United Nations
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Organización
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منظمة الأمم المتحدة
للتربية والعلم والثقافة

联合国教育、
科学及文化组织

Culture Sector
Division for Heritage

H.E. Mr Federico Alonso
Renjifo Velez
Ambassador
Permanent Delegate of
Colombia to UNESCO
UNESCO House

Ref.: CLT/HER/WHC/PSM/14/LJ/404 22 July 2014

Subject: **Inscription of *Qhapaq Nan, Andean Road System* (N 1459), Colombia, on the World Heritage List**

Dear Ambassador,

I have the pleasure to inform you that the World Heritage Committee, at its 38th session (Doha, 2014) examined the nomination of the ***Qhapaq Nan, Andean Road System*** and decided to **inscribe** the property on the World Heritage List. The decision of the Committee concerning the inscription is attached.

I am confident that your government will take the necessary measures for the effective conservation of this new World Heritage property. The World Heritage Committee and its Secretariat, the World Heritage Centre, will do everything possible to collaborate with you in these efforts.

The *Operational Guidelines for the Implementation of the World Heritage Convention* (paragraph 168), require that the Secretariat sends to each State Party with a newly inscribed property a map of the area(s) inscribed. Please examine the maps available through the following link http://whc.unesco.org/en/list/1459/documents/ and inform us of any discrepancies by **1 December 2014**.

The inscription of the property on the World Heritage List is an excellent opportunity to draw the attention of visitors to, and remind local residents of, the *World Heritage Convention* and the outstanding universal value of the property. To this effect, you may wish to place a plaque displaying the World Heritage emblem and the UNESCO logo at the property. You will find detailed information on this subject in the *Operational Guidelines for the Implementation of the World Heritage Convention*.

In many cases States Parties decide to hold a ceremony to commemorate the inscription of a property on the World Heritage List. A World Heritage Certificate can be prepared for such an occasion. Should you wish to do so, please contact the World Heritage Centre which will provide you with the contact details of the designated calligrapher. Please note that the cost for the preparation of the certificate must be borne by the concerned State Party.

I would be grateful if you could provide the World Heritage Centre with the name, address, telephone and fax numbers and e-mail address of the person or institution responsible for the management of the property.

Please find attached the brief descriptions of the property, prepared by ICOMOS and the World Heritage Centre, in both English and French. As these

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brief descriptions will be used in later publications, as well as on the World Heritage website, we would like to have the State Party's agreement with the wording. Please examine these descriptions and inform us, by **1 December 2014** at the latest, if there are changes that should be made. If we do not hear from you by this date, we will assume that you are in agreement with the text as prepared.

Furthermore, as you may know, the World Heritage Centre maintains a website at http://whc.unesco.org/, where standard information about each property on the World Heritage List can be found. Since we can only provide a limited amount of information about each property, we try to link our pages to those maintained by the properties or offices themselves, so as to provide the public with the most reliable and up-to-date information. Therefore, if there is a website for the newly inscribed property, please send us its web address.

As you know, according to paragraph 172 of the *Operational Guidelines for the Implementation of the World Heritage Convention*, the World Heritage Committee invites the States Parties to the *Convention* to inform the Committee, through the World Heritage Centre, of their intention to undertake or to authorize in the area protected under the *Convention* major restorations or new constructions which may affect the outstanding universal value of the property.

Let me draw your attention to the fact that the Committee requested that a report on progress made in the implementation of its recommendations be submitted, by **1 December 2015**, to the World Heritage Centre, for examination by the World Heritage Committee at its 40th session in 2016.

Moreover, as you know, the Statement of Outstanding Universal Value of the inscribed property has been adopted provisionally in view of its revision for final adoption at the 39th session of the World Heritage Committee in 2015. To this extent, as soon as the text will be revised by ICOMOS, we will forward it to you seeking your comments, if any, before its insertion on the related working document for the next session of the Committee.

Finally, you can find all the Decisions adopted by the 38th session of the World Heritage Committee at the following web address of the World Heritage Centre: http://whc.unesco.org/archive/2014/whc14-38com-16en.pdf.

May I take this opportunity to thank you for your co-operation and for your support in the implementation of the *World Heritage Convention*.

Please accept, dear Ambassador, the assurances of my highest consideration.

