

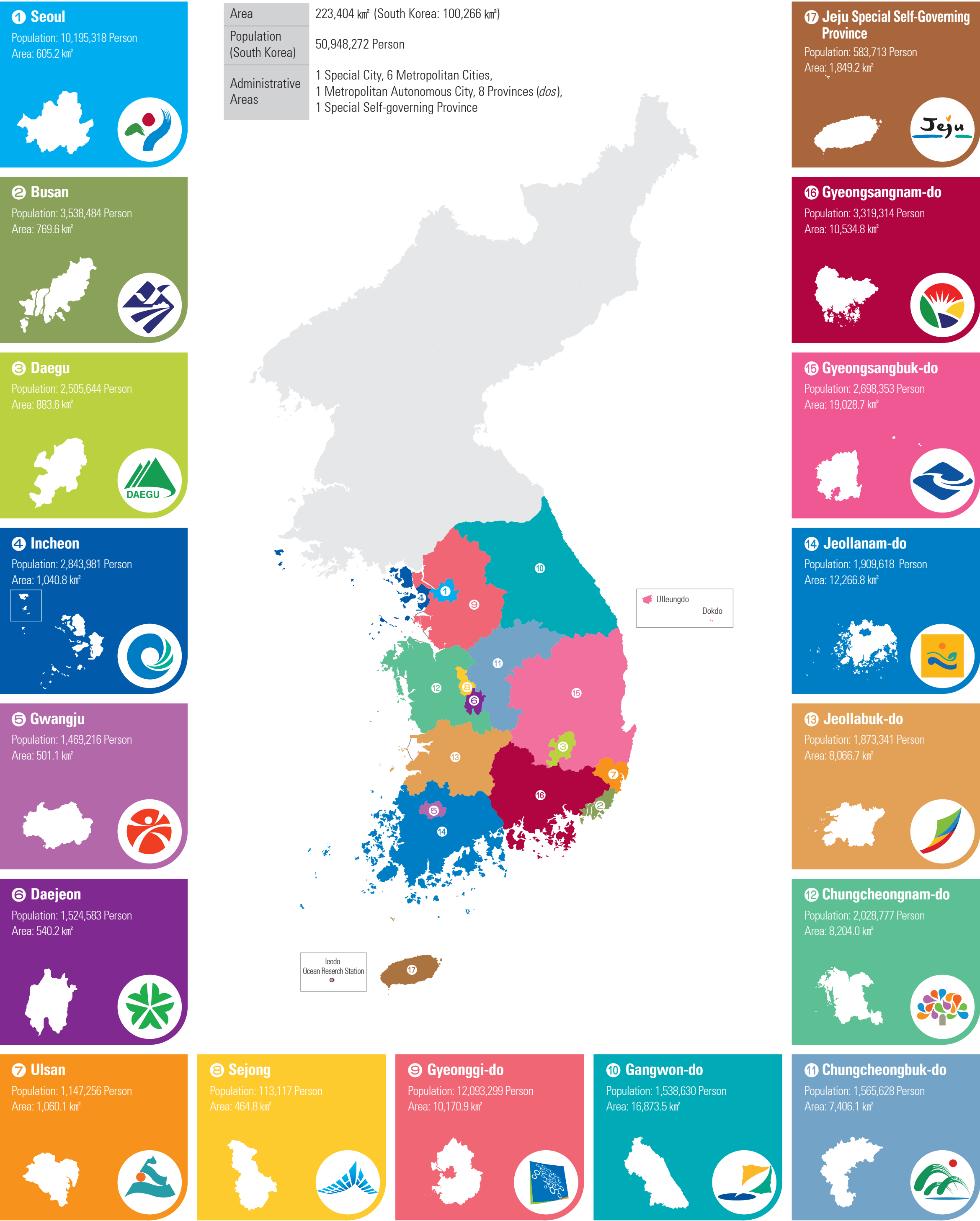
Location and National Territory

Territory and Territorial Waters

Four Edges of Korea



Metropolitan Administrative Area of Korea



Korea and the World

The Korean Peninsula lies between 33 and 44 degrees north latitude and 124 and 132 degrees east longitude. Korea borders both China and Russia to the north and faces Japan across the Strait of Korea to the southeast, connecting the immense continent of Eurasia and the Pacific Ocean.

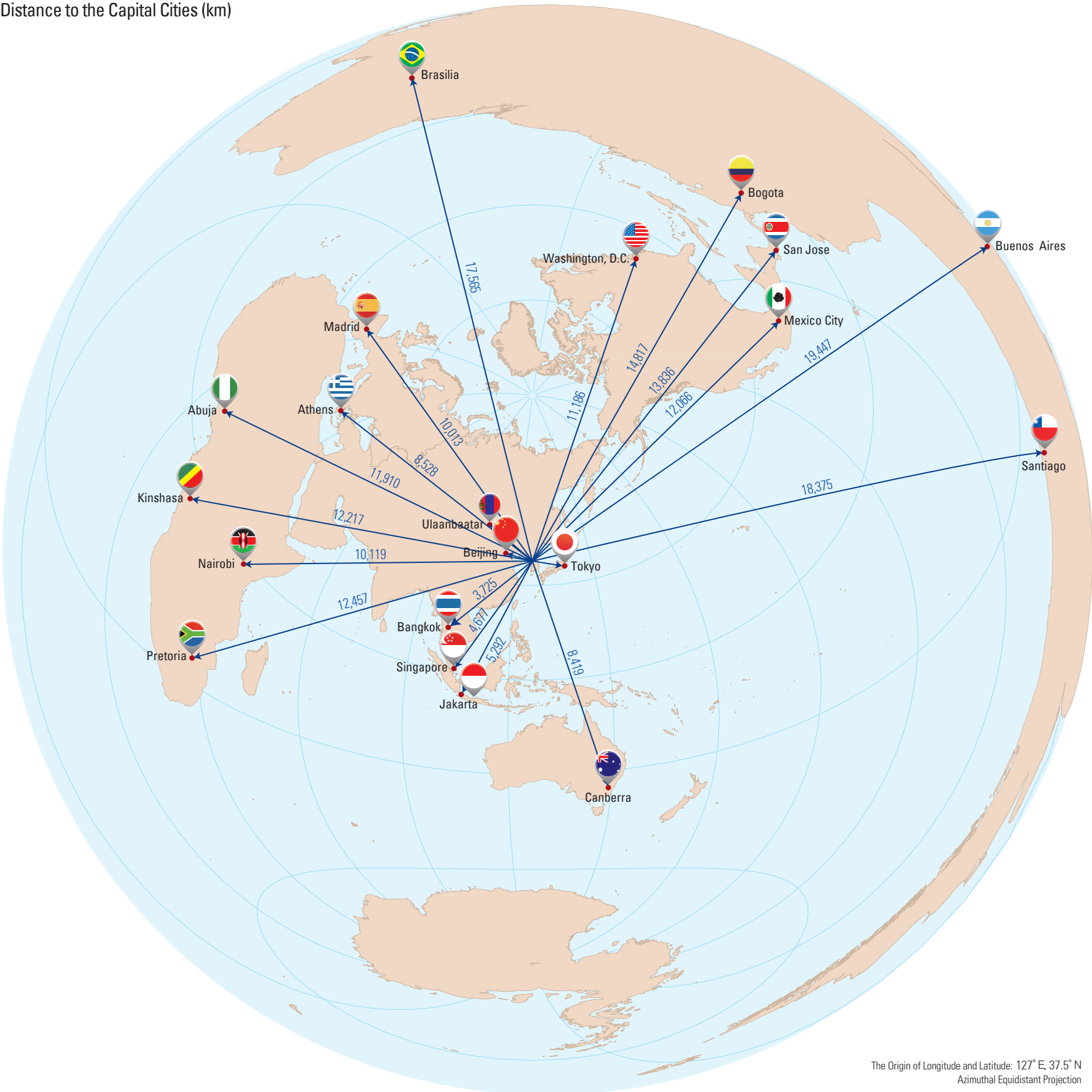
Geographically, Korea is located in the middle of East Asia, with most major cities in the region within a radius of 5,000 km. For example, Beijing (at 956 km) and Tokyo (at 1,157 km) are around two hours away from Seoul by airplane. Korea has a good accessibility to China's coastal cities and Japan's large cities. In addition, Southeast Asian cities are within reach of Korea; it is a seven hour flight to Bangkok (3,725 km) and Singapore is just a little farther (4,677 km). Southeast Asian countries have in fact become one of the most popular tourist destinations for Korean citizens. Korea's Incheon International Airport serves as a transit and transfer hub for many flights from Southeast Asia to the Americas, 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 (8,572 km), London (8,875 km), and Paris (8,981 km). Most African cities are more than 12,000 km away from Seoul, but non-stop flights to cities on the east coast are available. The farthest continent from Korea is 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 peninsula is 135° E, 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 same standard time as its neighboring country, Japan, and is one hour ahead of Beijing, China.

