

Koji Oyama
Japan International Cooperation Agency
(JICA)
JICA-Jordan Office
P.O.Box 926355 Amman 11190
Jordan

Koji Oyama

Heritage Route Along the King's Highway: Networking Museums and Heritage Sites

The King's Highway

The King's Highway is one of the most important historical routes traversing the land of Jordan from the north to the south, connecting Syria and Gulf of Aqaba (Glueck 1970:21; Bennett 1982:182). The Book of Numbers narrates the story of Moses to ask the permission to Edomite King for passing the road called "King's Highway" (Numbers 20:17) as well as Sihon, King of the Amorite in Hisbān (Numbers 21:22). Glueck designated "the King's Highway" mentioned in the Book of Numbers same as *Via Nova Traiana* as well as modern road passing central part of Jordan from the north to the south (Glueck 1970:15-21; Miller 1982:173). Although the term of "the King's Highway" has been disputed by scholars as to the interpretation of the term and historical context¹, the ancient major road, probably "the King's Highway", might have been existed as early as Iron Age II as indicated by archaeological sur-

1. In the English translation of the Numbers (Revised Standard Version), the term "the King's Highway" is used as translation of Hebrew term "*derek hammelek*". However, the translation of the term "*derek hammelek*" has been disputed as to whether this term should be translated to "the King's Highway" referring to a particular road or "the royal road" referring to one of various "royal" roads (Miller 1982: 173). There has been also discussion as to Assyrian influence to the term "the King's Highway" (Bienkowski 2000:49-50).

vey in southern Jordan (Abudanah *et.al.* 2015: 184)². Following the annexation of the Nabataean Kingdom by the Roman Empire in 106 AD, the Roman Emperor Trajan constructed the road called *Via Nova Traiana*, between 111 and 114 AD. The new Roman road connected Bostra and Aqaba (Ayla), and part of the road ran along the earlier road of King's Highway (Borstad *et al.* 2010:486; Zayadine 2004:374). In the Medieval Islamic period, the Syrian *Hajj* route (*Darb al-Hajj ash-Shāmi*) followed partially along the King's Highway (Peterson 2012:16). In order to threaten the trade and *Hajj* route connecting the area of Syria, Egypt, Jordan and Arabian Peninsula which partially passes the King's Highway, the Crusader built the castle of ash-Shawbak and al-Karak in the 12th century (Hillenbrand 1999:291-292), that later on fell to the Ayyubid, and used as strategic fortress. During the Ottoman period, the *Hajj* route was moved eastward to the desert, present-day Desert High-

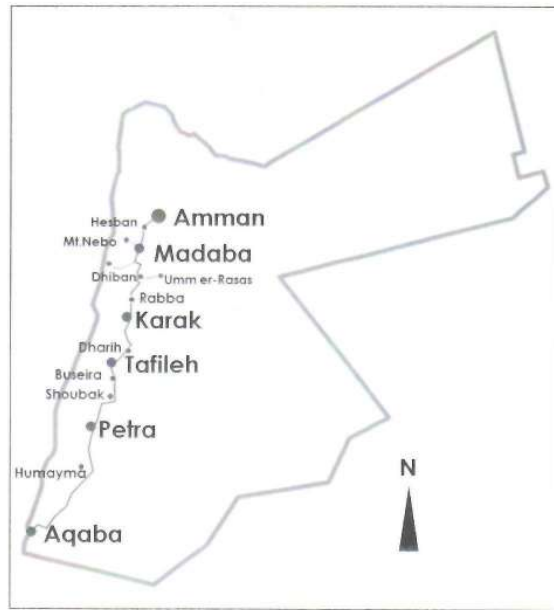
2. In this paper, I use the term "the King's Highway" as main road traversing Jordan from north to south, almost following the modern so-called "the King's Highway", since the Iron Age, which has been continuously used, later as part of "*Via Nova Traiana*", then as Medieval *Hajj* route, and finally as a part of modern road. Although there is discussion about "the King's Highway" mentioned in the Numbers, historical road network itself can be said as existed.

way, however, the King’s Highway was continued to be used as alternative route to the main route as well as partial route for *Hajj* from al-Karak and Palestine (Peterson 2012:16). Some of early travelers who visited Jordan in the 19th century, such as J.L.Burckhardt, travelled the route almost following the King’s Highway. Today national Route 35 mostly follows the part of ancient King’s Highway, and used as one of the main traffic road connecting northern and southern Jordan. It can be said that the King’s Highway is historical route which has been used since ancient time, possibly since the Iron Age, until today.

Historical Route as “Cultural Heritage” and the King’s Highway Heritage Route

Historical route has been paid more attention as cultural heritage, following the registration of “The Routes of Santiago de Compostela (*Camino Francés* and Routes of Northern Spain)” as UNESCO World Heritage by Spain in 1993. Route as cultural heritage should have socio-cultural aspect as ‘exchange and journey’, not merely physical way. It should be the route continuously used by people in history, also should have historical authenticity (UNESCO 1994). With this respect, the King’s Highway as a whole should be considered as “Heritage”, not merely the heritage sites along the King’s Highway.

