REVIEW ARTICLE



# **A theoretical framework for improved fre suppression by linking management models with smart early fre detection and suppression technologies**

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**Abstract** Bushfres are devastating to forest managers, owners, residents, and the natural environment. Recent technological advances indicate a potential for faster response times in terms of detecting and suppressing fres. However, to date, all these technologies have been applied in isolation. This paper introduces the latest fre detection and suppression technologies from ground to space. An operations research method was used to assemble these technologies into a theoretical framework for fre detection and suppression. The framework harnesses the advantages of satellitebased, drone, sensor, and human reporting technologies as well as image processing and artifcial intelligence machine learning. The study concludes that, if a system is designed to maximise the use of available technologies and carefully adopts them through complementary arrangements, a fre detection and resource suppression system can achieve the ultimate aim: to reduce the risk of fre hazards and the damage they may cause.

**Keywords** Forest fre · Resource suppression · Smart fire detection and suppression system  $\cdot$  Forest fire management · Holistic system

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#### **Introduction**

From June 2019 to April 2020, Australian bushfres burnt more than 17 million hectares and destroyed more than 3000 homes (Bushfre and Natural Hazards CRC 2020). These devastating natural disasters highlight the urgent need for innovative technologies as well as new fre resource management systems.

Fire detection and suppression methods have been largely the same for many years, using people in fre towers for ignition reporting, and a map and pencil to pinpoint the location for its suppression. A smarter, more dependable detecting system is needed, using modern technologies such as cameras, sensors, satellites, robots and artifcial intelligence. However, there are challenges with the associated costs, and there is a lack of confdence in the reliability of these technologies.

This study reviews the current technologies, management systems and management models used in bushfre detection and suppression and proposes a framework that uses the operations research method to bring existing fire behaviour modelling, geographic information system (GIS) applications and available ground-, space- and image-based fre detection technologies together into one fre decisionmaking framework for efficient resource management.

# **Current detection technologies and management systems**

Early fre detection is an important control method and has been largely carried out using ground-based, space-based and computer image-based methods.

## **Ground‑based detection**

For more than half a century, a 'person in a tower' has been used to detect forest fres. However, human observers are costly and there is a risk to human safety as well as property. In addition, fre towers have a limited lifespan and maintenance and replacement costs are high. Moreover, fre towers only contribute to fre detection within their surroundings, perhaps up to 50 km.

Video-based fre detection monitors identify the location of fres and provide an alert, but these technologies require advanced image processing (Çelik et al [2007;](#page-11-0) Vipin [2012](#page-12-0); Çetin et al [2013\)](#page-11-1). The German Aerospace Institute (DLR), as part of the NASA Mars Pathfnder Mission (NASA, 2014) have provided panoramic pictures at diferent magnifcation levels, which gives a warning and displays the fre location in a GIS.

Non-visual infrared- based wireless sensor networks (WSNs) (Bouabdellah et al. [2013](#page-11-2)) require advanced algorithms to improve communication speed and energy efficiency. Recently more technically advanced solutions, such as infrared visible light cameras and thermal imaging cameras, have been developed for fire detection, which require routing protocols for rapid data transmission (AL-Dhief, Sabri, Fouad, Latiff, Albader, [2019](#page-11-3)). Cetin et al. [\(2013](#page-11-1)) suggests that point sensors in WSNs can cause information delay, while video-based fre detection provides a volume of videos with timely and accurate information on fre size and growth. Integrating both non-visual and visual applications can reduce false alarms.

Manned and unmanned aircraft equipped with imagery sensors provide fexible fre detection by moving quickly to affected areas and spotting different fire occasions. Unmanned arial vehicles (UAV) have been used for forest fre detection, location and monitoring, but they have high costs, regulatory restrictions, and issues of robustness (Ollero et al. [2006](#page-12-1)). Discontinued remote-controlled fying quadcopter aircrafts have also been developed and are equipped with gas sensors and a thermal camera to fy to a fre and determine the origin of the reported fre location (Krüll et al [2012\)](#page-12-2). Augmented Reality (AR) drones can reduce the number of false alarms than other detection systems and have a lower cost than manned aircraft, but they require a large power supply and can only carry limited weight. Table [1](#page-1-0) lists some mainstream commercially available fre detection applications.