Korean Empire announced the longitude of 127° 30' E as the standard meridian in 1908. In 1912 this was changed to 135° E, but that was changed once again to 127° 30' E in 1954, and that meridian has remained in use since 1961. Because Seoul is located at a longitude of 127 degrees, the sun is due south at 30 minutes past noon. Korea is located at mid-latitude in the Northern hemisphere. Southern Europe, Southwest Asia, Central

Distance to the Capital Cities (km)

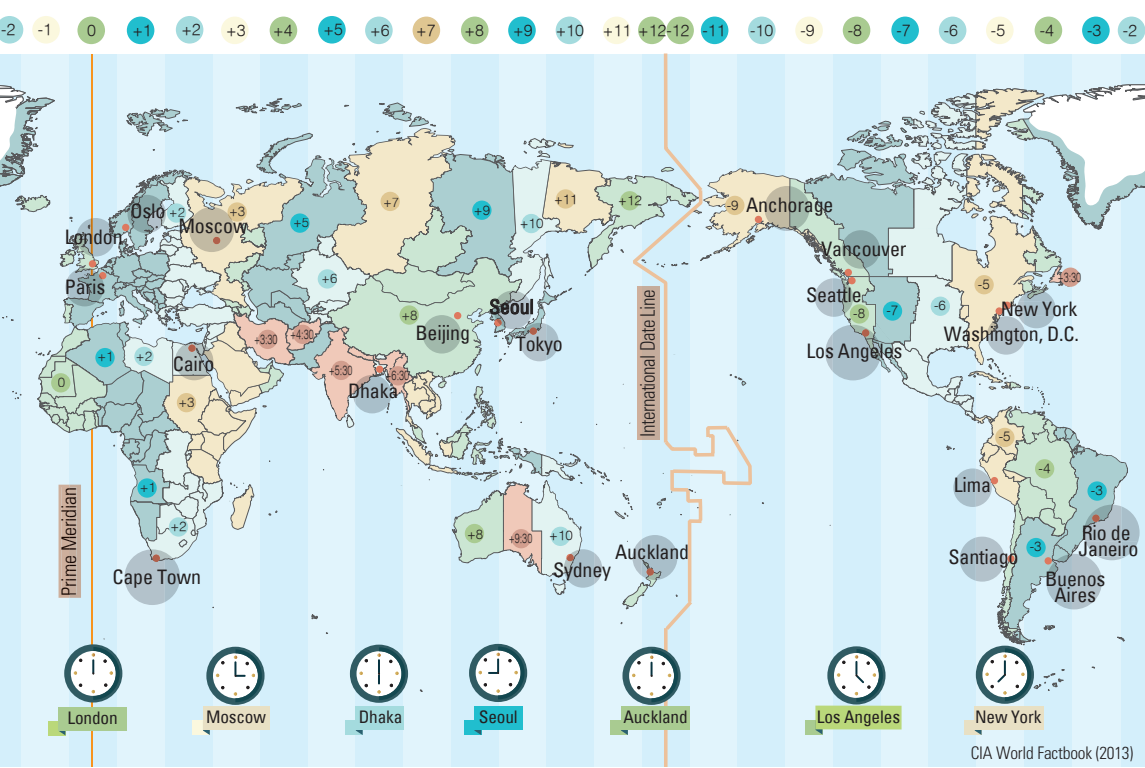


Asia, and some of China's regions are at the similar latitude, as are parts of North America. Countries with similar latitudes include Portugal, Spain, Algeria, Greece, Turkey, Iran, Iraq, China, and Japan. These

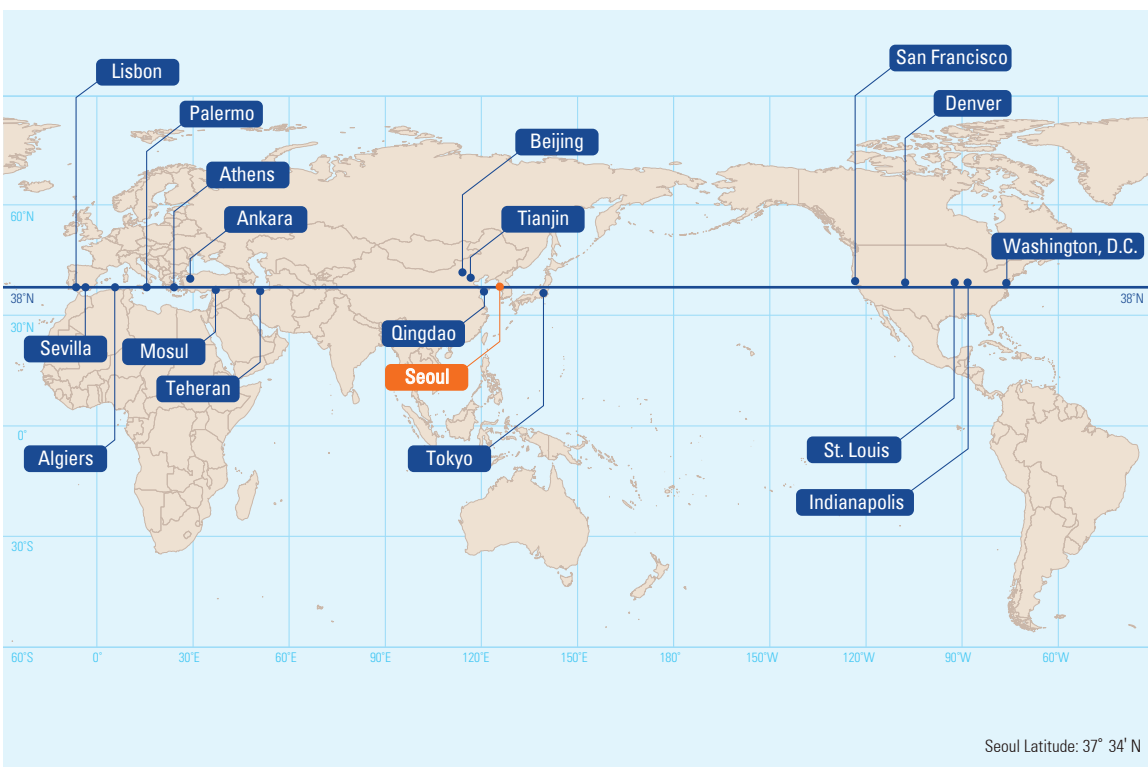
countries are all in the middle latitudes, but the amount of precipitation varies depending on position of both the continents and their oceans; thus natural landscapes for each country are different. Cities with a similar

latitude to Seoul include Washington, D.C., St. Louis, and San Francisco in North America, Sevilla in Spain, Athens in Greece, Palermo in Italy, and Mosul in Iraq.

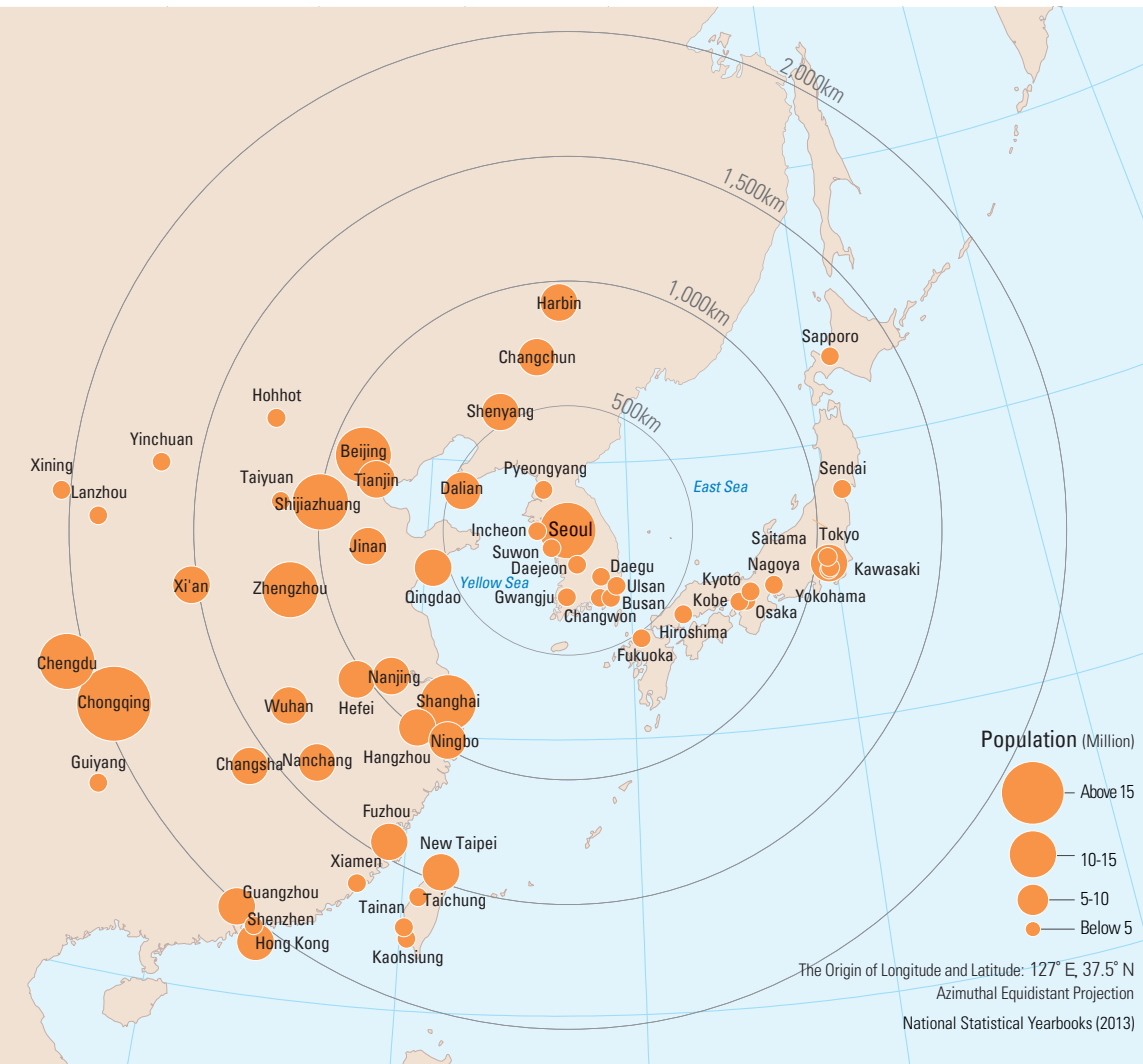
Korean Standard Time



Cities with Similar Latitude



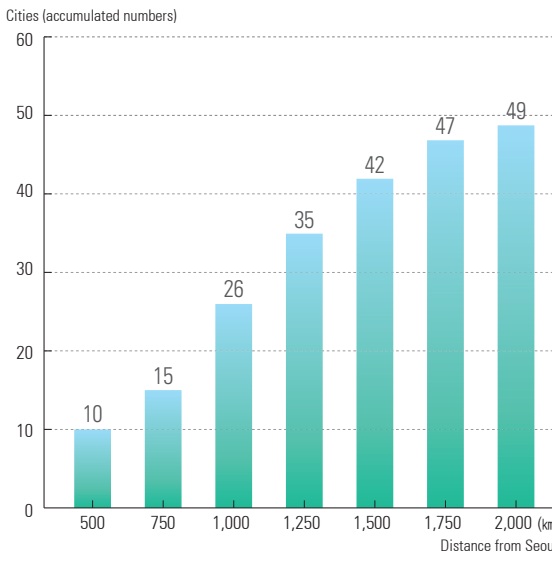
Cities with more than One Million Population around Seoul



