

APPENDIX 2

ACCIDENTAL WITNESSES – AFTER THE CRASH

Paul Carril

Paul Carril's evidence was read out at the inquest. He was driving a black Fiat Cinquecento belonging to his then girlfriend, Stephanie Chauliac, who was also in the car. They waited at traffic lights in the middle of Place de l'Alma above the tunnel. Then as the lights changed, he set off. Reaching the other end of the tunnel, they heard a long skid, followed by a metallic impact. Another violent impact was followed by a continuous horn. He identified the sounds as coming from the Alma Tunnel behind him, but he saw nothing.

Driving on towards the Eiffel Tower, he noticed that traffic in the opposite direction was slowing down. He asked his girlfriend to call the police. Using his phone, she dialled '112' or '18', but changed her mind. She tried again and reported what they'd heard. The call was timed at 00:23:43. He drove home and discovered what had happened the following day.

Comment:

The French police said that the first phone call to the emergency services was at 12:26 a.m., not 12:23 a.m. That allows time for Carril to drive on and his girlfriend making two phone calls. The crash must, therefore, have happened between 00:22 and 00:23.

Joanna Da Costa & Tom Richardson

Joanna Da Costa (now Luz) was walking to the Champs-Élysées with Tom Richardson. They were at the entry slip road when they heard a very long screech of tyres, followed by a loud impact. There was then a smaller screech and another crash.

Jumping down to the entry ramp, she saw the Mercedes facing towards them and a lot of steam. The horn was sounding. Joanna noticed cars approaching the tunnel and, with a French woman, waved to stop the cars. Having stopped two cars, a scooter with possibly two riders went straight past them. Tom Richardson ran to the tunnel to see if he could help.

Joanna followed the scooter. The passenger was wearing a sleeveless khaki-coloured jacket with pouches and a crash helmet, and he was holding a large camera. Shown photographs at the inquest, she positively identified Serge Benhamou.

Having driven round the Mercedes, she saw the passenger jump off the bike and start taking photos. The bike driver parked behind the Mercedes and got off. A man in a brownish, wool-textured jacket, who was in the tunnel, was trying to stop the photographer. Joanna identified him as Bouzid. As she ran into the tunnel, Bouzid ran towards her shouting 'Go out, go out' and something in French. She and Richardson ran out.

Returning to the mouth of the tunnel, Joanna saw cars on the eastbound carriageway stopping and people going across to help, but the photographer was trying to stop them getting close. The police car arrived and there was an argument. She and Richardson left when the first ambulance arrived.

Two weeks later, on her return to the USA, so many people asked Joanna for details that she wrote an email explaining what she saw. She read it out at the inquest.

'We were walking by the mouth of the tunnel when we heard a long, long screech, then a huge bang, then a shorter screech and then another bang. The horn then started to sound for at least two minutes. Immediately after, Tom ran into the tunnel, while I helped stop the on-coming traffic from running into Princess Di's car.

'You have to figure that this happened just like a regular accident, and we did what we did on impulse. Directly following the accident, as we entered the tunnel, we saw lots of smoke, liquid on the ground, and a couple people standing outside of the car. We also saw the passenger door already open and the bodyguard's legs outside the car.

One person in particular had a huge camera and was trying to take pictures of whoever, but especially the passenger. His airbag was deployed.' Tom Richardson told CNN on the morning of the crash that there was a photographer on the scene within seconds of the crash.

Comment:

Joanna da Costa appears to have been mistaken about the number of riders on the scooter as she identified Benhamou, who was alone on his. She is, however, sure that it was a scooter and not a motorbike. She admitted that, as she was behind the scooter, she might not have seen Benhamou's jacket sleeves. However, in one interview, Benhamou said that he was wearing what photographers call a combat jacket.

No other vehicles passed her when she and the French woman were stopping the traffic. This means that, apart from Benhamou, the other paparazzi were already in the tunnel. Her statement is borne out by Tom Richardson's statement to CNN that there was a photographer on the scene within seconds of the crash.

The French police never interviewed Joanna Luz. Operation Paget interviewed her in August 2004, but the Stevens Report does not mention her. Neither the French police, nor Operation Paget interviewed Tom Richardson nor was he called to give evidence at the inquest. Is this because they placed the paparazzi at the scene immediately after the crash?

Sara Gohil & Justin Snow

Sara Gohil was walking with Justin Snow close to the tunnel entrance of the westbound carriageway when they heard a massive crash, followed by the sound of a car horn. They ran to the wall and looked over. In the lane furthest away, Sara saw four or five cars, one that she noticed in particular. It was medium-sized and stationary, close to the tunnel exit.

Then a man came out from the tunnel exit, talking on a mobile phone and walked towards the stationary car. She described him as in his early 40s, about 5' 9" tall, medium build with slightly receding short brownish hair. He was caucasian, wearing a dark suit, shirt, and tie. He was not carrying a camera. There were a few slow-moving vehicles entering the tunnel on the side where they were standing.