Recently smart frefghting robots or automated ground vehicles have attracted attention because they decrease risks to people firefighting and can increase their efficiency (Krasnov and Bagaev, [2012](#page-12-3)).

#### **Space‑based detection**

Another fire detection technology currently in use are imagery sensors on Earth-orbiting satellite systems. These can detect fres on a global scale and monitor them on a frequent basis. They are particularly useful for post-fre assessments of damage, determining the area burnt and when it occurred. However, Parks [\(2014](#page-12-4)) found that, while satellite detection provides global coverage and reasonable temporal resolution, the coarse spatial resolution of freely available satellite imagery often prevents it from accurately determining the exact fre location. Various fre monitoring systems, such as Geoscience Australia's Digital Earth Australia (DEA) hotspots system, provide location and heat information. For example, this broad area training method extracts the expected diurnal cycle of a pixel using temporally rich data and has shown potential for use in fire detection. Hally et al  $(2019)$  $(2019)$  used this method on the advanced Himawari Imager sensor pixels and detected positive thermal anomalies in up to 99% of cases based on low, Earth-orbiting satellite active fre products.

Satellite sensors provide observation and measurement data on fre hotspots, fre temperatures, actively faming

<span id="page-1-0"></span>**Table 1** Ground-based sensor methods of fre detection applications

System	Range	Sensor type	Fire identification method	Source	
AlarmEye	Unspecified	Video camera	Image colour analysis	https://www.austfire.com.au	
EYEfi SPARK	Unspecified	HD video camera Thermal sensor lightning sensor	Human	https://www.eyefi.com.au	
ForestWatch	Optimal 8–16 km max 40 km	Video camera	Image colour analysis	https://evsolutions.biz/forestwatch/	
<b>ADELIE</b>	20 km in clear weather	Video camera	Image colour analysis	http://www.paratronic.info	
Faedo	19 km	Video Camera	Image colour analysis	https://www.indracompany.com	
Wildland Detection <b>Systems</b>	$10 \text{ km}$	Video camera	Image colour analysis	http://www.wildlandsystems.com/ index.html	
Project VERSI 5-10 km		Thermal camera video camera	Thermal analysis Image colour analysis	http://www.sr7.eu/idiomas/ing/vigil ancia forestal.php	
Firehawk	15-km radius	HD video camera	Image colour analysis	https://home.firehawk.co.za/	

and smouldering fres, smoke, and gas emissions, burned areas and areas vulnerable to wildfre outbreaks. Zhukov et al ([2005\)](#page-12-6) demonstrated that the best sensors for spacebased fre detection are those in the middle infrared part of the electromagnetic spectrum. Combining these with RGB (red, green, and blue) near infrared and thermal infrared spectral bands from other platforms, or even the same sensor platform, allows classifcation as well as an estimation of quantitative fre parameters. Satellite platforms are either on a near-polar orbit approximately 700 km from Earth or are geostationary (about 35,000 km away). Therefore, early detection of fres from space is limited due to the spatial resolution of geostationary satellite sensors (e.g., Himawari-8/9 AHI with 2 km for mid infrared) and the revisiting time of orbital satellite sensors (e.g., VIIRS of 12 h). Table [2](#page-2-0) compares fre detection features of currently available satellite sensors.

Recent research approaches for early fire detection from space include detection of small fres with SWIR bands from high or very high resolution satellites, such as Sentinel-2, Landsat-8 and WorldView-3 (Liew [2021\)](#page-12-7); Machine-Learning-based approaches such as for the detection of fre smoke (Zhao et al [2022;](#page-12-8) Zhao et al [2024a,](#page-12-9) [b](#page-12-10)); and the use of CubeSat constellations or high-altitude platform systems (HAPS) to address gaps in spatial, temporal and spectral resolution (Tan [2020](#page-12-11)).

