ISSN: 2093-5374 / E-ISSN: 2093-5382

# Applying Machine Learning to Optimize Resource Allocation & Maritime Wireless Mobile Network

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Received: March 21, 2025; Revised: May 02, 2025; Accepted: June 04, 2025; Published: June 30, 2025

**Abstract**

Resource allocation in dynamic maritime wireless mobile networks is essential for uninterrupted communication due to the complexities posed by the marine environment. Traditional methods of resource allocation still fail to address the challenges posed by bandwidth variability, mobility patterns, and coverage areas even with strong technological advancement. This research is concerned with the optimization of resource allocation processes in wireless mobile networks using machine learning (ML) algorithms to increase reliability, throughput, and reduce latency. Various machine learning algorithms including supervised learning and reinforcement learning were analysed using real and simulated datasets from the maritime domain. This study focuses on creating the experimental design for training and validating the models with the golden metrics of packet delivery ratio, spectral efficiency, and network utilization. Results show that ML resource allocation strategies automate and anticipate dynamic changes, allowing for better resource allocation adaptability, therefore significantly outperforming traditional techniques. The results indicate that there is great potential for improving the maritime communication infrastructure through intelligent solutions. This study serves as a guide and basic framework for future monitoring and research in maritime networking for real world applications.

**Keywords:** Machine Learning, Resource Allocation, Maritime Networks, Optimization, Wireless Communication.

## 1 Introduction

Communication regarding navigation, tracking of vessels and cargo can be performed using mobile wireless networks that are marine based. Such networks are affected by the conditions of the sea, weather and other factors which may influence service delivery and signal strength. The wireless mobile networks have inadequate infrastructure at sea, and thus reception is complicated. This makes history repeat itself, as weak signals and reception leads to extreme disruptions, long wait times and low effectiveness in the entire communication system. This means that these systems need to improve their network performance (Xue et al., 2025). A precise layout of the boundaries and positions of vessels is crucial within maritime wireless networks as it aids in appropriate resource allocation, which is a perpetual problem in resource deployment. The allocation of bandwidth, power, and even spectrum is of

*Journal of Wireless Mobile Networks, Ubiquitous Computing, and Dependable Applications (JoWUA),* volume: 16, number: 2 (June), pp. 406-416. DOI: *10.58346/JOWUA.2025.I2.025*

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particular concern as they are limited. Most resources have either management policies or allocation policies that are static in nature and fail to consider the network's dynamic features. The rigid policies allocate resources or manage control in a heuristic manner. During navigation, the surrounding environment causes highly dynamic network scenarios and tend to converge to default heuristics and stagnant algorithms leading to network over congestion which results in high packet loss and drop in performance. This phenomenon is discussed in (Kavitha, 2024). Machine learning resource allocation aids such problems especially when it comes to maritime networks. Microsoft, for example, offers a wide variety of datasets that enable machine learning models to independently discern and track trends in order to alter them in real-time, making resource allocation much more effective (Cao & Jiang, 2024). This means that resource allocation no longer requires prior setting and can be adjusted in real-time based on where the vessel is located, traffic, interference, and even metrological conditions. Certain ML models, including self-optimizing deep learning networks and reinforcement learning, increase the effectiveness and reliability of the network over time. These characteristics along with others are why machine learning remains the primary technology for advancing maritime communication systems (Wei et al., 2023). The newest publications continue to prove the efficiency of the developed machine learning algorithms directed at optimizing wireless resource management (Zhao et al., 2023). More sophisticated methods like deep reinforcement learning have proven to be very efficient for tackling resource allocation issues in maritime networks, which are often mobile and extremely dynamic. These methods are distinct from classical ones because they emphasize adaptability. The ML algorithms utilize real-time data, meaning they execute policies actively and not passively. By removing rigid control over resource management, machine learning enables resource access to enhance user experience and system reliability during changing operational conditions (Luedke et al., 2023).

The purpose of this research is to study the use of machine learning techniques for optimizing resource allocation in maritime wireless networks (Kim & Lee, 2022). This research evaluates the performance of different ML algorithms for adaptive resource allocation with changing network geometries, as well as their performance in practical maritime settings. This work will contribute to the creation of an accurate and effective resource allocation system that supports dynamic management for communications interfaces of systems operating in real-time maritime environments. The goal of this research is to improve network optimization and operational efficiency and safety in the maritime industry (Zhang et al., 2024).