Considering the aspect of the King’s Highway as cultural heritage and potentiality for development of local community through heritage tourism, Ministry of Tourism and Antiquities and I are currently planning the King’s Highway Heritage Route with cooperation of the Department of Antiquities and the Jordan Museum³. The proposed King’s Highway Heritage Route connecting Amman and Aqaba (FIG.1) follows part of the historical King’s Highway⁴. Museums and heritage sites along the King’s



1. Map of Kings Highway Heritage Route.

Highway will be networked as a form of the Heritage Route.

The purposes of the King’s Highway Heritage Route are:

- 1) To promote awareness of local community as well as tourist toward King’s Highway as a whole as cultural heritage (historical route as heritage) and heritage sites along the route, in particular not well recognized heritage sites.
- 2) To establish network among heritage sites and museums, in particular museum exhibition, along the route.
- 3) To promote heritage tourism in the region and heritage site which is not well developed as tourism destination.
- 4) To bring benefit to local community along the King’s Highway through heritage tourism.
- 5) To integrate and enrich tourism experience to heritage sites as well as museums.
- 6) To protect heritage sites by promoting awareness to the sites mainly through community involvement program by local museums.

3. Opinions, comments and viewpoint mentioned in this paper is based on my point of view, not official statement by JICA.

4. As an actual touring route, the proposed heritage route runs mainly the national road of route 35, which is commonly called as

“King’s Highway”, and part of Desert Highway between Ras en-Naqab and Aqaba running almost parallel to the southern part of *Via Nova Traiana*.

Trails in Jordan and King's Highway Heritage Route

Networking of heritage sites is often figured by "Trail", which would be seen as one of key movement in heritage tourism field of Jordan. Thematic networking among heritage sites by trails is considered as an effective way for local tourism development as well as promotion of local community awareness toward their heritages. Several trails of different theme have been proposed or already installed in Jordan. The scale of trails differs, from inner-town scale and region or governorate scale to whole country, trans-regional scale. As inner-town scale and inner-governorate scale trail, 43 trails, including proposed one, exists in whole Jordan in 2017 (mota pers.comm.) As trans-regional scale trail, "the Jordan Trail" is the longest primary trail, traversing whole Jordan from north to south, from Umm Qays to Red Sea/Aqaba⁵. Jordan trail can be said to be eco-tourism oriented trail, mainly for trekking, although it includes some archaeological sites and traditional village landscape on the route. In the part of southern Jordan, "the Neolithic Heritage Trail" has been proposed, networking several Neolithic sites in southern Jordan, including Wādī Faynān 16, Ghuwayr 1, Shukarat al-Masā'id, Bayḍā and Baṣṭa, to engage with local communities living along the trail (Finlayson 2016). Since 1990's, project networking museum collection archaeological monuments, mainly focusing on the Umayyad period, was implemented by "Museum with No Frontiers" (MWNF 1998). Under five thematic trails, early Islamic sites, such as Umayyad palace at Amman citadel, Quṣayr 'Amra, Qaṣr al-Kharrāna and Mushatta, and several major heritage tourism sites in Jordan were networked. As museum collection, Umayyad artifacts in Jordan Archaeological Museum in Amman citadel, Jordan National Bank Numismatic Museum and Museum of Jordanian Heritage in Yarmouk University are networked with heritage sites.

Thematic trail connecting the wider range of Umayyad sites has been recently also proposed by the Umayyad Project (Akasheh *et al.* 2015). Umayyad heritage sites in Jordan, wider range than sites included in the trail by MWNF, are networked to form "touristic-cultural itinerary". In addition to Umayyad sites, this route includes also Umayyad collection in six museums in Jordan⁶, that forms a networking among sites and museum collection under the theme of Umayyad culture. The King's Highway Heritage Route has similar aspect as thematic trail, although the King's Highway itself is historical route, not newly proposed thematic one.

Museums in the King's Highway Heritage Route

Museums in King's Highway Heritage Route should be considered as an important "hub" of network, in addition to each heritage sites along the route (FIG.2). They are expected to play an important role:

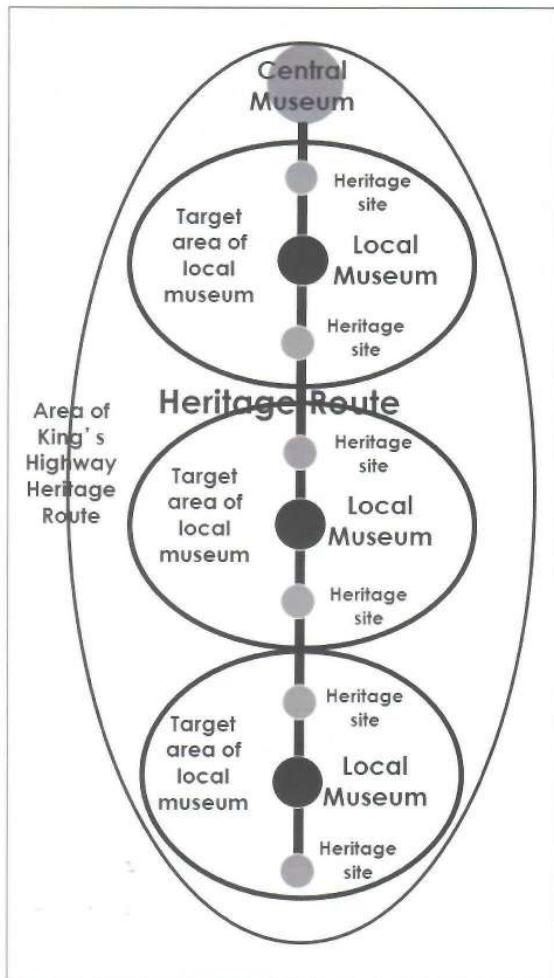
- 1) Introduction of heritage sites and its historical background by exhibition based on collection from sites in relevant region.
- 2) Documentation/Conservation/protection of artifacts from the heritage site
- 3) Local community (and tourists) awareness for heritage (through exhibition, education activity: exhibition is also tool for awareness)