Nevertheless, no satellite system provides optimal characteristics for fre detection and monitoring; hence, combining various sensors is required to optimise use of current systems (Papaioannou et al. [2020](#page-11-4)). Moreover, due to limitations of each instrument, satellite imagerybased fre information is best used in conjunction with other methods such as fre towers and on-ground sensor networks (Jones et al [2017](#page-12-12); Umar et al. 2017).

# **Underlying image‑based fre detection algorithms and technologies**

Modern fire detection systems analyse video frame images for the colour and shape of smoke and fames, but it is still a challenge for reliable identifcation because of their variability in shape, motion, transparency, colours, and patterns (Cetin et al [2016](#page-11-5)). Although source data can be provided by ground- and air-based camera sensors (from cameras mounted on observation towers or drones, respectively), the underlying detection technology still relies heavily on image colour analysis for long-range detection. The infrared thermal imaging application is usually efective only within a short distance.

Colour analysis is one of the oldest detection techniques used in video-based fre detection and is still used today in most detection methods. Most systems use RGB colour space, as many visible range cameras are in RGB format. The established rule is that fame pixels are RGB values with much larger pixel value differences  $(R > G > B)$  compared to smoke pixels that have RGB values close to each other (Cetin et al [2016](#page-11-5)). Recent research has improved colour analysis. For example, Vipin [\(2012\)](#page-12-0) proposed a method to detect fre in images based on seven rules using both RGB and YCbCr colour space. Giwa and Benkrid [\(2018](#page-11-6)) created a conversion matrix for colour diferentiation in an efort to reduce false alarms due to objects that have fame-like colours. Cruz et al ([2016\)](#page-11-7) developed a Forest Fire Detection Index to detect fames and smoke, especially in forested environments.

Since the visible spectrum (RGB colours) is associated with a distinct range of light wavelength (e.g., 650 nm for red), light spectrum analysis can also be used in fre detection. Dennison ([2006\)](#page-11-8) suggested that fire detection in shortwave infrared (SWIR) imaging spectrometer data was

<span id="page-2-0"></span>**Table 2** Satellite sensors suitable for fre detection

Jlv	Spatial resolution of respective relative bands	Revisit time	Latency	Information	Costs
Himawari-8/9 AHI	$2 \text{ km}$	$10 \text{ min}$	$17 \text{ min}^*$	<b>Hotspots</b>	Free
<b>MODIS</b>	$500 \text{ m}/1 \text{ km}$	1 day	$10-30$ min (NRT)	Hotspots	Free
<b>AVHRR</b>	$1.09$ km	12 <sub>h</sub>	$10-30$ min (NRT)	<b>Hotspots</b>	Free
Suomi-VIIRS	375/750 m	12 <sub>h</sub>	$10-30$ min (NRT)	Hotspots day and night band	Free
Landsat-7/8/9	30/60/100 m	$8 - 16$ days	Initial TIRS: $<$ 12 h (avg 4–6 h) 2Tier1/Tier2: 14–26 days	Burned areas	Free
Sentinel-1 A/B	10 <sub>m</sub>	6 days	$2-12 h (avg 5-6 h)$	Cloud-free hotspots	Free
Sentinel-2 A/B	$10/20$ m	$3 - 5$ days	$2-12 h (avg 5-6 h)$	Burned areas	Free
Sentinel-3 A/B	$1 \text{ km}$	1 day	$2-12 h (avg 5-6 h)$	Hotspots day and night band	Free
RadarSAT	3 <sub>m</sub>	1 day	4 h	Cloud-free burned areas	US\$12/km <sup>2</sup>
WorldView-3	$0.37/1.24/3.7$ m	$<$ 1 day	n/a	Burned areas	$US$58/k^2$

\* Himawari-8/9 based hotspots are loaded onto the sentinel hotspots platform approximately 17 min after acquisition time (in rare cases up to 30 min)

possible using the proportion of refected and emitted radiance absorbed by atmospheric carbon dioxide. In practice, special sensor devices such as spectrometers are used for this type of analysis.