Justin Snow heard a long skid before the very loud crash. When he reached the tunnel, he saw smoke coming out, but he could not see far inside as the pillars and tunnel roof obscured his view. The diagram he drew shows a man using a mobile phone on the opposite carriageway by a small black car. His description of the man was curly-haired, wearing a dark jacket. He also indicated a parked black motorcycle with a raised rear seat.

In the nearest lane, he drew a white car that he described as possibly a Citroen BX. The police tried to suggest that it was a Fiat Uno.

Comment:

Justin Snow estimated that they were at the tunnel wall within 30 seconds of hearing the crash. As they didn't see anyone parking either the motorcycle or the car, he assumed they were already parked there. The car he saw just inside the tunnel on the opposite side to the Mercedes was in fact the white Citroen ZX Estate, driven by Amel Samer. In any case, it had stopped on the eastbound carriageway.

Benoît Boura & Gaëlle l'Hostis

At about 12.20, Benoît Boura and his girlfriend, Gaëlle l'Hostis, were driving at about 80 km per hour in the opposite direction to the Mercedes in a Renault 5. They were in the lane closest to the Mercedes, behind a Peugeot 205, a Peugeot 309, plus another car. There were

also cars in the right-hand lane, which they were overtaking. Before he entered the tunnel, he saw flashes ahead that he thought might be speed cameras.

About a third of the way into the tunnel, he heard a screech of tyres, followed by a small impact. 'Thinking about it afterwards, I took that for an impact between two vehicles, but bumper to bumper, not involving metal.' He said he saw two cars and a motorcycle approaching on the other side of the road. The first car was dark, medium size and a hatchback. The second car was Diana's Mercedes, slightly behind and very close. He saw the Mercedes bump into *another vehicle*, slide towards them and then crash into the pillar.

Boura's first interview with the French judicial police was at 2.25 on August 31st, approximately two hours after the crash. He told them that the dark car accelerated and continued on its way. The motorbike passed the crashed Mercedes on the left and carried on. The cars in front of Boura braked violently and then accelerated again. He drove to the exit, parked on a flat section and got out to stop the traffic. At 12:25:25, Gaëlle l'Hostis borrowed a mobile phone and called the fire brigade.

Boura's second interview with the police was at 4.45 the same morning. The third was five days later on September 5th. The fourth was by the magistrate on September 17th. In this interview, he described the dark vehicle in front of the Mercedes as one size larger than his car, with a rounded back, like a Berlingo. He also said that it could have been a van. Jean-Michel Caradec's quoted Boura as saying, he heard '... a strong screech of tyres. Then the force of a small impact. I looked to my left. At that time I saw a *saloon* of a dark colour that accelerated brutally at the time when the Mercedes was following in the same lane.'

'Lady Diana: L'enquête Criminelle' p.53

At the inquest, Boura said that one or two seconds after the Mercedes crashed, he saw another car and a motorcycle behind it. The motorcycle, a 350 or 500cc model with a top case on the back, came through after the crash.

His girlfriend, Gaëlle l'Hostis, testifying to judge Stéphan said, 'I saw a dark car like a Renault Clio or Super 5 which was moving slowly in front of the Mercedes. It was impeding the Mercedes.'

She saw the Mercedes hit the central pavement at the level of the twelfth pillar and crash into the thirteenth pillar. The Mercedes was followed very closely by a large motorcycle, which slowed down and then passed the Mercedes on the left. Their first statements appeared in L'Express newspaper, quoting the French Dossier 624671.

Comment:

In his first three statements, Boura described a dark *berline* – the translation of which is a 'saloon'. In his fourth statement to the judge, he said it was 'like a Berlingo'.

The descriptions 'rounded at the back' and 'could have been a van' were added before he testified to judge Stéphan on September 17th. Even though the Berlingo is not rounded at the back, Paget and the inquest upheld this version. Boura does say 'what I describe at a later date...' inferring that either he changed his mind or somebody changed it for him.

The Coroner when summing up said, 'The difficulty with Mr Boura's evidence is that he says nothing of a white Fiat Uno.' This was a blatant attempt to discredit Boura's evidence because it disagreed with the official story.

On page 474 of the Stevens Report, it says, 'Paget Note: Benoit Boura's description of the other vehicle accelerating away was consistent with the position and actions of the grey Citroen BX driven by Mohammed Medjahdi'.

This is misleading. Medjahdi did accelerate as the Mercedes skidded sideways behind him, but he was always 30 to 40 metres in front. The Citroen BX is nothing like a Citroen Berlingo. The car was described as 'dark', not pale grey. Medjahdi's Citroen BX was not

close enough to suffer a bumper-to-bumper collision. Nor was the Berlingo 'rounded at the back' as described later by Boura. It is square like a box van.

It is highly unlikely that a Citroen BX would have been mistaken for a Berlingo as their sizes and profiles are completely different.

Therefore, his description of 'berline' was changed to 'Berlingo' to protect the dark car that was actually in collision with the Mercedes. If the car that hit the Mercedes was not the one Boura saw accelerating brutally, it must have remained behind the Mercedes after colliding with it. Boura did say that he saw another car and a motorbike behind the Mercedes.

