Location and National Territory

Territory and National Territory

Four Edges of Korea

**Territory**

- **Southwesternmost:**
  - Sogugheuldo
- **Southwesternmost:**
  - Dalmangab
- **Southernmost:**
  - Soryeongdo
- **Southernmost:**
  - Seogyeokryeolbido
- **Westernmost:**
  - Eocheongdo
- **Westernmost:**
  - Jikdo
- **Northernmost:**
  - Sangwangdeungdo
- **Northernmost:**
  - Hoengdo
- ** Ballardia Naturalis **
  - Goseo
- ** Ballardia Naturalis **
  - Hongdo
- ** Ballardia Naturalis **
  - Soheugsando

**Marado Island, Jeju Special Self-Governing Province,** 124°10' 47" E

**Bidanseom Island, Sindo-gun,** 6°45" N

**Terrestrial Water Line**

**TERRITORY**

**Straight Baselines**

1. **Latitude (North):**
   - 34°
   - 36°
   - 36°
   - 36°
   - 35°
   - 35°
   - 35°
   - 34°
   - 34°
   - 33°
   - 33°
   - 33°
   - 34°
   - 34°
   - 34°
   - 34°
   - 35°
   - 35°
   - 35°
   - 36°

2. **Longitude (East):**
   - 125°
   - 125°
   - 125°
   - 125°
   - 126°
   - 126°
   - 125°
   - 125°
   - 125°
   - 126°
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   - 129°
   - 129°
   - 129°