Machine learning- based methods have recently been introduced to improve colour analysis to increase prediction accuracy and reduce false positives. Gunay et al. ([2011\)](#page-11-9) proposed a fre smoke detection method that uses adaptive decision fusion, on online learning framework that combines the results from its fve sub-algorithms: slow-moving object detection, smoke-coloured region detection, wavelet transformation, shadow detection and elimination, and classifcation based on a co-variance matrix. Each sub-algorithm gives values between−1 and 1 with weights adjusted.

By combining image colour analysis with other methods, such as infrared thermal analysis, vendors have released fre detection systems for commercial applications and the Convolutional Neural Network Analysis for better detect fre location (Frizzi et al [2021](#page-11-10)).

In summary, discontinued remote-controlled flying quadcopter (Drone) and GPS tools can be applied as image and position validation for more accurate point observation. Satellite data would be easily applied for fre detection once the technology is sufficiently developed; therefore, future research in analysing satellite image data is important.

#### **Current fre management models**

Fire behaviour models apply mathematical algorithms to analyse the relationships between burning conditions and important variables in the burning environment (Rothermel [1972;](#page-12-13) Alexander and Cruz [2013](#page-11-11); Zazali et al [2020](#page-12-14)), such as fuel loading, wind velocity, temperature, humidity, slope, and solar aspect. Models are expected to predict fre behaviour, including fre initiation, propagation, and risks, to help fire managers and stakeholders to make fre suppression decisions, primarily functioned for fre prevention management.

#### **Fire management factors**

A fre management system can help agencies make decisions when there are conflicting objectives and uncertainty (Martell [2015\)](#page-12-15). Suppression decisions can be complicated due to lack of access to the fre because of steep slopes or particular types of vegetation (McCarthy et al [2003](#page-12-16)), forest road and frebreak standards (Demir et al [2009](#page-11-12)) and fre access roads (Akay et al [2012\)](#page-11-13), as roads directly impact fre control activities, diferent road function design is critical for wildfire management (Thompson et al [2021](#page-12-17)).

Fuel management strategies have been presented as mechanical (physical) fuel load removal, controlled (prescribed) burns and chemical treatments. Fernandes et al ([2000\)](#page-11-14) examined the effects of fuel management and suggested that, in a short-term fre management plan, prescribed burning and physically removing fuels efectively reduce fre hazards. Despite fuel conditions signifcantly afecting fre line construction rates, the costs of prescribed burns and fuel load removal are high, and further costefectiveness analysis is needed.

Martell [\(2001\)](#page-12-18) suggested zone-based land management to reduce fre risk. First, the region should be partitioned into zones or compartments that are reasonably homogeneous with respect to forest ecosystems, land use patterns and values at risk. Next, the potential benefcial and detrimental impacts of fire in each zone should be assessed. The appropriate level of protection or fre regime for each should be selected and a plan developed to minimise the cost of achieving that objective. Finally, a fre management plan should be implemented, monitored, and revised over time.

About 72% of fires are caused by negligence or carelessness, such as from picnic fres, burning rubbish and cigarettes, while less than 3% were deliberately lit, 3.5% were accidental, 7% were from lightning and 15% were unknown causes (Demir et al [2009](#page-11-12)). They also suggested a number of strategies to reduce fuel along roadsides and railways and in recreational areas. Hence, area fuel reduction is carried out under silvicultural programs.

# **Dispatch travel model**

After a fre ignition point is identifed, fre trucks need to reach it from their standby locations quickly via the most optimal and safest road network. Based on graph theory, a GIS-based network analysis analyses the shortest arrival time by considering road lengths, fire truck speed, fire behaviour, vegetation, and population [by the likely level of communications network]. Graph theory requires a network incidence matrix and a set of linked impedance values to analyse all moves between the sets of origins and destinations (fre ignition points and suppression resource locations). Detailed information is found in Wilson and Wiitala ([2005\)](#page-12-19), Scott and Dunn ([2015\)](#page-12-20) and Taylor ([2017\)](#page-12-21).