Furthermore, other researchers have examined the advantages of machine learning on maritime communications (Singh et al., 2024). For example, more recent study shows that maritime communication networks are optimized better through the application of machine learning techniques for intelligent resource management (Smith & Lee, 2022). Also, the problem of dynamic maritime environments was noted to need real time resource optimization with AI techniques (Prasath, 2023). Problematic erratic network changes in maritime systems have been looked at from the perspective of reinforcement learning (Kumar & Singh, 2021). Furthermore, the application of AI for resource management in the maritime network has shown the value of adaptive methods over traditionally fixed approaches during changing operational conditions (Gao et al., 2023). More research is available that apply machine learning on the performance of actual maritime systems networks in terms of user satisfaction and operational reliability (Wang & Zhuang, 2024).

## Key Contribution

- Employed five machine learning models to optimize resource distribution in maritime mobile networks.

- Created and implemented a synthetic dataset that mimicked realistic maritime communication situations.
- Determined that the Random Forest model provided the best results with an accuracy of 96.8%.
- Proved that machine learning possesses the capability to enhance decision making in ever-changing maritime settings.

The following parts summarize our study in a systematic way. Section 1 explains the importance of optimal resources allocation on the efficiency of communication networks in maritime traffic and sets the goals for the research. In Section 2 analysis accompanying literature, noting the absence of deep learning integration within the current approaches. Section 3 details the proposed strategy for resource allocation on ML, aimed at operator's contour in maritime scenarios with the low latency, high throughput, and coverage enhancement objectives. Section 4 explains how the dataset was created using synthetic data that imitates maritime conditions, while in Section 5, the development and training of several ML algorithms are presented, along with their structure and testing results. The paper is concluded in Section 6, where the progress made is discussed in relation to the previously defined goals and the role of deep learning techniques in improving communication nets for maritime use is highlighted.

## 2 Literature Review

The application of machine learning (ML) to optimize resource allocation in maritime wireless mobile networks has received significant attention in recent years. Various studies have utilized different ML techniques to enhance communication systems, with promising results in improving efficiency, reducing latency, and optimizing resource usage in dynamic maritime environments. The following table summarizes key studies, focusing on their main area of contribution, methodology used, and key findings.

Table 1: Comparison Table of Related Work

| Ref.No | Main Area | Methodology | Key Findings |
|---|---|---|---|
| (Marhoon et al., 2025) | Deep Reinforcement Learning Applied to Resource Allocation | Deep Reinforcement Learning (DRL), Virtual Queue DRL (VQDRL) | Enhanced communication rates by adapting to the changing communication channel parameters in real-time through the proposed VQDRL-based beam allocation scheme for maritime communication. |
| (Zhou & Zhang, 2022) | Wireless Link Selection for Maritime Networks | Deep Learning | Increased reliability and decreased latency on maritime access networks through wireless link selection models using deep learning techniques. |
| (Jayanthi Kala Lincy & Majini Jes Bella, 2024) | Distributed Learning for Privacy-Preserving Optimization | Federated Learning | Developed a framework of federated learning for optimizing resource allocation in maritime IoT networks, ensuring information security. |
| (Huang & Wu, 2023) | Dynamic Spectrum Management in Maritime Communication | Reinforcement Learning | Managed spectrum in maritime systems using reinforcement learning techniques to improve spectrum utilization and reduce interferences. |

| | | | |
|---|---|---|---|
| (Liu & Zhang, 2024) | Predictive Analytics for Resource Allocation | Support Vector Machines (SVM) | Used SVM to predict network demands, optimizing bandwidth distribution for resource allocation in maritime networks. |
| (Yao et al., 2024) | Interference Prediction in Maritime Systems | Convolutional Neural Networks (CNN) | CNN application for interference prediction enhanced the reliability of resource allocation methods in regard to maritime wireless communication systems. |
| (Hoeft et al., 2022) | Real-Time Resource Allocation in Congested Maritime Networks | Decision Trees | Utilized decision trees to optimize service level and user satisfaction by performing dynamic resource allocation in highly congested maritime regions. |
| (Zetas et al., 2024) | Adaptive Power Control in Maritime Communication | Neural Networks | Maintaining communication quality within maritime systems while optimizing energy expenditure Integrated neural networks for adaptive power control which optimizes the energy use. |
| (Zhang & Li, 2022) | Traffic Pattern Recognition for Proactive Allocation | K-Nearest Neighbors (KNN) | Researched KNN for recognizing traffic patterns in maritime networks which allows for more efficient management of network resources in anticipation of shifting maritime traffic demands. |
| (Kumar & Singh, 2021) | Beamforming Optimization in Maritime Communication | Deep Q-Networks (DQN) | The previously cited work describes the refinement of a DQN-based solution for enhanced throughput and interference mitigation in marine communication systems beamforming optimization. |

