

# Study on the Protection of Sites of “Maritime Silk Road” in Haikou from the Perspective of World Cultural Heritage

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**Abstract** The sites of Maritime Silk Road in Haikou City are composed of sites of navigation and trade, religious temples and stone monuments, urban construction and coastal defense scattered on the south bank of the Qiongzhou Strait. They played a key role in the formation and shaping of the settlements in Haikou City, recorded the process of intercommunication and integration between Chinese civilization and other regional cultures, and witnessed the germination, flourishing and inheritance of Haikou’s unique marine culture. The mixture of points, lines and planes blends with the urban area and coastline of Haikou City in spatial distribution. In this paper, from the perspective of world cultural heritage, some suggestions for the protection planning of sites of Maritime Silk Road in Haikou City were proposed based on the analysis of historical and geographical background, comparison of domestic and foreign similar sites, and evaluation of cultural heritage value.

**Keywords** Maritime Silk Road, World cultural heritage, Heritage value, Protection planning

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World cultural heritage is the essence of a cultural subject’s unique spiritual value, creative ability, way of thinking and cultural characteristics. In the process of rapid globalization and urbanization, the focus of world cultural heritage has gradually shifted to how to deal with the relationship between preservation and inheritance. As a type of world heritage, cultural routes record the multi-dimensional exchange process of trade, ideas, knowledge and values between cultural subjects in different historical periods, and promote the cultural integration process of different subjects in time and space. Cultural routes are reflected in the material and intangible forms of cultural heritage, and are important contents to record the development and exchange of human civilization, as well as the historical embodiment of the “community of human destiny”. According to the types of heritage environment, domestic cultural routes are mainly divided into three categories, including ancient routes of land transportation, trade or culture (such as Guizhou Post Road, Land Silk Road, Tea Horse Ancient Road, Middle East Railway, Jiangsu and other cultural routes<sup>[1-3]</sup>), artificial rivers or natural river basins (such as Beijing-Hangzhou Grand Canal, Hanjiang River basin and other cultural routes<sup>[4]</sup>), and maritime traffic or trade routes (such as Maritime Silk Road<sup>[5-7]</sup>). According to the classification of heritage research content, domestic research on “cultural routes” mainly focuses on the connotation and trend<sup>[8-10]</sup>, protection<sup>[11]</sup>, tourism development<sup>[4, 11-12]</sup> and value assessment of cultural routes<sup>[3]</sup>, as well as comparison of domestic and foreign heritage<sup>[13]</sup>. Among them, the research on the value assessment of

cultural routes has gradually received attention, but the existing results focus on the evaluation system for the purpose of “evaluation” and the evaluation of the results of conservation implementation, and few related studies have evaluated the value of cultural routes from the perspective of world cultural heritage and put forward suggestions for the protection plan.

The Maritime Silk Road refers to the sea and land communication channel through the South China Sea and the Strait of Malacca, and then to the Indian Ocean, the Persian Gulf, the Red Sea and other places<sup>[14]</sup>. It was formed in the Qin and Han Dynasty, developed in the Three Kingdoms, Sui and Tang Dynasty, prospered in the Tang and Song Dynasty, and transformed into the Ming and Qing Dynasty, so it is the oldest known sea route<sup>[15]</sup>. The Maritime Silk Road has strengthened cultural exchanges among neighboring countries and accelerated the process of Chinese culture entering the world. A large amount of historical and cultural heritage exists along the Maritime Silk Road, and is a witness to the exchanges between Chinese and foreign civilizations and an embodiment of the cultural spirit of the Maritime Silk Road. At present, under the promotion of the State Administration of Cultural Heritage, nine cities such as Nanjing, Guangzhou and Quanzhou have participated in the plan for the world cultural heritage application of the Maritime Silk Road. Haikou City, as a transfer station of the Maritime Silk Road in ancient times, played an irreplaceable role in the transfer, supply and shelter of maritime ships. However, its historical role is little known, and the sites of Maritime Silk Road in Haikou has also been omitted from

the “plan of world heritage application”. At the same time, at the level of academic research, the research on the sites of Maritime Silk Road in Haikou is still blank, and the cultural value of sites of the Maritime Silk Road in Haikou has not been fully explored. Therefore, from the perspective of world cultural heritage protection, the value of sites of Maritime Silk Road in Haikou City was evaluated, and the new direction of protection and planning of cultural routes was discussed.