The Unidentified Fireman

One of the great mysteries of the case was the unidentified fireman in almost all the photographs. His must have been the car seen reversing back into the tunnel shortly after the crash.

He arrived at exactly the same time as the first photographers, Rat, Arnal and Martinez. The photographers needed time to drive past the Mercedes, stop beyond it, run back to the scene and start taking photos.

Add to that the fact that Serge Arnal said he had to leave the tunnel to call emergency services. Yet he still managed to take the very first photograph of the wreck with nobody else anywhere near it.

The anonymous fireman can be seen approaching the still smoking Mercedes in Rat and Arnal's earliest photographs taken from behind the crashed Mercedes. That means he saw the paparazzi arrive and witnessed everything that occurred until the emergency services arrived.

Why were the police unable to identify or trace him? The photographs show that he had a mobile phone or walkie-talkie attached to his belt. It is inconceivable that a fireman, volunteer or otherwise, would not have called the emergency services the moment he arrived and saw the dead and injured.

Comment:

The unidentified fireman arrived seconds after the crash and was there at least until the fire brigade arrived at 12.32. It is possible he did make a call, but, like Dr Mailliez's call to the fire brigade, the network did not seem to have registered it.

Abdelatif Redjil

Wearing a green jacket and faded blue jeans, Redjil is prominent in many of the photographs taken in the tunnel. He made a statement to Lieutenant Gigou on the 16th of June 1998.

He was with his friend Belkacem Bouzid (below), in the service road (Cours Albert 1er) parallel to the Expressway. They heard two 'booms', which they identified as the sound of a car crashing. He and Bouzid immediately ran to the tunnel, jumped down from a low wall and ran down the slope along the right-hand lane.

As they entered the tunnel, they immediately saw the Mercedes. Smoke was coming from the bonnet, the horn was sounding and the airbags were deployed. A motorcycle was parked on the left in front of the Mercedes.

Redjil signalled to approaching cars to slow down. As they neared the Mercedes, they saw Henri Paul, who appeared to be dead. Redjil then saw Trevor Rees-Jones, who was alive. In the back, he could see Dodi Fayed, who was obviously dead.

Having tried unsuccessfully to open the right front door, he managed to force open the rear right-hand door. He saw Diana's head, curled up between the front and rear seats. She was moving her left hand slightly. He could just see her hair, black jacket and white trousers. She repeated words like 'My God, my God'. Redjil tried to reassure her, telling her in English

not to worry and holding her hand. She opened her eyes but did not answer.

Meanwhile, Bouzid talked to Rees-Jones. A photographer arrived from the motorbike parked in the tunnel. He did not stop taking flash photos as he approached. He started to insult Redjil and Bouzid, telling them not to touch anything. He kept repeating, 'It's Lady Di.' Rat jostled Redjil and kept taking photos closer and closer to the car. Redjil did not see anyone else touch the occupants of the Mercedes.

When Dr Mailliez arrived in his SOS Médecins car, Redjil went across and explained that one of the casualties was the Princess of Wales. Mailliez said that she was a casualty like any other. He parked and went to the Mercedes. The passenger, Mark Butt, having placed a blue light on the car's roof, stayed by the SOS car, smoking a cigarette.

Redjil said that he had a first aid certificate, but preferred to leave it to the SOS doctor in case he made the condition of the injured worse. He witnessed the scuffles between the photographers and the police. He identified Rat, Arnal, Arsov, Chassery, Veres and Darmon, but not Benhamou, Guizard, Langevin, Odekerken or Martinez.

Other people then started arriving and many cars went past on the eastbound carriageway. Eventually, a traffic jam formed. Officers Dorzee and Gagliardone arrived, followed by the fire brigade and then the SAMU ambulances. Redjil also told the SAMU crew what he knew.

Belkacem Bouzid

Police Lieutenant Vincent Delbreilh took Bouzid's second statement at 3.55 p.m. on September 29th, 1997. Bouzid wore a mustard-coloured jacket and a red and yellow tie that other witnesses identified him by. He described hearing a loud screeching followed by two very loud bangs, the second louder than the first. The sounds came from the Alma Tunnel about *20 metres* away. The horn was stuck. He and Redjil ran to the tunnel. He saw the Mercedes with smoke coming from the radiator. At the same time, he witnessed flashes coming from the rear of the car. He rushed to the Mercedes and saw four photographers. The driver was crushed and the front seat passenger was held in place by the seat belt. He was trapped inside, but Bouzid could not get the door open.

'In the rear I saw a man aged around 40 and I could see straightaway that he was dead. Alongside him, between the front right-hand side seat and the rear seat, I could see the curled-up figure of a blonde lady. She was moaning and said a few words in English, "my God, my God", I think. I tried to open the lady's door with my friend, but we could not get it open.'

