



Safe ICT NZ

Safe Information and Communication Technology for New Zealand

Newsletter August 2022

Free Stickers

We have printed thousands of “Safeguard your goods” and “WORLDS” stickers. After attempting to do a rainbow community sticker to add to our “Save the Males” and “Save the Females” stickers we realised we might be highlighting gender rather than EMF debates.

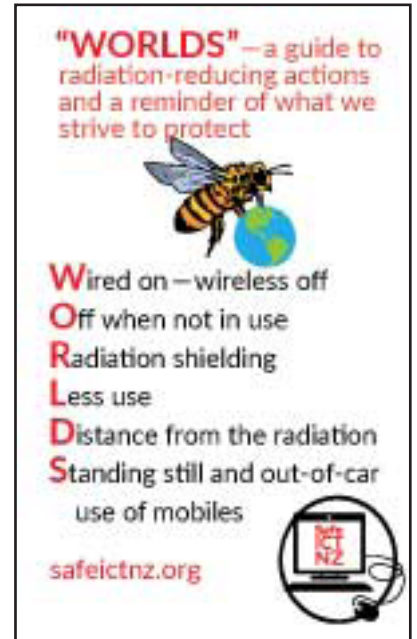
Risks to sexual performance might find people having a sneaky look at our web site, more-so, than potential brain cancer 40 years down the track.

The stickers are sized to be able to put on a cell-phone case, and the “safeguard your goods” is also available as a car bumper size sticker as well. We are giving these out for free, but will gratefully accept a donation.

Email us info@safeictnz.org with an address, and the number you can display or distribute, and we will send you them.

We will also be distributing these at the Wellington Go-Green-Expo 5-6th of November, which we having a stall.

A variation of the Safe guard your goods message has been sent to Organic New Zealand magazine, it will be in



Sixty days of mobile phone exposure at 2hrs a day, resulted in rats having an average of two and a half pups instead of the normal seven to nine in the control group.

the latest edition, in addition to our current advertisement highlighting biological effects. They magazine's board had some concern about the ad and we are grateful that they accepted both ads. We have received thanks for our work, in our email from Organics New Zealand readers.

Other EMR/EMF groups are also going to help with sticker distribution. The key thing is to get them where people can read them. In fact, in the far north, a non-member in Whangārei printed off a whole lot to use at an event, to use as business-type cards to our website. We can confirm from our website analytics that this has brought visitors from Whangārei to the site.

Web site updated to go with our sticker campaigns

In line with our *Safe guard your goods* campaign we have added a page covering sexual health, reproductive health and keeping your phone out of your bra to avoid breast cancer.

One of the issues highlighted on the page is fertility and we report on a rat study that was printed in the Asian Pacific Journal of Reproduction 2015. The study shows that after a two hour daily mobile phone exposure at 1800MHz for sixty days, the number of pups born in a litter went down to around two and a half (averaged), versus the control group of rats where the normal number of pups is around seven or eight. This is just one fairly short duration study with only one frequency looked at, but it should be a huge warning sign, when rodents, species that bank on high fertility, versus longevity, is losing that fertility.

Our site also now has a cheat sheet highlighting **the ten things you need to know**—hopefully this will mean visitors short of time get the most important information. <https://www.safeictnz.org/general-9>

Our WORLDS stickers advise standing still, why?

We advise standing still, or being stationary, because as you walk, or drive, the phone, or tablet, 'hand-shakes' with the next cell tower. At the time the phone is trying to connect with the cell tower it uses maximum power, therefore a higher level of radiation is sent out from the phone's antenna. Your phone is constantly having to recalibrate the distance you are from a tower, raise the power level if it has to, in order to reach that tower, then send signals out to find another tower as the previous one quickly becomes out of reach.

Additionally, at the beginning of a call, when the

phone is initially connecting with the tower, it is again sending our high amounts of radiation, ideally use the speaker phone, or at least use the speaker-phone until you actually connect with the person you are calling. The worst thing to do is rest your phone against your head while waiting for the call to go through.

Just how bad is it to use a mobile with Bluetooth in a car?

Researcher A K Dhama undertook to find this out.

His paper starts by explaining that research shows high radiation in cars causes health problems such as headaches, ringing in the ears, neck pain, etc and can also cause drivers to fall asleep faster, than in lower radiation cars. Wow, is there ever a red flag there!

Bluetooth is a wireless technology used for short-range connections between devices like your phone and your car's head unit or your phone, and a hands-free Bluetooth car kit or headset. It allows the user to listen to Internet radio etc.

Dhama estimated the the radiation intensity was observed to have increased by 393% when a Blackberry cell-phone and Bluetooth were used together inside a Ford Figo, with the windows up, compared to no phone/Bluetooth.

Dhama calculated the level of radiation absorption by the brain tissue of a user to be increased by a whopping 514% above the Salsburg limit which is the absorption of radiation at the rate of 1mW/m². Even this low limit, is higher than when molecular stress in cells and other biological actions can be determined.

