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***CONNEXION DE LA BESSARABIE AU COMMERCE EXTERIEUR  
DE LA ROUMANIE PAR LES BOUCHES DU DANUBE.  
L'INFRASTRUCTURE DES TRANSPORTS***

THE LINKAGE OF BESSARABIA TO ROMANIA'S FOREIGN TRADE  
THROUGH THE DANUBE MOUTHS.  
THE PROBLEM OF THE TRANSPORT INFRASTRUCTURE

*- Abstract -*

During the interwar period, although the Romanian state developed a strategy to ameliorate the disastrous Bessarabian land transport infrastructure, road or railway, inherited from Tsarist Russia, most projects were not implemented. Due to this fact, the province's economic potential was not fully exploited, as the costs of land transportation were extremely high, greatly increasing the price of Bessarabian exportable goods. Thus, it became an imperative necessity to find new solutions, alternatives to the terrestrial routes, so as to direct the grains, the main produce of Bessarabia, towards the traditional selling centres – the Danubian ports or Constanța. Besides the Pruth river, such a commercial route was represented by the transportation of agricultural goods from northern Bessarabia through the opening of a line of maritime cabotage from Bugaz, a small port in the district of Cetatea Albă. Unfortunately, in this case, the Romanian ports from the maritime Danube were affected by the excessive taxes imposed by the European Commission of the Danube, which made this route unattractive and unprofitable.

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