WE CLAIM:

1. A system, comprising: a computer-readable non-transitory storage medium storing executable instructions for assessing transportation service safety; and at least one processor in communication with the non-transitory computer-readable storage medium, when executing the executable instructions, the at least one processor is directed to cause the system to: receive transportation service data of a service order in an order time duration from one or more signal transmission devices relating to the service order; obtain, from a database, historical data relating to a driver of a vehicle of the service order, and one or more passengers of the service order; determine, a safety score of the service order at a current time point, based on the historical data, the transportation service data, and one or more characteristics of the service order; and determine whether a dangerous condition occurs at the current time point based on the safety score.

2. The system of claim 1, wherein the processor is further directed to cause the system to: transmit a signal to at least one of the one or more signal transmission devices, the signal encoding an instruction to the at least one of the one or more signal transmission devices to transmit to the processor, data associated with a scene inside the vehicle, wherein the data including at least one type of video data, audio data, or image data; and receive the data associated with the scene in the vehicle from the at least one of the one or more signal transmission devices.

3. The system of claim 1, wherein in response to a determination that the dangerous condition occurs at the current time point, the processor is further directed to cause the system to perform at least one of: transmitting a control signal to at least one of the one or more signal transmission devices to stop motion of the vehicle; or transmitting an alert signal to a third party requesting the third party to intervene.

4. The system of claim 1, wherein in response to a determination that the dangerous condition occurs at the current time point, the processor is further

directed to cause the system to perform at least one of: transmitting, based on a determination that the dangerous condition occurs with respect to the driver, a driver alert signal to the signal transmission device associated with the driver; or transmitting, based on a determination that the dangerous condition occurs with respect to the passenger, a passenger alert signal to at least one of the signal transmission devices associated with the one or more passengers.

5. The system of claim 1, wherein to receive transportation service data of a service order in an order time duration from one or more signal transmission devices relating to the service order, the processor is further directed to cause the system to: receive the transportation service data from the one or more signal transmission devices every five seconds.

6. The system of claim 1, wherein to determine, a safety score of the service order at a current time ooint, based on the historical data, the transportation service data, and one or more characteristics of the service order, the processor is further directed to cause the system to: determine a driver safety score based on the historical data relating to the one or more passengers, an actual route, an estimated middle duration, and the current time point; determine a passenger safety score based on the historical data relating to the driver, the estimated middle duration, and the current time point; determine an abnormality score based on the transportation service data, and the one or more characteristics of the service order; and determine the safety score of the service order at the current time point based on at least one of the driver safety score, the passenger safety score, or the abnormality score.

7. The system of claim 6, wherein to determine the safety score of the service order at the current time point, the processor is further directed to cause the system to: perform a first comparison between the driver safety score and a driver safety threshold; perform a second comparison between the passenger safety score and a passenger safety threshold; perform a third comparison between the abnormality score and an abnormality threshold; and determine the safety score of the service order at the current time point based on at least

one result of the first comparison, the second comparison, or the third comparison.

8. The system of claim 7, wherein to determine a driver safety score based on the historical data relating to the one or more passengers, the actual route, the estimated middle duration, and the current time point, the processor is further directed to cause the system to: determine a passenger assessment value based on at least one of a physical examination record of the one or more passengers, medical record of the one or more passengers or the historical transportation service data of the one or more passengers; determine one or more areas that the actual route passes through; determine an area safety coefficient for at least one of the one or more areas; determine a real time interval between the start time point and the current time point; compare the real time interval with the estimated middle duration; and determine the driver safety score based on the passenger assessment value, the area safety coefficient, and a result of the comparison between the real time interval and the estimated middle duration.

9. The system of claim 8, wherein to determine a passenger safety score based on the historical data relating to the driver, the estimated middle duration, and the current time point, the processor is further directed to cause the system to: determine a driver assessment value based on at least one of the physical examination record of the driver, the medical record of the driver or the historical transportation service data of the driver; and determine the passenger safety score based on the driver assessment value, and the result of the comparison between the real time interval and the estimated middle duration.

10. The system of claim 8, wherein to determine an abnormality score based on the transportation service data, and the one or more characteristics of the service order, the processor is further directed to cause the system to: determine a vehicle abnormality assessment value based on the driving record, whether the vehicle deviates from the estimated route of the service order, and the one or more characteristics of the service order; determine a

driver abnormality assessment value based on at least one of the physiological data of the driver, and a post-service duration between the end time point and a time point that the driver accepts a request for a next service order; determine a passenger abnormality assessment value based on the physiological data of the one or more passengers; and determine the abnormality score based on at least one of the vehicle abnormality assessment value, the driver abnormality assessment value, or the passenger abnormality assessment value.