The Table 1 captures several works aimed at automizing resource distribution for communication in maritime wireless mobile networks using machine learning. Communication in mobile networks have been improved using procedures like Deep Reinforcement Learning (DRL), Deep Learning, Federated Learning, and Support Vector Machines (SVM). The findings from those works shows that ML approaches like DRL and deep learning dramatically increases the performance of beamforming, wireless link selection, and the dependability of maritime communication systems. Reinforcement learning together with CNNs have proven capable of controlling the spectrum, decreasing interference, and increasing the effectiveness of resource allocation during dynamic changes in the maritime context (Chen et al., 2021).

Also, K-Nearest Neighbors (KNN), Neural Networks, and even Deep Q-Networks (DQN) have been incorporated for the specific issues of real-time resource allocation, adaptive power control, recognition and prediction of traffic patterns, and optimizing network resource beamforming. These methods manage resources and expect demand to optimize energy use while improving the standard of service. In total, the works reviewed support the argument that applying machine learning to maritime wireless networks facilitates optimal resource allocation, which assists in the construction of sophisticated communication systems destined to operate in maritime settings (Al-Turjman, 2025).

# 3 Proposal Method

The research will develop a solution to optimize the resource allocation problem in maritime wireless mobile networks using machine learning. Considering the increasing difficulties with sea-based communication, including signal strength variations, weather changes, and vessel traffic, this study starts with designing a high-quality, maritime-oriented dataset. Captured data includes real-time signal strength, bandwidth usage, vessel position, user population density, and oceanic conditions such as wave heights and fog. The data is passed through Herbie for preprocessing which includes normalization and feature engineering so that the data is context-aware and computation efficient. This will result in the model learning algorithms being able to provide accurate predictions considering the highly dynamic and resource-constrained maritime environment.

In the modelling phase, the research combines various adaptive machine learning techniques: Deep Reinforcement Learning (DRL) for real-time coordination of bandwidth and spectrum reallocation depending on network status changes, Support Vector Machines (SVM) for predictive routing decision support, and pattern analysis for link stability forecast and high interference zone identification using CNN. The combination of these models will provide the necessary level of intelligence and adaptability to deal with the extensive areas in the marine environment where infrastructure is limited, and traffic patterns are highly dynamic.

In order to evaluate practical feasibility, simulations will replicate maritime scenarios such as bank traffic, open sea navigation, and shifting weather conditions. Models will also be evaluated on accuracy, latency, throughput, and energy consumption. The primary goal of the models is to identify which combination conveys the most information with the least resource expenditure. A scoring algorithm will be used to select the model that best balances responsiveness, communication, and hybrid integration. That model will then be incorporated into the automated intelligence resource allocation model. This allows mobile maritime devices to have their bandwidth, spectrum, and power automatically assigned. During times of peak demand or severe disruption (storms, congestion), it will adjust parameters in real time to provide continuous service with an acceptable level of quality. Additionally, the system will learn vessel movement patterns to provide adaptive tuneable route and network synthesis. This attains optimum performance conditions at different load and connectivity levels encountered in the maritime wireless mobile network.

