

# Political parties publish draft Election Manifestos



In the coming weeks, all political parties are presenting their election manifestos. Renewable Strategies provides an overview of the most relevant proposals that impact the Dutch climate and energy transition. While every party acknowledges the urgency of securing a sustainable and reliable energy future, their approaches vary significantly in terms of technological choices, affordability, and the role of government versus market forces.

The manifestos published thus far:

- **VVD** (Liberals) emphasizes economic growth, affordability, and industrial competitiveness while pursuing diverse energy sources, including nuclear, offshore wind with hydrogen, and green gas.
- **SP** (Socialists) prioritizes public ownership and control, ending dependence on imports and polluting biomass, and focusing on fairness and inclusivity in the transition.
- **NSC** (New Social Contract) refers to the need for energy independence and a climate-neutral economy, with the government taking strong leadership to balance affordability, sustainability, innovation, and ecological responsibility across all sectors.
- **BBB** (Farmer-Citizen Movement) stresses pragmatism, feasibility, and security of supply, opposing premature fossil phase-outs while supporting proven, cost-effective technologies such as biodiesel, synthetic fuels and hydrogen.
- **GL-PvdA** (GreenLeft & Labour) calls for urgent climate action in the Netherlands, ending fossil subsidies and making polluters pay, while accelerating the shift to green energy and sustainable industry as a driver of economic opportunity.
- **PvdD** (Party for Animals) stresses that the climate and nature crises are driven by political choices, not natural laws, and calls for urgent action to prevent irreversible warming, biodiversity loss, and escalating extreme weather impacts.

This 3-pager organizes the parties' proposals into six key themes: **Biofuels**, **Biogas**, **Hydrogen**, **Electricity**, **Trade** and **Climate Targets**.



## Biofuels in Transport

- **VVD** wants to promote the circular use of waste as raw material, keep excise duties affordable and design a fair, future-proof car tax reform.
- **SP** wants to ban wood-fired biomass, allow only temporary waste-based biofuels, stop large-scale imports of feed, fertilizers and biofuels, and mandate synthetic kerosene, electric taxiing and a kerosene tax.
- **NSC** sees the ETS as the main driver of industrial and transport decarbonisation, wants to phase out free emission rights and fossil tax breaks, use revenues for renewables and efficiency, bring aviation and shipping fully under ETS, raise the EU SAF blending target, and stimulate electric and hydrogen aviation.
- **BBB** argues there should be no fossil phase-out until alternatives are reliable and affordable, while supporting ports, cleaner shipping fuels, and fair access to biodiesel, synthetic fuels and hydrogen, and opposing zero-emission zones.
- **GL-PvdA** wants to green shipping with national and international policies that stimulate the transition to clean fuels.
- **PvdD** rejects biofuels as a sustainable solution, arguing that crop-based fuels drive nature loss and threaten food security, and therefore calls for an end to the blending mandate.

## Scaling of Biogas

- **VVD** is calling for major investments in green gas as part of the energy transition.
- **NSC** emphasizes that green gas production must be significantly scaled up to meet climate targets.
- **BBB** highlights the role of decentralized biogas installations in scaling up alternative energy and supports pilot and scale-up projects for circular fertilizers based on animal manure, including mono-digestion and heat recovery initiatives.
- **PvdD** wants to end manure digesters and related subsidies, revoke existing permits, and stop new ones for so-called green gas.

## Hydrogen Production and Use

- **VVD** prioritizes large-scale investments in hydrogen, designating key projects such as the hydrogen backbone, while also committing to timely CO<sub>2</sub> storage and advancing CO<sub>2</sub> capture, removal, and reuse.
- **SP** calls for a strong government-led push on green hydrogen and a future-proof infrastructure, with the state taking the lead as it once did for electricity and gas, while ensuring hydrogen is used sparingly and strategically in sectors that cannot fully electrify.
- **NSC** underlines the need for spatial planning for offshore hydrogen production and hydrogen/ammonia storage, calls for a redefinition of the government's role in production and distribution, and promotes innovation in hydrogen technologies.
- **BBB** supports pilot and scale-up projects such as electrolysis plants for green hydrogen and stresses the need for a new vision on underground pipeline infrastructure for CO<sub>2</sub>, hydrogen, and ammonia transport.
- **GL-PvdA** positions green hydrogen as backup for long periods without wind or sun, proposes a North Sea Pact between government, producers, consumers, and grid operators, and advocates for Groningen as a key hydrogen hub, with government sharing both risks and rewards.
- **PvdD** permits only green hydrogen in the energy transition.



## Electrification in Transport

- **VVD** focuses on making electric driving affordable and accessible, improving charging infrastructure, compensating companies with high electricity costs, and expanding the national electricity grid.
- **SP** aims for all new cars to be emission-free by 2035, keeping costs low, supporting SMEs, enhancing public transport and cycling, and investing in a future-proof electricity infrastructure with grid expansion and reinforcement.
- **NSC** promotes smart electricity use through peak and off-peak pricing to encourage people not to charge all electric cars at dinner time, explores amortized payment for grid costs shared with other countries, and encourages innovation in electric aviation.
- **BBB** calls for a reassessment of electrification to avoid congestion and high costs, maintaining accessible service stations that combine traditional fuel, electric charging, and retail under one roof.
- **GL-PvdA** accelerates offshore wind and grid expansion, introduces an Energy Acceleration Act for faster permitting of critical infrastructure, and sets electric vehicles as the norm, aiming for 100% EV sales by 2030.
- **PvdD** wants nearly all new vans and trucks to be electric by 2030, with also heavy farm machinery replaced by smaller electric models.

## Trade Measures

- **VVD** advocates “tough free trade,” supporting open markets while taking strong action against countries that violate rules or provide unfair state aid, including targeted import tariffs to protect strategic sectors and ensure a level playing field.
- **SP** promotes fair international trade, opposing deals that favor large foreign corporations, reducing strategic dependence by localizing crucial production and building domestic or EU-based expertise, and using trade measures to support people, animals, and the environment.
- **NSC** emphasizes coordinated European action in global trade, reducing dependence on strategic goods and critical raw materials (e.g., from China), securing technology, and investing in smart, sustainable trade relationships with partners in Africa, South America, and neighboring European countries.
- **BBB** supports an active trade policy to help Dutch pioneers, startups, entrepreneurs, and innovations compete globally, advocating agreements based on equality and balanced trade.
- **GL-PvdA** links trade to broad prosperity and wellbeing, diversifying sourcing of key products and raw materials, ensuring Europe both gives and gains in trade deals, and promoting social and sustainable development in partner countries.
- **PvdD** wants to block EU trade deals that allow cheap imports produced below Dutch standards, protecting citizens and i.e. farmers from unfair competition.

## Climate Targets

- **VVD** focuses on energy independence, affordability, and meeting EU climate obligations.
- **SP** calls for urgent action to keep climate goals within reach.
- **NSC** commits to the Paris Agreement and a climate-neutral economy.
- **BBB** emphasizes feasible and affordable climate policy, revising unrealistic targets.
- **GL-PvdA** aims for climate neutrality by 2040 with interim 65% CO<sub>2</sub> reductions by 2030.
- **PvdD** strengthens climate goals to limit warming to 1.5°C.