Kishore Rao
Director
World Heritage Centre

cc: National Commission of Columbia for UNESCO
Permanent Delegate of Bolivia to UNESCO
Permanent Delegate of Peru to UNESCO
Permanent Delegate of Ecuador to UNESCO
Permanent Delegate of Argentina to UNESCO
Permanent Delegate of Chile to UNESCO
ICOMOS

Extract of the Decisions adopted by the 38th session of the World Heritage Committee (Doha, 2014)

Decision: 38 COM 8B.43

The World Heritage Committee,

1. Having examined Documents WHC-14/38.COM/8B and WHC-14/38.COM/INF.8B1,

2. Inscribes the **Qhapaq Ñan, Andean Road System, Argentina, Bolivia, Chile, Colombia, Ecuador** and **Peru,** with exception of the following site components: Tambillitos (AR-TAM-19/CS-2011), Quimsa Cruz – Ilata (BO-DV-04/CS-2011), Jimbura - Puente Roto (EC-JP-27/C-2011), Oñacapa - Loma de Paila (La Zarza) (EC-OL-24/CS-2011), Nagsiche – Panzaleo (EC-NP-10/CS-2011), Pachamama – Llacao (EC-PL-15/C-2011), Vilcanota – La Raya (PE-CD-05/C-2011), Colquejahua – Pacaje (PE-CD-07/C-2011), Walla – Kintama (PE-OL- 20/C-2011), Toroyoq – Kutacoca (PE-VCH-25/ CS-2011), Ipas Grande (PE-XP-28/C-2011), and Quebrada Escalera (PE-XP- 29/C-2011), on the World Heritage List on the basis of **criteria (ii), (iii), (iv)** and **(vi)**;

3. Takes note of the following provisional Statement of Outstanding Universal Value:

Brief synthesis

Qhapaq Ñan, Andean Road System is an extensive Inca communication, trade and defence network of roads and associated structures covering over 30,000 kilometres. Constructed by the Incas over several centuries, the network reached its maximum expansion in the 15th century, when it spread across the length and breadth of the Andes. The network is based on four main routes, which originate from the central square of Cusco, the capital of the Tawantinsuyu. These main routes are connected to several other road networks of lower hierarchy which created linkages and cross-connections. 273 component sites in 137 segments encompassing 697.450 kilometres of the Inca trail highlight the Qhapaq Ñan's architectural and engineering achievement along with its associated infrastructure for trade, storage and accommodation as well as sites of religious significance. The road network was the outcome of a political project implemented by the Incas linking towns and centres of production and worship together under an economic, social and cultural programme in the service of the State.

The Qhapaq Ñan, Andean Road System is an extraordinary road network through one of the world's most extreme geographical terrains used over several centuries by caravans, traveller, messengers, armies and whole population groups amounting up to 40,000 people. It was the lifeline of the Tawantinsuyu, linking towns and centres of production and worship over long distances. Towns, villages and rural areas were thus integrated into a single road grid. Several local communities who remain traditional guardians and custodians of Qhapaq Ñan segments continue to safeguard associated intangible cultural traditions including languages.

The Qhapaq Ñan by its sheer scale and quality of the road, is a unique achievement of engineering skills in most varied geographical terrains, linking snow-capped mountain ranges of the Andes, at an altitude of more than 6,000 metres high, to the coast, running through hot rainforests, fertile valleys and absolute deserts. It demonstrates mastery in engineering technology used to resolved myriad problems posed by the Andes variable

landscape by means of variable road construction technologies, bridges, stairs, ditches and cobblestone pavings.

Criterion (ii): The Qhapaq Ñan exhibits important processes of interchange of goods, communication and cultural traditions within a cultural area of the world which created a vast empire of up to 4,200km in extension at its height in the 15th century. It is based on the integration of prior Andean ancestral knowledge and the specifics of Andean communities and cultures forming a state organizational system that enabled the exchange of social, political and economic values for imperial policy. Several roadside structures provide lasting evidence of valuable resources and goods traded along the network, such as precious metals, muyu (spondylus shell), foodstuffs, military supplies, feathers, wood, coca and textiles transported from the areas where they were collected, produced or manufactured, to Inca centres of various types and to the capital itself. Several communities, who remain custodians of components of this vast Inca communication network, are living reminders of the exchange of cultural values and language.

Criterion (iii): The Qhapaq Ñan is an exceptional and unique testimony to the Inca civilization based on the values and principles of reciprocity, redistribution and duality constructed in a singular system of organization called Tawantinsuyu. The road network was the life giving support to the Inca Empire integrated into the Andean landscape. As a testimony to the Inca Empire, it illustrates thousands of years of cultural evolution and was an omnipresent symbol of the Empire's strength and extension throughout the Andes. This testimony influences the communities along the Qhapaq Ñan until today, in particular with relation to the social fabric of local communities and the cultural philosophies that give meaning to relationships among people and between people and the land. Most importantly, life is still defined by links among close kin and an ethic of mutual support.