**Summer Sun, Metrop:**

- **Population:** 56,042,773
- **Area:** 1,060.1

**Busan**

- **Population:** 9,893,523
- **Area:** 1,524,583

**Daegu**

- **Population:** 7,161,783
- **Area:** 1,469,216

**Jeju Special Self-Governing Province**

- **Population:** 1,565,628
- **Area:** 7,406.1

**Gyeongsangbuk-do**

- **Population:** 2,028,777
- **Area:** 8,204.0

**Gyeongsangnam-do**

- **Population:** 1,873,341
- **Area:** 8,066.7

**Gyeonggi-do**

- **Population:** 1,538,630
- **Area:** 7,406.1

**Gangwon-do**

- **Population:** 2,698,353
- **Area:** 16,873.5

**Seoul**

- **Population:** 10,195,318
- **Area:** 10,534.8

**Incheon**

- **Population:** 5,832,713
- **Area:** 605.2

**Gyeongbuk-do**

- **Population:** 3,319,314
- **Area:** 10,170.9

**Gyeongbuk-do**

- **Population:** 5,948,272
- **Area:** 464.8

**Gyeongnam-do**

- **Population:** 1,909,618
- **Area:** 7,696.4

**Chungcheongbuk-do**

- **Population:** 1,909,618
- **Area:** 7,149.2

**Chungcheongnam-do**

- **Population:** 2,505,644
- **Area:** 883.6

**Jeollabuk-do**

- **Population:** 3,538,484
- **Area:** 1,040.8

**Jeollanam-do**

- **Population:** 2,843,981
- **Area:** 223.404

**Jeju**

- **Population:** 1,147,256
- **Area:** 923.461

**Daejeon**

- **Population:** 1,524,583
- **Area:** 540.2

**Ulsan**

- **Population:** 1,524,583
- **Area:** 501.1

**Gwangju**

- **Population:** 1,147,256
- **Area:** 580.3

**Busan**

- **Population:** 1,147,256
- **Area:** 682.1

**Incheon**

- **Population:** 1,147,256
- **Area:** 605.2

**Gwangju**

- **Population:** 1,147,256
- **Area:** 520.2

**Daegu**

- **Population:** 1,147,256
- **Area:** 480.2

**Ulsan**

- **Population:** 1,147,256
- **Area:** 440.2

**Seoul**

- **Population:** 1,147,256
- **Area:** 400.2

**Busan**

- **Population:** 1,147,256
- **Area:** 360.2

**Incheon**

- **Population:** 1,147,256
- **Area:** 320.2

**Gwangju**

- **Population:** 1,147,256
- **Area:** 280.2

**Daegu**

- **Population:** 1,147,256
- **Area:** 240.2

**Ulsan**

- **Population:** 1,147,256
- **Area:** 200.2

**Seoul**

- **Population:** 1,147,256
- **Area:** 160.2

**Busan**

- **Population:** 1,147,256
- **Area:** 120.2

**Incheon**

- **Population:** 1,147,256
- **Area:** 80.2

**Gwangju**

- **Population:** 1,147,256
- **Area:** 40.2

**Daegu**

- **Population:** 1,147,256
- **Area:** 20.2

**Ulsan**

- **Population:** 1,147,256
- **Area:** 10.2

**Seoul**

- **Population:** 1,147,256
- **Area:** 5.2

**Busan**

- **Population:** 1,147,256
- **Area:** 1.2

**Incheon**

- **Population:** 1,147,256
- **Area:** 0.2
Asia and some of China’s regions are at the similar latitude, as are parts of North America. Countries with similar latitudes include Portugal, Spain, Algeria, Greece, Turkey, Iran, Iraq, China, and Japan. These similarities are all in the middle latitudes, but the amount of precipitation varies depending on positions of both the continents and their ocean, then natural landscapes for each country are different. Cities with a similar latitude to Seoul include Washington, D.C., St. Louis, and San Francisco in North America, Seville in Spain, Athens in Greece, Palermo in Italy, and Milan in France.

The perception on Korea in terms of its size and location has changed significantly. In the past, negative aspects were too often highlighted with the perspective that Korea was seen as a small country with unfavorable geographical properties. Korea has overcome this perception through the transformation of itself into a country with a futuristic vision that capitalizes upon the geographical potential of the Korean Peninsula. In fact, Korea’s location at the intersection of the immense Eurasian continent and the Pacific Ocean has allowed it to serve as a hub for trade and finance and has offered the exchange of information and knowledge. Most recently, Korea and its neighboring countries have emerged as a center for the globalconomy. There is only a slight difference between the sum of GDP of China, Japan, and Korea and that of the U.S. or EU.

There are more than 40 metropolitan cities with a population of more than one million within a radius of 2,000 km of Seoul. Rapidly growing coastal cities in China and Japan’s metropolitan areas are within easy reach of Korea. Significant growth across East Asia continues, and there has been a significant growth in the exchanges of people and commodities among countries. In 2010, more than 8 million Chinese and approximately 3 million Japanese visited Korea, and more than 1.6 million and 1.1 million Koreans visited China and Japan, respectively. The Asia-Pacific region accounts for 30% of global air traffic, and air traffic has been growing at more than 4% annually. Korea is the 9th in international passenger transportation and 2nd in freight transportation. The seaports with the most shipping traffic are close to Korea. The Korean East-West route is 5th in global shipping in terms of container transport.

Korean Standard Time

Korea and the World

The Korean Peninsula lies between 33 and 44 degrees north latitude and 126 and 132 degrees east longitude. Korea borders both China and Russia to the north and faces Japan across the Sea of Korea to the southeast, connecting the immense continent of Eurasia and the Pacific Ocean.

Geographically, Korea is located in the middle of East Asia, with most major cities in the region within a radius of 3,000 km. For example, Hanoi at 105E and Tokyo at 139E are an area two hours away. East Seoul is equidistant from Europe and South Korea, which can be accessible to China’s coastal cities and Japan’s large cities. In addition, Southeast Asian cities are 600 miles away. It is a seven-hour flight to Bangkok (105E) and Singapore is just a little farther (107E). Southeast Asian countries have fast become one of the most popular tourist destinations for Korean citizens. Korea’s Incheon International Airport serves as a transit and transfer hub for flights from Southeast Asia to the American, because of its relative proximity to Southeast Asian cities.

Many European cities are about 10,000 km away from Korea, and it is possible to move across Europe via such major European hub airports as those in Frankfurt 132E, London 0W, and Paris 10E. Most African cities are more than 12,000 km away from Seoul, but non-stop flights to cities in the near coast are available. The farthest continent from Korea in South America, most major cities there, such as Buenos Aires, are more than 15,000 km away.

Korea uses the Korean Standard Time (KST). It is appropriate to use a single standard time as the territory stretches primarily north to south. The standard meridian of the protokore is 125E, which is nine hours ahead of UTC (Universal Time Coordinated). North Korea uses the same KST, and both South and North Korea do not use daylight savings time. Korea uses the mean standard time as its neighboring country, Japan, and is one hour ahead of Beijing, China.

