Claims:

1. A scooter scheduling method, comprising:

determining a first geographical position of a scooter to be scheduled and a second geographical position of a target scheduling place of the scooter;

determining a first navigation path of the scooter based on the first geographical position and the second geographical position; and

controlling the scooter to drive to the target scheduling place according to the first navigation path,

wherein the scooter has an automatic driving ability;

wherein when there are at least two scooters, controlling the at least two scooters to drive to the target scheduling place according to the first navigation path comprises:

determining a scheduling mode corresponding to a road condition, wherein the road condition is a crowd density condition and a vehicle density condition of a road through which the first navigation path passes, and wherein the scheduling mode contains a single vehicle scheduling mode and a batch scheduling mode; and

controlling, according to the scheduling mode, the at least two scooters to drive to the target scheduling place according to the first navigation path;

wherein after determining a scheduling mode corresponding to a road condition, the method further comprises: adjusting, based on the crowd density condition and the vehicle density condition of each road section included in the road through which the first navigation path passes, the scheduling mode on each road section.

2. The method as claimed in claim 1, wherein determining the scheduling mode corresponding to the road condition comprises at least one of the followings:

when the road condition is a condition in which a crowd density is greater than a first predetermined value and/or a vehicle density is greater than a second predetermined value, determining that the scheduling mode corresponding to the road condition is the single vehicle scheduling mode, wherein the single vehicle scheduling mode is a mode of sequentially scheduling the at least two scooters;

when the road condition is a condition in which the crowd density is not greater than the first predetermined value and the vehicle density is not greater than the second predetermined value, determining that the scheduling mode corresponding to

the road condition is the batch scheduling mode, wherein the batch scheduling mode is a mode of simultaneously scheduling the at least two scooters.

3. The method as claimed in claim 2, wherein when the scheduling mode corresponding to the road condition is determined to be the batch scheduling mode, controlling, according to the scheduling mode, the at least two scooters to drive to the target scheduling place according to the first navigation path comprises:

determining, according to the first geographical positions of the at least two scooters, a sliding queue; and

controlling, according to the sliding queue and the first navigation path, the at least two scooters to drive to the target scheduling place.

4. The method as claimed in claim 1, wherein in a process of controlling the scooter to drive to the target scheduling place according to the first navigation path, the method further comprises:

detecting occurrence of at least one of the following conditions: a distance that a driving path of the scooter is deviated from the first navigation path is greater than a third predetermined value, a duration that the scooter has stopped sliding is greater than a fourth predetermined value, the scooter does not drive to the target scheduling place within a specified time range; and

indicating the scooter to photograph with a camera and upload a photographed multimedia file.

5. The method as claimed in claim 4, wherein after indicating the scooter to photograph with the camera and upload the photographed multimedia file, the method further comprises:

receiving a path adjustment instruction;

determining a second navigation path of the scooter based on the path adjustment instruction; and

controlling the scooter to drive to the target scheduling place according to the second navigation path.

6. The method as claimed in claim 1, wherein before determining the first geographical position of the scooter to be scheduled, the method further comprises

at least one of the followings:

determining the scooter according to an input selection instruction;

determining the scooter according to a scooter density in a scooter parking area;

determining a scheduling area according to a distance from a scooter parking area to the target scheduling place, and determining the scooter in the scheduling area.

7. The method as claimed in claim 1, wherein the determining the first geographical position of the scooter to be scheduled comprises:

determining the first geographical position of the scooter according to data reported by a Global Position System, GPS, mounted on the scooter.

8. The method as claimed in claim 7, wherein the determining the first geographical position of the scooter according to the data reported by the GPS mounted on the scooter comprises:

determining the first geographical position of the scooter according to the data periodically reported by the GPS mounted on the scooter; or,

sending a position obtaining request to the scooter, receiving position information of the scooter returned by the GPS mounted on the scooter upon trigger of the position obtaining request, and determining the first geographical position of the scooter based on the position information.