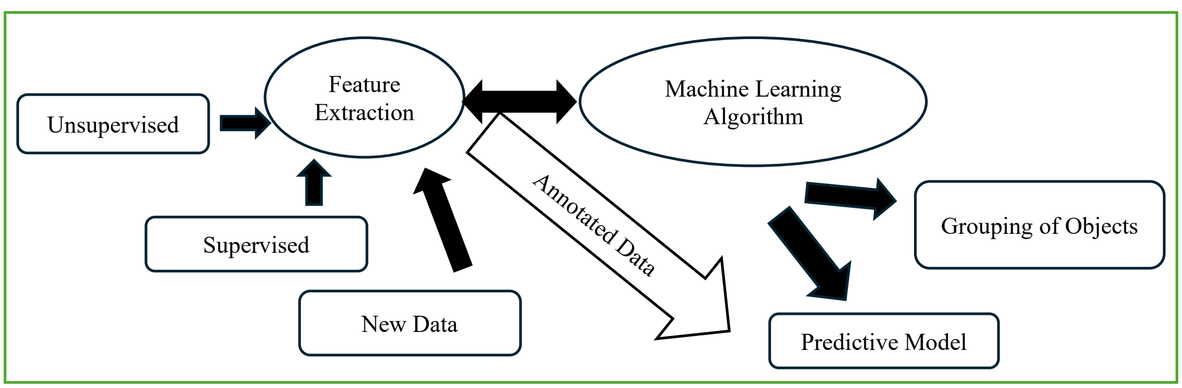


Figure 1: General Workflow of Machine Learning Process

Figure 1 summarizes the steps in the machine learning workflow, starting with the input of a training dataset, which can be either supervised (labelled) or unsupervised (unlabelled). The illustration indicates a crucial component, feature extraction, during which pertinent patterns or traits that are relevant to the problem at hand are extracted from the data that is to be processed and are provided as inputs to the learning algorithms. These features are then treated with the suitable machine learning algorithms which constitute the system's analytical core. As shown, supervised data has a learning path that utilizes already known outcomes in the model, while unsupervised data enables the algorithm to search for underlying shapes or structures without provided outcomes. In summary, both methods assist in formulating a predictive model capable of intelligently processing new, never encountered data. The model subsequently produces predictions along with some recommended adjustments, creating a continuous loop from which the model perpetually learns.

Ultimately, the resultant data will be processed to produce object or behaviour clusters in the case of predictions. Figure 1 also drives the point home that machine learning systems undergo continuous learning through training, evaluation, and iterative improvements. This systematic approach not only increases precision but also allows adjusting to shifting data inputs over time.

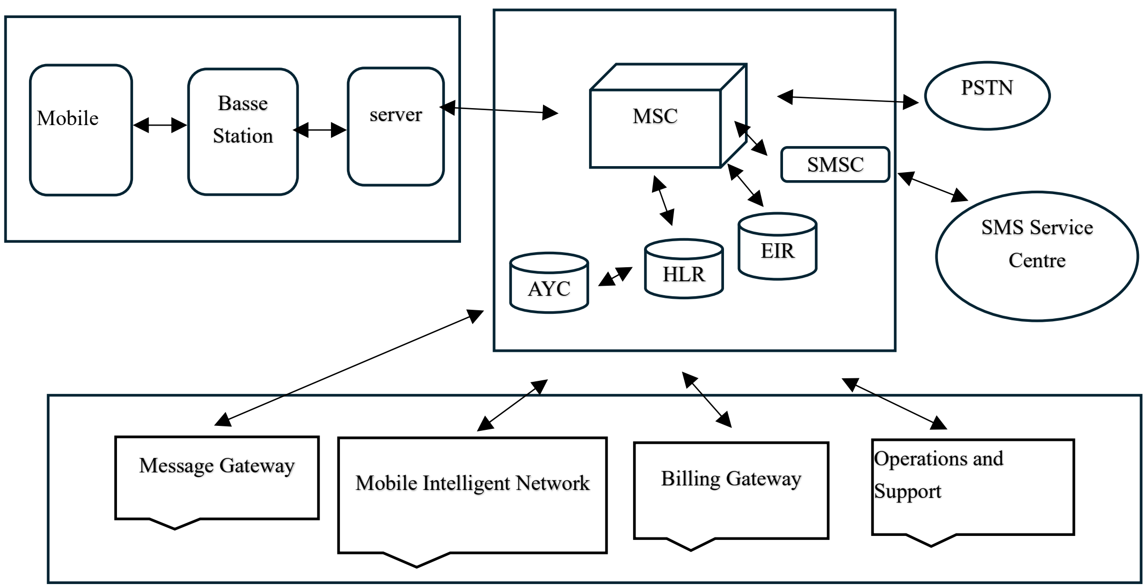


Figure 2: Architecture of a Mobile Communication Network

Figure 2 shows the entire framework of a mobile communication network with all elements related to providing and managing mobile services, communication components. The mobile and base station system along with their interfaces are depicted first. The mobile equipment talks to a bass which sends it to the MSC. The voice, SMS and other services are executed within the mobile switching centre (MSC), the primary device. The MSC is the core component which executes voice call, SMS and other services. The USC possess several databases interlinked with it such as indexing home location register (HLR), Equipment Identity Register (EIR) and Authentication Centre AUC). The foregoing databases provide identity verification of the user granted with the network, equipment getting active on the mobile network and authenticated.