They asked Rat what they should do. Rat told them not to touch anything. Bouzid asked again, what they should do and Rat told him to get all the cars back. Having stopped the cars and some witnesses from entering the tunnel, he returned and found the rear door open. Somebody who said he was a doctor started to administer aid to the Princess.

Then he heard Rat tell the others, 'No photos of the inside'. There were now photographers all around the car, taking photos. Bouzid saw two uniformed police officers arrive and told them it was Diana and Dodi. Dorzee and Gagliardone got out of their car and started pushing people back. The fire brigade followed, extracted Dodi from the car and attempted to get him breathing again. When the SAMU ambulances arrived, Bouzid told the doctors it was Princess Diana.

Comment:

It is clear that, even though they were only 20 metres away, Redjil and Bouzid arrived at the crash scene after the paparazzi, who were already close enough to the Mercedes to be taking

photographs. They saw flashes from behind the Mercedes as they were approaching. Neither Redjil nor Bouzid saw the paparazzi vehicles arriving, which means the photographers were already there. This is borne out by the fact that Bouzid can be seen approaching in at least one of the earliest photographs. It is no surprise that Bouzid's first statement does not appear in the Stevens Report and was not referred to at the inquest.

Alleged witness, James Huth said he arrived at about the same time, told Redjil and Bouzid not to open the door, but did not see Diana in the car, whereas Bouzid described Diana in detail, including what she said, but did not mention Huth.

Bouzid said that he did not see anyone touch the occupants. This statement conflicts with Rat's testimony in which he said he took Diana's pulse and spoke to her, using more-or-less Redjil's words and those of Goorovadoo, the chauffeur.

Grigori Rassinier

Rassinier's evidence was read out at the inquest. He was driving a Volkswagen Passat at 50km per hour eastwards towards Place de la Concorde. As he was going down the entry slope, he heard a violent crash. He could not see what had happened because of the pillars. He then saw the rear of a large dark car coming to a halt.

He stopped almost level with the Mercedes, part of which had been projected across the road in front of him. He then heard the horn begin to sound and noticed thick grey smoke from the front of the Mercedes. The interior light was on and he could see two heads in the back. 'The rear right-hand passenger that I saw was a woman. I got the impression that she had a hand raised and that she was crushed against the front seat.'

He then heard another horn, followed by skidding and saw a motorbike emerge from the smoke and swerve. It then continued on its way. He noticed its round yellow headlight and a white helmet or tank. There was only one rider and he was dressed in beige.

The only pedestrians he saw were going down the ramp at the other end as he drove on. He noticed one young man with a broadly striped blue and white T-shirt, short dark hair, jeans and trainers.

Comment:

Rassinier was obviously just entering the tunnel as the crash occurred. The only motorbike rider among the paparazzi wearing a beige coat was Nikola Arsov. His bike was a white BMW R100 GS. Rassinier's evidence was apparently uncontroversial and could be read out rather than having him appear in court. I would have thought that further clarification was needed regarding the motorbike that emerged from the smoke immediately after the crash.

According to the Stevens Report and the inquest, Arsov followed the decoy cars and therefore could not have been among the chasing pack. At the inquest, it was stated that Arsov's bike was seen on CCTV at the rear of the Ritz while the chase was in progress. I have studied that footage and can only see a headlight and a bike turning. It could easily have been photographer, Pierre Suu's motorbike driver. In addition, Jean-Louis Bonin identified the bike that overtook him on the Riverside Highway as that of Arsov. Although his bike was an R100, it was a powerful 1000cc model.

Daniel Firman

Daniel Firman was a passenger in a Renault Clio on the eastbound carriageway. He first gave evidence to the French police on September 4th, 1997. His second interview was in front of Judge Devidal on November 25th, 1997.

As they approached the Alma Tunnel, the cars in front were slowing down and he saw white light coming from the tunnel. He thought a film was being made. He then saw a rather

small white car parked on the other carriageway just at the exit of the tunnel, facing in the opposite direction with the lights off. There were two men close to the car. One wore a white shirt and one was talking on his mobile phone. There was a motorbike parked a little way behind the car, more in the tunnel. A car horn was blaring continuously. When they were closer to the crash scene, they saw the Mercedes. Previously, the pillars obscured their view.

As they came up behind an SOS Médecins car, they were forced to stop. They saw Dr Mailliez get out. At the same time, Firman saw people trying to open the door of the Mercedes. The passenger in the SOS Médecins car placed a blue light on its roof. While they were stopped, he saw two men with cameras going towards the white car at the tunnel exit.

Firman described one as 35 to 40, wearing jeans and a T-shirt. His friend described the other as short, fat and wearing a reporter's jacket with lots of pockets. Shortly after, Firman and his driver passed the SOS Médecins car and drove out of the tunnel.

Dalby, Pennequin, Masseron & Lemaigre

Volunteer fireman, Damien Dalby, his brother, Sebastien Pennequin, plus their friends, Sebastien Masseron and Audrey Lemaigre were travelling in Dalby's Rover on the eastbound carriageway. There was very slow traffic in front. Dalby stopped on the entry slope just before the tunnel entrance.