Korean Standard Time

Korea is the 9th in international passenger transportation and 2nd in freight transportation. The seaports with the most shipping traffic are close to Korea. The Korean East-West route is 5th in global shipping in terms of container transport.
The Size of Korea’s Territory and Countries with the Similar Size

<table>
<thead>
<tr>
<th>Territory</th>
<th>Size (sq km)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Korea</td>
<td>223,404</td>
</tr>
<tr>
<td>China</td>
<td>9,596,961</td>
</tr>
<tr>
<td>United States</td>
<td>9,826,675</td>
</tr>
<tr>
<td>Russia</td>
<td>17,098,242</td>
</tr>
<tr>
<td>Canada</td>
<td>9,984,670</td>
</tr>
<tr>
<td>Brazil</td>
<td>8,511,965</td>
</tr>
<tr>
<td>India</td>
<td>3,287,263</td>
</tr>
<tr>
<td>Australia</td>
<td>7,692,024</td>
</tr>
</tbody>
</table>

**Korea’s Total Territorial Area**

<table>
<thead>
<tr>
<th>Region</th>
<th>Territory Expansion and Land Reclamation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pyeongtaek District</td>
<td>220,447 sq km, 12.54 times the size of Yeouido</td>
</tr>
<tr>
<td>Seosan A/B District</td>
<td>223,171 sq km, 13.46 times the size of Yeouido</td>
</tr>
<tr>
<td>Pyeong chang District</td>
<td>222,223 sq km, 13.76 times the size of Yeouido</td>
</tr>
<tr>
<td>Korean Offshore Islands</td>
<td>223,404 sq km, 13.46 times the size of Yeouido</td>
</tr>
</tbody>
</table>

Korea’s territorial area has steadily expanded from 220,109 sq km in 1980 to 223,404 sq km in 2015. South Korea has been steadily expanding its land through reclamation efforts, such as flooding empty dunes and tidal flats, reclaiming land from the sea by building breakwaters and turning tidelands into agricultural, industrial, residential, and public land.

Korea has a long history of land reclamation. In the 1960s and 1970s, a considerable number of large-scale reclamation programs were implemented for the purpose of securing farmland along the south and west coasts. In the 1980s, large-scale reclamation projects for private enterprises were implemented along with government-led large-scale initiatives. By the 1990s, there was a growing interest in the protection of tidal flats particularly in terms of their ecological and environmental significance as well as their aesthetic and educational value.

This shift away from a strictly utilitarian view of the landscape occurred as the nation’s awareness of the need for securing land for agricultural and manufacturing purposes was declining.
Accessibility and Potential of Territory

The Korean territory has great potential in terms of global accessibility. It is connected to major cities around the world via aviation and marine routes. The government has established plans to maximize Korea’s global accessibility in the region in Eurasia through connecting railroads and roads.

The Trans-Eurasian Railway (TAR) is now connected to regions in Eurasia through connecting railroads and roads.

The Trans-Asian Railway (TAR) is now connected with 27 countries, including Russia, China, and North Korea.

With the advancement of railway transportation, the United Nations Economic and Social Commission for Asia and the Pacific (ESCAP) took the lead in the Asian Highway (AH) Project to connect the network of roadways in order to promote exchanges and cooperation among Asian nations. The AH Project was initiated in 2001 and an agreement has been signed with 33 countries in Asia to allow highways totaling approximately 140,000 km to cross the continent, excluding 35 states, including 6 major ones. In Korea, two AH routes will run across the country. AH1 is proposed to run from Tokyo to the border with Hokkaido, and AH2 will run from Busan via Hanoi to Georgia.