## 1 Analysis of world cultural heritage protection vision

World cultural heritage is the embodiment of the sustainability and creativity of human civilization, and is also the cultural foundation of a community with a shared future for mankind. According to the definition of United Nations Educational, Scientific and Cultural Organization (UNESCO), world cultural heritage is a collection of cultural relics, monuments, buildings and sites with “outstanding universal value”, in which intangible cultural heritage, cultural routes, cultural landscapes and other contents have been gradually incorporated in the long-term practice of heritage protection. World cultural Heritage is no longer a concept of geospatial entities, but has gradually expanded into an organic system closely connected with human culture, natural environment and social economy. As a special form of cultural heritage, cultural routes are built on the long-term human exchange activities, and promote the cultural reciprocity around the routes in the interaction of historical exchanges. Its connotation is reflected in the material and non-material elements of the areas

along cultural routes. Xie Ninggao, professor of the World Heritage Research Center of Peking University, believes that the essence of the World Cultural Heritage Convention is to maintain the authenticity and integrity of cultural heritage. The authenticity and integrity of cultural heritage is not only the benchmark for evaluating the value of cultural heritage, but also the basic principle that must be observed in the protection of heritage. Therefore, the protection of heritage along cultural routes should be based on the combination of material and intangible cultural elements to maintain the authenticity

and integrity of heritage. The study is to evaluate and discuss the sites of Maritime Silk Road in Haikou City, and further put forward suggestions for the protection plan.

## 2 Value of sites of Maritime Silk Road in Haikou from the perspective of world cultural heritage

### 2.1 History and current situation of sites of Maritime Silk Road in Haikou City

Marine culture is essentially the product

of civilization under the interaction between human beings and the ocean. Haikou, located on the south bank of the Qiongzhou Strait, has historically been an important maritime transfer hub connecting China's inland and Southeast Asia. Relying on marine fishing and hunting and trade, Haikou has formed distinctive marine culture. Haikou's entry into the "Maritime Silk Road" can be traced back to the Han Dynasty, and the record of "Lilou Port" in *Qiongtai Annals* is a strong proof<sup>[6]</sup>. "Baisalv Dock" was established in the Song Dynasty, and Haikou's important position in the Maritime Silk Road in