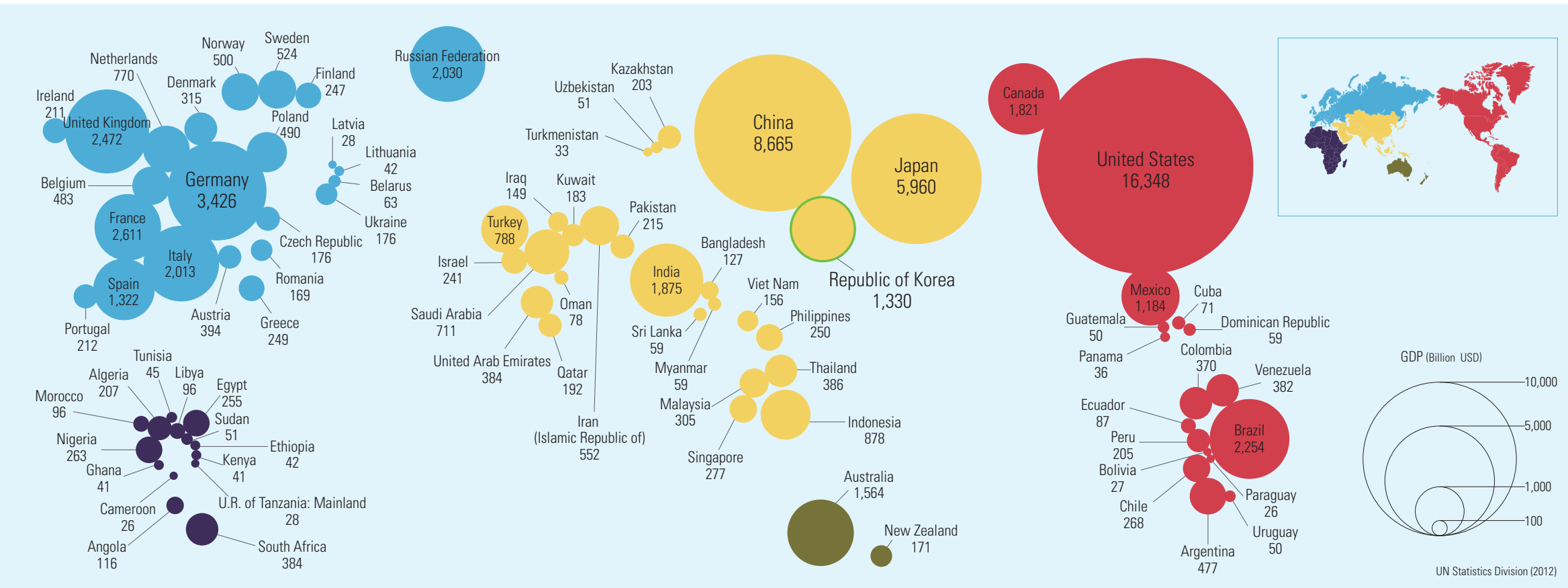
The perception on Korea in terms of its size and location has changed significantly. In the past, negative aspects were too often highlighted with the perspective that Korea was seen as a small country with unfavorable geopolitical prospects. Korea has overcome this reputation through the transformation of itself into a country with a future-oriented 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 likewise has fostered the exchange of information and knowledge. Most recently, Korea and its neighboring countries have emerged as a center for the global economy. There is only a slight difference between the sum of GDP of Korea, Japan, and China 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. Magnificent growth across East Asia continues, and there has been a significant growth in the exchange of people and commodities among countries. In 2013, more than 4 million Chinese and approximately 3 million Japanese visited Korea, and

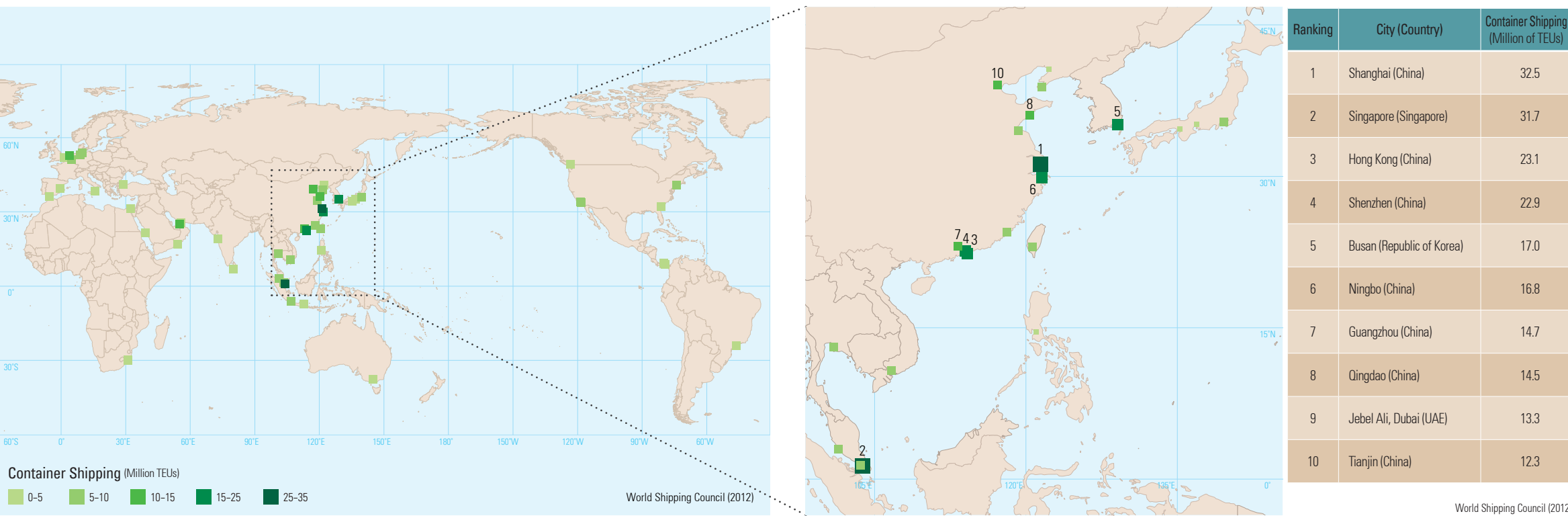
more than 1.6 million and 1 million Koreans visited China and Japan, respectively. The Asia-Pacific region accounts for 30% of global air traffic, and air traffic has been growing at more than 6% annually. Korea ranks 9th in international passenger transportation and 2nd in freight transportation. The seaports with the most shipping traffic are close to Korea. The Busan Port ranks 5th in global shipping in terms of container transport.



