonieuse des berges en amont du bien ;
- clarifier et préciser les rôles juridiques et techniques des différents acteurs de la gestion. L'ICOMOS recommande notamment la mise en place rapide d'une Commission exécutive pour la gestion du pont, dotée de moyens financiers, administratifs et humains garantis et significatifs;
- prévoir à terme le remplacement des parapets actuels, lourds et non conformes aux originaux, par de fins panneaux de pierre en accord avec la documentation existante sur le bien dans sa forme ancienne, antérieur à la crue de 1896.



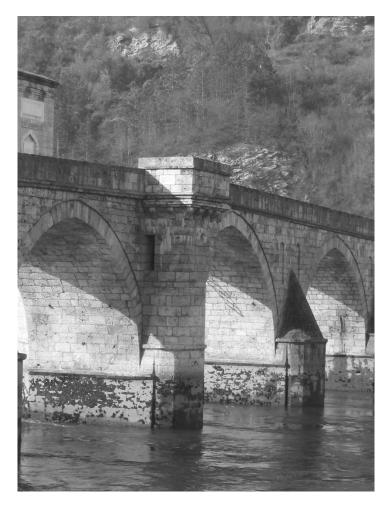
Plan indiquant les délimitations du bien proposé pour inscription



Le pont



Détails du *mihrab*



Arches



Détails du divan de pierre