

GOVERNMENT OF INDIA  
MINISTRY OF COMMERCE AND INDUSTRY  
DEPARTMENT OF COMMERCE  
**LOK SABHA**  
**UNSTARRED QUESTION NO. 4028**  
**ANSWERED ON 17/03/2026**

DEVELOPMENT OF RADHIKAPUR EXPORT AND TRANSIT ZONE

4028. SHRI KARTICK CHANDRA PAUL:

Will the Minister of **COMMERCE AND INDUSTRY** (वाणिज्य एवं उद्योग मंत्री) be pleased to state:

- (a) the current status of development of the Radhikapur export/transit zone and associated infrastructure for trade with Bangladesh at the India-Bangladesh border in Uttar Dinajpur district, West Bengal;
- (b) the details of formal approvals, land customs station operations, export/import facilities, and freight handling capabilities established at Radhikapur, including goods categories permitted for land trade;
- (c) the status of road and rail connectivity enhancement projects linking Radhikapur with major trade and logistics corridors, and any proposals to operationalise an international rail/road export hub at this location;
- (d) Whether freight services on the Radhikapur-Birol route have been regularly resumed and are being fully utilised for bilateral commerce, and if not, the reasons for any disruptions; and
- (e) the quantum of central or State funds allocated and utilised for the development of the Radhikapur export zone and border trade infrastructure?

**ANSWER**

वाणिज्य एवं उद्योग मंत्रालय में राज्यमंत्री (श्री जितिन प्रसाद)  
THE MINISTER OF STATE IN THE MINISTRY OF COMMERCE AND INDUSTRY  
(SHRI JITIN PRASADA)

(a) & (b) Radhikapur is a notified Land Customs Station for trade with Bangladesh with the routes: (i) the Katihar–Parbatipur railway line passing through Radhikapur; and (ii) the main road from Kaliaganj to Dinajpur via Gotagon. However, no trade has taken place through this LCS for the past several years through any of the routes. The export clearances are presently carried out through the Customs Circle Office at the nearest railway station at Raiganj. Accordingly, Radhikapur LCS presently only functions as the exit point for export consignments, which actually get cleared at the Raiganj LCS.

Also, one traffic facility work has already been sanctioned for the extension of all three rail lines to full Clear Standing Length (CSL) and construction of one platform line and one goods line. Moreover, Radhikapur is also included in Phase I of the development of Land Ports at 74 locations.

(c) At present, the Radhikapur–Biroi cross-border rail link is open for bilateral trade with Bangladesh and is well connected with the Indian Railways network via Barsoi Junction. Another route is under construction via Kaliyaganj-Buniyadpur-Eklakhi.

(d) No freight train has been made over to Bangladesh via Radhikapur-Biroi rail section during 2025-26 up to February 2026. Earlier, two major commodities, namely, High Speed Diesel (HSD) and stone chips were being imported by rail into Bangladesh from India through this link. However, after the commissioning of the 'Bangladesh-India Friendship Pipeline' from Siliguri to Parbatipur, HSD is no longer on rail head. Further, there is not sufficient demand for stone chips in Bangladesh. In view of these factors, train movement has stopped.

(e) Since the development of Radhikapur is presently at the proposal stage, the quantum of funds required for its development will be worked out after approval of the proposal.

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