

Crops or Cars? Majority favour cut to Chinese electric vehicle tariffs if it helps to secure canola access

Agreement crosses partisan and regional lines, preferring to help canola industry

Sept. 18, 2025 – Saskatchewan Premier Scott Moe returned from a trip to China this week voicing hope that tariffs on canola may be reduced in the future. China imposed tariffs on both canola seed (76%) and canola oil, meal, and peas, (100%) in what most suggest is a response to Canadian tariffs on Chinese electric vehicles, as well as subsequent duties on Chinese steel and aluminum.

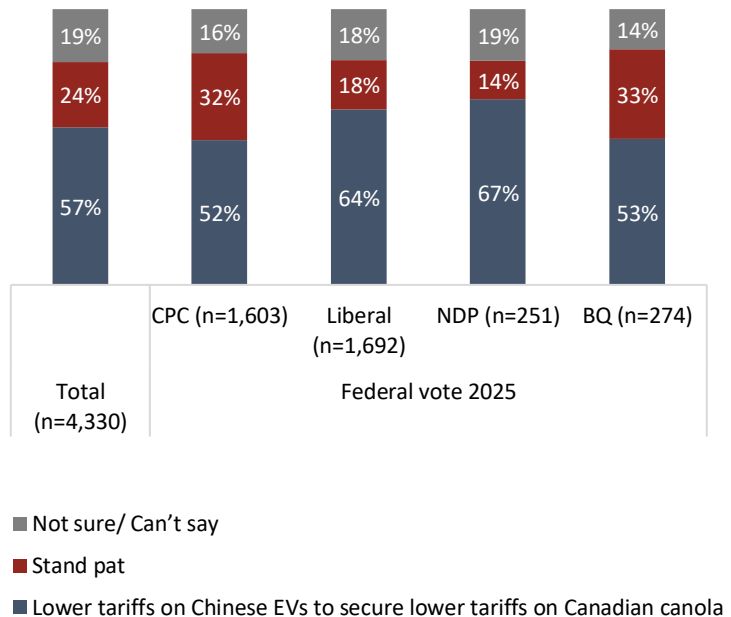
New data from the non-profit Angus Reid Institute finds Canadians largely leaning toward reducing tariffs on Chinese EVs if it means securing a better deal for canola. These two dueling priorities are contentious, as the canola market is of key import to Saskatchewan, Alberta, and Manitoba, with [\\$14.5 billion](#) in exports in 2024, while the EV market has received [billions in federal funding](#) as a strategic sector going forward.

For their part, Canadians are more than twice as likely to say they would lower tariffs on Chinese EVs to help make a deal on canola (57%) than they are to say they would stand pat and maintain the current tariff rates (24%). Premier Moe stated this week that the situation is “[not as simple as](#)” fully dropping the tariffs, but wants to find a solution that works for Canada.

About ARI

*The **Angus Reid Institute (ARI)** was founded in October 2014 by pollster and sociologist, Dr. Angus Reid. ARI is a national, not-for-profit, non-partisan public opinion research foundation established to advance education by commissioning, conducting and disseminating to the public accessible and impartial statistical data, research and policy analysis on economics, political science, philanthropy, public administration, domestic and international affairs and other socio-economic issues of importance to Canada and its world.*

How about you? If it were up to you, would you...



METHODOLOGY:

The Angus Reid Institute conducted an online survey from Aug. 28 to Sept. 5, 2025, among a randomized sample of 4,330 Canadian adults who are members of [Angus Reid Forum](#). The sample was weighted to be representative of adults nationwide according to region, gender, age, household income, and education, based on the Canadian census. For comparison purposes only, a probability sample of this size would carry a margin of error of +/- 1.5 percentage points, 19 times out of 20. Discrepancies in or between totals are due to rounding. The survey was self-commissioned and paid for by ARI. Detailed tables are found at the end of this release.

For more information on our polling methods, [click here](#).