This economic potential inherent in the geographical location of Korea has now been fully realized in large part due to Korea’s longstanding investment in its infrastructure. As a result, Korea is becoming a powerhouse in both the aviation and marine industries. As of September 2012, the Incheon International Airport has evolved into a hub airport for East Asia, with 86 airlines taking 1,842 planes to 50 countries. This potential and the growth of trade have led to a foundation for Korea to become the world’s fifth biggest leader in air transportation. Korea is also at the heart of the world’s major shipping networks, such as Northeast Asia-Southeast Asia and Northeast Asia- North America, with 36 and 19 liner shipping lines, respectively, à la accordance to the Liner Shipping Connectivity Index (an indicator of how well countries are connected to the global shipping network), following only China and Singapore.
Dokdo is an island of the Republic of Korea and is located at the westernmost edge of the national boundary in the East Sea. Dokdo has historically been referred to by various names such as Sanda, Hallyeohaesang, Gajido, Ulleungdo, and Dokdo. According to Korean historical records, the administrative name of "Dokdo" was first used by a Japanese writer. The Hallyeohaesang name of Ulleungdo is recorded in the Japanese reference documents of the Joseon Dynasty. In the Reference Documents on Governance in the Annals of King Sejong, the instruction code SCAPIN-677 and 1033 in 1946 stipulated that "Japan shall be stripped of all islands to the Japanese acknowledgement of Korea's sovereignty over Dokdo in the Philippine-Okinawa dispute." As a result, the Edo Shogunate officially acknowledged on December 25, 1695 that both Ulleungdo and Dokdo did not belong to the territory of Japan. In 1905, the Shimane Prefecture Public Notice announced the incorporation of Dokdo into Japanese territory, but this incorporation of Dokdo is widely regarded as a part of the imperialist preamble to the Japanese colonization of the entire Korean Peninsula five years later.

Despite Korea's longstanding sovereignty over Dokdo, Japan has made more than a few bids to claim the island as a part of its territory, but even Japanese historical documents reveal that Dokdo has always been a part of Korean territory. In the late 17th century, the Joseon government and Edo Shogunate respected an agreement regarding illegal fisheries activities. This was referred to as the "Ulleungdo Incident." As a result, the Joseon government officially acknowledged on December 25, 1695 that both Ulleungdo and Dokdo did not belong to the territory of Japan. At that point Korea placed a ban on Japanese fishing in the Ulleungdo area. Another prime example is the Joseon government's acknowledgment of Korea's sovereignty over Dokdo in the Philippine-Okinawa dispute. This was an order given by the Doshosai, the highest administrative body of Japan at the time, confirming that Ulleungdo and Dokdo were islands outside of Japan's territory. In 1900, the Shimane Prefecture Public Notice announced the incorporation of Dokdo into Japanese territory, but this incorporation of Dokdo is widely regarded as a part of the imperialist preamble to the Japanese colonization of the entire Korean Peninsula five years later.

Since the end of World War II, the peace process continued to reveal evidence of Korea's sovereignty over Dokdo. The Cairo Declaration of December 1943 stipulated that "Ulleungdo be stripped of all islands to the Japanese administration," and this was confirmed in the United Nations Resolution SCAGEN-677 and 1033 in 1946 to exclude Dokdo from Japan's administrative control. In addition, the Treaty of San Francisco in 1951 reaffirmed that Dokdo was under Korean administrative control. In 1952, after the Korean War, the government of the Republic of Korea placed a ban on Japanese fishing in the Ulleungdo area. This was referred to as the "Ulleungdo Incident." As a result, the Edo Shogunate officially acknowledged on December 25, 1695 that both Ulleungdo and Dokdo did not belong to the territory of Japan. At that point Korea placed a ban on Japanese fishing in the Ulleungdo area.

The Korean government's historical archives confirm that Korea has long recognized Dokdo as its territory. Most importantly, these records provide ample documentation of Korea's reign of the island. Among the Yangpyeongdo (Geographical Records in the Annals of King Sejong, 1432) it is noted that the two islands of Usan (Dokdo) and Seodo are part of the Shimane Prefecture of Japan. The Shimane Prefecture Public Notice announced the incorporation of Dokdo into Japanese territory, but this incorporation of Dokdo is widely regarded as a part of the imperialist preamble to the Japanese colonization of the entire Korean Peninsula five years later. The Korean government's historical archives confirm that Korea has long recognized Dokdo as its territory. Most importantly, these records provide ample documentation of Korea's reign of the island. Among the Yangpyeongdo (Geographical Records in the Annals of King Sejong, 1432) it is noted that the two islands of Usan (Dokdo) and Seodo are part of the Shimane Prefecture of Japan. The Shimane Prefecture Public Notice announced the incorporation of Dokdo into Japanese territory, but this incorporation of Dokdo is widely regarded as a part of the imperialist preamble to the Japanese colonization of the entire Korean Peninsula five years later.