Each museum has heritage collection from target area, such as archaeological artifacts excavated from sites in the area. Exhibition is based on collection, mainly from target area, to visualize local history of each region as well as introduce heritage sites. Networking of heritages sites and museums is essential to enhance synergy of both museums and sites interpretation. Heritage route is a way to establish such synergic network. Visitor can integrate their experience to see the object in museum and to explore heritage site via heritage route.

5. Jordan Trail, 2017. *Jordan Trail*. <http://jordantrail.org/> (Viewed 10th of March 2017).

6. Jordan Museum, Jordan Archaeological Museum, Jarash Muse-

um, Madaba Museum, Qasr al-Ḥallābāt Museum, Jordan Ahli Bank Numismatic Museum.



2. Schematic Plan of Museum and Heritage Networking by Heritage Route.

Museums along the King's Highway dealing with archaeology, history and heritage/folklore can be classified as:

- i) Central-level museum, such as the Jordan Museum, located in the capital of Amman, and dealing with whole area of the King's Highway.
- ii) Local/regional level museum, located in each local area, in most of the case local area as governorate.
- iii) Site museum, located on the relevant site and mainly present site explanation in detail, with often collection from site.

Central and local/regional level museums are expected to play an essential role as hub for networking of heritage sites in relevant areas.

Fortunately, central and local museums, including on-going local/regional museum projects and plans, dealing with regional heritage and history locates in main cities along the King's Highway. This makes it easy to connect and network museums and heritage sites along King's Highway. It is also expected to museums along King's Highway Heritage Route, in particular local/regional museums, to act for local community involvement through education activities by museums as implemented in Karak Archaeological Museum (Oyama 2007b; Tarawneh *et al.* 2007).

Main museums (central and local/regional) along the King's Highway Heritage Route are:

- 1) The Jordan Museum (see below);
- 2) Jordan Folklore Museum and The Jordanian Museum of Popular Tradition (Amman): Located inside Roman Theater in Amman, this museum deals with folklore of whole Jordan. The Jordan Folklore Museum was renovated and newly opened in 2016. The exhibition theme of the Jordan Folklore Museum follows the category of traditional social life style in Jordan such as "Nomadic lifestyle" "Village Lifestyle" "Urban Lifestyle" with rich collection of folklore artifacts from all over Jordan. The Jordanian Museum of Popular Tradition includes display of traditional material culture, such as costume, from whole Jordan. Intangible cultural heritage in the area along the King's Highway is one of the field this museum deal with.
- 3) Mādabā Archaeological Museum, Located in the city of Mādabā, the Mādabā archaeological Museum display artifacts excavated from main sites in Mādabā governorate area. The exhibition includes display from main archaeological sites in the area around the King's Highway, such as Dhībān, Lāhūn, Umm ar-Raṣāṣ and Mukāwir. Currently new Madaba Museum Project is on-going by the Jordanian, Italian and American team. Constructed in "the Burnt Palace", the new museum will be regional museum of Mādabā

that will contain the exhibition currently on display at the Madaba Archaeological Museum (D'Andrea *et al.* 2016). As regional museum, Madaba archaeological museum is expected to be local hub for network of heritage sites along the King's Highway.

- 4) Karak Archaeological Museum (see below)
- 5) Other museums.

New al-Karak Folklore museum plan: In addition to Karak Archaeological Museum, there is a plan to establish new folklore museum of al-Karak. The folklore museum will deal with intangible heritage of al-Karak region as well as modern history of al-Karak. This museum will be also act as hub for network of living heritage in al-Karak region.

Museum plan in aṭ-Ṭāfila: There has been no regional/local museum in the city of aṭ-Ṭāfila, however, there is a plan to establish new aṭ-Ṭāfila Museum in the city of aṭ-Ṭāfila to introduce archaeology of aṭ-Ṭāfila region. If aṭ-Ṭāfila museum will be established, this museum will be expected to be hub of network among archaeological sites in aṭ-Ṭāfila region, including the sites along the King's Highway.

New Petra museum: The new Petra museum project, cooperated by JICA, is currently on going. Located in the gateway of Petra Archaeological Park, this museum will introduce archaeology and history of Petra and the surrounding areas. Exhibition will include theme relating with the heritage sites along the King's Highway around Petra, such as Ṭawīlān and Khirbat an-Nawāflah. New Petra museum is expected to be local hub for networking heritage sites in the area of Petra.