Damien Dalby:

Dalby's first statement was given to the police on August 31st, 1997. His second to the police was on September 5th and his third was to Judge Stéphan on May 4th, 1998.

Having parked in the left-hand lane and run towards the Mercedes, he saw the crashed car and people taking flash photos. He noticed the SOS Médecins car near the scene. He tried to stop the horn, but could not. The rear door was open and the lady inside was saying, 'Oh my God, oh my God.' He asked Goroovadoo to translate to Rees-Jones that he should not move because the emergency services were arriving. He heard Rat shouting 'She is alive', at the other photographers and pushing them away.

When officers Dorzee and Gagliardone arrived, Dorzee had a hard job to push the photographers away and Dalby heard one of them say 'We are earning our money out of that. Leave us to do our jobs.' There were slightly different versions of what he said from other witnesses, some of which were somewhat stronger in tone.

Comment:

Photos taken by Michael Walker clearly show the altercation and photographer, Serge Benhamou, stated that Rat grabbed the police officer's arm.

Sebastien Pennequin:

Pennequin noticed a car parked at the tunnel exit on the other side. Although he could not describe it in detail, he thought it was dark, possibly green. In his deposition on August 31st, he said he saw somebody running back from the Mercedes. He was returning to his car where someone was holding a mobile phone.

The first thing Pennequin noticed as they approached the tunnel was smoke and a lot of flashing lights. He and Dalby got out and ran to the crash site. When they reached the Mercedes, they realised that the flashes were coming from the four or five photographers around the car. The right-hand door of the Mercedes was open and he saw a lady and a gentleman inside the car. They noticed the SOS Médecins car of Dr Mailliez parked on the same carriageway as their car, closer to the crash site.

Dalby assessed the situation and tried to help. The doctor arrived at roughly the same time and started to render assistance. 'A Middle Eastern-type witness wearing a suit and tie',

who he identified as Clifford Goroovadoo, translated what was being said to Diana and Rees-Jones. Goroovadoo said that it was because of the journalists that the crash happened.

Pennequin and Dalby tried to push the paparazzi away and heard somebody shout 'She is alive'. Pennequin told the photographers to stop taking photos and one said 'The people must know that Princess Diana is alive'. Others also heard Rat shout, 'She is alive.'

While they were by the Mercedes, a man holding a mobile phone approached Pennequin and said he was talking to the fire brigade. He did not know how many people were injured. Pennequin didn't hear the man pass the information on, but remembers telling him that they would need cutting equipment.

They continued trying to push the photographers away until the two police officers, Dorzee and Gagliardone, arrived. He identified Romuald Rat and Laslo Veres from photographs. Veres was seen as they were returning to their car to leave. He must have arrived before the fire brigade because they saw his parked scooter as they were arriving.

Comment:

Pennequin described the car parked on the same side as the Mercedes as dark, possibly green. The tunnel lighting was green and many of the photographs, especially those taken by the emergency services and police, cast a green light on the road surface and the Mercedes. It was probably Arnal's black Fiat he saw reflecting the green light.

Regarding the man with the mobile phone, during the French inquiry Judge Stéphan said that he was James Huth. Reading the French report, I thought it odd that the judge would immediately remember his name and take the trouble to remind those present of it.

Sebastien Masseron:

Masseron gave a statement at 3.55 on August 31st, 1997. They had not heard a crash, but it had only just happened. They saw smoke. Dalby moved into the left-hand lane and could see the crashed Mercedes. He didn't see any other vehicles in the part of the tunnel where the crash had occurred, but there were people around the car.

He heard one photographer call to a colleague on a scooter, 'Come back, she is alive.' Only the rear right-hand door was open and he saw a woman inside. Onlookers started to congregate around the Mercedes. When Dorzee and Gagliardone arrived, he tried to help push photographers back, but could not.

A second statement was taken at 4.50 on September 5th. After seeing some photographs, he identified Laslo Veres as the man he saw as he was leaving the scene. The emergency services had not arrived. Veres had just arrived with a camera slung across him.

Audrey Lemaigre:

Lemaigre's evidence was read out in court at the Inquest. It was virtually the same as the others, except for the following:

Referring to the photographers, she said, 'I am quite positive none of them tended to any people who may have been in the damaged car.' A man on a scooter stopped beside her and was on the phone. One of the others spoke to him and then returned to the Mercedes.

After this, she moved the car and saw that the flashing light she noticed earlier was from the SOS Médecins car, parked in the left-hand lane. They left when the fire brigade arrived and, as they drove past the police car, they asked for news and gave their identities. She added, 'On seeing us talking to the police, a man noted down the registration of our car. The man was not a police officer. He had a bag and was one of a group of people who approached us as we were leaving to ask us questions. I closed my car window and we did not answer them, as the police had requested.'

She gave a second statement on September 5th and was shown photographs of the paparazzi, none of whom she recognised.

