



Vehicle Telematics, GPS & Geo Location Investigation Service Definition



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Correlation Chart

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Vehicle Telematics, GPS & Geo Location Investigation Service

1.1 Service Overview

- 1.1.1 The Vehicle Telematics, GPS & Geo-Location Investigation Service provides specialist analysis and interpretation of location-based data generated by vehicles, telematics systems, mobile devices and associated platforms . The service supports investigations by reconstructing vehicle movements, journeys, behaviours, and events using data derived from GPS devices, onboard vehicle systems, fleet telematics platforms, applications and related data sources.
- 1.1.2 The service is delivered using structured, defensible methodologies to ensure accuracy, transparency, and auditability of findings, supporting use in legal proceedings, regulatory enquiries, insurance claims, and internal investigations.

1.2 Service Objectives

- 1.2.1 The objectives of the Vehicle Telematics, GPS & Geo-Location Investigation Service are to:
- a) Reconstruct vehicle movements and journey timelines
 - b) Analyse driving behaviour and vehicle usage patterns
 - c) Correlate location data with incidents, events, or allegations
 - d) Identify anomalies, inconsistencies, or evidential gaps
 - e) Provide clear, defensible findings to support decision-making



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2. Service Features

2.1.1 Key features of the service include:

- a) **Multi-Source Location Analysis** – Vehicle systems, GPS devices, and telematics platforms
- b) **Journey Reconstruction** – Clear mapping of routes, stops, and movements
- c) **Behavioural Insights** – Analysis of driving events and usage patterns
- d) **Correlation Capability** – Alignment with CCTV, communications, or incident data
- e) **Defensible Reporting** – Transparent methodology and limitations



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3. Service Benefits

3.1.1 The service delivers the following benefits:

- a) Clear understanding of vehicle movements and activity
- b) Evidence-based insight to support investigations and claims
- c) Reduced uncertainty around timelines and locations
- d) Independent, objective analysis of telematics data
- e) Outputs suitable for legal, regulatory, or insurance scrutiny



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4. Scope of Service

4.1.1 The service is delivered in alignment with applicable data protection, privacy, and investigatory laws. Analysis is conducted on lawfully obtained data only. Findings are documented to support use in legal proceedings, regulatory enquiries, insurance disputes, and internal investigations. Engagements may be coordinated through legal counsel where required.

4.2 In-scope activities

4.2.1 The Vehicle Telematics, GPS & Geo-Location Investigation Service includes:

- a) Engagement scoping and definition of investigative objectives
- b) Identification of relevant vehicles, devices, and telematics platforms
- c) Analysis of GPS and vehicle location data
- d) Examination of telematics records (e.g. speed, braking, ignition events)
- e) Journey and route reconstruction
- f) Timeline correlation with external events or evidence
- g) Geo-fencing and location-based analysis
- h) Validation and interpretation of location accuracy and limitations
- i) Reporting and evidential documentation
- j) Advisory support to investigators, insurers, or legal teams

4.3 Out-of-scope activities

4.3.1 Unless agreed separately, the following are excluded:

- a) Real-time vehicle tracking or monitoring
- b) Installation or configuration of telematics devices
- c) Interception of communications
- d) Extraction of data from vehicles or vehicle electronic control units
- e) Provision of legal advice or liability determinations

4.4 Assumptions, Dependencies and Constraints

4.4.1 Delivery of the Vehicle Telematics, GPS & Geo-Location Investigation Service is based on the following assumptions:



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- a) The client has lawful authority and a valid legal basis to access, process, and analyse all in-scope vehicle telematics, GPS, and geo-location data, including personal data where applicable.
- b) All telematics and location data provided has been lawfully obtained and supplied in accordance with applicable data protection, privacy, and regulatory requirements.
- c) The scope of the investigation, including relevant vehicles, devices, drivers, time periods, and events of interest, is clearly defined and agreed prior to analysis.
- d) The data provided is complete and representative of the agreed scope, subject to known retention periods or system limitations.
- e) Data is provided in a readable format suitable for analysis using geolocation mapping software and other analytical tools.
- f) The client will provide relevant contextual information, such as vehicle usage policies, fleet configurations, incident timelines, and operational practices, to support accurate interpretation.
- g) Any legal privilege, confidentiality, or disclosure sensitivities are identified and communicated at the outset or as they arise during the engagement.

4.4.2 Delivery of the Vehicle Telematics, GPS & Geo-Location Investigation Service is dependent on the following factors:

- a) Availability and timely provision of telematics and location datasets in accessible and supported formats.
- b) Cooperation from fleet operators, vehicle manufacturers, telematics service providers, insurers, or third-party vendors where data is hosted or managed externally.
- c) Timely input and decision-making from client stakeholders, including legal, insurance, compliance, HR, or investigation teams.
- d) Stability of the investigation scope; material changes may require additional analysis, re-processing, or revised timelines.
- e) Availability of specialist analytical resources and secure processing environments appropriate to the sensitivity of the data.
- f) Accurate identification of vehicles, devices, drivers, and associated accounts to avoid misattribution.