Criterion (iv): The Qhapaq Ñan, Andean Road System is an outstanding example of a type of technological ensemble which despite the most difficult geographical conditions created a continuous and functioning communication and trade system with exceptional technological and engineering skills in rural and remote settings. Several elements illustrate characteristic typologies in terms of walls, roads, steps, roadside ditches, sewage pipes, drains, etc., with construction methods unique to the Qhapaq Ñan while varying according to location and regional context. Many of these elements were standardized by the Inca State, which allowed for the control of equal conditions along the road network.

Criterion (vi): The Qhapaq Ñan played an essential role in the organization of space and society in a wide geographical area along the Andes, where the roads were used as a means to share cultural values with outstanding intangible significance. The Qhapaq Ñan continues today to provide communities with a sense of identity and to enable their cultural practices, cultural expressions and traditional skills to continue to be transmitted from generation to generation. Members of these communities base their own existence on an Andean cosmovision, which is unique in the World. This cosmovision applies to all aspects of everyday life. Today, Qhapaq Ñan is directly associated with the intangible values shared by the communities in the Andean World, such as traditional trade, ritual practices, and the use of ancient technology, among others, which are living traditions and beliefs essential to the cultural identity of the communities concerned. The Andean Road System continues to serve its original functions of integration,

communication, exchange and flow of goods and knowledge, and - despite the current modern trade and social changes - keeps its pertinence and importance throughout the centuries and its role as a cultural reference which contributes to reinforcing the identity within the Andean world.

Integrity

The series of sites inscribed as the best representation of the Qhapaq Ñan is exhaustive enough and illustrates the variety of typological, functional and communicative elements, which allow for a full understanding of its historic and contemporary role. The number of segments is adequate to communicate the key features of the heritage route, despite the fact that these are fragmented in individual site components, which represent the best preserved segments of the previously continuous road network.

For a number of site components the condition of integrity remains vulnerable and it is recommended that the States Parties develop criteria to define minimum intactness in relation to the different technological and architectural categories identified and the different geographical regions and levels of remoteness. According to these criteria, the condition of integrity should be monitored in the future to ensure that intactness can be guaranteed in the long term and that the site components remain free from threats which may reduce the condition of integrity.

To ensure that the distinct relations between different sites in terms of continuity despite their fragmentation can be well understood by future visitors, it is recommended that appropriate maps or a GIS system be developed which illustrates the functional and social relations between the different site components and highlights their role in the overall Qhapaq Ñan network.

Authenticity

The authenticity of the Qhapaq Ñan component sites is very high in that the characteristic features retain their form and design and the variety of specific well-preserved types of architectural and engineering achievements facilitate communication of the overall form and design of the network. The materials used are mainly stone and earth, with stone type varying from region to region, and repair and maintenance measures where necessary are undertaken in traditional techniques and material. These are predominantly driven by the local populations, who remain knowledgeable in traditional road management techniques and who are the key partners in maintaining the roadbed and associated features.

At sites which have been of specific archaeological or cultural interest professional stabilization and restoration techniques have been applied and implemented with great respect to the original materials and substance. On the road sections, local management systems govern decision-making processes, often with a large degree of community involvement and these have retained highest degrees of authenticity as reuse of the historic materials remains more efficient than the introduction of new materials.

The setting and visual surroundings of most of Qhapaq Ñan's components is very good and in many cases pristine. For several summit ceremonial sites, settings include horizon ranges of 360 degrees for many kilometres in all directions. The Qhapaq Ñan also passes through very beautiful landscapes, the beauty of which depends on fragile view sheds associated which need to be monitored to ensure that any modern developments in the landscape have as minimal visual impact as possible.

Several sites are difficult to access and their remoteness has over centuries preserved them in a very good condition. A majority of Qhapaq Ñan components is located in rural settings which fortunately left them free of noticeable modern intrusions. Associated intangible values and management practices remain very strong, especially in the most remote sections of the road network and contribute to the safeguarding of authentic management mechanisms. The information sources of spirit and feeling as well as atmosphere are very relevant as many of the communities have strong associations to the Qhapaq Ñan and continue to remain guardians of some of the ceremonial structures.

Protection and Management requirements

As a transnational serial property the Qhapaq Ñan covers the jurisdiction of six countries at national and local levels, including, in one instance, regulations of seven regional authorities. A number of international joint declarations and Statements of Commitment have been signed by the participating States Parties between 2010 and 2012 which highlight their agreement to protect the segments of the Qhapaq Ñan at the highest possible level. The protection put in place in light of these agreements follow the respective national heritage legislations and provide protection at the highest national level to all property components.