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Dokdo is a volcanic island that was formed by late Tertiary eraged about 2,000 meters underground in the East Sea. It rose from 20 to 40 meters undersea until ca. 70 to 100 million years ago. Dokdo’s altitude is 160 meters; the main rock above sea level is made of andesite, and most of the subaqueous rock is believed to consist of basalt. The island is actually part of a gigantic, round seamount (the Dokdo Seamount), with four reaching more than 2,000 meters deep. As the topographical map shows, the Simheungtaek and Isabu Tablemounts are in the eastern part of the Dokdo Seamount, while the Anyongbok Seamount is located between Ulleungdo and Dokdo.

The East Sea belongs to the group of marginal seas in the North Pacific running from the Okhotsk Sea to the South China Sea. Waters around Dokdo, located at the center of the East Sea, are where the North-Korea Cold Water (NKCW) and the East Korea Warm Current (EKWC) meet. The East Sea to the South China Sea. Waters around Dokdo possess such significant economic value that live or frequent Dokdo, including 4 endangered species, have been designated as a National Cultural Heritage. Monitoring and Plant Gene Analysis in 2013 confirmed the existence of a total of 78 species of plants and 226 species of insects inhabiting the island. Since 2005, when monitoring of the Dokdo ecosystem was conducted, over 600 marine species have been found every year. Eleven previously unrecorded species, including spindle trees (Euonymus hamiltonianus) and many different types of fish, squid accounts for more than 60% of the total catch in areas near Dokdo. The drift catch of ray and flatfish as well as the trap fishery of red snow crab and shrimp account for tens of thousands of USD per year. Environmental conditions are also very good in Dokdo’s coastal waters in large part due to their long distance from land and their relative isolation. The sea around Dokdo is relatively undisturbed by human activities, and as a result it is home to a diversity of marine life.

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Dokdo Lighthouse

Designation of Dokdo’s addresses as 42-76, Dodong-ri, designation of addresses on Dokdo. The administrative Act Amending Ri-Administration” which was enacted in August 1998. On March 20, 2000, published.

Act (Management Office: Ministry of Oceans and Fisheries) in accordance with Article 6 of the National Property Act (Management Office: Ministry of Oceans and Fisheries) in accordance with Article 6 of the National Property Act. A lighthouse and other government facilities in Dokdo, patrolling the island and airspace. Various laws and regulations, including those specific to Dokdo, have also been enacted and implemented. A police force is stationed on Dokdo, patrolling the island.

Various government institutions manage Dokdo. Dokdo is classified as an “Administrative Property in accordance with Article 6 of the National Property Act (Management Office: Ministry of Oceans and Fisheries). It consists of 59 islands and 101 lam, and its judiciary annulled individual land prices were published.

A settlement for the lighthouse on Dokdo was completed in November 1947 and was registered in the cadastal records in August 1998. On March 20, 2000, the Ulleung-gun Council passed a Bill “Pursuant to Act Amending Ri-Administration” which was enacted on April 7, 2000, to determine the status of the official designation of addresses on Dokdo. The administrative designation of Dokdo’s addresses as 42-76, Dokdo-ri, Ulleung-gun, Gyeongsangbuk-do, was maintained.

Various government institutions manage Dokdo. Gyeongsangbuk-do, Korea due to an adjustment to the 51st number of Dokdo-ri. More recently, Dokdo is using a new address system, named “Dokdo-ri (Dokdo)”. A revised ok-go. Ulleung-gun, Gyeongsangbuk-do, Korea is to be announced at the 55th number of Dokdo-ri. Ulleung-gun, Gyeongsangbuk-do, Korea (Dokdo Provincial Police Agency), and 61 Dokdo-fu (Ulleung-gun, Gyeongsangbuk-do, Korea (Dokdo Municipal Police Office), and 63 Dokdo-fu (Ulleung-gun, Gyeongsangbuk-do, Korea (Dokdo Municipal Police Office).

The first registered resident in Dokdo was Chai Hong-cheol, and his address was 57, Dokdong-ri, Ulleung-gun, Gyeongsangbuk-do, Korea. He moved from Ulleunggo to Dokdo in March 1981 to live permanently and began to construct buildings there in May 1986. He was registered as a Dokdo-resident on October 14, 1991 and died on Osando Island (Dokdo) on September 23, 1987. Since then, his family, Choi Kang-wool, and his wife, have served in the same address and they live there now. As of September 2015, permanent residents on Dokdo include 40 civilians, a varying number of Dokdo Coast Guard personnel, 6 lighthouse keepers, and 2 officers from the Ulleung-go-Dokdo Management Office.

