**Pandemic Pushes Colombians to Get to Work by Bicycle**

**大流行迫使哥伦比亚人民骑自行车通勤**

Luis Fernando Muete used to go to work on a crowded bus. But since the start of the coronavirus pandemic, he has been using his bicycle instead.

路易斯·费尔南多·穆伊特过去常乘坐拥挤的公共汽车去上班。但自从冠状病毒大流行以来，他就用自行车代替了公交车。

The change saves him long waits at a bus station in a poor neighborhood in Bogotá, Colombia. It is also less of a health risk for Muete.

这种改变节省了穆伊特在哥伦比亚波哥大贫穷社区汽车站等待公交车的时间，也降低了他的健康风险。

“It’s better to avoid crowded places,” Muete said as he stopped at a traffic light on his way to the city center. “Using a bike is fast and cheaper,” he added.

穆伊特在去市中心的路上的一个红绿灯前停下来说：“（这种时期）最好避开拥挤的地方，而且骑自行车既快又便宜。”

Cycling, or using a bicycle, has long been a popular sport in Colombia. The country is the home of Tour de France winner Egan Bernal. But the pandemic has pushed more Colombians to go to work by bicycle.

在哥伦比亚骑自行车一直是一项受欢迎的运动。哥伦比亚是环法自行车赛冠军伊根·伯纳尔的家乡。但疫情大流行迫使更多的哥伦比亚人骑自行车上班。

Only one city in the country has a subway system. Before the pandemic, most people got to work by bus or by car.

哥伦比亚全国只有一个城市拥有地铁系统。在大流行之前，大多数人都坐公共汽车或开车上班。

The capital, Bogotá, is a city of eight million people. More than 210,000 coronavirus infections have been reported there. People in the city are quickly turning to bicycles as a way of transportation. In fact, many stores there have run out of bikes. The stores are struggling to import more bicycles.

该国首都波哥大是一个有八百万人口的城市。据报道那里有超过21万例冠状病毒感染病例。该市市民很快便将自行车作为出行交通工具。而实际上，该市很多商店的自行车都已经没货了，且在努力进口更多的自行车。

Bike House is Colombia’s second largest bicycle importer. It said that its sales increased by 150 percent in July. The company imported 16,400 bikes in the first six months of 2020. That is 4,000 more than all of last year. It has already run out of some kinds of bikes and is waiting for new shipments from China.

Bike House（自行车之家）是哥伦比亚第二大自行车进口商。该公司表示它的销售额在7月份增加了150%。2020年上半年该公司进口了16400辆自行车——这比去年全年都多4000个，而且有些型号的自行车已经售罄，正在等待从中国来货。

Most bicycles in the world are made in China. But Chinese factories have struggled to keep up with growing demand from Europe and the United States.

世界上大多数自行车都是中国制造的。但中国工厂一直在艰难地满足欧洲和美国不断增长的自行车需求。

“We are probably one of the last places on their list,” said Martha Cecilia Sanchez. She is the general manager of Distrito Bike, a Bogota shop that mostly sells the Cannondale brand of bikes. “It used to take four months...to arrive. Now it takes eight months,” she said.

波哥大Distrito Bike自行车销售公司的总经理玛莎·塞西莉亚·桑切斯说：“我们可能排在他们名单的末位。过去要四个月才能到货，现在则需要8个月。”该公司主要销售加农戴尔品牌的自行车。

The small store has been selling around 30 bikes each weekend during the pandemic. Before, it sold about 15 to 20 each weekend. Sanchez said that recent sales have been “better than the Christmas season.”

在大流行期间，这家小店每个周末都会卖出大约30辆自行车。以前，它每个周末大约卖15到20辆。桑切斯说，最近的销售情况“比圣诞季还好”。

Across the street, the Nissi bike store said it had experienced a similar increase. It sells road bikes, mountain bikes, hybrids and even some very costly bikes for racing. Before the pandemic, the store was selling about 15 bikes a day. Now it sells about 25 a day.

而街对面的Nissi自行车商店表示也经历了类似的情况。该自行车店经营出售公路自行车，山地自行车，混合动力车，甚至一些非常昂贵的赛车自行车。在大流行之前，这家商店每天大约卖出15辆自行车。现在一天能卖出25辆。

“People are buying them to go to work, but also for pleasure,” said sales manager Juan Pablo Garces. He added that it “will help us get cars off the streets.”

销售经理胡安波罗·加塞斯称：“人们买它们（自行车）是为了上班，也是为了消遣。”。他还补充道，这“将有助于我们将汽车排挤出去”。

Local governments in Colombia are pushing for more bicycle use. Bogotá Mayor Claudia Lopez turned car lanes over to bicycles at the start of the pandemic. The government added 85 kilometers to the city’s bike paths.

哥伦比亚地方政府也在促使人们更多地使用自行车。波哥大市长克劳迪娅·洛佩兹在大流行初期将汽车车道改为自行车车道。政府还为该市增加了85公里的自行车道。

Bogotá was already a Latin American leader in bicycle use before the pandemic began. Last month, 13 percent of all trips in the city were taken on bicycles. That information comes from the municipal government. In February, it was only 10 percent.