The States Parties have designed two overarching management frameworks, one for the candidature phase of the nomination and a second that will become operational once the inscription is achieved. The preparation phase was guided by a Paris-based international Coordination Committee while the overarching management framework following World Heritage inscription is guided by regional networks among the participating States Parties. The State Party of Peru committed to support the establishment of a technical coordination secretariat where information will be gathered and communicated to the experts in all Qhapaq Ñan states and where frequent meetings among the technical experts will be organized.

Within the national contexts management systems have been developed in cooperation with the local communities and include concerns of perpetuation of the living traditions associated with the Qhapaq Ñan. The majority of these are traditional management systems which have been in existence for centuries and have developed from the local community levels to more formalized agreements with the concerned governmental authorities. The importance of preserving the actual road trace in areas that are being cultivated by the communities should be highlighted as part of the management agreements.

Several local communities explicitly expressed their interest in tourism activities which they intend to be managed and driven at the community level. Limited presentation and interpretation facilities are at present available along the Qhapaq Ñan and local communities sharing their experiences and stories with visitors are a key basis of interpretation.

Some territories of the Qhapaq Ñan, Andean Road System are seismically active areas and especially the architectural structures seem to be endangered by earthquakes. Adequate risk protection schemes need to be developed to ensure safety of humans as well as cultural resources in the event of natural disasters.

An overall policy framework for the Qhapaq Ñan was created with the Management Strategy document undersigned at high level by the six States Parties on 29 November 2012. In addition to this multinational agreement management plans are intended to be developed at a regional level for each individual section of the road network. The management strategy framework illustrates the initial implementation of key management aspects, in particular the social and participation strategies intended to enable local communities to develop owner- and guardianship of the Qhapaq Ñan and its serial components. Further management and conservation plan components remain under development and should integrate adequate risk preparedness and disaster management as well as visitor management strategies.

4. Recommends that the States Parties give consideration to the following:

a) Finalizing the establishment of the international technical cooperation secretariat to ensure effective communication as well as the functionality of the overarching management framework in the future,

b) Establishing a monitoring system including specific indicators for monitoring exercises to ensure the regular documentation of the state of conservation of this extensive and often remote serial property; in this context in particular develop criteria to define minimum intactness in relation to the different technological and architectural categories identified and the different geographical regions and levels of remoteness to allow for adequate monitoring of the condition of integrity to ensure that intactness can be guaranteed in the long term,

c) Finalizing Management and Conservation Plans, including risk preparedness and disaster management strategies in earthquake prone regions, for each of the segments and submit the documents to the World Heritage Centre,

d) Submitting adequate maps illustrating the functional relations between different site components to complete the documentation of the Qhapaq Ñan to allow for better future management and monitoring under the World Heritage system, and consider making such maps available to visitors for better understanding of the role of individual site components in the overall heritage route,

e) Extending the buffer zone of Angualasto (AR-ANC-13/CS-2011) to include the nearby hills and the road structures,

f) Establishing a shared buffer zone or the archaeological sites of Molle (PE-XP-38/S-2011) and Huaycán de Cieneguilla (PE-XP-39/S-2011) to preserve the shared landscape features in the wider surroundings,

g) Formalizing the buffer zone currently discussed and agreed upon with the community at segment Pancca-Buena Vista-Chuquibambilla (PE-CD-06/CS-2011),

h) Connecting the separate segments of Cerro Jircancha – Cerro Torre (PE-HH-52/CS-2011) and Maraycalla – Inca Misana (PE-HH-53/CS-2011), which already share a common buffer zone by extending the property boundaries which are currently defined by management considerations to become one longer segment combing both smaller sections currently designated,

i) Reviewing the general concept of buffer zone designation as parallel strips alongside of road segments towards more dynamic buffer zone designations which take into account the features and view sheds of the surrounding landscape,

j) Conducting, in the meantime, comprehensive Heritage Impact Assessments (HIA) according to the ICOMOS Guidance provided for cultural World Heritage properties, for any significant development which would be visible from a property component, regardless of whether the development location is formally designated as a buffer zone to preserve the important landscape features around the Qhapaq Ñan road segments,

k) Identifying the attributes of each of the Qhapaq Ñan road segments that sustain the inclusion of criterion (vi) and the implications in terms of management of the property;

5. Requests the States Parties to submit, by **1 December 2015**, a report to the World Heritage Centre on progress made in the implementation of the abovementioned recommendations for examination by the World Heritage Committee at its 40th session in 2016;

6. Encourages the States Parties to call upon ICOMOS to provide detailed recommendations in relation to conservation and management of specific component parts.