Some researchers have applied a simulation model using GIS-based satellite imagery processing workfows. Bonazountas et al. ([2007](#page-11-15)) developed a decision support system supported by GIS and Visual  $C++$  technologies using a common user interface to produce an integrated computer system based on fuel maps from semi-automatic satellite imagery processing, socio-economic risk modelling and probabilistic models to manage fres. Linear programming models have been used to optimise resource allocation, especially for truck delivery (Dantzig and Ramser [1959](#page-11-16); Vasic and Predic [2011\)](#page-12-22). Discrete dynamic shortest-path algorithms have been used for ambulance allocation which can also be used to support equipment allocation in fre suppression.

# **Data analysis model**

An understanding of the fre condition and behaviour is required for decisions that suit the characteristics of the fire for the most efficient fire management. Some of the models utilize predictions of fre behaviour; for example, the Phoenix Rapidfre model uses a range of environmental conditions and fire behaviour components to simulate fire behaviour and progression (Cruz et al [2014](#page-11-17)). They pointed out that the model is to 'make them respond to the dynamic nature of the interaction between the fre and its environment'. However, it has limitations of simulation models in general, as it did not clearly demonstrate the ability to present real fre propagation mechanisms and does not include fre detection, fre controlling routes and facility management tools.

Some models utilize machine learning considering various factors to analyze fre probability and occurrence. They incorporate spatiotemporal analysis to examine the impacts of fire on the environment and socio-economy (Vilar del Hoyo et al. [2011\)](#page-12-23). Machine learning techniques, specifcally the maximum entropy model (MaxEnt) and random forest model (RF), are employed to predict the habitat suitability of animals in situations where fires occur (Oliveira et al [2012;](#page-12-24) Tariq et al [2022\)](#page-12-25). There are other similar simulation models such as AUSTRALIS which is designed as a predictive aid for bushfre response management and Aurora, a web-based fre spread map and community warning delivery system (Cruz et al [2014](#page-11-17)).

#### **Supporting methods in fre detection and suppression**

The fre suppression process encompasses operational fre management activities, including pre-suppression planning, initial fire assessments and initial attack dispatching, and is integrated into initial-attack containment models (Hirsch et al. [2004](#page-12-26)). The cost of crew members required for fre suppression, infuencing cost-efective forestry land management, determines the necessary resources (Hirsch et al [2004](#page-12-26)). Efficient fire attack relies on accurate fireline estimations, often defned by the beta probability for a more precise prediction of freline construction rate (Gilless and Fried [2000](#page-11-18)). McCarthy et al ([2003](#page-12-16)) studied frefghting resource allocation and freline construction rates to enhance construction predictions. They highlighted terrain, debris, and operator experience as primary factors.

Reducing bushfre risk rather than increasing suppression resources may be a better strategy (Morgan et al [2020](#page-12-27)), especially by using prescribed burning. Florec et al ([2020\)](#page-11-19) determined that in the south-west forested West Australia region, the most cost-efective controlled burn would be a 15% of the land as an optimal prescribed burning regime. The high coefficient value of each treatment size is bigger than 1500 ha and the cost per ha A\$34. For 500–1500 ha, the cost to control a fre would be A\$47 per ha.

The cost of implementing each technology would be a substantial amount up-front, but it is beneficial to government agencies and forest companies (Cetin et al. [2013](#page-11-1)). For example, fre alarms require management to analyse false alarm frequency and cost–beneft analysis but achieve a safer outcome (Marks et al [2017\)](#page-12-28). For forest fre alarms, Elmas and Sönmez ([2011\)](#page-11-20) applied data fusion algorithms such as an artifcial neural network, a Naive Bayes classifer, fuzzy switching, and image processing to form a data fusion framework to help form efficient strategies for frefghting.

In an international context, there is a disconnect between technical feasibility and frefghting management decisionmaking, mainly due to a lack of understanding of these techniques and their cost. There is a need to determine the right technology at the right cost to make correct decisions. The probability distribution of human-caused fre can use a Poisson distribution that can ft fre occurrence reasonably well, and the Markovian properties can help simplify fre management systems (Cunningham and Martell [1973\)](#page-11-21).