Gross Domestic Product by Countries



The World Major Container-Shipping Seaports

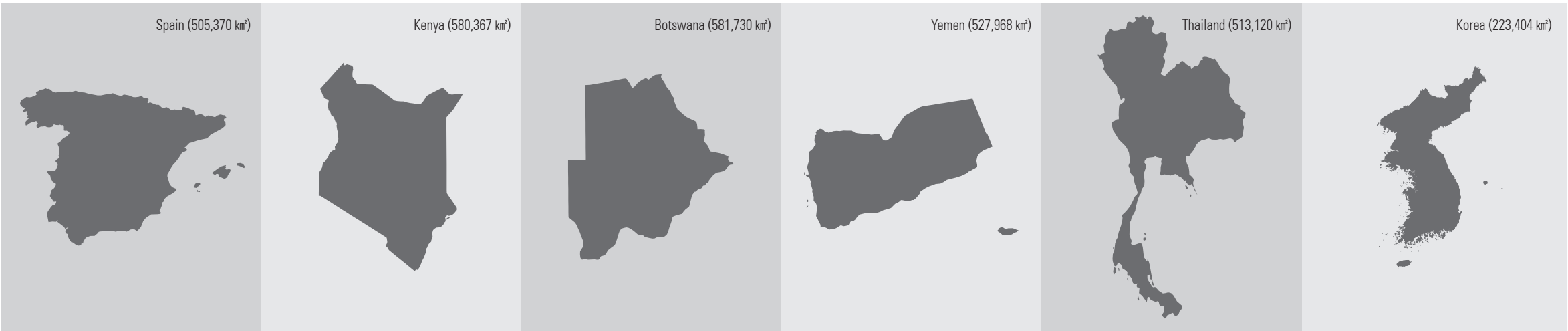


Area of the Land

The Size of Korea's Territory and Countries with the Similar Size



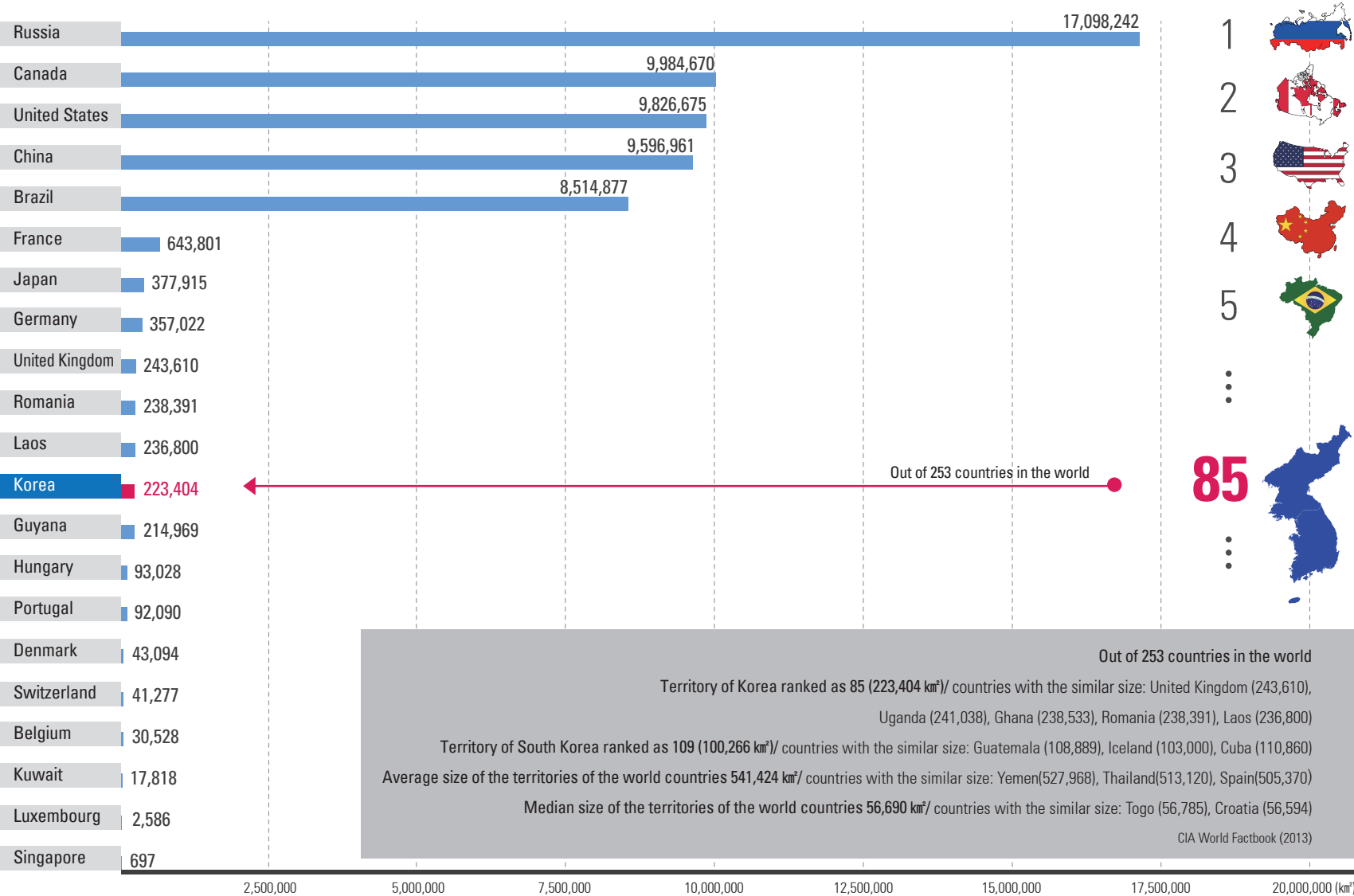
Korea's Territory and Average Size of the Territories of the World Countries (541,424 km²)



Korea's Territory and Median Size of the Territories of the World Countries (56,690 km²)



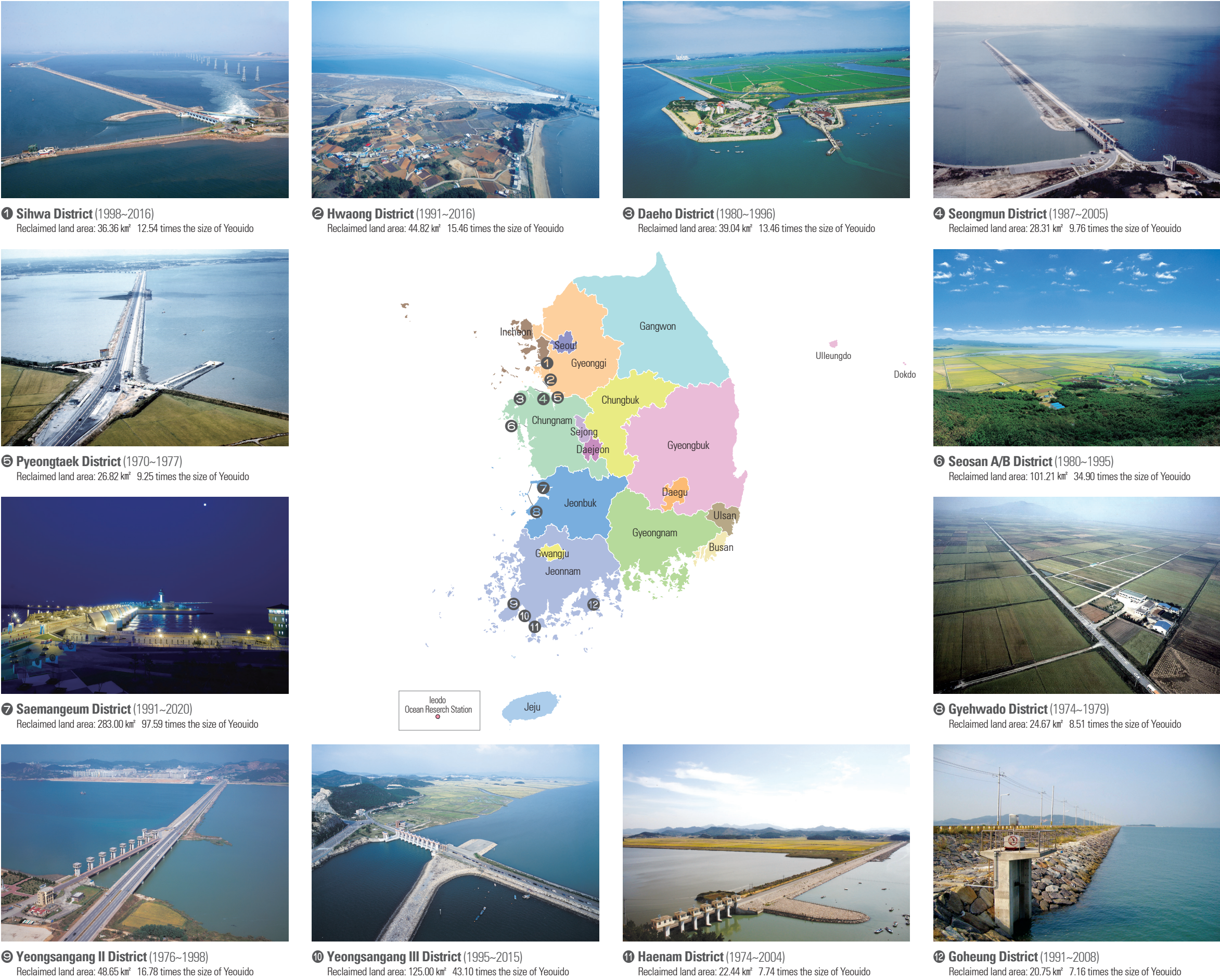
Territorial Size of Countries in the World



The size of Korea's territory is 223,404 km², which ranks it 85th among 253 countries around the world. In comparison to other countries in the world, the size of Korean territory is similar to that of the United Kingdom (243,610 km²), Ghana (238,533 km²), Laos (236,800 km²), and Belarus (207,600 km²). The total area for the Republic of Korea (ROK) alone is 100,266 km², which ranks it 109th in the world after Guatemala (108,889 km²) and Iceland (103,000 km²). The area of North Korea is 123,138 km², which ranks it 99th in the world after Greece (131,957 km²) and Nicaragua (130,370 km²).

The average size of countries around the world is 541,424 km². Countries comparable in area to the average include Spain (505,370 km²), Thailand (513,120 km²), Botswana (581,730 km²), Yemen (527,968 km²), and Kenya (580,367 km²). These countries are ranked from 48th to 52nd, respectively. Countries that rank in the middle, regarding territorial size, are Togo (56,785 km²) and Croatia (56,594 km²), Bosnia and Herzegovina (51,197 km²), Costa Rica (51,100 km²), and Slovakia (49,035 km²).

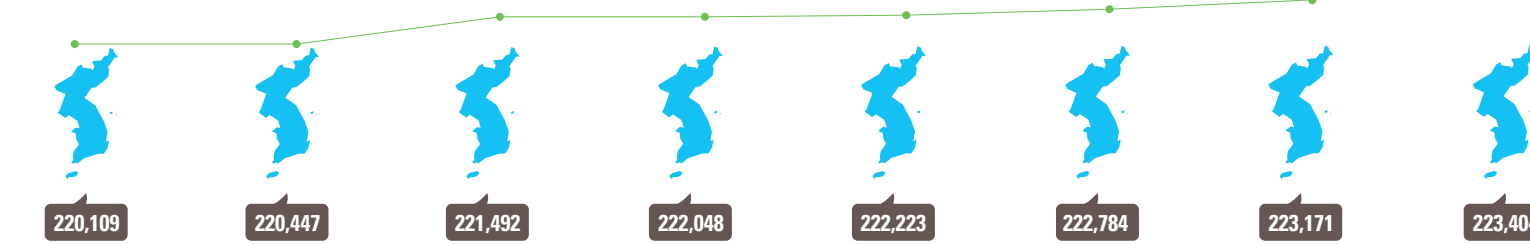
Territory Expansion and Land Reclamation



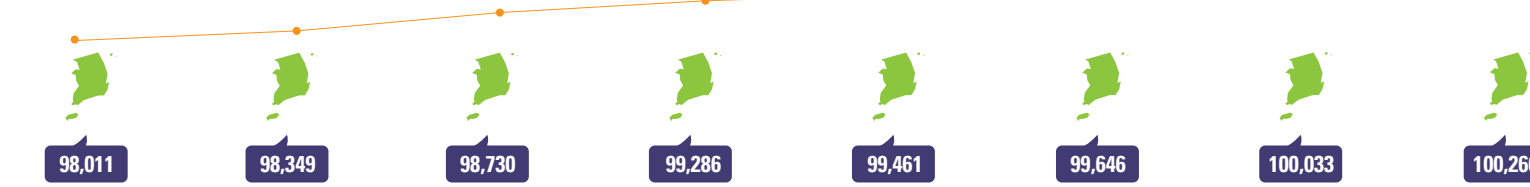
Change in Total Territorial Area



Korea's Total Territorial Area (km²)



South Korea's Territorial Area (km²)



Korea's total territorial area has steadily expanded from 220,109 km² in 1980 to 223,404 km² in 2013. South Korea's territory alone has also grown from 98,011 km² to 100,266 km² during the same period. Such an increase is largely attributable to territory expansion through land reclamation. South Korea has been steadily expanding its land through reclamation efforts, such as installing estuary dams and tidal gates, reclaiming land from the sea by building seawalls, and turning tideland 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 led by private enterprises were implemented along with government-led large-scale initiatives. By the 1990s, there was a growing interest in the importance 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 at the exact same moment in the nation's history when 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 potential by increasing its accessibility to regions in Eurasia through connecting railroads and roads.