Museum in Aqaba: Before 2016 there was Aqaba Archaeological Museum inside the House of Sharif Hussein bin Ali. This museum had exhibition about archaeology of Aqaba city and Aqaba area. Currently Aqaba archaeological museum was closed, and the project to establish new museum about Sharif Hussein bin

Ali and Jordanian modern history in the House of Sharif Hussein bin Ali is on-going. Aqaba has also a heritage museum dealing with culture relating with the Red Sea, such as fishery, shipbuilding, and traditional way of life of fisherman.

Background of the King's Highway Heritage Route

The concept to establish King's Highway Heritage Route is based on the experience of other project cooperated by Japan International Cooperation Agency (JICA). Since 1999, JICA and Ministry of Tourism and Antiquities have implemented Tourism Sector Development Project (TSDP) in Jordan. The main components of the project were construction and establishment of museums, including the Jordan Museum, Karak Archaeological Museum, Historic Old Salt Museum and Salt Eco-museum, Dead Sea Museum (Oyama 2016: 251). In addition, since 2012 cooperation project with Petra Development and Tourism Region Authority to construct new Petra Museum has started. Out of those museums, the discussion in terms of the King's Highway Heritage Route focuses on three museums:

1) The Jordan Museum

Located at Rās al-'Ayn in Amman, the Jordan Museum is "the story teller of Jordan", which is national center for learning and knowledge of Jordanian history and culture. The Jordan Museum was first raised in the 1960's, then in 1980 the conferees of the first *ICHAJ* conference, held by HRH Crown Prince El Hassan bin Talal, recommended the establishment of "the National Museum". The Society of Jordanian Culture, founded in 1989 and chaired by HRH Crown Prince El Hassan bin Talal, worked for general concept of the National Museum⁷. The construction of the Jordan Museum has been implemented under TSDP cooperated by JICA

7. According to "The Jordan Museum. 2010. *The Jordan Museum: Introduction, History & Building*. <http://jordanmuseum.jo/en/>

[about_us#introduction](#) (Viewed 10th of March 2017.)" and "Amr 2009.

since 2000. As tourism context, the Jordan Museum should be recognized not only as heritage tourism destination in Amman but also as “gateway” of heritage tourism in whole Jordan (JICA *et al.* 2000a). The Jordan Museum includes exhibition story and display artifacts relating with the King’s Highway. In the Iron Age exhibition section (FIG.3), the role of the King’s Highway as a part of international trading route traversing the area of Ammonite, Moabite, Edomite Kingdom is explained, with display of related artifacts from three Iron age kingdom, such as Mīsha’ stele (replica), al-Bālū’ stele, Statue of the Ammonite king from Amman citadel and the Tall Sīrān bottle with Ammonite inscription. The defense system of the Ammonite Kingdom by watchtowers is also explained by Audiovisual, with focusing on Rujm al-Malfūf. In the section of Petra/Nabataean Kingdom exhibition, in addition to exhibition of artifacts from Petra, artifacts from Nabataean sites along the King’s Highway are also on display, such as the façade relief of Nabataean temple from Khirbat adh-Dharīh (FIG.4). Relief of Atargatis from Khirbat at-Tannūr is also on display in the entrance hall. The Roman exhibition includes theme about *Via Nova Traiana*, explaining its continuity from the King’s Highway. Considering the exhibition contents as well as function of Jordan Museum as national center for learning Jordanian history, heritage and culture, the Jordan Museum is expected to be a focal point

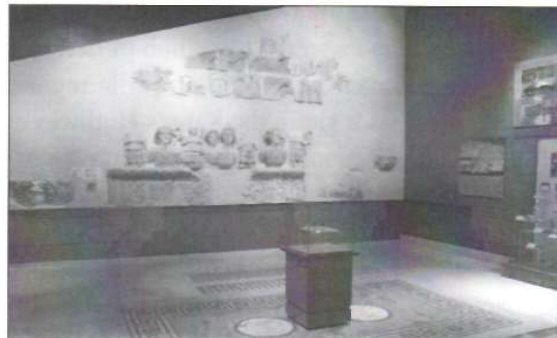


3. Iron Age Exhibition in the Jordan Museum.

of network of Jordanian museums and heritage sites, including the area along the King’s Highway, as well as gateway to the King’s Highway Heritage Route.

2) Karak Archaeological Museum

Karak Archaeological Museum was renovated under TSDP (JICA *et al.* 2004b) and newly opened in 2004 (FIG 5). After the temporally closure, it is currently under preparation of permanent exhibition⁸. Karak Archaeological Museum has two aspect. The one is as Site Museum of al-Karak Castle (as well as Old al-Karak city) with exhibition about archaeology and history of al-Karak castle and Old al-Karak city. The other aspect is as Local/Regional museum of al-Karak region. This museum has a role as a gateway to regional tourism of al-Karak area as well as al-Karak castle. Also, this museum has a role to promote awareness of Local community to heritages in al-Karak (Oyama 2016: 252).



4. Khirbat ad-Dharīh Nabataean Temple Façade Exhibition in the Jordan Museum.



5. Exhibition in Karak Archaeological Museum.

8. As for situation in March 2017. The concept and exhibition theme of newly renovated Karak Archaeological Museum will be almost

the same as the preceding one.