波哥大在大流行开始之前就已经是拉丁美洲自行车使用量的领头羊。据市政府消息显示，上个月这座城市13%的旅行是骑自行车完成的。今年2月，这一比例仅为10%。

It is a small increase, but officials expect bicycle use to increase as restrictions are lifted and more people return to work in offices.

增长的比例虽然较小，但官方估计随着限制的取消以及回办公室工作的人变多，自行车的使用量还会增加。

But rising crime rates may make people fearful of buying or using a bike. Police say 1,022 bicycles were stolen in Bogotá in July, almost two times as many as during the same month last year.

但犯罪率的上升可能使人们害怕购买或使用自行车。警方表示，波哥大7月份有1022辆自行车被盗，几乎是去年同期的两倍。

Sometimes thieves push riders off their bicycles. The thieves then attack riders with knives and guns.

有时小偷还会将骑自行车的人推下车，然后用刀和枪袭击骑车的人。

To make biking safer, the city has asked for everyone to register their bicycles. They have also improved lighting in dangerous areas and increased police presence at places where bicycle stealing has taken place.

为了让骑自行车更安全，市政府要求每个人都登记自己的自行车。他们还改善了危险区域的照明条件，并在发生自行车偷盗事件的地方增加了警力。

Cristian Gutierrez is a salesman at Class Bikes. He said buyers know about the security situation. Most people, he said, are seeking bicycles that sell for $150 to $250. “People don’t want to buy an expensive bike and have it stolen,” Gutierrez said. “This city is still a bit dangerous.”

克里斯蒂安·古铁雷斯是Class Bikes自行车店铺的销售员。他说买家知道这类安全问题。他表示，大多数人都在寻找售价在150至250美元之间的自行车。古铁雷斯称：“人们不希望买下贵重的自行车然后再被偷走，毕竟这里还是有点危险。”

I’m Ashley Thompson.

阿什利·汤普森报道。

**Pandemic Pushes Colombians to Get to Work by Bicycle**

Luis Fernando Muete used to go to work on a crowded bus. But since the start of the coronavirus pandemic, he has been using his bicycle instead.

The change saves him long waits at a bus station in a poor neighborhood in Bogotá, Colombia. It is also less of a health risk for Muete.

“It’s better to avoid crowded places,” Muete said as he stopped at a traffic light on his way to the city center. “Using a bike is fast and cheaper,” he added.

Cycling, or using a bicycle, has long been a popular sport in Colombia. The country is the home of Tour de France winner Egan Bernal. But the pandemic has pushed more Colombians to go to work by bicycle.

Only one city in the country has a subway system. Before the pandemic, most people got to work by bus or by car.

The capital, Bogotá, is a city of eight million people. More than 210,000 coronavirus infections have been reported there. People in the city are quickly turning to bicycles as a way of transportation. In fact, many stores there have run out of bikes. The stores are struggling to import more bicycles.

Bike House is Colombia’s second largest bicycle importer. It said that its sales increased by 150 percent in July. The company imported 16,400 bikes in the first six months of 2020. That is 4,000 more than all of last year. It has already run out of some kinds of bikes and is waiting for new shipments from China.

Most bicycles in the world are made in China. But Chinese factories have struggled to keep up with growing demand from Europe and the United States.

“We are probably one of the last places on their list,” said Martha Cecilia Sanchez. She is the general manager of Distrito Bike, a Bogota shop that mostly sells the Cannondale brand of bikes. “It used to take four months...to arrive. Now it takes eight months,” she said.

The small store has been selling around 30 bikes each weekend during the pandemic. Before, it sold about 15 to 20 each weekend. Sanchez said that recent sales have been “better than the Christmas season.”

Across the street, the Nissi bike store said it had experienced a similar increase. It sells road bikes, mountain bikes, hybrids and even some very costly bikes for racing. Before the pandemic, the store was selling about 15 bikes a day. Now it sells about 25 a day.

“People are buying them to go to work, but also for pleasure,” said sales manager Juan Pablo Garces. He added that it “will help us get cars off the streets.”

Local governments in Colombia are pushing for more bicycle use. Bogotá Mayor Claudia Lopez turned car lanes over to bicycles at the start of the pandemic. The government added 85 kilometers to the city’s bike paths.

Bogotá was already a Latin American leader in bicycle use before the pandemic began. Last month, 13 percent of all trips in the city were taken on bicycles. That information comes from the municipal government. In February, it was only 10 percent.

It is a small increase, but officials expect bicycle use to increase as restrictions are lifted and more people return to work in offices.

But rising crime rates may make people fearful of buying or using a bike. Police say 1,022 bicycles were stolen in Bogotá in July, almost two times as many as during the same month last year.

Sometimes thieves push riders off their bicycles. The thieves then attack riders with knives and guns.

To make biking safer, the city has asked for everyone to register their bicycles. They have also improved lighting in dangerous areas and increased police presence at places where bicycle stealing has taken place.

Cristian Gutierrez is a salesman at Class Bikes. He said buyers know about the security situation. Most people, he said, are seeking bicycles that sell for $150 to $250. “People don’t want to buy an expensive bike and have it stolen,” Gutierrez said. “This city is still a bit dangerous.”

I’m Ashley Thompson.