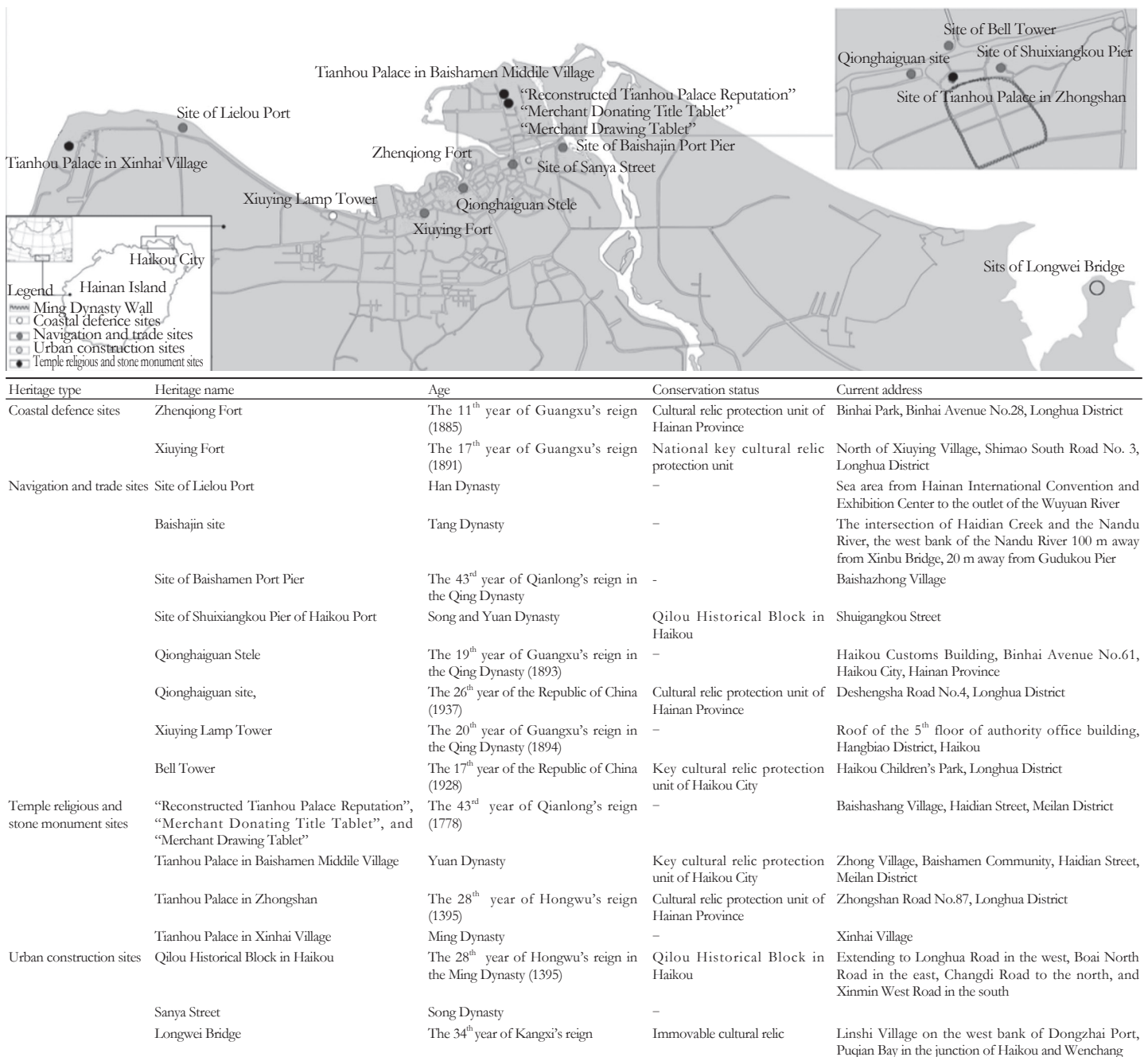


Fig.1 Historic heritage of "Maritime Silk Road" in Haikou (2019)

history has been recognized, and “Qiongzhou Baishajin, a gathering place of Tibetan ships” is also a description of the prosperous maritime trade exchanges in Baishajin<sup>[17]</sup>. The development of Haikou’s marine culture has left a number of sites of Maritime Silk Road with Marine culture as the core, including navigation and commerce, religious temples and urban construction. Through the historical and geographical background research and historical clues screening of Maritime Silk Road in Haikou, a total of 17 sites of Maritime Silk Road have been sorted out. Among them, there are 8 maritime trade sites, 2 coastal defense sites, 4 temple religious and stone monument sites, and 3 urban construction sites (Fig.1).

## 2.2 Comparison between various types of sites of Maritime Silk Road in Haikou

The heritage value of sites of Maritime Silk Road in Haikou can be assessed according to the standards of world heritage on the basis of comparison with similar world heritage sites and the sites of Maritime Silk Road in other historic cities in the Preparatory List of World Heritage.

**2.2.1** Comparison with similar world heritage sites. As of February 2020, there are three port urban heritage sites related to maritime trade routes among the 1,121 world heritage sites in the UNESCO World Heritage List, including Historic Quarter of the Seaport City of Valparaíso, Port, Fortresses and Group of Monuments, Cartagena, and Coro and its Port (Table 1).

From the perspective of age, the sites of Maritime Silk Road in Haikou have a longer time in its formation and prosperity. From the perspective of shipping routes, the trade of the three world cultural heritage sites starts from Europe and America, and the Maritime Silk Road is the only maritime trade route starting from Asia, representing the early practice of Asian maritime civilization. From the perspective of the relationship between heritage and cities, the spatial morphology of Port, Fortresses and Group of Monuments, Cartagena is characterized by the embedding of planar heritage into the planar urban area. Haikou is the only

city where the sites of Maritime Silk Road are integrated into the planar urban area, and has more diversified heritage forms in space.

**2.2.2** Comparison with the sites of Maritime Silk Road in famous historic cities in the Preparatory List of World Heritage. As of February 2020, in the the *Notice on Updating the Preliminary List of World Cultural Heritage in China* issued by the State Administration of Cultural Heritage, a total of 9 famous historical and cultural cities related to the Maritime Silk Road have joined the plan for the world cultural heritage application (Table 2, Fig.2).