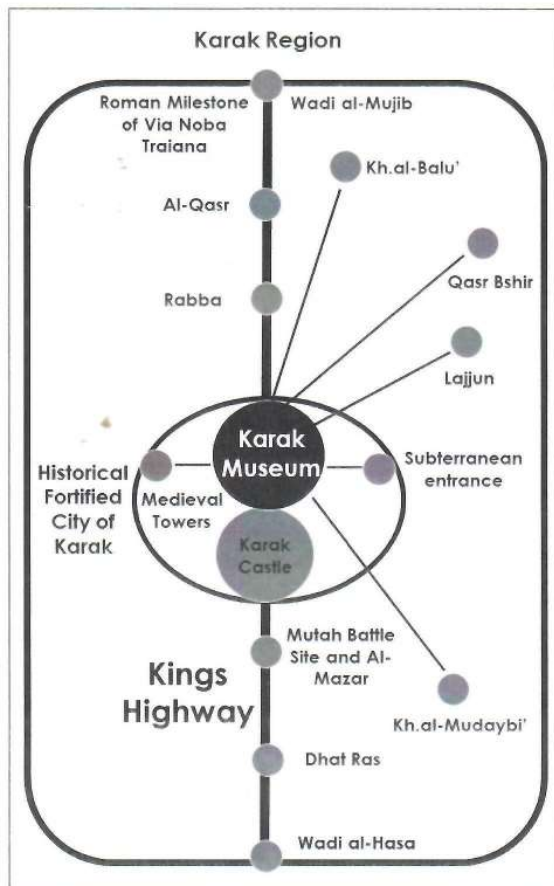
The King's Highway, traversing al-Karak plateau from Wādī al-Mūjib to Wādī al-Ḥasā, is one of most important factor of archaeology and local history of al-Karak. In addition to al-Karak castle and historical Old al-Karak city, there are several important heritage sites along King's Highway in al-Karak region, such as Roman Milestone of *Via Nova Traiana* in Wādī al-Mūjib, Iron age site of Khirbat al-Bālū', Nabataean Temple in al-Qaṣr and Dhat Rās, ar-Rabbah/Areopolis, Mu'tah battle site and Maqām in al-Mazār. In order to make Karak Archaeological Museum as gateway to tourism in al-Karak region, there has been a plan to form network between Karak Archaeological Museum and archaeological sites in al-Karak area (FIG. 6). King's Highway is, conceptually and physically, one of the way for networking. Then, if network of sites and museum through

King's Highway is applicable in al-Karak area, the same can be implemented to the whole King's Highway. The King's Highway in al-Karak is merely a part of long historical route, and it is meaningful if we could connect most of sites and museums along the King's Highway. This is one of the background of the King's Highway Heritage Route. In the project of Karak Archaeological Museum, the term of "ecomuseum" discussed below has not been applied, however, the network plan between Karak Archaeological Museum and heritage sites in al-Karak already implies an aspect same as ecomuseum.

3) *Ecomuseum in Historic Old as-Salt City (Salt Ecomuseum)*

Experience of heritage tourism project co-operated by JICA in Old as-Salt City has been also considered in the planning of King's Highway Heritage Route. In Salt Project, Old as-Salt City as a whole considered as "open-air museum" by applying a concept of ecomuseum. As a first step, Historical Abu Jaber House, built between 1892 and 1905, was renovated to establish Historic Old Salt Museum which deals with modern history and folklore of Salt city, mainly focusing on 19th and early 20th century. As a second step, set-up of Salt ecomuseum has implemented, such as establishment of thematic trails starting from Historic Old Salt Museum.

The concept of ecomuseum was first initiated in 1970's by H.D.Varin and G.H.Riviere in France. It was then developed in several countries in Europe, North America, North Africa and East Asia as well. Following the development of ecomuseum in different areas, the definition of "ecomuseum" has been disputed, and there are several interpretations about the concept of ecomuseum (Davis 2011). However, basic points of ecomuseum can be pointed out: Ecomuseum is not conventional museum which basically focuses on collection in the museum. Rather, ecomuseum is a holistic system to exhibit tangible and intangible heritages of the re-



6. Schematic Plan of Karak Archaeological Museum and Local Heritage Network.

gion which can be described as a sort of organism or ecosystem (not natural ecosystem but socio-cultural regional ecosystem). The region which ecomuseum deal with is described as spatial “territory” in ecomuseum concept, such as village, city or region (similar with municipality or governorate, but not limited to political administration area). Each heritage distributed in the “territory” are considered as parts forming the territory as ecosystem. This whole territory or ecosystem is considered as “museum”, that is “ecomuseum”. As exhibition method of “ecomuseum”, heritages in the “territory” are networked to be exhibited basically *in situ*, by participation of local community from the “territory”.

Although the concept of ecomuseum has been already introduced in early 1970’s into the project in an oasis of Algerian Sahara desert to establish “The Bou Saâda ecomuseum” (Rivière 1973:39-43), it has not been very common in museum field of the Middle East. The ecomuseum of old Salt city in Jordan, which was first proposed in 2000 (JICA *et al.* 2000b), can be said as one of the early case of ecomuseum in the region⁹.