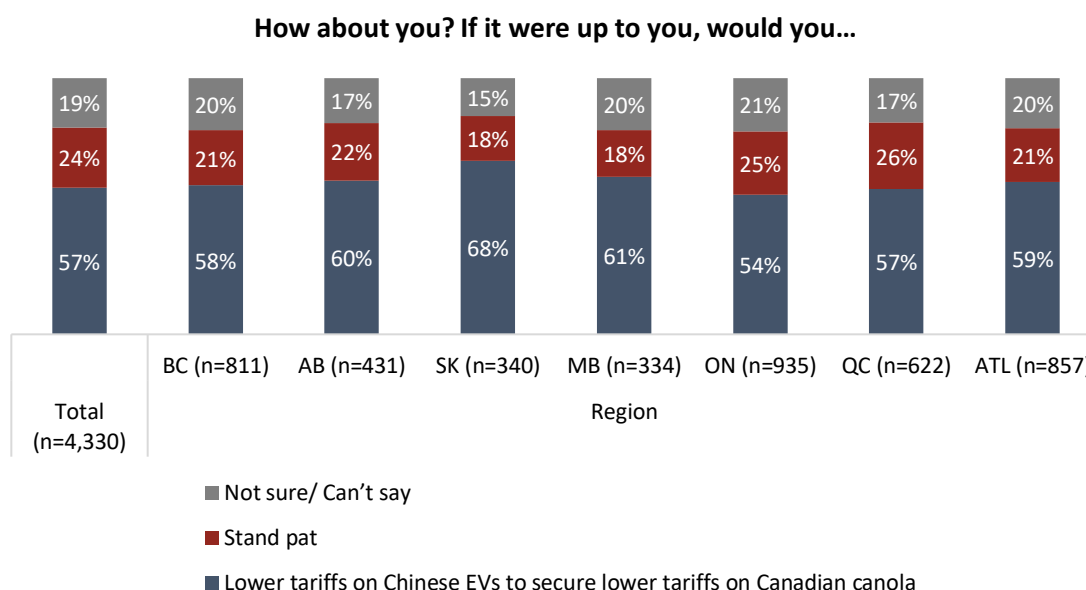
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- Three-in-five would lower tariffs to make a deal on canola
- Canadians also prioritize supply management over autos in trade negotiations

Three-in-five would lower tariffs to make a deal on canola

Regional preference for reducing electric vehicle tariffs is highest in Saskatchewan, where 55 per cent of canola production is centred. Seven-in-ten (68%) show support for a reduction on EVs in order reduce canola tariffs. In Alberta and Manitoba, the other two canola producing provinces, lowering tariffs is supported by three-in-five, compared to one-in-five who would maintain the current rates to help Canada's EV industry:



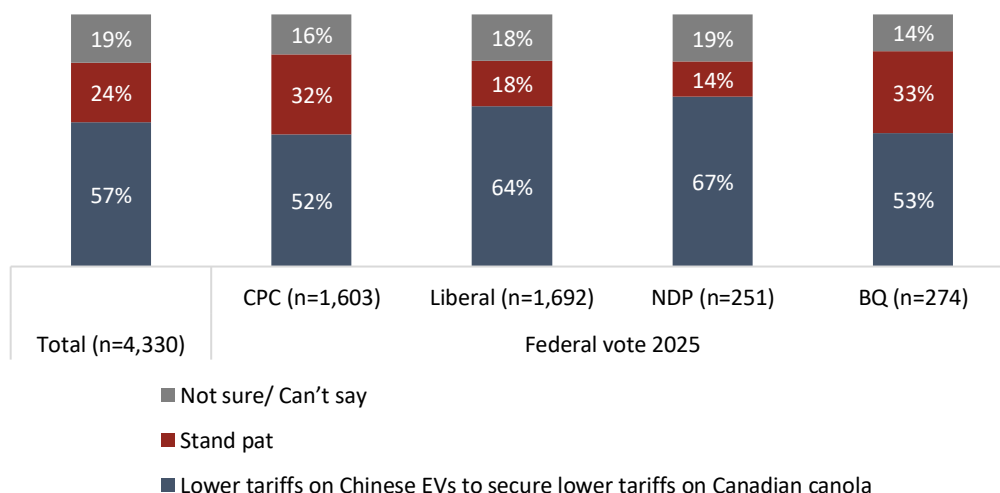
Prime Minister Mark Carney announced he would suspend the federal mandate for 2026 that would have required 20 per cent of vehicles sold in Canada to be electric. That policy is under a 60-day review. Ultimately, it would have mandated that 100 per cent of vehicles sold in the country be electric by 2035.

