WHAT IS CLAIMED IS:

1. A control apparatus for controlling an operation of a door of a railway vehicle,

wherein the door of the railway vehicle stopped at a station starts to be closed based on at least one of: information about a situation of an inside of the railway vehicle; and information about a situation of a platform of the station at which the railway vehicle is stopped, the situation of the platform of the station being captured by a first camera installed on the platform of the station and configured to capture an image of the railway vehicle which enters and stops at the platform of the station and a portion of a track adjacent to the platform of the station.

2. The control apparatus according to claim 1, wherein at least one of timing of start of closing and a closing speed of the door of the railway vehicle stopped at the station is varied based on at least one of: the information about the situation of the inside of the railway vehicle; and the information about the situation of the platform of the station at which the railway vehicle is stopped.

3. The control apparatus according to claim 2, wherein the door includes a plurality of doors, and

for each of the plurality of doors that are open or for each of a plurality of door groups into which the plurality of doors are grouped and each of which includes adjacent doors of the plurality of doors, at least one of the timing of the start of closing and the closing speed of each of the plurality of doors or each of the plurality of door groups of the railway vehicle stopped at the station is varied based on at least one of: the information

about the situation of the inside of the railway vehicle; and the information about the situation of the platform of the station at which the railway vehicle is stopped.

4. The control apparatus according to claim 2 or 3, wherein the at least one of the timing of start of closing and the closing speed of the door of the railway vehicle stopped at the station is varied based on a situation of passengers who get on and get off through the door, the situation being determined from at least one of: the information about the situation of the inside of the railway vehicle; and the information about the situation of the platform of the station at which the railway vehicle is stopped.

5. The control apparatus according to any one of claims 2 to 4, wherein the at least one of the timing of start of closing and the closing speed of the door of the railway vehicle stopped at the station is varied based on particular target person information indicative of whether there is a particular target person who is in need of support in proximity to the door, the particular target person information being determined from at least one of: the information about the situation of the inside of the railway vehicle; and the information about the situation of the platform of the station at which the railway vehicle is stopped.

6. The control apparatus according to any one of claims 2 to 5, wherein the at least one of the timing of start of closing and the closing speed of the door of the railway vehicle stopped at the station is varied based on a degree of possibility of an occurrence of a passenger who rushes into the

railway vehicle through the door that has already started to be closed, the degree of possibility being determined from the information about the situation of the platform of the station at which the railway vehicle is stopped.

7. The control apparatus according to any one of claims 2 to 6, wherein the at least one of the timing of start of closing and the closing speed of the door of the railway vehicle stopped at the station is varied based on a congestion situation of an inside of the railway vehicle before the railway vehicle stops at the station or when the railway vehicle is stopped at the station, the congestion situation being determined from the information about the situation of the inside of the railway vehicle.

8. The control apparatus according to any one of claims 1 to 7, wherein the information about the situation of the inside of the railway vehicle includes at least one of: image information of the first camera configured to capture an image of the platform of the station at which the railway vehicle is stopped; information about a tendency of congestion of passengers who get on or get off for each of a plurality of sections in a longitudinal direction of the platform of the station; and information about an entrance to or an exit from the platform of the station.

9. The control apparatus according to any one of claims 1 to 8, wherein the information about the situation of the inside of the railway vehicle includes at least one of: measurement information about a weight of the railway vehicle and image information of a second camera configured to

capturean image in the railway vehicle.

10. The control apparatus according to any one of claims 1 to 9, wherein the control apparatus is communicably connected, outside the railway vehicle, to the railway vehicle, and is configured to close the door of the railway vehicle by transmitting a command to the railway vehicle.

11. The control apparatus according to any one of claims 1 to 10, wherein the control apparatus closes, according to closing of the door, a platform door provided on the platform of the station at which the railway vehicle is stopped.

12. The control apparatus according to any one of claims 1 to 11, wherein when the railway vehicle stops at the station, the control apparatus opens a platform door provided at the station when the control apparatus determines that the door of the railway vehicle is situated at a position corresponding to the platform door of the station based on information about a relationship in position between the platform door of the station and the door of the railway vehicle, and

the control apparatus keeps the platform door closed when the control apparatus determines that the door is not situated at the position corresponding to the platform door of the station.

13. The control apparatus according to claim 12, wherein the information about the relationship in position between the platform door of the station and the door of the railway vehicle includes image information of a third camera configured to capture an image including: the platform of the station at which the railway vehicle is stopped; and the

railway vehicle stopped at the platform.

14. A control method executed by a control apparatus configured to control an operation of a door of a railway vehicle, the control method comprising:

starting to close the door of the railway vehicle stopped at a station, based on at least one of: information about a situation of an inside of the railway vehicle; and information about a situation of a platform of the station at which the railway vehicle is stopped, the situation of the platform of the station being captured by a first camera installed on the platform of the station and configured to capture an image of the railway vehicle which enters and stops at the platform of the station and a portion of a track adjacent to the platform of the station.