In Japan, the concept of ecomuseum was newly introduced in 1980, and applied in several local villages, cities or prefectures. The ecomuseum model developed and applied in several Japanese areas consists of the factor of “Core” “Satellite” “Discovery Trail” (Ohara 2003:51)¹⁰. Core Museum has a function as center for introduction of regional heritage mainly by exhibition, documentation, research and conservation of heritage, and implementation of community awareness program. “Satellite” is heritage sites within “Territory”. “Discovery Trail” connects core-museum and satellite (heritage sites) to form network as tourist route based on several theme (FIG. 5). This ecomuseum model was applied to old city of as-Salt to

formulate as-Salt Ecomuseum (SEMMC 2015). Historic Old Salt Museum (HOSM) is considered as “core museum”, which has a role as information and research center of “Historic Salt City” as “Territory”. HOSM implement introduction of history and culture of historical Salt city by exhibition and education activity with local community. HOSM acts also as starting point of heritage tour in Salt. Heritages distributed in Salt city, such as traditional architecture back to the Ottoman era are considered as “satellite” in Salt Ecomuseum. HOSM as core-museum and heritage sites as satellite in Salt Ecomuseum are connected by several thematic trails about daily life, socio-cultural harmony, education history, or architectural heritage. Guide tour to museum, trail and satellite sites by local interpreters, who are local people from Salt, are also introduced as a form of community participation in Salt Ecomuseum.

The concept of ecomuseum is not the same as heritage route. Ecomuseum is basically applied to the area with unified regional identity and socio-cultural context that can form “Territory” in ecomuseum term. On the other hand, heritage route connects among different cultural regions which can act as way of communication and mutual understanding among different cultures (also UNESCO 1994). However, the method of ecomuseum as network among museums and heritage sites is one of the system to be referred for establishment of King’s Highway Heritage Route.

Heritage Site and Museums in the King’s Highway Heritage Route

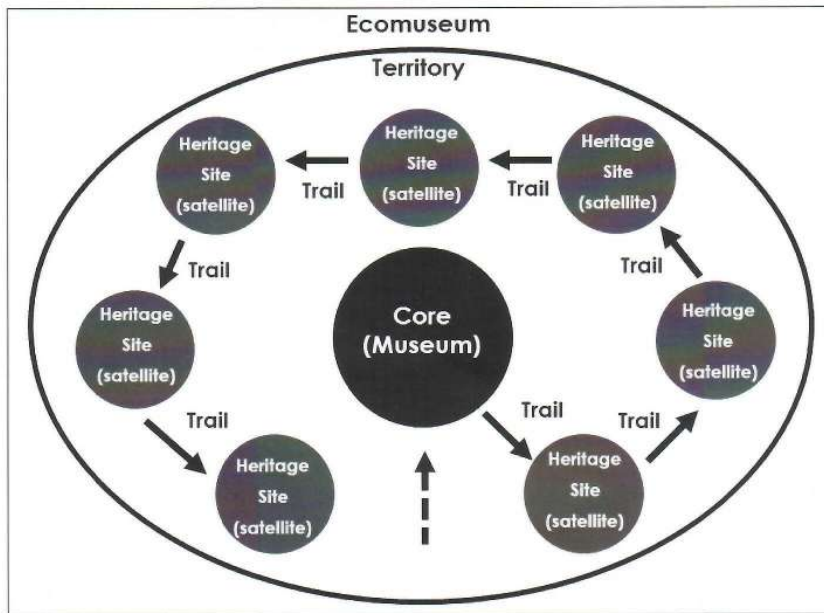
Several type of heritage site are included in the King’s Highway Heritage Route:

- 1) Archaeological sites: Considering historical context of Kings Highway, archaeological sites includes sites after the Iron Age, such as site relating with Ammonite, Moabite and

9. Recently, ecomuseum has been developed in several areas in the Middle East, such as Hüsametindere village ecomuseum and Gokcaeda ecomuseum in Turkey, and Meymand village ecomuseum in Iran (Davis 2011: 229-231). Battir village in Palestine also intro-

duced the concept of ecomuseum to form “Battir Landscape Ecomuseum”.

10. The model directly referred for Salt Ecomuseum is the ecomuseum project in historical city of Hagi Japan (Nishiyama 2004).



7. Ecomuseum Concept.

Edomite Kingdom, Nabataean City and Temple, Roman and Byzantine city, and Crusader/Islamic Castles. Archaeological sites also include sites directly relating with ancient road system, such as Roman Milestones as part of *Via Nova Traiana*, and sites used for *Hajj* caravan stop, such as ad-Dawsaq (Peterson 2012:16). Part of ancient road itself, such as roads in southern Jordan (Abudanah *et al.* 2015), should be also included.

- 2) Religious sites, such as sites relating with early Islamic history (Mu'tah battle site, *Maqām* in al-Mazār *etc.*), and sites relating with story of Moses.
- 3) Traditional village landscape, such as Buṣayrah, Sila', al-Ma'tan, Wādī Mūsā (Elji) and Ḍānā.
- 4) Natural landscape with historical context, such as Wādī Mūjib (Arnon) or Wādī al-Ḥasā (Zared) depicted in Mādabā Mosaic Map.

