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B. 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?

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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.

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.

C. Conclusion

FINAL SUBMISSIONS OF THE KINGDOM OF BELGIUM