11. A method implemented on a computing device having at least one processor, at least one storage medium and a communication platform connected to a network, the method comprising: receiving transportation service data of a service order in an order time duration from one or more signal transmission devices relating to the service order; obtaining, from a database, historical data relating to a driver of a vehicle of the service order, and one or more passengers of the service order; determining, a safety score of the service order at a current time point, based on the historical data, the transportation service data, and one or more characteristics of the service order; and determining whether a dangerous condition occurs at the current time point based on the safety score.

12. The method of claim 11, wherein the method further includes: transmitting a signal to at least one of the one or more signal transmission devices, the signal encoding an instruction to the at least one of the one or more signal transmission devices to transmit to the processor, data associated with a scene inside the vehicle, wherein the data including at least one type of video data, audio data, or image data; and receiving the data associated with the scene in the vehicle from the at least one of the one or more signal transmission devices.

13. The method of claim 11, wherein in response to a determination that a dangerous condition occurs at the current time point, the method further includes at least one of: transmitting a control signal to at least one of the one or more signal transmission devices to stop motion of the vehicle; or

transmitting an alert signal to a third party requesting the third party to intervene.

14. The method of claim 11, wherein in response to a determination that a dangerous condition occurs at the current time oint, the method further includes: transmitting, based on a determination that the dangerous condition occurs with respect to the driver, a driver alert signal to the signal transmission device associated with the driver; or transmitting, based on a determination that the dangerous condition occurs with respect to the passenger, a passenger alert signal to at least one of the signal transmission devices associated with the one or more passengers.

15. The method of claim 11, wherein the determining, a safety score of the service order at a current time, based on the historical data, the transportation service data, and one or more characteristics of the service order includes: determining a driver safety score based on the historical data relating to the one or more passengers, an actual route, an estimated middle duration, and the current time point; determining a passenger safety score based on the historical data relating to the driver, the estimated middle duration, and the current time point; determining an abnormality score based on the transportation service data, and the one or more characteristics of the service order; and determining the safety score of the service order at a current time point based on at least one of the driver safety score, the passenger safety score, or the abnormality score.

16. The method of claim 15, wherein the determining the safety score of the service order at the current time point includes: performing a first comparison between the driver safety score and a driver safety threshold; performing a second comparison between the passenger safety score and a passenger safety threshold; performing a third comparison between the abnormality score and an abnormality threshold; and determining the safety score of the service order at the current time Doint based on at least one result of the first comparison, the second comparison, or the third comparison.

17. The method of claim 15, wherein the determining a driver safety score based on the historical data relating to the one or more passengers, the actual route, the estimated middle duration, and the current time point includes: determining a passenger assessment value based on at least one of a physical examination record of the one or more passengers, a medical record of the one or more passengers or the historical transportation service data of the one or more passengers; determining one or more areas that the actual route passes through; determining an area safety coefficient for at least one of the one or more areas; determining a real time interval between the start time point and the current time point; comparing the real time interval with the estimated middle duration; and determining the driver safety score based on the passenger assessment value, the area safety coefficient, and a result of the comparison between the real time interval and the estimated middle duration.

18. The method of claim 17, wherein the determining a passenger safety score based on the historical data relating to the driver, the estimated middle duration, and the current time point includes: determining a driver assessment value based on at least one of the physical examination record of the driver, the medical record of the driver or the historical transportation service data of the driver; and determining the passenger safety score based on the driver assessment value, and the result of the comparison between the real time interval and the estimated middle duration.

19. The method of claim 17, wherein the determining an abnormality score based on the transportation service data, and the one or more characteristics of the service order includes: determining a vehicle abnormality assessment value based on the driving record, whether the vehicle deviates from the estimated route of the service order, and the one or more characteristics of the service order; determining a driver abnormality assessment value based on at least one of the physiological data of the driver, and a post-service duration between the end time point and a time point that the driver accepts a request for a next service order; determining a passenger abnormality assessment value based on the physiological data of the one or more

passengers; and determining the abnormality score based on at least one of the vehicle abnormality assessment value, the driver abnormality assessment value, or the passenger abnormality assessment value.

20. A non-transitory computer readable medium, comprising at least one set of instructions for assessing transportation service safety, wherein when executed by at least one processor of an electronic terminal, the at least one set of instructions directs the at least one processor to perform acts of: receiving transportation service data of a service order in an order time duration from one or more signal transmission devices relating to the service order; obtaining, from a database, historical data relating to a driver of a vehicle of the service order, and one or more passengers of the service order; determining, a safety score of the service order at a current time point, based on the historical data, the transportation service data, and one or more characteristics of the service order; and determining whether a dangerous condition occurs at the current time point based on the safety score.