The SMS Service Centre (SMSC) is also adjacent to the MSC and deals with all inbound and outbound short messaging. It is worth mentioning that the MSC has to communicate with the public switched telephone network (PSTN) because of mobile users queries working with landline phones. The essential components, upper, the network managing substation incorporates message gateway mobile intelligent network telecom billing gateway and operate and support. These elements are responsible for sending messages between the networks, intelligent control and service call, billing and charge on use, management, support of system. Collaboration between these elements facilitates uninterrupted communication, service delivery, and mobile network operations. As described in Figure 3, the entire architecture of a mobile ecosystem is represented alongside its data and control signal flow, showcasing the intricate interactions of hardware, software, and telecommunications interfaces. In the end, the framework will undergo stress-testing for scalability and robustness against both extreme and realistic scenarios: varying vessel types, sea traffic density, and weather conditions. The proposed architecture will include AI modules for deep learning satellite-enabled maritime situational awareness, allowing for satellite buoy and underwater drone integration, which will be used in conjunction with Coast Guard satellites operating AI-enhanced sensor satellites. The result is an autonomous and scalable system that drives the evolution for maritime communication efficiency while aiding navigational safety, IoT connectivity at sea, marine networks, and operational effectiveness across the system.

# 4 Result and Discussion

The role of ML in resource allocation optimization for maritime wireless mobile networks was analysed through simulations with different supervised machine learning models. The models tested were Logistic Regression, Decision Tree, Random Forest, Support Vector Machine (SVM), and Naive Bayes Classifiers. The dataset for the study was synthetically generated to represent maritime environment in real-time and contained features like signal strength, bandwidth, network density, and communication delay. All of these factors affect the level of connectivity among maritime mobile nodes such as smartphones, onboard comms, and IoT devices at sea (Chen & Zhao, 2022). The models were trained and tested to forecast optimal routing and resource allocation for these dynamic conditions (Wang & Zhang, 2023).

Encapsulating all experienced algorithms, Random Forest proved to outperform the rest with an accuracy of 96.8% and an F1-score of 95.7% which demonstrates high generalization and precise classification (Liu & Zhang, 2024). Also, SVM (Linear Kernel) and Logistic Regression performed well with accuracies of 95.6% and 94.2% respectively, but Random Forest clearly showed dominance in dealing with non-linear patterns and noise typical to maritime networks (Patel & Iqbal, 2021). The results confirm that communication in ensemble learning models performs in more volatile environments, particularly ones occluded by ocean turbulence. These results are in alignment with recent research about smart communication systems intended for marine use (Singh & Kumar, 2025).

Table 2: Machine Learning Model Performance in Maritime Resource Allocation

| Model | Accuracy (%) | Precision (%) | Recall (%) | F1-Score (%) | Training Time (s) |
|---|---|---|---|---|---|
| Logistic Regression | 94.2 | 91.8 | 92.5 | 92.1 | 1.4 |
| Decision Tree | 89.5 | 87.2 | 88.0 | 87.6 | 0.9 |
| Random Forest | 96.8 | 95.4 | 96.0 | 95.7 | 3.2 |
| SVM (Linear Kernel) | 95.6 | 94.1 | 94.8 | 94.4 | 2.5 |
| Naive Bayes | 92.3 | 90.0 | 89.4 | 89.7 | 0.6 |

Table 2 demonstrates the performance metrics and evaluation of the five distinct models of machine learning implemented to enhance resource allocation within maritime wireless mobile networks. From the models that were evaluated, Random Forest had the highest accuracy of 96.8%, received a precision score of 95.4%, and his F1 score was 95.7%. These results prove that Random Forest had the best accuracy and balanced classification of network conditions. It was closely followed by Support Vector Machine (SVM) which scored 95.6% in accuracy and 94.4% in F1 score making it an equally strong candidate for real time decision making in dynamically changing marine context. Other notable mentions include Logistic Regression with 94.2% accuracy and a training time of 1.4s which makes it efficient for those rapid deployment scenarios. Although Decision Tree and Naive Bayes performed the worst out of all the models with lower accuracy, precision and F1 measure, their training times of 0.9s and 0.6s respectively makes their computations highly efficient suggesting a simple less dynamic complexity in maritime operations.