Compared with these nine famous port cities, the features of sites of Maritime Silk Road in Haikou are as follows. Seen from geographical location, Haikou is the only famous port city of the Maritime Silk Road in Hainan Island which faces a large part of China’s land across the sea. Seen from the status of ports in the Maritime Silk Road, Haikou is the only port city in the Maritime Silk Road as a transfer port. Its port transfer function heritage form is different from the inland port of departure, and it has unique historical and cultural value connotation. From the perspective of spatial relationship between heritage, cities and coastlines, the sites of Maritime Silk Road in Haikou are distributed in both urban areas and coastal areas, while the sites of Maritime Silk Road in other historical and cultural cities are mostly distributed along urban inland rivers. In terms of the types of sites, Haikou is the only famous historical and cultural city of Maritime Silk Road with lighthouse and bell tower sites, and played an important role in navigation course guidance and navigation timing in history.

## 2.3 Value assessment of sites of “Maritime Silk Road” in Haikou

As a special type of heritage, the biggest feature of sites of “Maritime Silk Road” in Haikou is that they have witnessed the development process of Haikou settlement and marine trade, recorded the characteristic marine and religious culture in Haikou, and integrated with the city and coastline in spatial distribution.

According to the six criteria for the recognition of world cultural heritage sites in the *Operational Guidelines for the Implementation of the Convention on the Protection of World Heritage* of UNESCO, the sites of Maritime Silk Road in Haikou meet five of the criteria.

The first criterion is “a masterpiece of wisdom created on behalf of mankind”. The sites of Maritime Silk Road in Haikou involve the spatial layout of ancient settlements of marine culture, among which Tianhou Palace and numerous carved stone tablets demonstrate the profound attainments of Hainan’s marine culture, involving architectural design, fine arts, calligraphy and other fields.

The second criterion is “showing the exchange of different human values in the development of architecture or technology, memorial art, town planning or landscape design over a period of time or within a cultural area”.

The arcade building built in Haikou Mingsuo City in 1849 is a localized expression of ancient Greek architecture and Southeast Asian architecture, and the integration of architectural forms and styles is a record of trade and exchange along the Maritime Silk Road<sup>[18]</sup>.

The third criterion is “a unique or at least special witness to a cultural tradition or a living or lost civilization.” The three sites of Tianhou Palace bear witness to the belief in Mazu with distinctive marine cultural characteristics. Mazu was respected as the “goddess of sea protection” by fishermen and maritime merchants, and originated in Fujian in the Song Dynasty. The belief has been continued to this day, and its influence penetrated into Southeast Asia, South Asia and other places along the Maritime Silk Road.

The fifth criterion is “an outstanding example of traditional human settlement, land use or marine exploitation, representing a culture (or cultures) or human interaction with the environment, and it is particularly vulnerable to the effects of irreversible change”. The sites of Maritime Silk Road in Haikou fully embodies the interaction between human beings and the

**Table1 Comparison between the sites of Maritime Silk Road” in Haikou and similar world heritage sites**

Site	Location	Year of entry	First construction period of port	Rise period	Maritime route	Port status	Relationship between heritage and cities
Historic Quarter of the Seaport City of Valparaíso	Santiago, Chile	2003	1536	Late 19 <sup>th</sup> century	South American Pacific Ocean line	Transfer port	Planar heritage is embedded in the planar urban area
Port, Fortresses and Group of Monuments, Cartagena	Bolivar, Columbia	1984	1533	16 <sup>th</sup> century	West India route	Transfer port and military stronghold	Planar heritage is embedded in the planar urban area
Coro and its Port	Falcon State, Venezuela	1993	Late 17 <sup>th</sup> century	18 <sup>th</sup> century	-	Port of departure	Planar heritage is embedded in the planar urban area
Sites of Maritime Silk Road in Haikou	Hainan Province, China	Not selected	2 <sup>nd</sup> century BC-3 <sup>rd</sup> century AD	12 <sup>th</sup> century	Maritime Silk Road	Transfer port and military stronghold	Point and planar heritage is embedded in the planar urban area

sea. The prosperous replacement of Baishamen, Baishajin and Haikou Port witnessed the formation and development of three important settlements in Baishamen Village, Haitian Village and Mingsuocheng Haikou (Haikoupu), as well as the formation and evolution of land and coastline.