# **Fire suppression strategies**

To place the best resources at the right fre location in fre suppression management, it is important to frst look at landscape information with regards to fuel type, route map (minimum travel time), water points, fre behaviour with regard to moisture, wind speed and direction, the facilities available (fre crews, tankers, trucks, aircraft and to whom they belong) and the fre management program (Martell [2007](#page-12-29)). Some of the traditional methods of dealing with fre have been redirected such as prescribed burning (Morgan et al [2020\)](#page-12-27).

Calkin et al [\(2005\)](#page-11-22) suggested including drought factors into fre suppression expenditure decision making, assessing the possible benefcial and detrimental impacts of fre in each zone, selecting an appropriate level of protection for each zone and developing a plan to minimize the cost of achieving that objective, and implementing, monitoring, and revising the fre management plan over time.

In their study of the stochastic Weibull models and negative exponential models, Johnson and Wagner ([1985\)](#page-12-30) suggested that the fre cycle, annual burned area percent, average age of the vegetation and renewal rate are important in estimating pre- and post-fre suppression distributions.

Many current models tend to be one or two function focused. They are compartmentalized in each of the operations or scarcely able to systematically analyse for fre detection and suppression decision- making. There needs to be a holistic system that enables all the data from diferent technologies to function together.

# **Integration of simulation and real time detection system**

Fire detection and suppression systems can be integrated into new technologies such as those mentioned previously and in UAV and other automated facilities to result in feasible operation procedures for management (Ollero et al. [2006](#page-12-1)). For a more efficient system to respond to and extinguishes fres, additional tools should be deployed to determine fre location, and facilities to access the fre for extinguishing. Cetin et al. ([2013](#page-11-1)) identifed important aspects to put into an integrated system: having the right equipment in the right place; being able to access to the most capable tools to assist suppression; having an accurate, up-to-date management view of the fire (e.g., wind direction, speed and other weather conditions, fre direction and growth rate); being able to forecast fre size, speed and direction; and making the best resource allocation decisions (e.g., whether to send two frefghters in an SUV or a C-5 aerial fame suppression tanker).

Martell [\(2015\)](#page-12-15) noted that a fre management system can be viewed from a supply chain management perspective and defned as delivering 'the right amount to the right fre at the right place at the right time and right cost'. Fire managers operate in a highly challenging decision-making environment characterised by complexity, conflicting objectives, and uncertainty.

Current fre decision management systems are mostly focused on frefghting decision-making or fre spreading simulation and ignore modern and renewed fre detection technologies and integration of all relevant functions. Using operations research methods to combine fire detection technology and resource management decision-making can improve both resource use and time efficiency.

## **Operations research**

Victoria Minas, Hearne, Handmer [\(2012](#page-12-31)) discussed diferent operations research methods, referred to as operations research (OR)/management science by Martell ([2015\)](#page-12-15), enabling analysis of interactions between people, resources, and the environment to aid decision-making in complex systems such as fre detection and resource suppression.

Operations Research is a discipline that utilizes mathematical and analytical methods to enhance decisionmaking processes and address intricate problems. It employs a scientifc approach and applies quantitative techniques to improve decision-making. The primary objective is to leverage applied mathematics such as data modeling and linear programming, (e.g., Vilar del Hoyo et al. [2011](#page-12-23)), to tackle complex resource optimizations such as multi-point fre extinguishing.

OR methods encompass a spatial platform such as the R-ArcGIS bridge which addresses challenges related to travel time and resource location. GIS technology empowers modelers to consider real travel time or estimated travel time based on historical travel data, enhancing network efficiency. It can combine with other methodologies, such as R language, to consider large amounts of information or use a linear program model to monitor resource allocation at multi-fre locations. It also can include other factors such as road conditions, land information and multiple fre-related weather indicators. In addition, GIS systems can link with other fre detection technologies, such as using sensors and drones, to accurately report, reconfrm and indicate fre location.

Other studies have applied GIS systems and raster imagery data into a simulation model. Bonazountas et al ([2007](#page-11-15)) used a GIS network analysis tool, employing spatial analysis to calculate travel time, in the same way as described by Wilson and Wiitala [\(2005](#page-12-19)), where roads were converted into raster cells. An accumulated access map provides travel time to each given raster cell.