His conclusion is that the level of radiation is far higher than the level of radiation the body can safely absorb.

If you want to listen to your favorite Spotify playlist, the best option is to pre-download music and hook your phone up to your car via an audio cable, instead of using Bluetooth

Pre-download your favourite songs from music apps (like Spotify) and use an audio cable instead of BlueTooth to customise your sound safely.

https://ijer.ut.ac.ir/article/985_fad016d-2a917dd04100737657f631b68.pdf

Electric vehicle eye-twitches

“Headaches, tingling scalp, facial twitching, mostly around my eyes”. These are the symptoms a car retail industry member describes when he drives his 40kWh Nissan LEAF. He says “It’s become a bit of a joke in the office when I ask people to watch my eyelids twitch when I’ve been for a quick spin around the block while going for lunch. (Only when there are no other cars available)”.

The writer was very pro electric vehicles and excited to drive them. Nissan suggested that he track down other people experiencing these symptoms and he subsequently created a forum to discuss the problem. He writes this on a forum page: “The headaches seem slow to build initially but are even slower to subside. It’s 3 days for the pain to stop and around a week for me to feel normal again. They also are accumulative. Each time I drive an EV the pain increases. If I drive an EV each day by the end of a week all I can think about is getting out of the vehicle even on journeys as short as 3 miles.” I have experimented with other EVs to see if they have the same effect on me. The Renault ZOE does. The BMW i3 and the Tesla S do not. Or if they do it may be to a lesser degree”.

One of the forum contributors who manages a fleet of 80 cars here in New Zealand, again an excited, and very pro electric vehicles driver had gotten a headache so bad, that he could hardly drive after a long trip, again in a Nissan Leaf.

<https://www.mynissanleaf.com/viewtopic.php?t=26605>

Vehicle Electromagnetic fields

Electromagnetic fields are high in all newer cars, whether they are petrol-powered cars, hybrids or

*“Its three days for the pain to stop and about a week for me to feel normal again...”
—EV driver describing symptoms after using EVs*

electric vehicles. With EVs and hybrids people are close to wires and equipment such as batteries which carry high voltages.

Problem sources: Batteries

These should be placed as far away as possible from the passenger seat areas. The highest electromagnetic fields registered in tests were from cars with the battery under the back seat or in the trunk. If the distance between the battery and passenger seat area is less than 200mm, steel shields should be used to separate the batteries and the seating area. Steel or ferris alloys, and beryllium-copper alloys are better shields than aluminum. Tesla’s large battery pack is in a flat box under the

entire bottom frame of the car under the cabin. It contains the energy storage cells along with cooling and electronic controls, and a titanium shield protects it from the road.

Current from batteries (AC) flowing from the batteries in the back up to the engine up front

There is a concern that AC, the current that alternates its direction, causes more biological disruption (than DC). In three-phase AC cables, three wires should be twisted and made as close as possible so as to minimise EMF emissions. The current should NOT form a loop, and where possible, the inter-connectors for the positive polarity should be as close as possible to those of the negative polarity.

Motor

This should be as far away from the passengers as possible and its rotation axis should not point to the seat.

Wireless network

For key-less opening.

134 K Hz continuously operating wireless network

that allows the doors to be opened and closed, and the ignition to be started by push-button. WiFi is a form of RF radiation, and is considered more dangerous than cellular radiation because it transmits at a higher frequency.

Wireless sensors

Tire pressure, collision, steering angle, night-time pedestrian warning, side curtain, lane departure, wheel speed, adaptive cruise control, blind spot detection, cross traffic alert, night vision, drowsiness, airbag, and park assist sensors.

Vehicle Wi-Fi hotspots

A built in antennae acting like a cell tower.

Magnetised steel-belted radial tyres

Radars

Front object and rear object laser radars

Central computer

CCD camera

Anti Lock Braking system (ABS) activation

BlueTooth

Passenger's Cell phones

4G antennae laid out on major roads

In Sweden, with more than 200,000 EHS citizens, there are special navigation maps showing the roads these people have to follow to avoid cell phone base stations.

Radars of other cars

Either in front, behind and left and right of the car.

Wiring style and location of fuse box, battery and alternator

Shielding can be achieved by containing the source and reflecting back from metal, or by, what is called active shielding, which cancels out a current with another one.

EMFs in a car in motion with brakes applied + ABS activation may well exceed 100 mG. Adding RF radiation from blue tooth, Wi-Fi, the cell phones of the passengers, the 4G antennae laid out all along the

major roads, plus the radars of cars located behind, left, or right of a vehicle, the total EMF and EMR fields will exceed any limits humans can tolerate over a long period of time.

The manufacturers should be required, at a minimum, to post a warning sticker to the effect that the following functions generate wireless radiation, and could interfere with Pacemakers or similar devices.