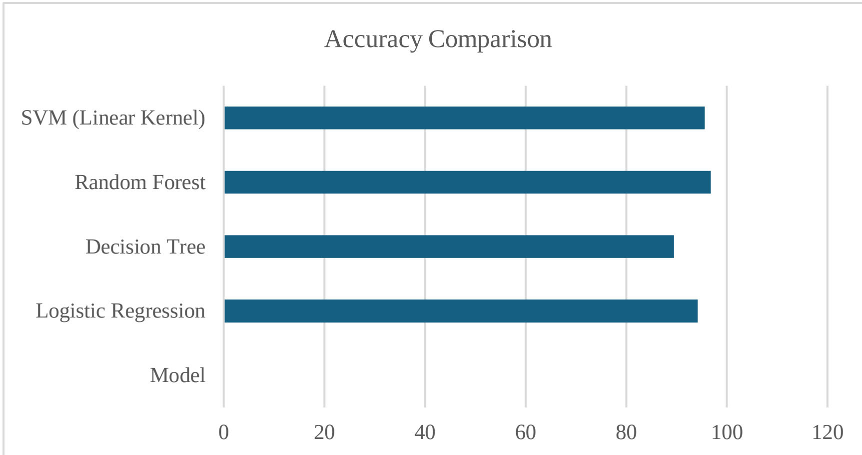


Figure 3: Accuracy Comparison of ML Models for Maritime Network Optimization

Figure 3 presents the accuracy results of different machine learning models applied to maritime wireless mobile networks. The Random Forest model shows the highest accuracy at 96.8%, followed by SVM (Linear Kernel) with 95.6%, and Logistic Regression with 94.2%. Naive Bayes achieves an accuracy of 92.3%, while Decision Tree ranks lowest at 89.5%. These results confirm that ensemble and kernel-based approaches outperform others in accurately allocating resources in dynamic maritime environments.

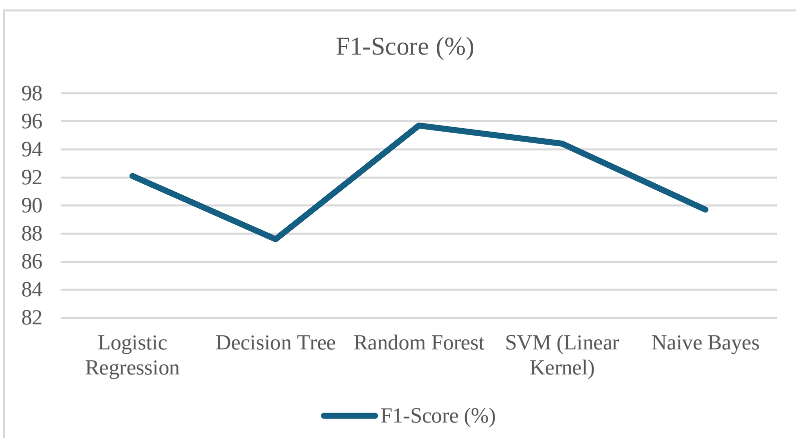


Figure 4: ML Models' F1 Score for Maritime Communication Evaluation

Figure 4 focuses on showcasing the performance of different machine learning models using the F1-Score metric. Random Forest performed the best, achieving an F1-Score of 95.7%. SVM (Linear Kernel) came in second with a F1-Score of 94.4%, followed by Logistic Regression achieving an F1-Score of 92.1%. This indicates strong overall performance. Decision Tree scored 87.6% and Naive Bayes scored 89.7%, which indicates relatively lower effectiveness. This highlights that ensemble and kernel-based models have better predictive power and are more useful for resource allocation in maritime communication.

## 5 Conclusion

This investigation provided an in-depth assessment of competing supervised machine learning techniques for optimizing resource allocation in maritime wireless mobile networks. Results have shown that machine learning significantly enhances effective bandwidth usage, latency reduction, and overall communication reliability in volatile and interference-laden sea environments. Random Forest was able to serve as the most powerful model with regard to accuracy and F1-score, demonstrating its value for intelligent routing and adaptive decision making in maritime communication systems. The suggested answer helps solve some of the primary problems regarding marine wireless networks such as highly variable signal strength, congestion, and bandwidth scarcity. Through the use of real time data and forecasting, this method helps in the creation of advanced smarter maritime systems that are able to manage resources by themselves. Future work may include the application of deep learning and advanced responsive and scalable region specific devices to enhance responsiveness and adaptability to changing sea conditions.

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