The Trans-Asian Railway (TAR) is now connected to routes such as the Trans-Siberian Railway (TSR), the Trans-China Railway (TCR), the Trans-Manchurian Railway (TMR), the Trans-Mongolian Railway (TMGR), and the Trans-Korean Railway (TKR). The goal at present is for Korea to become

an advanced gateway for the logistics and transport industry. Recently, Korea Railroad corp.(KORAIL) made significant progress in the initiative for constructing a transcontinental railroad by joining an Organization for Co-operation between Railways comprised of 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 2005 and an agreement has been signed by 32 countries in Asia to allow highways totaling approximately 140,000 km to cross the continent, utilizing 55 routes, including 8 major ones. In Korea, two AH routes will run across the country: AH1 is proposed to run from Tokyo to the border with Bulgaria, and AH6 will run from Busan via Russia to Georgia.

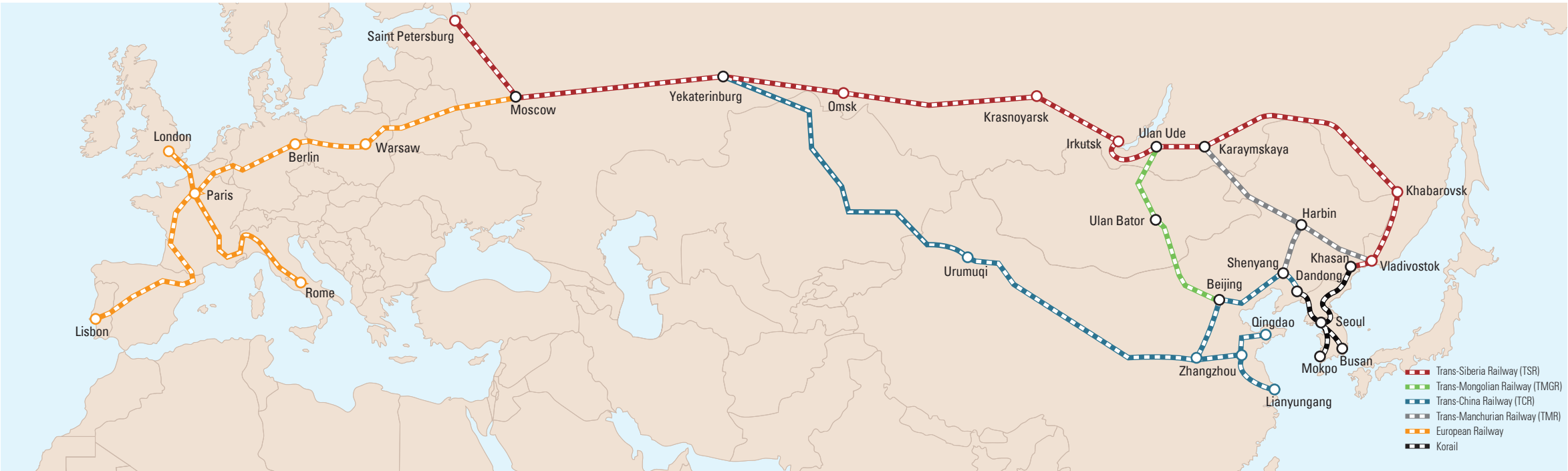
The economic potential inherent in the geographical location of Korea has now been fully activated in large part due to Korea's longstanding investment in its infrastructure. As a result Korea is becoming a powerhouse in both the aviation and marine industries.

As of September 2012, the Incheon International Airport has evolved into a hub airport for East Asia, with 88 airlines linking 182 cities in 58 countries. This potential and the growth of trade have laid a foundation for Korea to become the world's 5th 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. Korea ranks 3rd according to the Liner Shipping Connectivity Index (an indicator of how well countries are connected to the global shipping network), following only China and Singapore.

Asian Highway



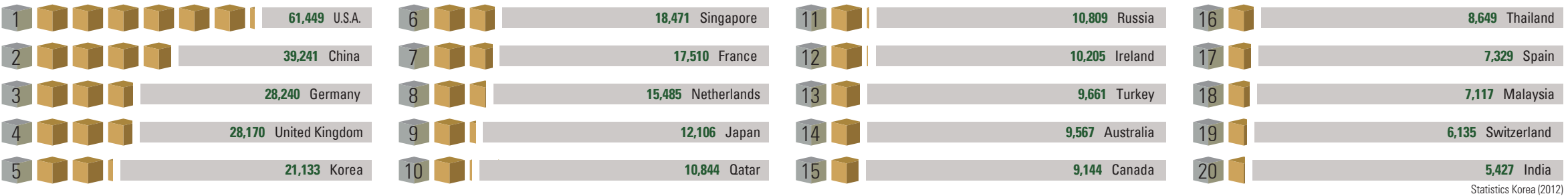
Trans-Eurasian Railway



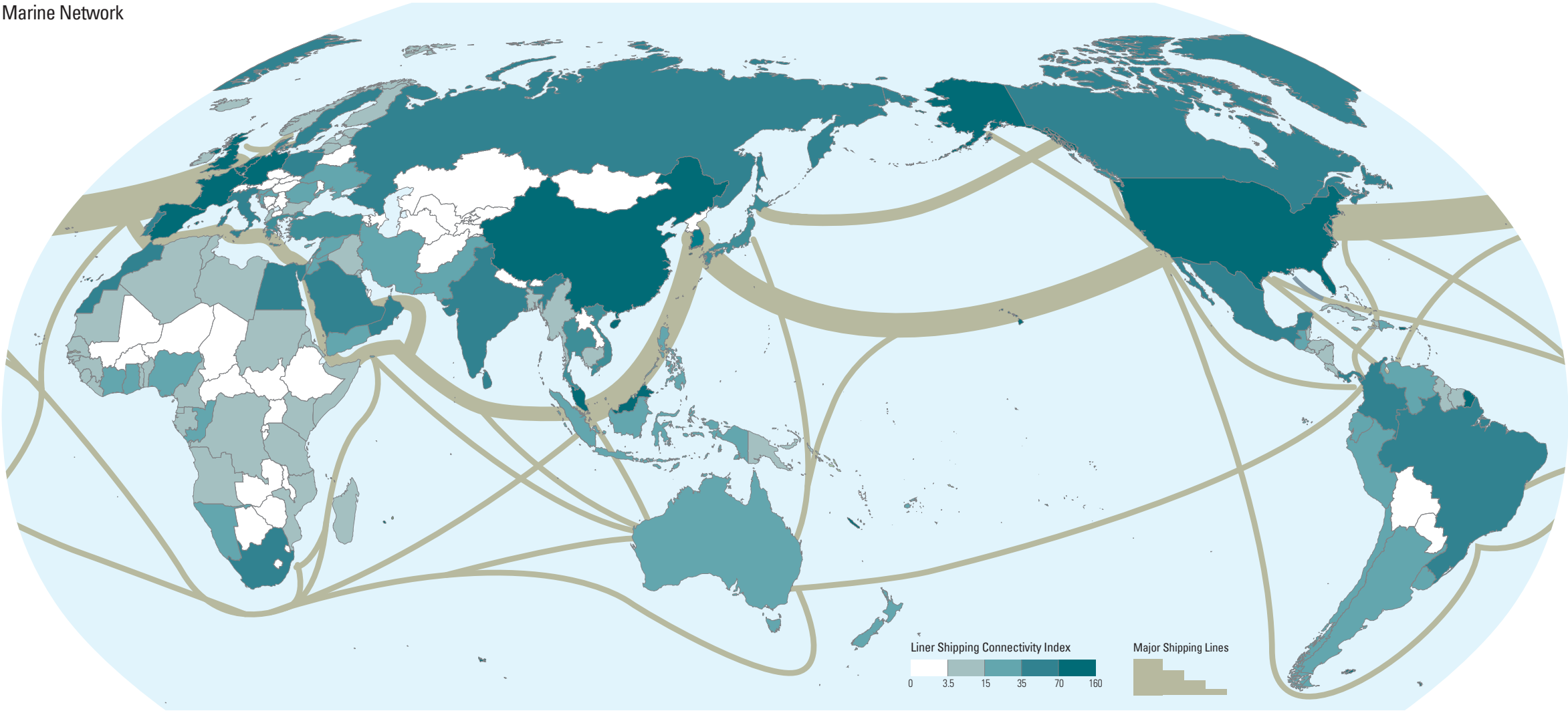
Airlines Network



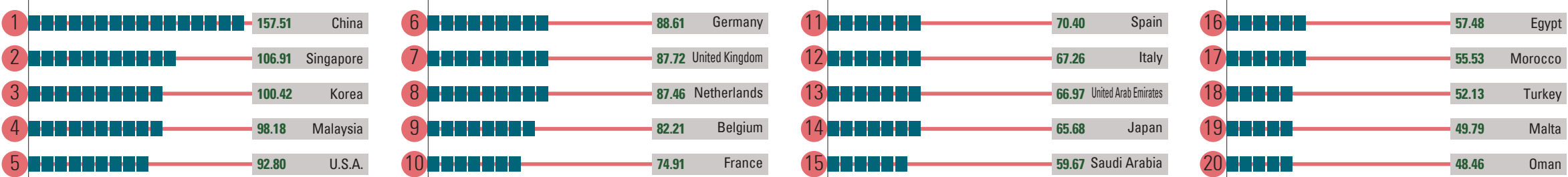
International Air Transportation by Country (Million ton-km)



Marine Network



Liner Shipping Connectivity Index



Dokdo



Spring on Dokdo



Summer on Dokdo



Autumn on Dokdo



Winter on Dokdo



Panorama of Dokdo

Dokdo is an island of the Republic of Korea and is located at the easternmost edge of the national boundary in the East Sea. Dokdo has historically been referred to by various names such as Sambongdo, Gajido, Usando, Jasando and Seokdo. According to Korean historical records, the administrative name of “Dokdo” was first used in 1906 by magistrate Sim Heung-taek of Ulleung. Dokdo was officially incorporated into Gyeongsangbuk-do in 1914.