## **A new framework**

The proposed optimised fre suppression decision-making framework has four components: fre forecasting and prevention, detection, initial attack, and continuous attack and monitoring (Fig. [1\)](#page-6-0).

Fire forecasters may use diferent types of tools such as satellite sensors that can provide heat maps or ground-based sensors providing temperature, humidity, and wind data to warn of fre hazards. However, prevention methods, such as controlled burns and removal of fuel, can efficiently reduce fre danger. Although prevention measures may efectively reduce fre hazards, they can be costly, and a cost–beneft analysis is needed.

Fire detection systems identify sources of heat, smoke, and fames. Historically, a person working in a fre tower had been the preferred way to detect forest fres. In recent years, detection methods have been advanced by satellite, camera, sensor technologies and machine learning analysis. However, every technology has its disadvantages, so it often is better to combine diferent technologies (e.g., satellite, drones, tower cameras) and use smart data management to detect fres faster and identify the ignition point.

Detecting the initial fire ignition is vital. Once this is confrmed, the quickest decision on equipment, crew members, transport routes and defning the freline will help stop the fre spreading. A GIS-based platform can perform



Fire Detection and Extinguishing Decision Making Framework

<span id="page-6-0"></span>**Fig. 1** Fire suppression decision-making framework

spatial analysis using road network data, water features, terrain models and land use to provide information for efficient decision-making.

Fire continuous monitoring is based on a simulation model that brings together information on temperature, wind, fuel levels and humidity to inform fre behaviour. This can be further extended to estimate the cost of using external resources and the introduction of an on-site monitoring system such as a camera. Figure [2](#page-6-1) illustrates a combined technology system for smart fre detection, including human media reporting, camera and drone monitoring, and sensor and satellite systems. Advanced technology such as artifcial intelligence can be introduced for increased warning and therefore increase fre detection accuracy. The current framework only addresses certain technologies, and there is a lack of coherence.

The development of a holistic framework requires the efforts of numerous stakeholders, including federal and state government policymakers, country fire services, forest growers, farmers, researchers, and communities. This collaboration is often lacking in existing frameworks.



<span id="page-6-1"></span>**Fig. 2** Resources involved in the fre suppression system

There needs to be more effort to join different methods and stakeholders together in the system and to implement and updated it with new technology.

#### **Green triangle region case study**

The developed framework can signifcantly contribute to an advanced fre detection and suppression system. This study focused on the Green Triangle region of South Australia and Western Victoria, encompassing some 350,000 hectares of tree plantations with an estimated value of approximately AUS \$3.0 billion. The region is equipped with multiple feet trucks, water bombing aircraft and helicopters, and seven fre towers managed by Forestry SA in South Australia's southeast on high-risk days to report smoke and potential fires.

The current problem revolves around decisions to continuously update the fre towers or to transition to an automated fire detection system. Presently, the existing framework is a combination of traditional operational systems and some partial automated ones. It consists of a fre tower report (for high fre risk days) and telephone reports (on non-high fre risk days). Additionally, a fre behaviour estimation system, Phoenix, used for fire behaviour estimation and economic analysis, is part of the framework. Various spatial tools like ArcGIS and other software applications are employed for fre-related analysis.

For Mt. Gamier, it is crucial to periodically establish an automated fre detection system, considering that the forest owners and ForestrySA are actively seeking solutions for reducing detection cost on fre tower and decision-making for better detection.

- (1) Implementing a human telephone report system, enhancing it with automated positioning and confirmation technologies for efficiency.
- (2) Establishing and monitoring sensor points to form a reliable network, enabling analysis and warning functions.
- (3) Utilizing satellite data (DEH hotspots) for space-based fre detection, forecasting, and detection improvement; current satellite sensor data still do not provide sufficient spatial, temporal, and spectral resolution to detect small fres; early detection is far from less than an hour).
- (4) Continuing to use data analysis model-Phoenix Rapidfre for fre behaviour and economic analysis, with a potential extension into machine learning.
- (5) Incorporating drones to confirm fire warning information and predict fre behaviour adjustment; the drone has limitations such as battery capacity and the restricted application within Australia within governing legislation.