Surface and coordinates of the property inscribed on the World Heritage List by the 38th session of the World Heritage Committee (Doha, 2014), in accordance with the *Operational Guidelines*

	Argentina / Bolivia / Chile / Colombia / Ecuador / Peru			
C 1459	*Qhapaq Ñan, Andean Road System*			
Serial ID No.	***Name***	***Property (ha)***	***Buffer zone (ha)***	***Centre point coordinates***
1459-001	*AR-QGE-01/C-2011 - Argentina*	*18.179*	*0.494*	*S23 22 30 W64 58 30*
1459-002	*AR-SRT-02/CS-2011*	*423.73*	*15.18*	*S24 27 10 W65 57 40*
1459-003	*AR-ACHC-03/CS-2011*	*165.04*	*16.25*	*S23 39 60 W66 0 0*
1459-004	*AR-PPG-05/CS-2011*	*51.61*	*3.51*	*S24 49 60 W66 9 0*
1459-005	*AR-LLU-07/CS-2011*	*14787.839*	*266.1*	*S24 42 60 W68 31 30*
1459-006	*AR-CAC-08/CS-2011*	*27.389*	*6.19*	*S27 10 48 W66 0 27*
1459-007	*AR-PA-09/CS-2011*	*379.48*	*40.75*	*S27 42 30 W66 0 0*
1459-008	*AR-LCLP-10/CS-2011*	*6477.28*	*225.3*	*S28 52 30 W67 56 30*
1459-009	*AR-ANC-13/CS-2011*	*374.08*	*15.63*	*S30 3 0 W69 10 30*
1459-010	*AR-LLL-16/CS-2011*	*106.91*	*9.74*	*S29 5 30 W69 20 30*
1459-011	*AR-CYSA-17/CS-2011*	*1216.969*	*24.03*	*S32 6 0 W69 21 60*
1459-012	*AR-RAN-18/CS-2011*	*43.768*	*7.7*	*S32 36 20 W69 28 10*
1459-013	*AR-TAM-19/CS-2011*	*9.552*	*1.65*	*S32 45 2 W69 34 58*
1459-014	*AR-PIN-20/CS-2011*	*32.49*	*2.51*	*S32 49 40 W69 54 40*
1459-015	*BO-DV-01/CS-2011 - Bolivia*	*132.207*	*9950.171*	*S16 33 30 W69 1 30*
1459-016	*BO-DV-02/CS-2011*	*523.036*	*52147.175*	*S16 33 30 W68 40 30*
1459-017	*BO-DV-03/CS-2011*	*134.558*	*6752.186*	*S16 37 60 W68 32 60*
1459-018	*BO-DV-04/CS-2011*	*18 290.892*	*100.71*	*S16 40 0 W68 25 30*
1459-019	*CH-PS-01/C-2009 - Chile*	*0.975057*	*19*	*S18 15 0 W69 35 30*
1459-020	*CH-SS-02/CS-2009*	*1.18758*	*18*	*S18 17 0 W69 35 30*
1459-021	*CH-SS-03/CS-2009*	*9.95442*	*70*	*S18 19 30 W69 35 30*
1459-022	*CH-SS-04/S-2009*	*14.8162*	*84*	*S18 21 20 W69 37 10*
1459-023	*CH-IN-05/CS-2009*	*2.34226*	*763*	*S22 6 0 W68 37 30*
1459-024	*CH-IN-06/CS-2009*	*0.181876*	*1107*	*S22 8 30 W68 38 0*
1459-025	*CH-LN-07/CS-2009*	*0.373969*	*1175*	*S22 10 0 W68 38 0*
1459-026	*CH-LN-08/CS-2009*	*0.0460228*	*1243*	*S22 13 0 W68 37 0*