The sixth criterion is “directly or substantially related to events, living traditions, ideas, beliefs, or literary and artistic works with great significance”. The Xiuying Fort and Zhenhai Fort in coastal defence sites bear witness to the history of China’s army and people’s heroic resistance to the invasion of foreign powers during the Anglo-French War in 1883, which is the embodiment of the national spirit of self-improvement of the Chinese nation.

To sum up, the sites of Maritime Silk Road in Haikou has a high heritage value, which fully reflects the characteristics of “intangible elements” merging with “tangible elements” in the connotation of “cultural routes”, among which “tangible elements” are related to coastal defense sites, navigation and trade sites, temples, religion and stone monument sites, and urban construction sites. The “intangible elements” involved the cultural phenomena of the cities along the Maritime Silk Road, such as architectural styles, Mazu rituals and festivals, and witnessed the dynamic migration and multi-dimensional dialogue of different cultural subjects for the purpose of trade.

### 3 Suggestions for the protection and planning of sites of Maritime Silk Road in Haikou

Heritage conservation planning plays a vital role in heritage conservation. The suggestions for the protection and planning of sites of Maritime Silk Road in Haikou as a historical and cultural city are mainly proposed on the basis of the protection plan of Haikou and related plans.

#### 3.1 Analysis of current protection plan of heritage in Haikou

In 2007, Haikou City was recognized as a national historical and cultural city. In order to strengthen the management of Haikou as a famous historical and cultural city, it has compiled the *Protection Plan of Haikou as a Famous Historical and Cultural City (2006–2020)*. Its planning principle is “to protect the historical real carrier, protect the historical environment, and make reasonable and sustainable use of it”. Five parts should be protected, including municipal historical and cultural environment, historical urban area, historical and cultural blocks, cultural relics and historic sites, and intangible cultural

heritage, and the historical features and patterns of “one park, two lakes, two districts and four zones” are mainly protected. There are 17 sites of Maritime Silk Road in Haikou in various forms, and they are scattered in different areas. At present, the current protection plan only involves some scattered sites of Maritime Silk Road in Haikou, and Haikou City has no special protection plan for the sites of Maritime Silk Road in Haikou.

Seen from the protection of sites of Maritime Silk Road in Haikou, the current relevant protection plan of heritage in Haikou City still has the following deficiencies:

(1) There are systematic and normative deficiencies in the assessment and protection of cultural routes. Haikou City is a national historical and cultural city, and heritage protection has been paid more attention in urban and rural planning. On the whole, the value understanding degree, evaluation standard degree and system protection degree of cultural routes in the heritage protection work of Haikou need to be further improved. For example, the sites of Maritime Silk Road in Haikou are an important part of regional cultural routes, and their important cultural value has not fully implemented as a systematic subject in the protection plan of relevant heritage.

(2) There is a lack of effective integration between the protection of cultural routes and the surrounding built environment. The protection scope of the historic urban area has been delimited in the Protection Plan of Haikou as a Famous Historical and Cultural City (2006–2020), and the focus of the protection plan of the famous city is mainly concentrated in the historical urban area. However, the distribution of sites of Maritime Silk Road in Haikou has three forms of points, lines and planes, and they are scattered in a ribbon around the coastal coastline on the west side of the Qiongzhou Strait. The protection objectives and control scope of sites of Maritime Silk Road outside the historic urban area are not clear. For instance, the planned core area of the Qilou block does not include four important cultural relics (site of Bell Tower, site of Shuixiangkou Pier, Qionghaiguan site, and site of Tianhou Palace in Zhongshan). At the same time, due to the contradiction between urban and rural development and the protection of cultural routes, the current relevant planning fails to dynamically resolve the contradiction through short-term, medium-term and long-term planning, and the land around the sites of Maritime Silk Road lacks dynamic overall planning.

(3) Insufficient attention is paid to the

authenticity and integrity of cultural routes. Although the principle of “protecting the true carrier of history” is mentioned in the Protection Plan of Haikou as a Famous Historical and Cultural City (2006–2020), the authenticity and integrity of cultural routes is not fully reflected in the implementation of the plan, and the protection and inheritance of the intangible cultural heritage of Maritime Silk Road in Haikou is ignored.

