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that simple. The arguments have been, and I do have an amendment that is pending behind some amendments of Senator Chambers that attempts to deal with some of the issues that he did bring forth in the debate that we've had up till this point, and I think valid concerns. I think in the information that he passed out you today he has legitimate and worthwhile reasons to feel that...that black Americans are discriminated against, in some instances, by law enforcement officers. As we looked to other states that have made the changes to primary from secondary, we found that this was...this was a question that came up almost always and, in order to deal with that question, there were changes made to that legislation that's been successfully passed in other states to deal with those situations. Even though we're not at the amendment yet, I want to acquaint you a little bit because I think this will be the crux of some of our discussion this morning and I'll talk about it a bit more as the amendment comes to the...to its proper place in debate. But what that amendment will do is to make certain that a peace officer may not search or inspect a motor vehicle, its contents, the driver, or any passenger solely because of a violation of this section, which is the nonwearing of a seat belt. We took this...this language from Maryland language which we think seems to be less...seems to be more to the point of this particular...these particular circumstances than any other language that we have seen. Other states have used similar language. We find this to be fairly concise and to the point and seems to be more constitutional, quite honestly, than some of the other. But, basically, this is where we're at today. We have debated this bill for somewhat over four hours. As I've said before, it's quite simple. It saves lives. My purpose behind bringing the bill has been to save lives. Will we automatically stop all traffic deaths in the state of Nebraska by passing this legislation? No, we won't. Will we increase seat belt usage and, therefore, save some lives? Yes. The evidence absolutely supports that argument. Will we reduce the risk of injury? Yes. Statistics tell us that the reduction of risk of injury and death can be reduced by as much as 50 percent. As you look historically up to the point of the last discussion we had on LB 356, less than one out of every four traffic fatality victims were wearing seat belts. We also find, and an issue that I think is important, my mail from people who are opposed to this bill primarily are in opposition