Dr Frédéric Mailliez

Interviews given:

August 31st, 1997 to police, France-2 TV September 1st, 1997, September 3rd, 1997 to police, The Times November 22nd, 1997, September 8th, 1997 to police, November 7th, 1997 to Judge Devidal, CNN, TV documentary, 'Who Killed Diana, 2006, The British inquest. He also gave several interviews to newspapers and TV companies.

First and second statements on August 31st and September 3rd, 1997:

On August 31st, he stated that he could reach Diana very easily because the door was open. He repeated this statement on September 3rd, 1997. 'As for the journalists, they were intent on taking photos of the passengers... I did nevertheless protest on a number of occasions as the presence of the photographers was too disturbing for the victims ...'

He also said that Diana was not trapped inside the wreckage. When he left the scene, he expected Diana to survive. He had no reason to believe she would not.

France-2 Television:

He said that he noticed a commotion, stopped his car and went to see what had happened. There was panic and *lots of people around*. He saw that two people were dead and two seriously injured. He reached *through a broken window* and lifted her head so that she could breathe.

He returned to his car, called emergency services and picked up an oxygen mask. He did not have any other medical equipment in the car. When he returned to the Mercedes, he went to the aid of the young woman who was *moaning and gesticulating wildly*. He did not recognise Diana at the time. There were *10 to 15 photographers taking pictures* as he treated her. They did not assist the victims.

CNN Interview:

He said, 'I thought this woman had a chance.' In earlier interviews, he said that her condition 'did not seem desperate'. With the benefit of hindsight, in the French medical magazine 'Impact Quotidien' in September 1997, he said, 'There was no chance for her.' He also told CNN, 'She was semiconscious, muttering, but never said anything precise.'

Inquest:

His evidence at the inquest was that he was working for both SOS Médecins and SAMU at the time. He was driving in the opposite direction to the crash in his SOS Médecins Ford Fiesta with his friend, Mark Butt as passenger. First, he saw smoke inside the tunnel and, a few seconds later, he saw the crashed Mercedes. He was the *first car that stopped inside the tunnel* and he was directly opposite the Mercedes.

He asked Mark Butt to put a blue flashing light on top of the car, got out and went over to the Mercedes. The right rear door was not damaged. He could not be sure it was open, but he made no effort to open it.

'Obviously I was the first one witnessing the accident and I had to make a first medical assessment of the victims inside.' There was almost nobody around the wreckage during these first seconds.

Asked about the bodyguard, Rees-Jones, he said, 'Obviously he was alive because he was screaming. He was alive, but severely injured.'

This is how he described Diana. 'She was alive. She was moaning. She was breathing, but she was really weak, I would say, unconscious and weak.' However, others, including the firemen and SAMU doctor who arrived later, said she was conscious and gesticulating.

Asked who he decided to help first, he said that a volunteer fireman was already helping the bodyguard, so the only victim he could help was the young lady. He did not see a serious injury on Diana's forehead, just a few drops of blood. There was no serious injury on her face. He returned to his car to phone emergency services and to fetch the only equipment he had, a respiratory bag.

He said there were photographers behind him taking a lot of pictures with flash, but they did not hamper him. He did not see how many photographers were around him. He just remembers a lot of people. Nobody pushed him and he did not remember any arguments.

Although he could not make a diagnosis of Diana's injuries, he said that he suspected brain or chest damage. When the emergency services arrived, he told the firemen what he'd done and left. It was not until the following day that he learned who the victims were. A few days later, the police interviewed him and showed him photographs of seven paparazzi, but he could not identify any.

Michael Mansfield asked if he called the fire brigade on '18' at 12.27, but Mailliez said he called the direct number. However, in his first police interview, he said he called '18'.

He was asked by Mr Croxford about a TV interview he gave in which he said, '... that night there were a lot of pictures taken, hundreds of pictures taken and there were a lot of photographers.' His reply was that he meant hundreds of flashes.

The Stevens Report quotes Bouygues Telecom as saying that no call made or received had been recorded on 31 August 1997 between midnight and 1a.m. in the sectors of the rue Cambon, the Place Vendôme, the Place de la Concorde and the Alma Bridge. However, Dr Frédéric Mailliez stated that he had dialled the Fire Brigade control number 01 47 54 6835 from his mobile telephone number 06 60 44 1923, which is a Bouygues telephone operating on the Bouygues Telecom network. The transcript below was read out at the inquest.

The Phone Call at 00:26:15 August 31st, 1997.

To Corporal Bourdon in the dispatch room of the Paris fire service.

Bourdon: 'Fire brigade, hello.'

Mailliez: 'Hello, it's Dr Mailliez, there's been a serious accident with at least three people seriously injured, but I'm not sure where I am exactly. It's on the embankment.'

Bourdon: 'You are on the Alma Bridge, aren't you, by the Place de la Concorde?'

Mailliez: 'It's before that, before.'

Bourdon: 'Before it?'

Mailliez: 'Oh yes, we're before it.'

Bourdon: 'You say that there are people seriously injured. What does that mean for you?'

Mailliez: 'There are one or two who appear to be dead and two others seriously injured. I can't tell you any more than that.'

