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## Sousse-Kasserine line reopening

### General presentation

*The Sousse – Kasserine rail line project consists in rehabilitating an old rail line and building a new section to link the port of Sousse to the inland city of Kasserine. The project is estimated to cost **TND 550 million** (without rolling stocks), and would be completed in 2026.*

Railway line 11 between Sousse and Kasserine was originally built in 1909. In 1969, the section linking Kairouan was cut off due to floods, and the line was fully closed in 1982, after the construction of the Sidi Saad dam. In 2012, SNCFT (National Railway Company) commissioned BTE to conduct Preliminary Design Studies to reopen line 11.

The technical and economic feasibility study of Kalaa Soughra – Kairouan section, funded by an EIB grant to the State of Tunisia, was completed in June 2018. In collaboration with the Ministry of Transport, SNCFT is currently concerting with EIB for Detailed Design Studies, prior to the launch of a call for tenders for the Works.

### Project rationale

The reopening of this railway line was planned to connect Kasserine to Sousse, and open up the inland areas of Sidi Bouzid and Kairouan by connecting them to the rail network.

This will contribute to the development of the economic activities of the entire Central Region, linking the phosphate mines of Sraouertene and Jadiane to the ports of Skhira, Sousse and the future deepwater port of Enfidha, serving Enfidha airport and the industrial zones of Kairouan, Kasserine and Sidi Bouzid.

### Project scope and schedule

The project is estimated to be commissioned in 2026 and includes:

- Detailed Design for the entire line (early 2019 to June 2020)
- Expropriations (from June 2020 to end 2021)
- Line rehabilitation on 157 km, new line on 132 km (2020-2026)
- Equipment (2020-2026):
  - Line/stations signalling: studies, materials and works



Location:  
Sousse - Kasserine



Company:  
SNCFT



Mission:  
Rail line reopening



Cost:  
TND 550 million  
(without rolling stock)



### Legal and institutional framework

The main public stakeholder is the SNCFT (Société Nationale des Chemins de Fer Tunisiens) the Tunisian public rail operator. The SNCFT is a commercial public company whose network covers 2.167 km. The suburban network of Tunis covers 23 km of which 17 km in triple track between Tunis and Hammam-Lif and 6 km in double track between Hammam-Lif and Borj Cedria. As for the park, 122 trains run daily on the suburbs of Tunis, 46 on the outskirts of the Sahel, 58 on the main lines. The SNCFT was created by decree on 27 December 1956. The northern part of the network (471 km) is on standard gauche (international gauge of 1 435 millimeters) while the southern part (1 688 km) is on metric gauge (gauge of 1 000 millimeters) and mainly used for freight. The North network is connected to the Algerian network by the Ghardimaou border post. The map below illustrates the extent of the Tunisian rail network as well as the parts made up of standard and metric gauges.



Map of the rail network (Source: SNCFT)