Those who voted for the Liberal Party in April are most supportive of reducing the EV tariff on China, to facilitate a better deal for canola producers:

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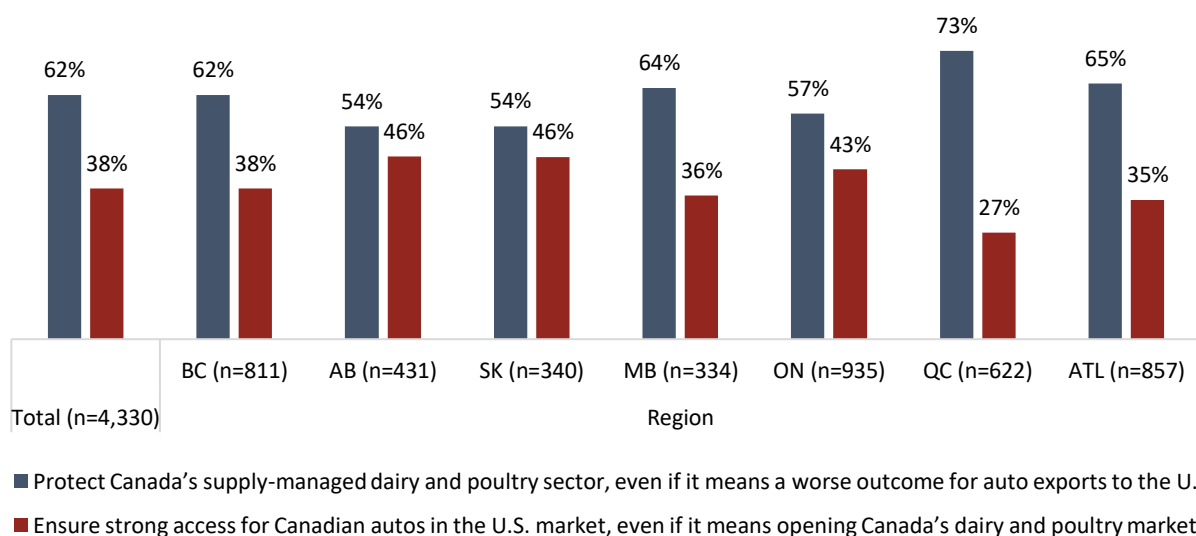
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Canadians also prioritize supply management over autos in trade negotiations

Another skirmish on the tariff front continues, as the United States and Canada continue to negotiate a trade deal that has long surpassed the August 1 deadline set by President Donald Trump. Contentions are myriad, but two key pieces of trade policy being debated are access to Canada's dairy and poultry sectors which are protected the supply management system, and tariffs on Canadian vehicles and auto parts, which are a part of an integrated North American supply chain. ARI asked Canadians which they would prioritize, if Canada had to give up ground on one or the other. Canadians continue to be protective of supply management, with three-in-five (62%) saying they would protect this plank, even if it meant a worse outcome for the auto industry.

If Canada had to make a choice, which outcome would you prefer?



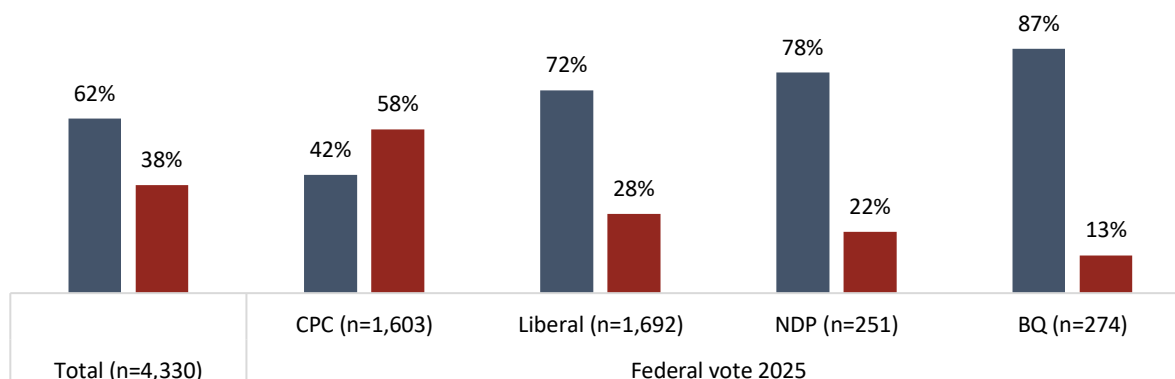
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Those who supported the CPC in the 2025 federal election, however, disagree on priority. Three-in-five (58%) would protect the auto industry and open up supply managed sectors. Conservative Party leader Pierre Poilievre stated that he will never cancel the program, if elected.

If Canada had to make a choice, which outcome would you prefer?



- Protect Canada's supply-managed dairy and poultry sector, even if it means a worse outcome for auto exports to the U.S
- Ensure strong access for Canadian autos in the U.S. market, even if it means opening Canada's dairy and poultry market

For detailed results by age, gender, region, education, and other demographics, [click here](#).