Dokdo is not one island but consists of two large islands, Dongdo (East Island) and Seodo (West Island), and 89 smaller islands, with a size of 187,554 m². The shortest distance between the two main islands is 151 meters at low tide. Dongdo is located at 37° 14' 26.8" N, 131° 52' 10.4" E, and Seodo is at 37° 14' 30.6" N, 131° 51' 54.6" E. Dokdo is 87.4 km east of Ulleungdo and 157.5 km northwest of Oki Island of the Shimane Prefecture of Japan.

Dokdo has been recognized throughout history as part of Ulleungdo, which has itself always been regarded as Korean territory. Both islands are in fact not far apart, and both are visible to one another on a clear day, an observation that was recorded as far back as the early 15th century. In the *Sejong sillok jiriji* (Geographical Records in the Annals of King Sejong, 1432) it is noted that the two islands of Usan (Dokdo) and Mureung (Ulleungdo) lay within visible distance of one another in the eastern sea of Korea.

The Korean government’s historical archives confirm that Korea has long recognized Dokdo as its territory. Most pointedly, those records provide ample documentation of Korea’s reign of the island. Along with the *Sejong sillok jiriji*, *Sinjeung dongguk yeoji seungnam* (the New and Expanded Complete Conspectus of the Territory of the Eastern Country, 1531), *Dongguk munheon bigo* (Reference Documents on the Eastern Country, 1770), *Mangi yoram* (Essentials of Governance, 1808), and *Jeungbo munheon bigo* (Comprehensive Study of Civilization, Revised and Expanded, 1908) all include Dokdo in discussions of Korea. In the Reference Documents on the Eastern Country it is recorded that “Ulleung and Usan are part of the State of Usan, and Usan is referred

to as Songdo by the Japanese,” reaffirming that Dokdo is Korea’s territory. In 1900, Emperor Gojong of the Korean Empire declared in Ordinance No. 41 that the name of Ulleungdo be changed to Uldo. He then appointed a governor and assigned Uldo to administer Dokdo.

Despite Korea’s longstanding sovereignty over Dokdo, Japan has made more than a few bids to claim the island as a part of its own 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 negotiated an agreement regarding illegal fisheries activities. This was referred to as the “Ulleungdo Dispute.” As a result, the Edo Shogunate officially acknowledged on December 25, 1695 that both Ulleungdo and Dokdo did not belong to the Tottori-han of Edo Shogunate thereby officially confirming that Ulleungdo and Dokdo were not part of Japanese territory. At that point Korea placed a ban on Japanese fishing in the Ulleungdo area. Another prime example of the Japanese acknowledgement of Korea’s sovereignty over Dokdo is the Dajokan Order of 1877. This was an order given by the *Dajokan*, the highest administrative body of Japan at the time, confirming that Ulleungdo and Dokdo were islands outside of Japan’s territory. 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.

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 “Japan shall be stripped of all islands she has seized or occupied by violence and greed.” The General Headquarters of the Allied Powers issued the instruction code SCAPIN-677 and 1033 in 1946 to exclude Dokdo from Japan’s governmental or administrative control. In addition, the Treaty of San Francisco in 1951 reaffirmed that Dokdo was under Korea’s sovereignty.

Topographic Map of Dokdo



Geographic Information about Dokdo

	Item	Content	Remarks
Distance	Dokdo to Ulleungdo	87.4 km (47.2 nautical miles)	The shortest distance between coasts
	Dokdo to Jukbyeon, Ulsin-gun, Gyeongsangbuk-do	216.8 km (117.1 nautical miles)	
	Ulleungdo to Jukbyeon, Ulsin-gun, Gyeongsangbuk-do	130.3 km (70.4 nautical miles)	
Surface Area	Dokdo	187,554 m ²	
	Dongdo	73,297 m ²	
	Seodo	88,740 m ²	
	Attached islets	25,517 m ²	
Distance between Dongdo and Seodo		151 m	The nearest distance between coasts
Number of attached outcroppings		89 not including Dongdo and Seodo	
Coordinates	Dongdo	37°14'26.8 " N	At peak of island
		131°52'10.4 " E	
	Seodo	37°14'30.6 " N	
		131°51'54.6 " E	
Elevation	Dongdo	98.6 m	
	Seodo	168.5 m	
Circumference	Dokdo	5.4 km	
	Dongdo	2.8 km	
	Seodo	2.6 km	
Tidal Range		16 cm	

* 1 Nautical Mile = 1,852 m

The National Geographic Information Institute (2013)