Charging stations

The strongest EMF was found in the vicinity of direct current (DC) charging installations—SMF up to 0.2 mT, and the ELF magnetic field up to 100 μ T,—and inside the EVs—up to 30 μ T close to its internal electrical equipment.

Blue LED lights

The French Agency for Food, Environmental and Occupational Health and Safety (ANSES) recommends limiting the light intensity of vehicle lights, while guaranteeing road safety. “Acute exposure to intense blue light can lead to a permanent, partial or total loss of vision over time. The ANSES expert appraisal conducted in 2010 demonstrated the toxicity of blue light to the retina. The new scientific data support this result and identify short-term phototoxic effects associated with acute exposure to blue-rich light, and long-term effects associated with chronic exposure over several years, which may increase the risk of developing age-related macular degeneration (ARMD)”.

Resources used for this article and further information

1. THE LARGEST UNETHICAL MEDICAL EXPERIMENT IN HUMAN HISTORY
Ronald N. Kostoff, Ph.D. Copyright 2020.
Appendix 8 shows adverse effects of wireless radiation on automotive vehicle occupants (and bystanders), and the under-advertised on-board and external sources of this radiation.
<https://scientists4wiredtech.com/largest-unethical-medical-experiment-in-human-history/>
2. The EM-Safety EU project aims at increasing public confidence in the safety of fully electric vehicles (FEV) regarding electromagnetic fields *it adheres to ICNIRP guidelines*, however recommendations about shielding etc are useful.
<https://www.sintef.no/Projectweb/EM-Safety/Project-results/Design-guidelines-to-reduce-the-mag->

[netic-field-in-electric-vehicles-/](#)

3. Israel's Ministry of Environmental Protection research committee 2010 <https://www.thetruthaboutcars.com/2010/03/israel-preps-worlds-first-hybrid-car-radiation-scale/>
4. Diagram of all the sources of radiation in modern cars and text by Dr. Theodore P. Metsis <https://radiation dangers.com/automotive-radiation>
5. Book: BioElectroMagnetics: Human Safety and Biomedical Applications
By Riadh Habash
6. Eye dangers from Blue Light
<https://www.anses.fr/en/content/leds-anses%E2%80%99s-recommendations-limiting-exposure-blue-light>

Eyes

Developing eyes are particularly at risk

ANSES (The French Agency for Food, Environmental and Occupational Health and Safety) highlighted certain populations at higher risk from blue light, particularly children, as their crystalline lens – which protects the retina – is still developing until the age of 20. Susceptible populations include:

- infants, children and adolescents, due to a clearer crystalline lens (phototoxicity, circadian clock)
- professionals with particularly high exposure to LED lighting (effects associated with temporal light modulation),
- night workers (circadian clock disruption and phototoxicity);
- other groups (too many to include here) including people suffering from migranes.

They recommend limiting exposure especially to children:

- to blue-rich light before bedtime and during the night (LED screens: mobile telephones, tablets, computers, etc.);
- to blue-rich lighting, i.e. “cool white” lamps and lighting fixtures, by favouring indirect lighting or using diffusers; — opt instead for “warm white” domestic lighting (low colour temperature);
- to direct light from LED objects in risk group 2 (this is managed professional use) or higher (hand-held lamps, toys, vehicle lights, etc.)

Eyes and control of screen-time

Safe ICT NZ was contacted by the outreach co-ordinator for MyVision.org who wanted us to include information, warning about the harms screen-time has, especially for children's eyes.

The website says screens can cause the following eye-related symptoms in children:

- Fatigue
- Blurred vision
- Headaches
- Dry eyes
-

We have linked to their pages which have lots of useful information on how to **gain control of children's screen-time and gaming machines.**

(One could also pretend to be a parent to use these apps to enforce screen time limits, or monitor screen time, for oneself).

<https://myvision.org/guides/screen-time-guide/>

Should you wear blue light blocking glasses?

Defender Shield's Daniel Debaun claims that a long standing inflamed and dry eye problem by his doctor's employee was fixed in two hours by getting the person to wear blue blocking glasses.

ANSES finds blue light blocking glasses helpful but warns this is not enough:

“The experts analysed the various protective solutions that claim to reduce or eliminate the effects of blue light, such as filters built into computer screens or into the lenses of corrective glasses, or tinted lenses. On completion of these analyses, ANSES stressed that the effectiveness of these devices providing protection against the phototoxicity of blue light varies greatly. **In addition, no effectiveness has been demonstrated against long-term exposure or against the effects of sleep onset delay**”.

“Concerning the screens claiming to limit blue-light emissions, no real effectiveness was observed. However, reducing the colour temperature (switching to warm white) and brightness of the screens was somewhat effective at reducing the quantity of blue light in the spectrum”.

<https://www.anses.fr/en/content/leds-anses%E2%80%99s-recommendations-limiting-exposure-blue-light>