4.4.3 The following constraints may impact the scope, accuracy, certainty, or outcomes of analysis:

- a) GPS and telematics data accuracy may vary due to signal loss, environmental conditions, device configuration, or hardware limitations.



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- b) Data retention policies, system outages, or prior deletion may result in incomplete or fragmented datasets.
- c) Differences in telematics platforms, firmware versions, and vehicle models may affect data granularity and comparability.
- d) Location data provides positional information but may not capture driver intent, vehicle occupancy, or external circumstances.
- e) Timestamp inconsistencies, clock drift, or time zone handling may affect temporal interpretation unless corroborated by additional evidence.
- f) Jurisdictional, contractual, or regulatory restrictions may limit access to certain datasets or affect how findings can be used.
- g) Findings represent a point-in-time assessment based on the data available at the time of analysis.
- h) Best practice prioritises accuracy, transparency, and defensibility over speed, which may affect delivery timelines.
- i) Service delivery is subject to specialist availability, technical feasibility, and agreed commercial terms.



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5. Service Delivery Model

- 5.1.1 The Vehicle Telematics, GPS & Geo-Location Investigation Service is provided on an ad-hoc or project basis. Scope, timelines, service levels, and fees are agreed per engagement.
- 5.1.2 All telematics and location data is handled using secure systems, controlled access, and confidentiality safeguards. Data is processed solely for the agreed purpose and retained only for the agreed duration.

5.2 Engagement Approach

- 5.2.1 The Vehicle Telematics, GPS & Geo-Location Investigation Service is delivered through a structured, phased approach:
- a) **Engagement Initiation and Scoping** – Confirmation of objectives, lawful authority, and data sources
 - b) **Data Acquisition and Preparation** – Receipt and preparation of telematics and location datasets
 - c) **Analysis and Reconstruction** – Journey, timeline, and behavioural analysis
 - d) **Validation and Interpretation** – Accuracy assessment and contextual review
 - e) **Reporting and Advisory Support** – Delivery of findings and expert guidance
- 5.2.2 Delivery may be remote, on-site, or hybrid depending on data access and engagement requirements.

5.3 Reporting and Deliverables

- 5.3.1 Deliverables may include:
- a) Vehicle movement and journey timelines
 - b) Route maps and geo-location visualisations
 - c) Event and behavioural analysis summaries
 - d) Methodology, assumptions, and limitation statements
 - e) Investigative or evidential reports



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6. Exit and Offboarding

- 6.1.1 Upon completion, data and reports are securely returned, retained, or destroyed in accordance with agreed instructions and applicable legal obligations. Access is revoked and formal engagement closure confirmed.



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7. Roles and Responsibilities

7.1 Service Provider Responsibilities

- 7.1.1 The service provider is responsible for delivering the Vehicle Telematics, GPS & Geo-Location Investigation Service in accordance with the agreed scope, applicable legal and regulatory requirements, and recognised investigative and analytical best practice. This includes advising on appropriate analytical approaches, proportionality, and data interpretation relevant to vehicle location and telematics evidence.
- 7.1.2 The service provider will analyse telematics, GPS, and geo-location datasets to reconstruct vehicle movements, journeys, and events. Responsibilities include validating data integrity, assessing accuracy and limitations, correlating location data with other evidence sources, and identifying anomalies or inconsistencies. The service provider will document methodologies, assumptions, confidence levels, and limitations to ensure transparency and evidential defensibility.
- 7.1.3 The service provider is responsible for maintaining secure handling of all in-scope data, applying appropriate access controls, and ensuring auditability throughout the engagement. Quality assurance and validation activities are undertaken to support accuracy and repeatability of findings. Any risks, data quality issues, or uncertainties impacting the reliability of conclusions are documented and escalated promptly.
- 7.1.4 The service provider does not make legal determinations regarding liability, fault, or culpability and does not engage in real-time tracking or monitoring unless explicitly agreed.

7.2 Client Responsibilities

- 7.2.1 The client is responsible for confirming lawful authority and legal basis to access, process, and analyse vehicle telematics and location data. This includes ensuring that data has been lawfully obtained and that appropriate notices, consents, or authorisations are in place where required.
- 7.2.2 The client is responsible for defining investigative objectives, identifying relevant vehicles, drivers, devices, and time periods, and providing accurate contextual information to support interpretation. The client retains responsibility for investigative decisions, legal interpretation, insurance determinations, disciplinary action, and communications with external stakeholders such as courts, regulators, insurers, or claimants.



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7.3 Legal, Insurance, and Compliance Responsibilities (Where Applicable)

- 7.3.1 Where legal counsel, insurers, compliance, or governance stakeholders are involved, these parties are responsible for advising on applicable legal, regulatory, and contractual requirements, including data protection, privacy, insurance policy conditions, and evidential standards. They may review analytical outputs, advise on disclosure obligations, and coordinate legally privileged handling where appropriate.

7.4 Joint Responsibilities

- 7.4.1 The service provider and client share responsibility for effective communication, timely decision-making, and escalation of issues that may impact scope, timelines, analytical confidence, or legal compliance. All parties are responsible for maintaining confidentiality, ensuring proportionality, and supporting transparent, auditable, and defensible investigation practices.

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