9. The method as claimed in claim 8, wherein after determining the first geographical position of the scooter according to the data periodically reported by the GPS mounted on the scooter, the method further comprises:

indicating the scooter to photograph with a camera and upload a photographed multimedia file; and

correcting the first geographical position according to the multimedia file.

10. A scooter scheduling apparatus, comprising:

a first determination module, configured to determine a first geographical position of a scooter to be scheduled and a second geographical position of a target scheduling place of the scooter;

a second determination module, configured to determine a first navigation path

of the scooter based on the first geographical position and the second geographical position; and

a control module, configured to control the scooter to drive to the target scheduling place according to the first navigation path,

wherein the scooter has an automatic driving ability;

wherein the control module comprises:

a determination unit, configured to determine, when there are at least two scooters, a scheduling mode corresponding to a road condition, wherein the road condition is a crowd density condition and a vehicle density condition of a road through which the first navigation path passes, and wherein the scheduling mode contains a single vehicle scheduling mode and a batch scheduling mode; and

a control unit, configured to control, according to the scheduling mode, the at least two scooters to drive to the target scheduling place according to the first navigation path;

wherein the control module is further configured to adjust, based on the crowd density condition and the vehicle density condition of each road section included in the road through which the first navigation path passes, the scheduling mode on each road section.

11. The apparatus as claimed in claim 10, wherein the determination unit is configured to determine the scheduling mode corresponding to the road condition by executing at least one of the followings:

when the road condition is a condition in which a crowd density is greater than a first predetermined value and/or a vehicle density is greater than a second predetermined value, determining that the scheduling mode corresponding to the road condition is the single vehicle scheduling mode, wherein the single vehicle scheduling mode is a mode of sequentially scheduling the at least two scooters;

when the road condition is a condition in which the crowd density is not greater than the first predetermined value and the vehicle density is not greater than the second predetermined value, determining that the scheduling mode corresponding to the road condition is the batch scheduling mode, wherein the batch scheduling mode is a mode of simultaneously scheduling the at least two scooters.

12. The apparatus as claimed in claim 11, wherein when it is determined that the

scheduling mode corresponding to the road condition is the batch scheduling mode, the control unit is configured to:

determine, according to geographical positions of at least two scooters, a sliding queue, and

control, according to the sliding queue and the first navigation path, the at least two scooters to drive to the target scheduling place.

13. The apparatus as claimed in claim 10, wherein the apparatus is further configured to:

detect occurrence of at least one of the following conditions in a process of controlling the scooter to drive to the target scheduling place according to the first navigation path: a distance that a driving path of the scooter is deviated from the first navigation path is greater than a third predetermined value, a duration that the scooter has stopped sliding is greater than a fourth predetermined value, the scooter does not drive to the target scheduling place within a specified time range; and

indicate the scooter to photograph with a camera and upload a photographed multimedia file.

14. The apparatus as claimed in claim 13, wherein the apparatus is further configured to:

receive, after indicating the scooter to photograph with the camera and upload the photographed multimedia file, a path adjustment instruction;

determine a second navigation path of the scooter based on the path adjustment instruction; and

control the scooter to drive to the target scheduling place according to the second navigation path.

15. The method as claimed in claim 10, wherein the apparatus is further configured to execute at least one of the following operations before determining the first geographical position of the scooter to be scheduled:

determine the scooter according to an input selection instruction;

determine the scooter according to a scooter density in a scooter parking area;

determine a scheduling area according to a distance from a scooter parking area to the target scheduling place, and determine the scooter in the scheduling area.

16. The apparatus as claimed in claim 10, wherein the first determination module is configured to:

determine the first geographical position of the scooter according to data reported by a Global Position System, GPS, mounted on the scooter.

17. A storage medium, wherein the storage medium stores a computer program; and the computer program is configured to execute any one of the methods as claimed in claims 1 – 9 in running.

18. An electronic apparatus, wherein the electronic apparatus comprises a memory and a processor; the memory stores a computer program, and the processor is configured to run the computer program to execute any one of the methods as claimed in claims 1 – 9 in running.