1459-027	CH-LN-09/CS-2009	0.437862	943	S22 15 60 W68 38 0
1459-028	CH-CT-10/CS-2010	9.70666	12	S22 10 0 W68 17 60
1459-029	CH-TN-11/CS-2009	30.1994	31	S22 14 0 W68 16 30
1459-030	CH-CN-12/CS-2009	15.0803	17	S22 49 60 W68 13 30
1459-031	CH-CS-13/CS-2010	2.39562	34	S23 25 0 W67 59 30
1459-032	CH-CS-14/C-2010	1.23185	24	S23 26 0 W67 59 30
1459-033	CH-CS-15/CS-2010	0.972288	54	S23 27 60 W68 0 0
1459-034	CH-CS-16/CS-2010	1.46279	17	S23 32 30 W68 0 60
1459-035	CH-PN-17/CS-2010	1.00728	46	S23 34 30 W68 1 60
1459-036	CH-PN-18/CS-2010	1.68248	34	S23 38 60 W68 3 30
1459-037	CH-PR-19/C-2010	0.230055	15	S26 18 60 W69 35 60
1459-038	CH-PR-20/CS-2010	0.185771	14	S26 20 30 W69 36 30
1459-039	CH-PR-21/C-2010	0.205025	16	S26 22 0 W69 35 60
1459-040	CH-PR-22/C-2010	0.202024	15	S26 22 20 W69 35 60
1459-041	CH-PR-23/CS-2010	0.561417	17	S26 22 30 W69 37 30
1459-042	CH-RP-24/CS-2010	0.333154	7	S26 23 20 W69 38 50
1459-043	CH-RP-25/C-2010	0.334421	16	S26 24 30 W69 40 0
1459-044	CH-RP-26/S-2010	0.133614	11	S26 26 30 W69 41 30
1459-045	CH-RP-27/S-2010	0.0555229	13	S26 27 23 W69 42 23
1459-046	CH-RP-28/CS-2010	0.740164	18	S26 28 30 W69 43 30
1459-047	CH-RP-29/CS-2010	1.66363	36	S26 30 30 W69 45 0
1459-048	CH-RP-30/CS-2010	0.87628	18	S26 31 30 W69 45 60
1459-049	CH-RP-31/CS-2010	0.867521	20	S26 33 30 W69 47 30
1459-050	CH-RP-32/CS-2010	0.515437	20	S26 35 30 W69 48 60
1459-051	CH-PF-33/CS-2010	0.205999	21	S26 36 30 W69 49 60
1459-052	CH-PF-34/CS-2010	35.7465	91	S26 37 60 W69 51 30
1459-053	CO-RP-01-C-2011 - Colombia	0.002	0.114	W77 39 54 N0 48 55
1459-054	CO-RP-02-C-2011	0.044	1.296	N0 49 55 W77 33 19
1459-055	CO-RP-03-C-2011	0.065	1.150	N0 54 46 W77 34 4
1459-056	CO-RP-04-C-2011	0.426	4.891	N0 54 50 W77 33 10
1459-057	CO-RP-05-C-2011	0.540	7.883	N0 54 50 W77 27 50
1459-058	CO-RP-06-C-2011	0.444	10.318	N0 56 50 W77 27 50
1459-059	CO-RP-07-C-2011	2.885	35.349	N1 3 0 77 26 0
1459-060	CO-RP-08-C-2011	3.405	30.779	N1 4 30 W77 25 30
1459-061	CO-RP-09-C-2011	0.207	1.481	N1 8 18 W77 21 50
1459-062	EC-R-01/C-2011 - Ecuador	0.004	0.184	N0 48 55 W77 39 54
1459-063	EC-PTA-02/CS-2011	1.048	651.501	N0 46 0 W77 41 40
1459-064	EC-PTB-03/CS-2011	0.484	651.501	N0 45 40 W77 42 0
1459-065	EC-ME-04/CS-2011	0.810	6.302	N0 35 20 W77 44 20
1459-066	EC-LQ-05/C-2011	0.215	23.303	N0 30 20 W77 51 20
1459-067	EC-LC-06/C-2011	0.324	169.908	N0 32 50 W78 4 30
1459-068	EC-JC-07/CS-2011	0.919	1053.75	N0 35 10 W78 5 50
1459-069	EC-PC-08/CS-2011	0.303	617.757	N0 22 50 W78 4 60
1459-070	EC-CQ-09/CS-2011	1.346	2136.68	N0 6 0 W78 12 40
1459-071	EC-NP-10/CS-2011	0.667	168.612	S1 4 0 W78 36 30
1459-072	EC-AI-11/CS-2011	17.712	15632.3	S2 28 0 W78 51 60
1459-073	EC-PGPC-12/C-2011	1.698	15632.3	S2 24 0 W78 49 60
1459-074	EC-EH-13/CS-2011	0.210	3.512	S2 31 60 W78 55 50
1459-075	EC-CR-14/CS-2011	0.253	58.500	S2 45 33 W78 53 26
1459-076	EC-PL-15/CS-2011	0.225	2.799	S2 50 0 W78 56 30
1459-077	EC-LL-16/CS-2011	0.057	29389.3	S2 50 40 W79 9 20
1459-078	EC-MM-17/CS-2011	0.306	29389.3	S2 49 30 W79 12 30
1459-079	EC-PP-18/CS-2011	0.203	221.48	S2 45 0 W79 26 10
1459-080	EC-HH-19/C-2011	0.512	153.369	S2 43 0 W79 26 0

