

intervention

terminal velocity

A cruise ship docks in Seville, Spain, at least every 15 days. So that was the maximum time that the port authority gave to Arquitectos Hombre de Piedra and Buró4 Arquitectos when they won a competition to build a ship terminal to replace a series of temporary tents. Furthermore, the new structure needed to be multipurpose and easy to reconfigure or expand.

The firms' modular response to those requirements involved white-painted steel shipping containers. To create the 4,000-square-foot main hall, containers with two sides removed were positioned in a row, one container-width apart. Gaps were then filled by installing glass for walls and placing additional containers on top.

Another consideration was location. The terminal is on the Guadalquivir River, next to the park that hosted the 1929 Exposición Iberoamericana, with its monumental Plaza de España in a mix of Moorish and art deco styles, and the terminal's exterior was designed not to compete. "From the bridge or the opposite bank of the river, our building cedes the leading visual role to the historic landmark," Arquitectos Hombre de Piedra founder Juan Manuel Fernández Rojas says. At the same time, the spare interior sends a message to arriving travelers: Don't expect to see only the traditional in Seville.

—Ruth Lopez