(4) There is a lack of public participation in the protection and implementation of cultural routes. In the current planning and protection system of Haikou, there is a lack of public participation channels that can not only maintain the integrity and inheritance value of cultural heritage, but also stimulate the vitality of the city. The process of public participation only relies on traditional top-down approaches such as publicity and education, and the public’s awareness of sites of Maritime Silk Road is still low.

#### 3.2 Exploration of protection and planning of sites of Maritime Silk Road in Haikou

On the basis of the current heritage protection plan and situation, combined with the relevant laws and regulations on cultural heritage protection, the following suggestions for the protection and planning of sites of Maritime Silk Road in Haikou are put forward.

(1) Paying attention to the overall protection of cultural routes, and raising the protection work to the legislative level. Presently, according to relevant laws and policies of cultural relics protection, the protection system of cultural heritage follows the three-level protection level of “historical and cultural city-historical and cultural block-historical and cultural village (town)”. However, for the trans-regional and large-scale heritage corridors and cultural routes, there are still institutional gaps in the protection work. During the research and investigation of sites of Maritime Silk Road in Haikou, it was found that due to the scattered spatial distribution and large regional span of the sites, the spatial development of surrounding towns lacks the guidance of relevant laws and policies, resulting in irreversible damage to the authenticity and integrity of some sites. The sites are faced with such problems as insufficient funds and imperfect repair techniques. The sites of Maritime Silk Road in Haikou embody the historical and cultural information of thousands of years, and still maintains a high degree of authenticity and integrity. Once the historical landscape is irreversibly damaged, its

rich historical value will be permanently lost. Therefore, at the municipal level, it is necessary to establish the management agency for the sites of Maritime Silk Road to protect the cultural heritage as a whole, improve relevant laws and regulations, formulate appropriate

local protection policies, make full use of the mandatory and binding nature of laws and regulations, and establish a sound protection system for the sites of Maritime Silk Road in Haikou.

(2) Formulating a special plan for heritage

protection and establishing a hierarchical and classified control system. In order to strengthen the planning and control role of sites of Maritime Silk Road in Haikou and guide the protection and management of cultural heritage, it is suggested to prepare the protection plan of

**Table 2 Comparison between the sites of "Maritime Silk Road" in Haikou and other famous historical and cultural cities**

