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Show closure threat

"The noise is driving everyone mad," said Eileen White, whose flat at King Edward Mansions reverberates every night with the sound emerging from the Shaftesbury Theatre in London's West End. Although she is used to being disturbed by the sound effects from shows at the theatre, she claimed that Umoja was just too loud. "With Napoleon, there was a huge cannon. But when it went off we knew the show was almost over," she said. "With Umoja, the problem is that all we can hear and feel is the throb of the drums. The noise builds and builds, there is a crescendo, and then it builds again. I used to run a pub nearby, so I am used to sound. But this is just terrible. The people above me hear it even more. The last thing I want is for a show to close - but there must be something they can do to dull the drums." Environmental officers from Camden borough council have already visited the block of flats to "confirm the existence of a statutory noise nuisance."

noise notes

U.S. congress

U.S. congress

U.S. congress

1st May 2002,
The Senate (The House of Representatives concurring) resolved that Congress

- (1) supports the goals and ideals of National Better Hearing and Speech Month;
- (2) commends the 41 States that have implemented routine hearing screenings for every newborn before the newborn leaves the hospital;
- (3) supports the efforts of speech and hearing professionals in their efforts

to improve the speech and hearing development of children;
and

- (4) encourages the people of the United States to have their hearing checked regularly and to avoid environmental noise that can lead to hearing loss.

* * *

The Aeronautics Research and Development Revitalisation Act of 2002, introduced in the House in June, places strong emphasis, inter al., on aircraft noise. In section 2, findings, it is stated that "further growth in aviation increasingly

will be constrained by concerns related to aircraft noise, emissions, etc. etc.', and 'international competitors have recognised the importance of noise, emissions, fuel consumption and air transportation system congestion in limiting the future growth of aviation and have established aggressive agendas for addressing each of those concerns'. An aggressive initiative by the Federal Government to develop technologies that would significantly reduce aircraft noise, harmful emissions, and fuel consumption would benefit the United States by, among other things improving the quality of life for our citizens by drastically reducing the level of noise due to aircraft operations.

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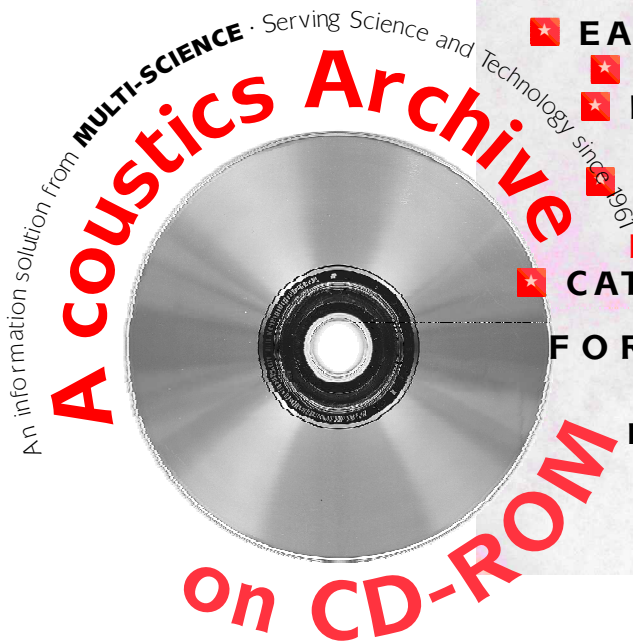
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Thumbs down for eu vibration proposals

The Engineering Employer's Federation, argues that EU vibration proposals will reduce the competitiveness of small firms and will not bring any health benefits for workers. "If the proposals become law, some firms will find it hard to compete because they will have to make investments to meet the new limits and will be forced to rearrange how long people are able to work," EEF spokesman Mark Swift said. The EEF cites a Health and Safety Executive research report which found that a noise limit of 80 decibels would be costly to administer, but would not reduce hearing loss among workers. Although the delegation supports effective controls on vibration and noise in the workplace, it says the proposed EU controls are not based on good science. In particular, the EEF says the proposed limit value for hand arm vibration is unjustifiably stringent. The limit for whole body vibration would significantly reduce the amount of time that HGV drivers, construction workers and farmers can drive their machines. If there is to be a limit for hand arm vibration it should match that previously proposed by the Health and Safety Executive, said EEF Director of Occupational Policy, Dr Mike McKiernan. The proposals for whole body vibration are unjustifiable and existing legislative controls for noise are already adequate.

noise notes