



CMF Ltd  
Central Way, Feltham,  
Middlesex TW14 0XJ

Our Ref: TMB/tk

Ms M E Hassell  
Senior Coroner  
Inner North London  
St. Pancras Coroners Court  
Kemley Street  
London N1C 4PP

14<sup>th</sup> December 2015

Dear Ms Hassell

### **Prevention of Future Death Report – Richard Laco Response from CMF Limited**

CMF Limited is in receipt of the prevention of Future Death Report dated 22<sup>nd</sup> October 2015. CMF Limited is required to respond to you by 21<sup>st</sup> December 2015. The company has considered the matters of concern raised in the report and responds as follows:

The Project Lifting Plan produced by CMF on 25<sup>th</sup> May 2013 for lifts within the cores was revised on the 22<sup>nd</sup> August 2013 (Revision C) to include photographs of trial lifts conducted by CMF at its factory. The revisions were made in anticipation of lifts to be conducted within Cores F and D. The lifting plan in this revised format was intended for use in Core D, despite the irregular shape of the landings on one side of the core. The shape of the landing was not considered by CMF to be of sufficient significance to necessitate a change to the lift plan.

Further factory trials on the level balance of the trapezoidal shaped landings carried out prior to commencing the installations in Core D had not raised any concerns that change to the lifting plan was necessary.

The additional lifting procedure of re-slinging the landing at the bottom of Core D and lifting landings into position with a winch through a hole in the ground level slab above was similar to the methods contained in the lift plan revisions for the top sections of Core A and F that had utilised almost identical procedures.

The method avoided the need for any operative to be underneath the load other than final bolting once the landing had been positioned over the supporting fin plates.

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**Post Incident Method**

Following the incident and after intensive investigations into best practice for an alternative method of lifting, it was determined to proceed with a lift plan that involved tilting the landing past the fin plates. An additional lifting frame was designed to be fixed to the landing with bolts that would facilitate the use of lifting eyes. The use of slings for lifting was substituted by chains attached to the lifting eyes. A second winch was introduced and another hole made in the slab so the tilt of the landing could be carried out by raising and lowering of separate winches rather than taglines. The trapezoidal landings above the ground floor slab were installed in accordance with the original lift plan methodology as this was still considered to be the best practice although the use of slings was again substituted for chains attached to directly anchored lifting eyes.

**Future Methods for Site Lifting**

1. All members to be lifted will either have adequately sized holes that allow for the fixing of positive anchorages for lifting accessories or for alternative bespoke lifting carriages. These will be identified during the design stage and advice obtained from the appointed person.
2. The lifting operations are to be planned by a qualified appointed person for lifting and not by site managers who may not have formal qualifications for lifting operations despite having extensive experience of lifting. A lift plan is to be completed using the CMF native lift plan procedure to ensure consistency and content.
3. Lifting plans together with any temporary works requirement or relevant design considerations are to be submitted to and approved by the Principal Contractor for projects before lifting commences.
4. All approved lifting plans will be explained to the lift team by the appointed person to ensure the plan is fully understood and that all members of the lift team are fully conversant with their respective duties or responsibilities. This is also to include any temporary work associated with the lift and/or important design considerations.
5. After delegation of the lift plan to the lift supervisor, absence of this person through illness or other reason will require a re-briefing by the appointed person to the replacement and entire lift team before lifting resumes. In any event if the lift plan is in force for more than 90 days, a re-briefing of the lift team will be a requirement.

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6. If at any stage the lifting operation becomes compromised by unforeseen circumstances or changes to the local environment, lifting will cease as soon as it is safe to do so. The appointed person will then assess the changes and implement the modification within the lift plan before lifting resumes. Similarly the slinger signaller must not deviate from using the prescribed attachments and accessories defined in the lift plan and schedule of common lifts. Any deviation will cause lifting to cease until the approved person has assessed the implications.

I hope this addresses your concerns in relation to CMF Limited. If you require any further information please do not hesitate to contact me.

Yours sincerely,

  
  
**CMF LIMITED**