City	Batch	Geographical location	Status in the Maritime Silk Road	Prosperous period	Heritage site	Quantity of heritage sites	Spatial distribution characteristics
Haikou	Supplement	Lower reaches of the Nandu River, and the north of Hainan Island	Transfer port	Southern Song Dynasty	Coastal defence sites Navigation and trade sites Temple religious and stone monument sites Urban construction sites	Zhenqiong Fort, and Xiuying Fort Site of Lielou Port, Baishajin site, site of Baishamen Port Pier, site of Shuixiangkou Pier of Haikou Port, Qionghaiguan Stele, Qionghaiguan site, Xiuying Lamp Tower, and Bell Tower "Reconstructed Tianhou Palace Reputation", "Merchant Donating Title Tablet", "Merchant Drawing Tablet", Tianhou Palace in Baishamen Middle Village, Tianhou Palace in Zhongshan, and Tianhou Palace in Xinhai Village Qilou Historical Block in Haikou, Sanya Street, and Longwei Bridge	20 Being mainly concentrated in the urban area and distributed along the coastline today
Quanzhou	First batch	Estuary of the Luoyang River, bordering the South China Sea in the east	Port of departure	After the Song Dynasty	Navigation and trade sites Multicultural historical sites Urban construction sites	Wanshou Tower, Liusheng Tower, Shihu Pier, Jiangkou Pier, Zhenwu Temple, Tianhou Palace, Jiurishan Qifeng Stone Carving, and Magnetic stove kiln system Jinjiaoyishan kiln site Laojun rock statue, Kaiyuan Temple, tomb of the three sages and four sages of Islam, Qingjing Temple, and Cao'an Mani light buddha statue Dejimen site, and Luoyang Bridge	15 Being slightly concentrated in the urban area, and distributed along Quanzhou Bay, the Jinjiang River, and the Luoyang River
Guangzhou	First batch	Estuary of the Pearl River, and the southeast coast	Port of departure	After the Tang Dynasty	Site of Qin Dynasty Shipbuilding Factory, Liurong Temple, Guangta Temple, Huaisheng Temple, Xilai First Site, Shisanhang, Canton fair, ancient tomb of halal sages, Nanhai Temple, ancient port of Huangpu Village, Zhenhai Tower, Lotus Pagoda and ancient quarry, Huaiyuanyi ruins, Xicun kiln site, Shabian kiln site, Haopan Mosque, Yuehaiguan Building, Shamian Building Group, Shengxin Cathedral, etc.	21	Being concentrated in the urban area, less obviously distributed along the coastline
Yangzhou	First batch	Lower reaches of the Yangtze River, and the southeast coast	Port of departure	Tang Dynasty	Daming Temple, Xianhe Temple and Puhading Tomb, Yangzhou City Ruins, Cui Zhiyuan Memorial Hall	4	Being concentrated in the urban area, less obviously distributed along the coastline
Nanjing	First batch	Lower reaches of the Yangtze River	Port of departure	Three Kingdoms, Jin Dynasty, Northern and Southern Dynasty, and Ming Dynasty	Ruins of the capitals of six dynasties, ruins of Taoist Temple, ruins of the capital of Ming Dynasty, Jinghai Temple, Tianfei Palace, ruins of Longjiangbao Shipyard, Zhenghe Cemetery, tomb of the King of Boni, Jingjue Temple, former site of Zheng He's Mansion, Hongbao Tomb, and ruins of Dabao'en Temple	12	Being mainly concentrated in the urban area, and partly distributed along the Yangtze River and Qinhuai River
Ningbo	Second batch	Lower reaches of the Yangtze River	Port of departure	Song and Yuan Dynasty	Yongfengku site, Yupumen Pier site, Mingzhoucheng remains (Drum Tower, Tianning Temple Tower, and Heyimen Wengcheng site), Tashan Weir, Baoguo Temple, Tiantong Temple, Temple of King Asoka, Qing'an Hall, Tianyi Pavilion, and Zhenhaikou coastal defense site	10	Being partly concentrated in the intersection of the Yuyao River and Yongjiang River in the urban area
Fuzhou	Second batch	Lower reaches of the Minjiang River, and the southeast coast	Port of departure	Tang Dynasty	Drum Tower Enci Langya County's King Dezheng Monument (Min King Temple), Mawei Dragon Bridge, Dongqi Pier, Cangshan Hua'an kiln site and ancient pier, Changle Dengwendao Pier, Shengshou Pagoda, and monument of the heavenly concubine's spirit	6	Being mostly dispersed in the suburbs, and obviously distributed in the coastal coastline, Wulong River and Minjiang River
Zhangzhou	Second batch	Lower reaches of the Julong River, and the southeast coast	Port of departure	Ming Dynasty	Site of Longhaiyue Port, Pingping Nansheng kiln site, and Hua'an Dongxi kiln site	3	Being mostly dispersed in the suburbs, and less obviously distributed in the coastal coastline
Beihai	Supplement	Southeast coast	Port of departure	Han yastory	Hepu Han Tomb Group, Dalang Hancheng site, and Caoxie Village Hancheng site	3	Being dispersed in the suburbs, and less obviously distributed in the coastal coastline
Penglai	Supplement	Northeast coast	Port of departure	Sui and Tang Dynasty	Site of the Bauhinia Mountain, Dengzhou Port, four ancient ships and relics	3	Being concentrated in the urban area, and less obviously distributed in the coastal coastline

sites of Maritime Silk Road from the municipal level, and the planning strategy should follow the gradual and strict hierarchical protection strategy of “feature area-buffer area-core area” to strengthen the bottom-line control role of heritage protection (Fig.3). In the core area, the

