

TABLE OF CONTENTS

INTRODUCTION	1
I. FACTUAL AND LEGAL BACKGROUND	5
<i>A. The Iron Rhine and its Conventional Regime</i>	5
1. The Separation Treaty of 19 April 1839: Freedom of Communications and Commerce as part of the Settlement of Territorial Issues.	6
2. The Boundary Treaty of 5 November 1842: Eliminating Obstacles to the Exercise of Belgium’s Rights under the Separation Treaty.	8
3. The “Iron Rhine” Treaty of 13 January 1873: The Birth of the Railway Line.	11
4. The Railway Convention of 23 April 1897: The Transfer of Property Rights to the Netherlands.	15
5. The Iron Rhine after World War I.	22
<i>B. The stakes and rise of the present dispute</i>	24
1. International Interests in Revitalising the Iron Rhine	24
2. Belgium’s First Steps Towards Revitalisation.	32
3. Dutch Environment Protection Measures.	38
4. Alternative tracks, Mitigating and Compensating Measures and Temporary Use of the Historic Track	42
5. The European Commission’s position.	52
6. Calculation and Repartition of Costs.	58

II. QUESTIONS SUBMITTED TO THE ARBITRAL TRIBUNAL	69
QUESTION No. 1	71
A. Relevant rules of international law	72
1. Pacta sunt servanda	72
2. The principle of reasonableness and good faith	74
3. The obligation to harmonise the performance of international Obligations	76
B. <i>Dutch legislation and decision-making power</i>	77
1. The temporary use of the historical route	78
2. The long-term use of the historical route	80
C. <i>Conclusion</i>	90
QUESTION No. 2	93
A. <i>To what extent does Belgium have the right to perform or commission work with a view to the use, restoration and modernisation of the historical route of the Iron Rhine on Dutch territory and to establish plans, specifications and procedures related to it according to Belgian law and the decision-making power based hereon ?</i>	94
B. <i>Should a distinction be drawn between the requirements, standards, plans and procedures related to, on the one hand, the functionality of the rail infrastructure in itself, and, on the other hand, the land use planning and the integration of the rail infrastructure, and if so, what are the implications of this ?</i>	96
C. <i>Can the Netherlands unilaterally impose the building of underground and above ground tunnels ? Diversion and the like, as well as the proposed associated construction and safety standards ?</i>	97

<i>D. Conclusion</i>	98
QUESTION No. 3	100
<i>A. In application of the Iron Rhine's conventional regime, all costs items and financial risks associated with the use, restoration, adaptation and modernisation of the railway infrastructure of the historical route of the Iron Rhine on Dutch territory shall be borne by the Netherlands.</i>	101
<i>B. In subsidiary order, all cost items and financial risks associated with the use, restoration, adaptation and modernisation of the historical route of the Iron Rhine on Dutch territory, which are caused by a violation by the Netherlands of their international obligations towards Belgium shall be borne by the Netherlands and not by Belgium.</i>	107
<i>C. Conclusion</i>	111
FINAL SUBMISSIONS OF THE KINGDOM OF BELGIUM	112