Following are museums and heritage sites currently proposed to be included as part of King's Highway Heritage Route. Most of the selected sites are located along the modern King's Highway. It should be noted that not all proposed sites are included in the media introducing Heritage Route to tourists, such as tour-

ist map of the Heritage Route, considering actual accessibility and condition of sites.

- 1) In Amman region: Jordan Museum, Jordan Folklore Museum and The Jordanian Museum of Popular Tradition, Heritage sites inside 'Ammān (Roman Theater, Odeon, Nymphaeum, 'Amman citadel, Rujm al-Malfūf), Tall 'Umayrī
- 2) In Madaba region: Madaba Archaeological Museum, Ḥisbān, Mādabā (Heritage sites inside Mādabā, such as Madaba Archaeological Park), Ṣiyāghah (Mt. Nebo and site museum), 'Ayn Mūsā, Khirbat al-Mukhayyat (Iron Age site of Nebo, The Church of St. Lot and Procopius), 'Ayn Mūsā, Mukāwir, 'Atarūz, Qurayyāt, 'Atīm, Libb, Wādī al-Wālah, Umm ar-Raṣāṣ, al-Lāhūn, Za'farān, Tall Dhībān, 'Arā'ir, Wādī al-Mūjib
- 3) In al-Karak region: Area: Karak Archaeological Museum, Karak Folklore Museum (Future stage), Roman Milestone (Part of *Via Nova Traiana*) in Wādī al-Mūjib, Maḥaṭṭit al-Hajj, Shīḥān, al-Qaṣr, ar-Rabbah, Khirbat al-Bālū', Khirbat al-Mudaynah, Mazār an-Nabī Sulaymān, an-Nabī Yūsha', al-Karak (al-Karak Castle, Old City of al-Karak, Thaniyyah), Mu'tah (Battle Site), Shrine in al-Mazār, Dhāt Rās, Wādī al-Ḥasā, Roman

road in al-Karak area.

- 4) In aṭ-Ṭafilāh region Area: aṭ-Ṭafilāh Museum (Future stage), Khirbat at-Tannūr, Khirbat adh-Dharīḥ, Hammāmāt ‘Afrā, Hammāmāt Buraybīṭah, aṭ-Ṭafilāh (aṭ-Ṭafilāh Castle), Buṣayrah (Edomite site and Village), Sila’ (Village and Edomite Site), al-Ma’ṭan Village, ar-Rashīdiyāh, Ḍānā Village, Ḍarīḥ as-Sahabī al-Ḥarīth Ibn ‘Umayr al-Azdī, Gharandal
- 5) In Ma’ān and Petra region: New Petra museum, ash-Shawbak castle, ad-Dawsaq, Khirbat an-Nawāflah, Ṭawīlān, ‘Ayn Mūsā, Wādī Mūsā (Elji), Petra Archaeological Park, al-Wu’ayra, Sīq al-Bārid, Ṣadaqa, ‘Udhruh, part of ancient road.
- 6) In ‘Aqaba region: House of Sharif Hussein bin Ali and new museum in Aqaba, Aqaba Heritage Museum, al-Ḥumayma, al-Quwayrah, Wādī Ramm, al-Khāldī, al-Qīthārah, Heritage sites in ‘Aqaba (Ayla, Late Roman Church, Mamluk fort, Tall al-Khalīfah).

Concluding Remarks

King’s Highway Heritage Route would suggest several important points. The first point is re-evaluation of museum’s role as hub of heritage networks in the relevant region. Museum has potentiality to visualize history and culture of relevant region through exhibition, not simply display of important object from archaeological sites (Oyama 2007a). As Jordan Museum is described as “story teller of Jordan”, local museum has also potentiality to be “story teller of regions”. Networking of museums with heritage sites by heritage route would enhance such role of museum, as well as enhance heritage tourism which brings benefit to local community.

The second point is awareness toward historical route of Kings Highway as a whole as cultural heritage. Although King’s Highway is already famous with tourists as well as local people, the value of historical route as cultural heritage is still not well recognized, comparing with monumental archaeological sites. Net-

working of museums, sites and historical route as “Heritage Route” would help awareness of people. Museums can launch practical awareness campaign toward local community as well as tourism sector. This would lead also protection of the sites and historical route as well as sustainable heritage tourism development.

Acknowledgement

I would like to express sincere gratitude to H.E. Ms. Lina Annab, Minister of Tourism and Antiquities, H.E. Mr. Issa Gammoh, Secretary General of Ministry of Tourism and Antiquities for kind support and assistance. I would like to also express sincere gratitude to H.E. Eng. Ihab Amarin, Director General of the Jordan Museum. I would like to thank to the staffs of MOTA, DoA, Jordan Museum, JTB and JICA who gave kind assists and comments for the work.