Various government institutions manage Dokdo. Gyeongsangbuk-do, Korea and Ulleung-gun, Gyeongsangbuk-do, Korea are responsible for administrative measures for the island, such as improving and supporting settlement and living conditions for the residents. The Dokdo Coast Guard is in charge of the command of the Gyeongsangbuk-do Police Agency. The Ministry of Maritime Affairs and Fisheries offers directions for various activities for the sustainable use of Dokdo and the surrounding waters in accordance with Law 7057 on the Sustainable Use of Dokdo. A Special Act designated Dokdo as a special island in accordance with Law 7497 on the Sustainable Use of Dokdo and Affiliated Islands and makes an effort to protect the natural environment and preserve its ecosystem. The Cultural Heritage Administration designated Dokdo as a cultural monument according to the Cultural Heritage Protection Act. In addition, The Ministry of Environment and Tourism designated Dokdo as a special island in accordance with A Special Act on Protection of the Ecosystem of Dokdo and Affiliated Islands and makes an effort to protect the natural environment and preserve its ecosystem. The Cultural Heritage Administration designated Dokdo as a cultural monument according to the Cultural Heritage Protection Act. In addition, The Ministry of Environment and Tourism designated Dokdo as a special island in accordance with A Special Act on Protection of the Ecosystem of Dokdo and Affiliated Islands and makes an effort to protect the natural environment and preserve its ecosystem. The Cultural Heritage Administration designated Dokdo as a cultural monument according to the Cultural Heritage Protection Act. In addition, The Ministry of Environment and Tourism designated Dokdo as a special island in accordance with A Special Act on Protection of the Ecosystem of Dokdo and Affiliated Islands and makes an effort to protect the natural environment and preserve its ecosystem.

When Dokdo was first designated as a natural monument for its geological and ecological significance, the government restricted individual trips to the islands to protect the island’s natural environment. As late as the early 1990s, it was difficult for civilians to visit Dokdo except for academics, administrative, and educational purposes. Since visits to the island were approved on the application basis, many people took an interest in Dokdo and the number of visitors has increased. Despite increases in visitors, the numbers have hovered around two thousand every year since 2004. Since June 2009, the government lifted the visitation ban and allowed civilians to travel to Dongdo (up to 1,000 people per day) and the postal system changed to a regular system. Today, Dokdo has subscribed to a new era as passenger ships travel between Ulleungdo and Dokdo on a regular basis. The number of Dokdo visitors has increased sharply, and by December 2013 the annual total was around 124,040, an average of 700 people per day. Those who wish to visit Dokdo need to go via Ulleungdo. Historically, the first limit of visitors occurred between Ulleungdo and Hapcheon in 1972 and the construction services between Ulleungdo and Pohang in August 1963. These services brought expanded connectivity. Between Ulleungdo and the mainland, with 5000- ton, high-speed passenger ships running this route in particular, the number of tourists on Ulleungdo has dramatically increased since 1977. Additionally, travel times to Ulleungdo have decreased to around three hours since the 1990s which is also a contributing factor to a sharp increase in the number of tourists.

As of 2014, five passenger ships operate between Ulleungdo and the mainland, including Pohang, Seoul, and Gangneung. The trip takes approximately 3-5 hours. For the route between Ulleungdo and Dokdo, six ships operate four times a month in November, departing from loading and unloading on Ulleungdo, taking around 2-3 hours.

Various laws and regulations, including those specific to Dokdo, have also been enacted and implemented. A police force is stationed on Dokdo, patrolling the island and airspace. Various government institutions manage Dokdo. Dokdo is classified as an “Administrative Property in accordance with Article 6 of the National Property Act (Management Office: Ministry of Oceans and Fisheries). It consists of 59 islands and 101 lam, and its judiciary annulled individual land prices were published.

A settlement for the lighthouse on Dokdo was completed in November 1947 and was registered in the cadastal records in August 1998. On March 20, 2000, the Ulleung-gun Council passed a Bill “Pursuant to Act Amending Ri-Administration” which was enacted on April 7, 2000, to determine the status of the official designation of addresses on Dokdo. The administrative designation of Dokdo’s addresses as 42-76, Dokdo-ri, Ulleung-gun, Gyeongsangbuk-do, Korea was maintained.

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