Dokdo and Taegeukgi



SCAPIN-677



Dokdo seen from Ulleungdo



The stone post of the end of the Republic of Korea



The stone post of the territory of the Republic of Korea



The mark to show that Dokdo is Korean Territory

Physical Geography of Dokdo



Ecosystem of Dokdo



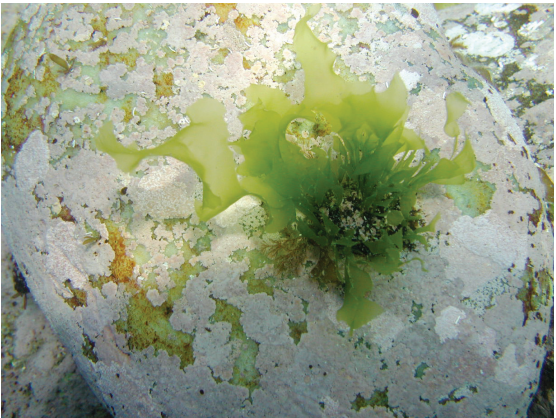
Lischke's Top Shell



Ostoc



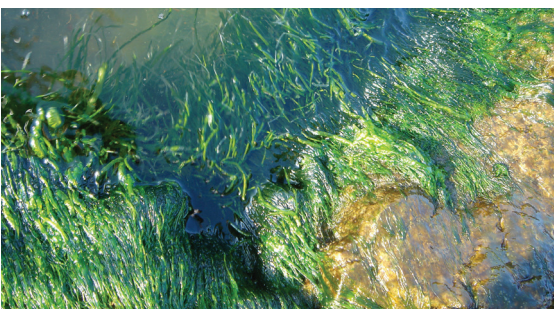
Purple Sea Urchin



Green Algae

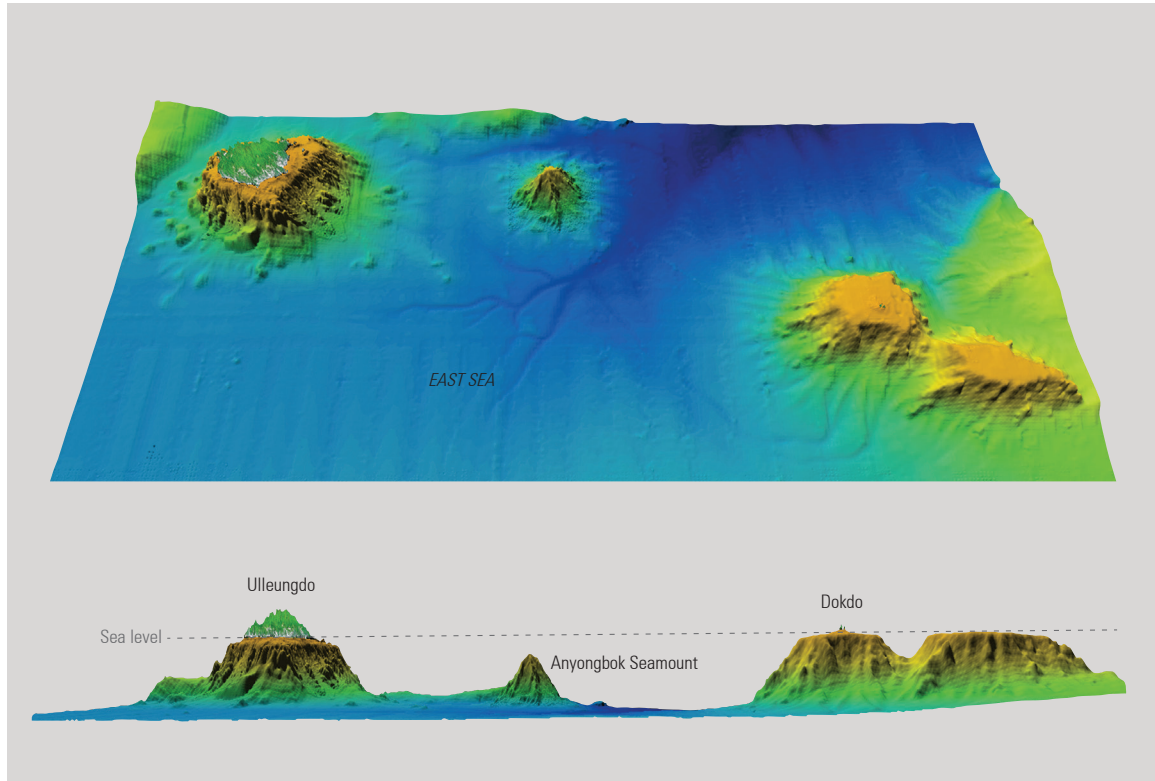


Top Shell

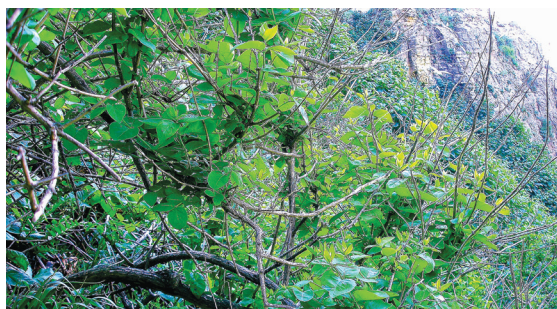


Link Confertii

3D Seabed Images of Dokdo



Arctic Daisy



Morrow's Honeysuckle

Dokdo is a volcanic island that was formed by lava which erupted about 2,000 meters underwater in the East Sea. It was formed between 4.6 million and about 2.5 million years ago. Ulleungdo was formed later, sometime between 2.5 million and 10,000 years ago. Dokdo's geology is alkaline volcanic rocks: the main rock above sea level is made up of andesite, and most of the undersea rock is believed to consist of basalt. The island is actually a part of a gigantic, round volcano (the Dokdo Seamount), with a base 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 near Dokdo is characterized by a very complex submarine topography. It consists of three topographic highlands more than 2,200 meters deep in the west; they get shallower towards the east. The strait between Dongdo and Seodo is 330 meters long, varying in width from 110 meters to 160 meters, and it is 5-10 meters deep. The depth of water surrounding Dongdo reaches

hundreds of meters at certain places, depending on its distance from the coast; however, the waters near Seodo are shallower than those around Dongdo.

The warm current and cold current circulate and meet near Dokdo. Where warm and cold ocean currents meet, an area is created that is rich in plankton, an important food source for fish. 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.

The waters around Dokdo are abundant with squid 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 millions USD profit every year. The fishing grounds around Dokdo possess such significant economic value they represent an important outpost for Korea's fishing industry in the East Sea. As of 2014, 495 animal species and 223 types of algae have been recorded as marine life resources along the coast of Dokdo.

A crossroads for bird migration routes, Dokdo serves as a midpoint rest stop for migratory birds. As such, it also serves as an important natural laboratory for scientific research on these birds' origins, migration patterns, and destinations. The Dokdo Ecosystem

Monitoring and Plant Gene Analysis in 2013 confirmed the existence of a total of 76 species of birds that live or frequent Dokdo, including 4 endangered species. It is also home to the shearwaters, stormy petrels, and black-tailed gulls that only reproduce in Northeast Asia. In order to protect the breeding habitat, the Ulleung-gun Ulleung-eup Dodong-ri, Mountain 43, lot 34, with an area of 178,781 square meters, has been designated as a National Cultural Heritage Natural Monument No. 336 (Dokdo Seaweed Habitat), according to the Cultural Properties Protection Law of November 16, 1982. In addition, about 60 species of plants and 129 species of insects inhabit the island. Since 2005 when monitoring of the Dokdo ecosystem was conducted, new species of life have been found every year. Eleven previously unrecorded species, including spindle trees (*Euonymus hamiltonianus*) and red knots (*Calidris canutus*), were recorded in 2013. The fact that the island is a very rich repository of natural resources motivated the government to designate the island into the Dokdo Natural Protection Zone on December 10, 1999 and changed the designated area to 187,554 square meters.



Spindle Tree



New Zealand Spinach



Wood Sorrel



Wood Pigeon



Siberian Rubythroat



Stormy Petrel



Black-tailed Gull

Human Environment of Dokdo

The Republic of Korea exercises its sovereignty over Dokdo and the Korean government holds legislative, administrative, and judicial jurisdiction over it. Korean police force is stationed on Dokdo, patrolling the island while the Korean military defends its territorial waters and airspace. Various laws and regulations, including those specific to Dokdo, have also been enacted and implemented. A lighthouse and other government facilities have been constructed and are in operation. Korean civilians also reside on 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 91 islands and 101 lots, and its publicly assessed individual land prices were published.

A berth for docking boats on Dokdo was completed in November of 1997 and was registered in the cadastral 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 issue of the official designation of addresses on Dokdo. The administrative designation of Dokdo’s addresses as 42-76, Dodong-ri, Ulleung-eup, Ulleung-gun, Gyeongsangbuk-do, Korea was adjusted to 1-37, Dokdo-ri, Ulleung-eup, Ulleung-gun, Gyeongsangbuk-do, Korea.

In 2006, the island’s addresses were redesignated to 1-96, Dokdo-ri, Ulleung-eup, Ulleung-gun,

Gyeongsangbuk-do, Korea due to an adjustment to the lot number of Dokdo-ri. More recently, Dokdo is using a new address system, namely, “Isabu-gil (Street)” and “Anyongbok-gil” based on suggestions from a public contest under the Road Name Address Act. Currently, the administrative districts are: 3 Dokdo Anyongbok-gil, Ulleung-eup, Ulleung-gun, Gyeongsangbuk-do, Korea (private residence), 55 DokdoIsabu-gil, Ulleung-eup, Ulleung-gun, Gyeongsangbuk-do, Korea (Dokdo Provincial Police Agency), and 63 Dokdo Isabu-gil, Ulleung-eup, Ulleung-gun, Gyeongsangbuk-do, Korea (Dokdo Lighthouse).

The first registered resident in Dokdo was Choi Jong-deok, and his address was San 67, Dodong-ri, Ulleung-eup, Ulleung-gun, Gyeongsangbuk-do. He moved from Ulleungdo to Dokdo in March 1965 to fish commercially and began to construct buildings there in May 1968. He was registered as a Dokdo resident on October 14, 1981 and died on Seodo Island in Dokdo on September 23, 1987. Since then, his family, Choi Kyung-sook and Jo Jun-gi, moved to the same address and they live there now. As of September 2013, permanent residents on Dokdo include 40 civilians, a varying number of Dokdo Coast Guard personnel, 6 lighthouse keepers, and 2 officers from the Ulleung-gun Dokdo Management Office.

Various government institutions manage Dokdo. Gyeongsangbuk-do and Ulleung-gun 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 under 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 its surrounding waters in accordance with Law 7497 on the Sustainable Use of Dokdo Act, enacted on November 19, 2005. This ministry is also in charge of environment-related activities, which include ecosystem preservation, management and protection of fishery resources, research and development of marine mineral resources, facility management plans on Dokdo, and procurement of resources. The Ministry of Environment has designated Dokdo as a “specific island” in accordance with A Special Act on Preservation of the Ecosystem on 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 natural monument according to the Cultural Heritage Preservation Act. In addition, The Ministry of Information and Communication (currently Ministry of Science, ICT and Future Planning) issued postage stamps depicting Dokdo in 1954, 2002, and 2004, and has established and is operating mail delivery service.



Dokdo Dock
The docking facility (maximum 500 t) was constructed in November 1997/ length: 80 m, width: 1,945 m², The Warf was constructed in July 2003



Residential Building
Extension and renovation in August 2011 (two residents and two staff members from the office of Ulleung-gun; a 373 m² four-story building/two water treatments (4ton/day), Diesel Generator(50 kW)



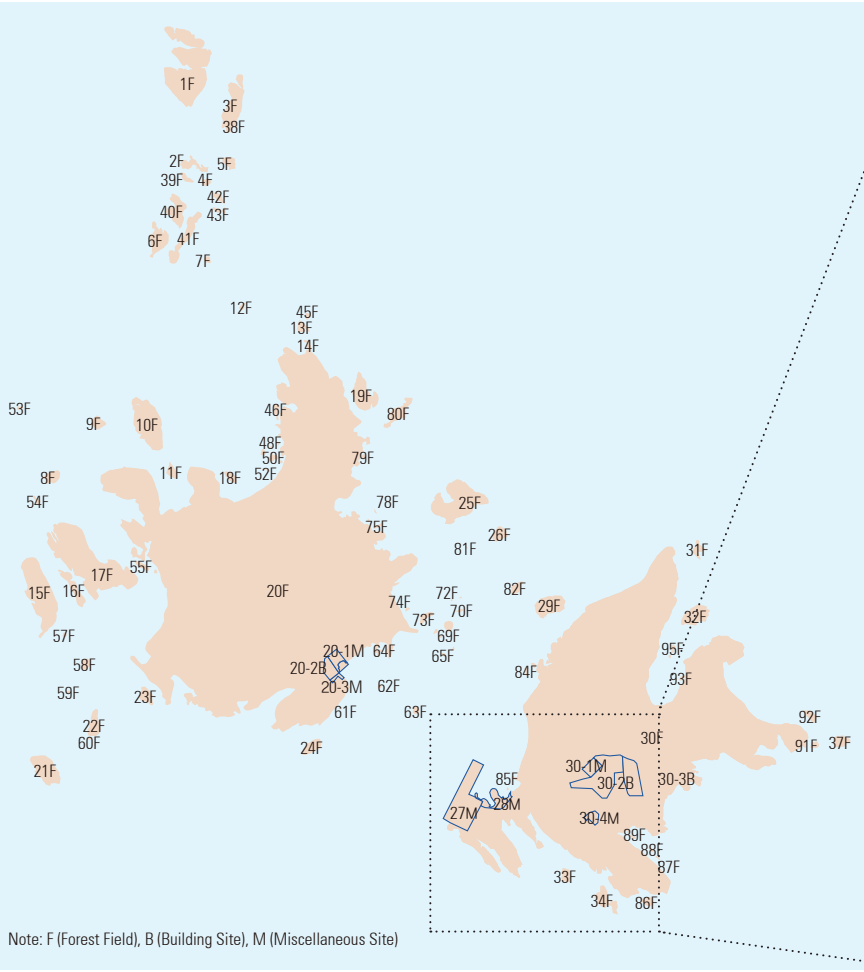
Dokdo Lighthouse
First set up in August 1954; extension of facilities and introduction of manned service in December 1998; 1 Unit (lighting up to 25 miles; Staff: 3; Height: 15m; Area: 161 m²; 2 Diesel Generator(75 kW); Sunlight Generator (15 kW)