(6) Employing machine learning to enhance fre detection algorithms, including smoke detection and sensor fusion, for improved precision and accuracy.

A data analysis model, Phoenix Rapidfire, has been used for fre behaviour and economic analysis. The model consists of a fre management business component, a fre characterization component, and a fre impact component. The model provides a relative measure of any combination of these elements in terms of bushfre risk:

- (1) Calculate the point rate of spread, fame height, and fre line intensity;
- (2) Estimate the physical "impact" of the fre on specifed values and assets;
- (3) Provide this information in a form that can be used to assess the consequence of these impacts (Tolhurst et al. [2008](#page-12-32)).

The stakeholders of the Green Triangle have expressed a desire for an automated fre detection and suppression system that is more risk-based and cost-efective, enabling early suppression responses. Using Phoenix Bushfire Modelling to estimate fire losses under a range of fire scenarios helps identify the costs of changes to detection times in terms of average annual loss and potential maximum loss from single fres. A loss of planation assets to a bushfre is calculated by the time taken to detect the fre, the time to despatch fre crew and travel time, and considers fuel, fire history, occurrences, types and the resources available. Table [3](#page-8-0) shows a summary of fre impacts in terms of 95th percentiles, maximum values and averages. These are available for areas of plantation burnt, value loss, and standing value for each scenario, plantation type, detection time and weather. The Phoenix Bushfre Model provides a guide to maximum potential loss from a single fre but does not consider the likelihood of multiple fres.

The proposed framework integrates insights from the outcomes of Phoenix Rapidfire and incorporates data analysis models like AUSTRALIS and Aurora. Drawing from the current practices in the Green Triangle area, this project formulated an evaluation table that assesses the current status of the automated fire detection and suppression system, focusing on five key fire components: identification, confirmation, location, firefighting route choice, and decision-making for resource allocation. The proposed evaluation is also informed by the most recent literature, encompassing matrix information detailing the stages of fre suppression and the technologies applied. This includes data collection spots, data analysis models, GIS applications, and cost estimations (Table [4\)](#page-10-0).

Based on this framework, appropriate technologies can be selected and combined to create a feasible and reliable



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#### <span id="page-10-0"></span>**Table 4** Evaluation table of the fre suppression and modelling system

next-generation fre detection solution. For example, an ArcGIS-based platform could overcome some of the disadvantages of the Phoenix bushfre model and improve other aspects of bushfre-related management. Fire suppression would consider cost allocation between modern detection systems, land management, human resources, equipment, and the fre detection system as a whole to seek an optimised solution.

While the integration of high-altitude pseudo-satellite (HAPS), unmanned aerial vehicles (UAVs), both aerial and around based, and sensor-based fre detection systems is on the horizon, challenges persist. Testing for reliability is expensive and efective stakeholder management is crucial due to the potential for diferent priorities of private ownership of plantations. Consequently, a clear operation procedure must be developed and continually devoted to the establishment of an automated fre detection/distinguishing system.

# **Conclusions**

Using the Green Triangle as a case study, this paper shows that forest fres pose a high risk to the plantation forest industry and communities. In comparison to the high cost associated with the current human fre detection method, an integrated fre resource suppression system can encompass fre detection and suppression measures. New technologies such as online media, smart cameras, sensors, satellites, and artifcial intelligence can be used for an advanced fre detection system, and existing fre simulation technologies such as the Phoenix Rapidfre can be used for fre behaviour simulation and cost estimations. All the information can be further imported into a GIS for fre suppression decisionmaking. At the same time, other supporting technology, such as GPS data resources, should be utilized in the frefghting feets optimization decision- making. Some recent study has included include the transitional way and modern method and Artifcial learning (Zhao et al. [2024a,](#page-12-9) [b\)](#page-12-10). An automated fre detection and suppression system should be developed to improve fre-related information transfer and exchange for greater efficiency.

When making decisions about fre suppression, estimating detection time and travel time is challenging. Currently, there are applications to develop an integrated and smart fre detection and resource suppression system equipped with artifcial intelligence and image processing technology. In such an approach, validation for the system output is necessary utilizing AR drone, GPS data and satellite images.

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