Bourdon: 'Okay.'

Mailliez: 'We'll need at least two ARs.'

Bourdon: 'We're on our way, we're on our way.'

Comment:

His was not the first car that stopped. The anonymous fireman was first to stop in the tunnel.

At the inquest, Mailliez said there was almost nobody around the car in the first few seconds, whereas, he said earlier that there were 'lots of people around'. Photographs show quite a few witnesses and photographers around the car when he arrived.

He said he reached in through a broken window, but neither of the rear windows was broken. He made no effort to open the rear door, which means it was either open at the time, or had been opened earlier.

In his first two police interviews, he said, 'I was able to get to her very easily as the door was open.' Yet in his interview with Judge Devidal, he said he couldn't say if the vehicle's right-hand doors were open or closed.

He said that he suspected brain or chest damage, but this was with the benefit of hindsight. He stated that he was the first one witnessing the accident. Surely, he meant the first doctor because he certainly was not the first witness.

At the inquest, he said he called the fire brigade's direct number, but in his first police interview, he said he called '18'. The significance of this is that they said they'd already received a call at 12.26. That was to '18' from Gaelle l'Hostis.

The fire trucks did not have a doctor on board. He left Diana and Rees-Jones in the care of firemen. I'm sure the firemen did all they could to help, but surely, if he thought her injuries were serious – brain or chest damage, Mailliez should have waited until a doctor was present. He did not recognise Diana. It is possible that he might not have heard witnesses and photographers saying it was Diana, but where had he been all his adult life?

Why did he say he couldn't tell Bourdon any more than that? There was clearly a lot more he could have said about Diana's condition.

The subsequent changes are in my view important as some are exactly opposite to what he said earlier. It is also significant that police interviewed him three times in eight days before Judge Devidal interviewed him. Did the police pressure him into changing details? The rear door being open when he arrived? 10 to 15 photographers around the wreck? He expected Diana to survive. Diana was not trapped inside the wreckage. Possibly all of those. We know from his subsequent statements that he did change most of them.

Mark Butt

Dr Mailliez's friend, Mark Butt was with him and placed the blue flashing beacon on the car. His first interview with the police was on September 3rd, 1997. They interviewed him for a second time on September 5th, 1997. He then appeared before Judge Devidal on the 29th. In October 1997, he gave an interview to Newsweek magazine and another to 'ITN Factual' in 2006, which was screened in 2007.

His evidence at the inquest was virtually the same as that of Dr Mailliez except that he remembered a small, blue or green car parked on the shoulder about 10 to 15 metres outside the tunnel exit on the same carriageway as the Mercedes. It was not inside the tunnel. He also saw a motorcycle parked on the same carriageway and another arriving in the opposite direction. There were one or two people standing near the parked vehicles.

Before he saw the Mercedes, on the other side, he saw a motorcycle, not a scooter, make a U-turn. He thinks there were two people on the motorcycle, but in late September 1997, he said it only had one rider. At the inquest, he was not certain. The rider stopped, looked back into the tunnel, made a U-turn, and went back in.

Butt said their SOS Médecins car was parked five or ten metres past the Mercedes. There was light smoke and the sound of the horn. He saw two or three people near the Mercedes. He put the blue beacon on and stayed near the car. A few seconds later, Dr Mailliez ran back. First, he used his mobile to call the fire brigade and had to look on a plan to locate the scene of the accident.

All of a sudden, he started seeing people showing up with cameras and then in the next three to five minutes, there were ten or twelve people with cameras taking pictures. Butt remembered seeing a short Arab-type man arguing with a very tall photographer.

Comment:

Quite a few of Butt's statements suggest that he was pressurised to change his story, especially the parts regarding the photographers. At the inquest, he said the Mercedes door was not open, but in 1997, he said 'through the open right-hand rear door of the vehicle, we saw that there were casualties'.

He said that when they arrived there were two or three people there. In September 1997, he said four. Then photographers arrived. Then three to five minutes later, there were 10 or 12 photographers taking pictures. It was several minutes before all the photographers were there. This is not borne out by photographs taken in the tunnel and is therefore untrue.

To the TV company, he said,

'We knew that there were no photographers. This whole group of photographers was not around the car at the time of the accident because we were there before them, so they did not come until two, three, four minutes afterwards, so they could not have been the cause of the accident.'

He did not know if the motorbike he saw doing a U-turn had something to do with it.

'But this whole group of photographers did not have anything to do with causing the accident because they were not there.'

Neither Butt nor Mailliez saw or even heard the crash. However, Butt is certain that the photographers did not cause it because they were not there.

In fact he and Mailliez arrived at 12:24:24, two minutes and three seconds after the crash and at about the same time as Damian Dalby and his friends. That was after the paparazzi had arrived, opened the Mercedes door, and taken quite a few photos. Even the French Dossier says that the paparazzi arrived before Dr Mailliez. So why did Butt feel the need to volunteer this clearly untrue 'information' and repeat it? His statement '...we were there before them...' is obviously untrue.