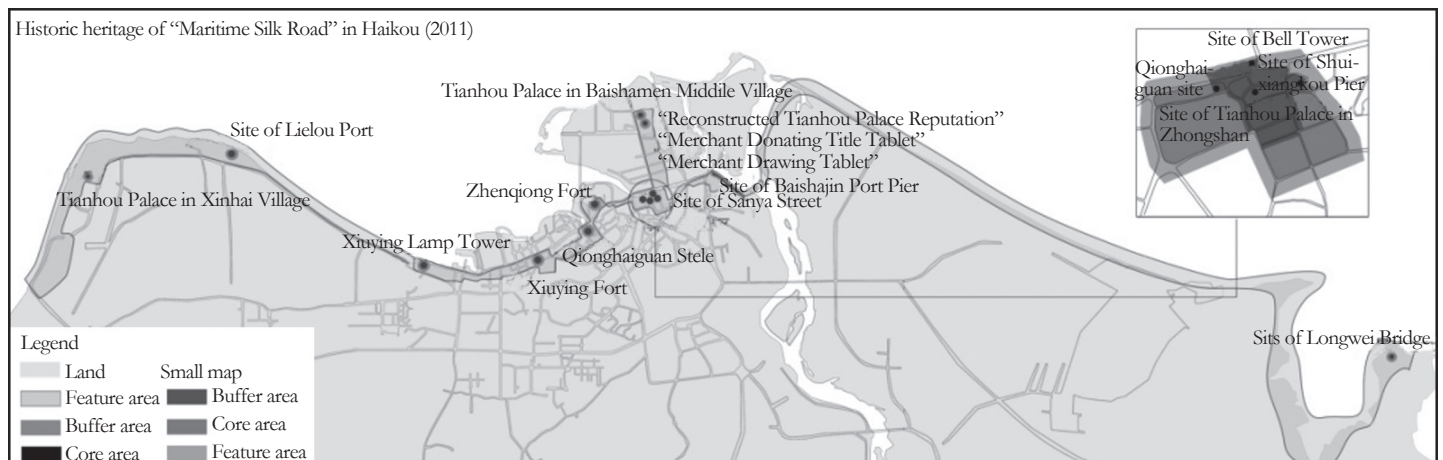
ancient buildings, inscriptions, streets, coastlines and the environment should be strictly protected from damage. Construction activities within the core area shall repair, arrange and micro-transform existing buildings and structures under the guidance of professional personnel.

In the buffer zone, the architectural form and color should be determined according to the cultural relics units in the core area of sites of Maritime Silk Road. The buildings and structures in conflict with the traditional style can be demolished, renovated and preserved according to the intensity of visual conflict, so as to achieve the coordination of historical style. In the waterfront area, the public space of Baishajin site, Qilou Historical Block, site of Lielou Port, and Tianhou Palace in Xinhai Village can be appropriately increased to revitalize historical and cultural heritage. In the environmental coordination zone, reconstructed, expanded and new buildings should ensure the visual continuity of the historical urban features without destroying the coordination of historical features.

Strengthening the public participation process and consolidating the recognition of cultural values. Because of historical reasons and lack of system, the process of public participation in the protection of cultural heritage in most cities in China is at the initial stage of exploration. For the protection of sites of Maritime Silk Road in Haikou, the public participation should be strengthened, that is, diverse forms such as civil society, academia, property owners and media should be involved in heritage protection to establish the working situation of the whole society to jointly promote heritage protection. Meanwhile, based on the actual situation, it is needed to innovate the public participation process, refer to the advanced public participation experience of Guangzhou, Xiamen and other cities, and establish a government-led co-creation workshop model. Through the establishment of the Steering Committee for Public Participation and workshops, it is necessary to insist on the status of citizens as the main



**Fig.2 Comparison between the spatial distribution of sites of “Maritime Silk Road” in Haikou and other famous historical and cultural cities**



**Fig.3 Strategies for the protection planning of sites of Maritime Silk Road in Haikou**

body, share the connotation of Haisi culture, build cultural confidence, and condense cultural identity.

#### 4 Conclusions

From the perspective of world cultural heritage, the protection of cultural routes is a systematic and complex process, and its protection work and planning forms need in-depth exploration and dynamic research. In this study, based on the excavation of the heritage value of cultural routes, the value of sites of Maritime Silk Road in Haikou was comprehensively assessed from the perspective of world cultural heritage, and some suggestions for the protection and exploration of heritage protection were put forward according to the current relevant planning and research work. The protection of historical and cultural heritage is a dynamic exploration process, and it is needed to study and analyze heritage typology based on typology from the dynamic dimension of time, which is also the focus and difficulty of the next stage of research.

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students, and has certain theoretical significance, but it is not perfect, and requires the joint efforts of the government, schools, enterprises and other parties to build and implement.

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