Dokdo Guards
Extension of the facilities in August 1997; 30 guards; one residential building (657 m²); water treatment (27ton/day) Helicopter Course (1 Unit; 625 m²); Cableway (1 unit); Sea water purification facilities

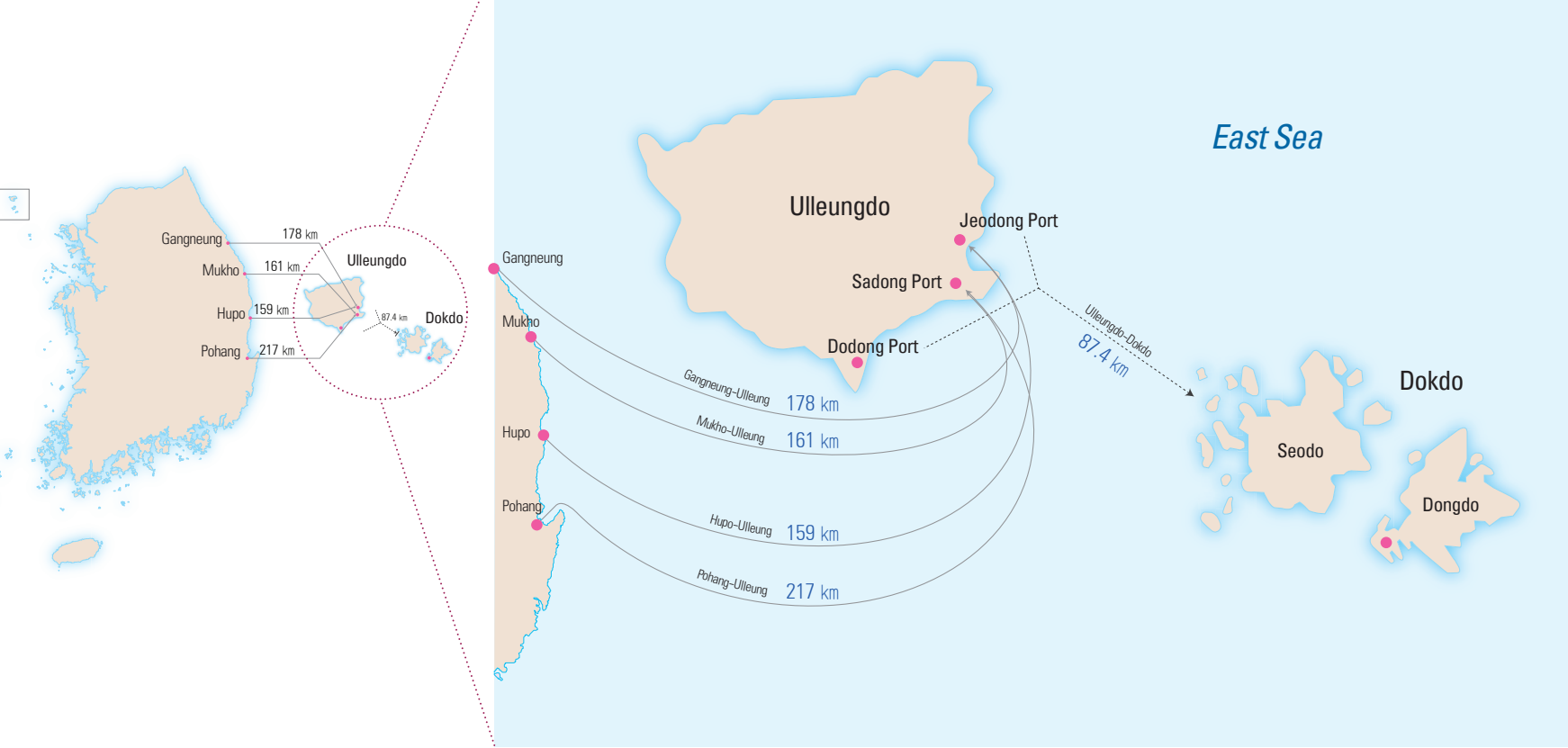


Cadastral Map of Dokdo



Memorial Stone in Dokdo

Ulleungdo - Dokdo Sea Route



When Dokdo was first designated as a natural monument for its geological and ecological significance, the government restricted individual trips to the islets to protect the island’s natural environment. As late as the early 1990s, it was difficult for civilians to visit Dokdo except for academic, administrative, and educational purposes. Since visits to the island were approved on the application basis, more people took an interest in Dokdo and the number of visitors has increased. Despite increases in visitors, the numbers had hovered around one to two thousand every year until 2004. Since June 2009, the government lifted the visitation ban and allowed civilians to travel to Dongdo (up to 1,880 people per day) and the permit system changed to a reporting system. Tourism on Dokdo has ushered in a new era as passenger ships travel between Ulleungdo and Dokdo on a regular basis. The number of Dokdo visitors has jumped sharply, and by December 2013 the annual total was around 1.24 million, or an average of 700 people per day.

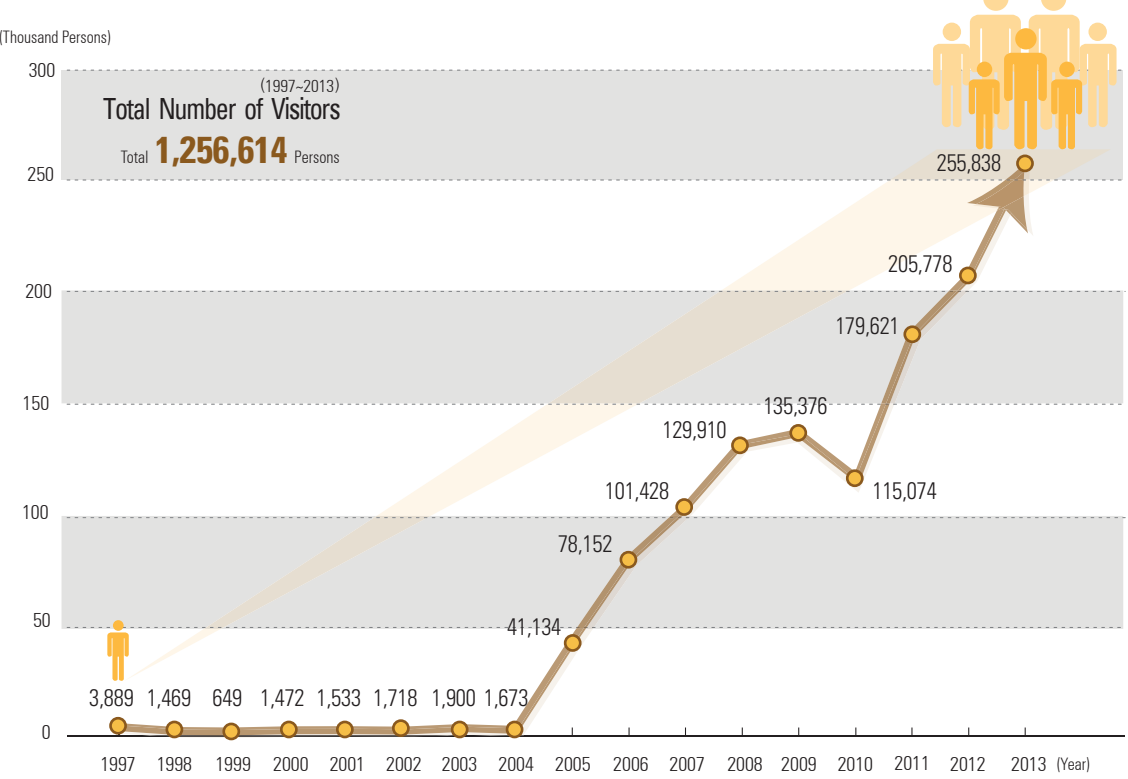
Those who wish to visit Dokdo need to go via Ulleungdo. Historically, the first liner services began between Ulleungdo and Busan in 1912 and connection services between Ulleungdo and Pohang began in 1963. These services brought expanded connectivity between Ulleungdo and the mainland. With 800-ton, high-speed passenger ships running this route in particular, the number of tourists to Ulleungdo has dramatically increased since 1977. Additionally, travel times to Ulleungdo have decreased to around three hours since the 1980s 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, Mukho, and Gangneung. The trip takes approximately 2-3 hours. For the route between Ulleungdo and Dokdo, six ships operate from March to November, departing from Jeodong and Sadong on Ulleungdo, taking around 1-2 hours.



Coastal Guardship of the Korea Coast Guard

Yearly Visits to Dokdo



A Coast Guard at Dokdo



Ship of Dokdo Peace (for the Management of Dokdo)

Passenger Liners

Route	Number of Passenger Ship	Travel Time	Maximum Capacity of Passengers	Frequency of Operation
Ulleung → Pohang	1	3hours	920	regular
Ulleung ↔ Gangneung	2	2.5 hours	400~550	irregular
Ulleung → Mukho	2	2.5~3hours	350~450	irregular
Dokdo ↔ Ulleung(Sadong Port)	3	1.5~2hours	300~450	regular
Dokdo ↔ Ulleung (Jeodong Port)	3	1.5~2hours	400~550	regular

Office of Ulleung-gun (2013)