Bibliography

- Abudanah, F., Twaissi, S., Wenner, S.E., Tarawneh, M.B. and Al-Salameen, A. 2015. The Legend of the ‘King’s Highway’: The Archaeological Evidence. *Zeitschrift für Orient-Archäologie* 8 :156- 187.
- Akashah, T., Haddad, N., Fakhoury, L., Ajlouni, F., Debajah, M. and Khrisat, B. 2015. *Umayyad Heritage and Tourism in Jordan*. Amman: CULTECH.
- ‘Amr, K., Kafafi, J. and Abdallah, R. 2009. The Jordan Museum: Exhibiting the Archaeology of Jordan. *SHAJ* X: 219-224.
- Bennett, C.M. 1982. Neo-Assyrian Influences in Transjordan. *SHAJ* I: 181-188.
- Bienkowski, P. 2000. Transjordan and Assyria. Pp. 44-58 in L.E. Stager *et al.* (eds.), *The Archaeology of Jordan and Beyond: Essays in Honor of James A. Sauer*. Winona Lake. Eisenbrauns.
- Borstad, K. and Haroun, J. 2010. A New Roman Road Site on al-Karak Plateau. *ADAJ* 54:483-491.
- D’Andrea, M., Polcaro, A., Richard, S., Clark, D., Batocchioni, G. and Romagnoli, L. 2019. A New Model for Regional Museum: The Archaeological Museum of Madaba. *SHAJ* 13: 475-487.
- Davis, P. 2011. *Ecomuseum: A Sense of Place*. London. Continuum International Publishing Group.
- Finlayson, B. 2016. Neolithic Cultural Heritage as a Community Asset. Paper presented in *The 13th International Conference on the History and Archaeology of Jordan*. Amman.
- Glueck, N. 1970. *The Other Side of Jordan*. Cambridge. American School of Oriental Research.

- Hillenbrand, C. 1999. *The Crusades Islamic Perspective*. Edinburgh: Edinburgh University Press.
- Japan International Cooperation Agency (JICA), Ministry of Tourism and Antiquities, and Ministry of Planning in Jordan. 2000a. *Detailed Design for Tourism Sector Development Project in the Hashemite Kingdom of Jordan: Final Report.Vol.3MR. National Museum Sub-Project*. Tokyo:JICA.
- 2000b. *Detailed Design for Tourism Sector Development Project in the Hashemite Kingdom of Jordan: Final Report.Vol.6MR.Karak Tourism Development Sub-Project*. Tokyo:JICA.
- 2000c. *Detailed Design for Tourism Sector Development Project in the Hashemite Kingdom of Jordan: Final Report.Vol.7MR.Historic Old Salt Development Sub-Project*. Tokyo:JICA.
- Koucky, F. 1987. Survey of the Limes Zone. Pp. 41-106 in T. Parker (ed.), *The Roman Frontier in Central Jordan*. BAR International Series 340.
- Miller, J.M. 1982. Recent Archaeological Developments Relavant to Ancient Moab. *SHAJ* I: 169-173.
- Museum With No Frontiers (MWNF). 1998. Exhibition Trail "The Umayyads: The Rise of Islamic Art". *Museum With No Frontiers Magazine* 0: 20-23.
- Nishiyama, N. 2004. Hagi Machiju Museum. Hagi. Hagi-Monogatari. (in Japanese)
- Ohara, K. 2003. Beyond the Confused State of Ecomuseum Concept in Japan. Pp. 51-54. "Ecomuseum and Establishment of Region" Autumn Conference of Agricultural Village Planning Committee. Japanese Association of Architect. (in Japanese)
- Oyama, K. 2007a. Holistic Approach to Region and Potentialities of Museums: A Case Study of Museums in Tourism Sector Development Project. Pp. 395-409 in T.S. Akasheh (ed.), *Second International Conference on Science and Technology in Archaeology and Conservation (December 7-12 2003, Jordan)*.ACTAS. Granada: Fundación El Legado Andaluci.
- 2007b. A Bridge between the Community and the Museum: Educational Activity on International Museum Day. Pp. 12-15 in *Community Awareness, Education and the Role of Museum*. Amman: Tourism Development Through Museum Activities Project (TDMAP)/JICA and Ministry of Tourism and Antiquities in Jordan.
- 2016. Role of Museums for Local Jordanian Community: Case Study of Karak Archaeological Museum, Historic Old Salt Museum and the Dead Sea Museum. *SHAJ* XII: 251-261.
- Salt Ecomusem (SEM) Management Committee (SEMMC). 2015. *Salt Ecomuseum (SEM) Plan: For Sustainable Community Development*.
- Petersen, A. 2012. *The Medieval and Ottoman Hajj Route in Jordan: An Archaeological and Historical Study*.Levant Supplementary Series Vol.12. CBRL.
- Rivière, G.H. 1973. Role of Museums of Art and of Human and Social Sciences. *Museum* 25(1/2): 26-44.
- Tarawneh, K. and Masadeh, S. 2007. Education Activity in Karak Archaeological Museum. Pp. 3-10 in *Community Awareness, Education and the Role of Museum*. Amman: Tourism Development Through Museum Activities Project (TDMAP)/JICA and Ministry of Tourism and Antiquities in Jordan. (In Arabic).
- UNESCO. 1994. *Routes as Part of Our Cultural Heritage: Report on the Meeting of Experts. Madrid. 24-25 November 1994*.
- Zayadine, F. 2004. The Gaza-Damascus Roads in the Medieval Periods. *SHAJ* VIII: 367-378.