1459-081	EC-SASA-20/CS-2011	0.224	234.906	S2 54 40 W79 24 30
1459-082	EC-SS-21/CS-2011	0.043	0.807	S2 55 12 W79 26 13
1459-083	EC-BP-22/C-2011	3.151	13481	S2 41 30 W79 33 60
1459-084	EC-CT-23/CS-2011	1.821	560.229	S3 35 30 W79 12 30
1459-085	EC-OL-24/CS-2011	0.355	171.001	S3 38 50 W79 12 20
1459-086	EC-CV-25/CS-2011	0.839	973.064	S3 44 30 W79 15 0
1459-087	EC-QS-26/CS-2011	2.940	14959.3	S4 21 30 W79 22 30
1459-088	EC-JP-27/CS-2011	14959.3	0.612	S4 38 30 W79 15 58.21
1459-089	EC-SL-28/CS-2011	4.698	3787.84	S4 31 30 W79 16 6.17
1459-090	PE-PH-01/CS-2011 - Peru	8.24	205.327	S13 31 0 W71 58 30
1459-091	PE-CD-02/CS-2011	2.81	4546.334	S13 36 0 W71 44 0
1459-092	PE-CD-03/C-2011	1.36	6.758	S13 33 7 98 W71 30 0
1459-093	PE-CD-04/CS-2011	3.65	1237.808	S14 10 5 30 W71 22 50
1459-094	PE-CD-05/CS-2011	0.86	16.606	S14 28 40 W 71 0 40
1459-095	PE-CD-06/C-2011	11.24	54.126	S14 40 0 W70 46 10
1459-096	PE-CD-07/C-2011	1.816	85.551	S15 0 0 W70 25 30
1459-097	PE-CD-08/C-2011	13.69	4667.481	S15 7 60 W70 17 60
1459-098	PE-CD-09/CS-2011	10.24	45.207	S15 46 0 W70 3 60
1459-099	PE-CD-10/C-2011	1.25	6.184	S15 52 20 W70 0 50
1459-100	PE-CD-11/C-2011	1.78	8.635	S15 52 50 W69 57 30
1459-101	PE-CD-12/C-2011	2.34	11.435	S16 12 30 W69 25 30
1459-102	PE-CD-13/C-2011	2.74	13.316	S16 17 1 W69 17 20
1459-103	PE-CD-14/C-2011	4.64	22.502	S16 26 50 W69 9 0
1459-104	PE-CD-15/C-2011	2.25	11.016	S16 26 50 W69 9 0
1459-105	PE-OL-16/CS-2011	1.20	338.993	S16 13 42.01 W72 5 22 30
1459-106	PE-OL-17/C-2011	0.35	3761.801	S13 16 0 W72 1 60
1459-107	PE-OL-18/CS-2011	0.94	3761.801	S13 1 30 W72 1 60
1459-108	PE-OL-19/CS-2011	10.29	3761.801	S12 55 60 W72 0 0
1459-109	PE-OL-20/CS-2011	0.98	2 344.892	S12 49 60 W71 58 30
1459-110	PE-OL-21/CS-2011	7.04	3075.416	S12 43 60 W72 1 60
1459-111	PE-VCH-22/CS-2011	7.05	514025.937	S13 11 60 W72 54 0
1459-112	PE-VCH-23/CS-2011	0.64	514025.937	S13 11 60 W72 54 0
1459-113	PE-VCH-24/CS-2011	1.18	514025.937	S13 15 0 W72 53 30
1459-114	PE-VCH-25/CS-2011	2.09	514 025.937	S13 17 30 W72 53 30
1459-115	PE-VCH-26/CS-2011	54	514025.937	S13 22 0 W72 54 0
1459-116	PE-PQ-27/C-2011	0.01	1.176	S14 22 53 W71 29 3
1459-117	PE-XP-28/CS-2011	0.01	1.176	S11 51 40 W75 33 50
1459-118	PE-XP-29/CS-2011	1.39	52.641	S11 53 30 W75 44 30
1459-119	PE-XP-30/CS-2011	159.09	3530.268	S12 2 0 W75 58 0
1459-120	PE-XP-31/S-2011	55.12	3530.268	S12 4 30 W76 0 40

