The invention claimed is:

1. A method for path correction of a vehicle travelling from a first marker to a second marker, the method comprising:

computing, by circuitry of an information processing apparatus, an offset in a location of the vehicle with respect to the first marker;

dividing a distance between the first maker and the second marker into a predetermined number of segments;

computing a speed profile of the vehicle based on the distance between the first marker and the second marker;

generating a compensation curve based on the computed offset and a plurality of interpolation points; and

modifying, upon each segment being traversed by the vehicle, the speed profile of the vehicle.

2. The method according to claim 1, wherein the offset is computed based on a first displacement of the vehicle with respect to the first marker along a first reference axis, and a second displacement of the vehicle with respect to the first marker along a second reference axis, and wherein the offset has a magnitude corresponding to a displacement between a predetermined reference point of the vehicle at the location and a center of the first marker.

3. The method according to claim 2, wherein the first reference axis lies along a line connecting the center of the first marker to a center of the second marker, and wherein, the second reference axis is perpendicular to the first reference axis.

4. The method according to claim 1, further comprising:

computing by the circuitry, for each interpolation point of the plurality of interpolation points, coordinates along a first reference axis and a second reference axis, the coordinates being computed based on an angular deviation of the vehicle with respect to the first marker.

5. The method according to claim 1, wherein the compensation curve is a polynomial curve.

6. The method according to claim 1, wherein the modifying step further comprises:

receiving, an image captured by the vehicle, when the vehicle is disposed within a predetermined range of the first marker;

processing, by the circuitry, the received image to compute the offset; and

transmitting, an instruction to control a motion of the vehicle at each segment.

7. The method according to claim 1, wherein the vehicle includes a weighing device arranged to weigh items transported by the vehicle, the speed profile of the vehicle being modified based on at least one of the weight of the items and a reading of a wheel counter disposed on the vehicle.

8. The method according to claim 1, wherein the computing the speed profile step comprises:

computing based on a distance between the first marker and the second marker, an acceleration distance, a deceleration distance, and a maximum speed of traversal of the vehicle.

9. An information processing apparatus, the information processing apparatus comprising:

circuitry configured to compute an offset in a location of a vehicle with respect to a first marker, divide a distance between the first maker and a second marker into a predetermined number of segments, compute a speed profile of the vehicle based on the distance between the first marker and the second marker, generate a compensation curve based on the computed offset and a plurality of interpolation points, and modify, upon each segment being traversed by the vehicle, the speed profile of the vehicle.

10. The information processing apparatus according to claim 9, wherein the offset is computed based on a first displacement of the vehicle with respect to the first marker along a first reference axis, and a second displacement of the vehicle with respect to the first marker along a second reference axis, and wherein the offset has a magnitude corresponding to a displacement between a predetermined reference point of the vehicle at the location and a center of the first marker.

11. The information processing apparatus according to claim 10, wherein the first reference axis lies along a line connecting the center of the first marker to a center of the second marker, and wherein, the second reference axis is perpendicular to the first reference axis.

12. The information processing apparatus according to claim 9, wherein the circuitry is further configured to: compute, for each interpolation point of the plurality of interpolation points, coordinates along a first reference axis and a second reference axis, the coordinates being computed based on an angular deviation of the vehicle with respect to the first marker.

13. The information processing apparatus according to claim 9, wherein the compensation curve is a polynomial curve.

14. The information processing apparatus according to claim 9, wherein the circuitry is further configured to receive an image captured by the vehicle, when the vehicle is disposed within a predetermined range of the first marker;

process the received image to compute the offset; and

transmit an instruction to control a motion of the vehicle at each segment.

15. The information processing apparatus according to claim 9, wherein the vehicle includes a weighing device arranged to weigh items transported by the vehicle, the speed profile of the vehicle being modified based on at least one of the weight of the items and a reading of a wheel counter disposed on the wheel.

16. The information processing apparatus according to claim 9, wherein the circuitry is further configured to compute, based on a distance between the first marker and the second marker, an acceleration distance, a deceleration distance, and a maximum speed of traversal of the vehicle.

17. A non-transitory computer readable medium having stored thereon a program that when executed by a computer, causes the computer to execute a method for path correction of a vehicle travelling from a first marker to a second marker, the method comprising:

computing an offset in a location of the vehicle with respect to the first marker;

dividing a distance between the first maker and the second marker into a predetermined number of segments;

computing a speed profile of the vehicle based on the distance between the first marker and the second marker;

generating a compensation curve based on the computed offset and a plurality of interpolation points; and

modifying, upon each segment being traversed by the vehicle, the speed profile of the vehicle.

18. The non-transitory computer readable medium according to claim 17, wherein the offset is computed based on a first displacement of the vehicle with respect to the first marker along a first reference axis, and a second displacement of the vehicle with respect to the first marker along a second reference axis, and wherein the offset has a magnitude corresponding to a displacement between a predetermined reference point of the vehicle at the location and a center of the first marker.

19. The non-transitory computer readable medium according to claim 18, wherein the first reference axis lies along a line connecting the center of the first marker to a center of the second marker, and wherein, the second reference axis is perpendicular to the first reference axis.

20. The non-transitory computer readable medium according to claim 17, the method further comprising:

computing, for each interpolation point of the plurality of interpolation points, coordinates along a first reference axis and a second reference axis, the coordinates being computed based on an angular deviation of the vehicle with respect to the first marker.

21. The non-transitory computer readable medium according to claim 17, wherein the compensation curve is a polynomial curve.

22. The non-transitory computer readable medium according to claim 17, wherein the modifying step further comprises:

receiving, an image captured by the vehicle, when the vehicle is disposed within a predetermined range of the first marker;

processing the received image to compute the offset; and

transmitting, an instruction to control a motion of the vehicle at each segment.

23. The non-transitory computer readable medium according to claim 17, wherein the vehicle includes a weighing device arranged to weigh items transported by the vehicle, the speed profile of the vehicle being modified based on at least one of the weight of the items and a reading of a wheel counter disposed on the vehicle.

24. The non-transitory computer readable medium according to claim 17, wherein the computing the speed profile step comprises:

computing based on a distance between the first marker and the second marker, an acceleration distance, a deceleration distance, and a maximum speed of traversal of the vehicle.