1459-121	PE-XP-32/C-2011		3.26	2031.926	S12 8 20 W76 13 30
1459-122	PE-XP-33/CS-2011		41.66	279.709	S12 4 30 W16 31 0
1459-123	PE-XP-34/C-2011		3.03	103.511	S12 1 30 W76 40 0
1459-124	PE-XP-35/S-2011		3.22	6.238	S12 1 30 W76 40 30
1459-125	PE-XP-36/S-2011		89.16	--	S12 2 0 W76 42 0
1459-126	PE-XP-37/C-2011		1.79	67.339	S12 2 30 W76 43 20
1459-127	PE-XP-38/S-2011		10.26	--	S12 4 50 W76 46 30
1459-128	PE-XP-39/S-2011		32.81	--	S12 4 60 W76 45 60
1459-129	PE-XP-40/CS-2011		460.31	1829.260	S12 14 60 W76 54 0
1459-130	PE-HH-41/CS-2011		796.32	4856.440	S9 52 0 W76 49 60
1459-131	PE-HH-42/CS-2011		10.57	504.010	S9 51 30 W76 51 10
1459-132	PE-HH-43/CS-2011		4.23	508.013	S9 46 40 W76 53 20
1459-133	PE-HH-44/CS-2011		24.27	1743.418	S9 41 0 W76 55 10
1459-134	PE-HH-45/CS-2011		32.96	1743.418	S9 37 60 W76 57 0
1459-135	PE-HH-46/CS-2011		13.29	281.808	S9 33 0 W76 59 0
1459-136	PE-HH-47/CS-2011		4.47	85.039	S9 30 30 W77 1 30
1459-137	PE-HH-48/CS-2011		3.45	157.621	S9 29 30 W77 1 60
1459-138	PE-HH-49/CS-2011		10.50	4262.694	S9 27 30 W77 4 30
1459-139	PE-HH-50/C-2011		2.77	4262.694	S9 25 30 W77 5 60
1459-140	PE-HH-51/CS-2011		6.43	1516.547	S9 16 0 W77 9 30
1459-141	PE-HH-52/CS-2011		19.99	528.729	S9 7 0 W77 12 30
1459-142	PE-HH-53/CS-2011		14.05	528.729	S9 4 30 W77 14 30
1459-143	PE-HH-54/C-2011		4.94	275.690	S8 54 0 W77 19 60
1459-144	PE-HH-55/C-2011		6.15	216.446	S8 50 60 W77 22 30
1459-145	PE-HH-56/CS-2011		15.45	486.691	S8 48 0 W77 26 0
1459-146	PE-HH-57/CS-2011		15.25	387.392	S8 23 30 W77 46 30
1459-147	PE-HH-58/CS-2011		4.41	246.522	S8 20 0 W77 48 60
1459-148	PE-HH-59/CS-2011		3.98	1266.603	S7 56 30 W78 0 60
1459-149	PE-ALP-60/CS-2011		37.22	1502.790	S4 42 20 W79 34 30
		TOTAL	**60 383.39**	**2 840 816**	

Brief Description in English

This site is an extensive Inca communication, trade and defence network of roads covering 30,000 km. Constructed by the Incas over several centuries and partly based on pre-Inca infrastructure, this extraordinary network through one of the world's most extreme geographical terrains linked the snow-capped peaks of the Andes – at an altitude of more than 6,000 m – to the coast, running through hot rainforests, fertile valleys and absolute deserts. It reached its maximum expansion in the 15th century, when it spread across the length and breadth of the Andes. The Qhapac Ñan, Andean Road System includes 273 component sites spread over more than 6,000 km that were selected to highlight the social, political, architectural and engineering achievements of the network, along with its associated infrastructure for trade, accommodation and storage, as well as sites of religious significance.

Brief Description in French

Ce grand réseau de routes de communication, de commerce et de défense parcourt plus de 30 000 km. Construit par les Incas sur plusieurs siècles et en partie basé sur une infrastructure préinca, ce réseau extraordinaire traversant l'un des terrains géographiques les plus difficiles du monde relie les sommets enneigés des Andes (à plus de 6 000 m) à la côte en passant par des forêts tropicales humides, des vallées fertiles et des déserts. Le Qhapac Ñan qui a atteint son extension maximale au XVe siècle s'étendait sur toute la longueur et la largeur des Andes. Le bien comprend 273 sites individuels s'étendant sur plus de 6 000 km. Ils ont été choisis pour illustrer les réalisations architecturales, techniques, politiques, sociales du réseau ainsi que son infrastructure associée,

destinée au commerce, à l'hébergement et au stockage des marchandises, et des sites d'importance religieuse.