The parked car Butt saw on the other carriageway as they were entering the tunnel was small and blue or green. Other witnesses were certain it was a Peugeot 205. At the Inquest, he could not remember the parked motorbike he mentioned earlier.

Noe Da Silva

Noe da Silva's evidence was read at the inquest. At the time, he was a trainee reporter at Radio France Internationale and was driving his Ford Fiesta towards Place de la Concorde.

As he approached the tunnel, he noticed blue flashes from the tunnel. On the other exit slope, the same side as Diana's Mercedes, he saw a light-coloured car parked at the tunnel exit and a man was walking towards the tunnel.

In front of him, one of the cars in the right-hand lane near the tunnel exit started to reverse to stay in the tunnel. He pulled over into the left lane and saw the crashed Mercedes. The horn was stuck and he noticed smoke. It was when he saw three or four photographers in an arc behind the Mercedes taking photos that he realised where the flashes had come from.

None of the Mercedes doors were open and he saw some motorbikes parked near the car. As well as the photographers, there was a man near one motorbike talking on a mobile phone. The bike was an off-road type, like a Tenere. The man he saw earlier near the exit pushed the other photographers back and gestured to the cars on the other side to get out of the tunnel.

Nobody was helping the people in the car at all. Further along he saw people running towards the tunnel entrance on the same side as the crash. He realised that the accident had only just happened.

Arriving outside the Louvre, he heard the France news at 12.30 and assumed he was in the tunnel at about 12.20 or 12.25. The following morning, when he found out who was in the Mercedes, he wrote down what he had seen.

Comment:

Although he didn't hear the crash, it is clear for several reasons that he arrived very shortly after it had happened. First, he only saw photographers around the car and it was only when he drove through that he noticed people running towards the tunnel. Second, the Mercedes doors were closed. Third, he saw a car that must have belonged to the unidentified off-duty fireman reversing to stay in the tunnel. He also identified Romuald Rat.

Yannick Chenna

Apart from speaking to British journalists, Yannick Chenna made one statement to police on September 1st. He was driving his Renault Clio in the opposite direction to the Mercedes with his girlfriend. As he entered the tunnel, he saw a light-coloured, white or grey, Peugeot 205 parked beyond the Mercedes near the exit on the other carriageway.

He stopped behind a white SOS Médecins car with a blue beacon, slightly before where the Mercedes had come to rest. The horn was still sounding as he got out of his car.

After a few seconds, a black Piaggio scooter with one rider arrived and was placed on its stand. The driver made a mobile phone call and another scooter stopped before driving away. He and his girlfriend also heard a photographer shouting 'She is alive'.

Chenna had trouble identifying the photographers, but was positive that the one who opened the Mercedes door was Romuald Rat. He later identified Benhamou as the other scooter rider who was stout, wearing a long light-coloured bright raincoat and carrying a black bag. He stayed on his scooter looking back at the Mercedes.

Questioned at the inquest about the Peugeot 205 he said he saw, he responded that his girlfriend also thought it was a Peugeot 205.

Stevens Report:

'Chenna entered the Alma underpass and came to a halt behind other vehicles and saw the crashed Mercedes, its horn sounding. He approached it and saw three men on foot and one other on a dark scooter around the crashed car. He believed the person on the scooter to be *'wearing a beige raincoat [and a] light coloured helmet'*. This person looked at the crashed car then set off westbound. He saw two [other] scooters around the Mercedes but *no other vehicles.*'

Comment:

Chenna stopped after Dr Mailliez had parked and Mark Butt had placed the blue beacon. The Peugeot 205 he and his girlfriend saw clearly belonged to one of the paparazzi. He witnessed the arrival of Laslo Veres on his black Piaggio scooter and his girlfriend heard one of the photographers shout that Diana was not dead. Given that Chenna's evidence directly correlates with other witnesses, it is interesting that the Stevens Report seems to have completely ignored the Peugeot 205 that he and his girlfriend identified.

Robin & Jack Firestone

French police interviewed American tourist Jack Firestone once on Monday September 1st, 1997. CNN also interviewed him. On the night of the crash, he and his wife, Robin, left their

hotel opposite the rear exit of the Ritz. They saw a large crowd gathered, including paparazzi with cameras. After taking a boat ride on the Seine, they took a taxi at about 12.25 to return to their hotel. As the taxi approached the Alma Tunnel in the fast lane of the eastbound carriageway, the traffic was bumper-to-bumper.

The taxi slowed down and Jack noticed the reflection of blue flashing lights in the tunnel. As they reached approximately halfway through the tunnel, they saw the crashed Mercedes with a group of photographers around it. The taxi stopped roughly level with it and remained stationary for about 30 seconds.

‘Between the taxi and the Mercedes, there were a dozen or so photographers, taking photos from every conceivable angle. They were running around taking shots of the exterior and interior of the Mercedes. Nobody was helping the victims.’

Comment:

The French police were not interested in their story and they were only interviewed after CNN intervened. Even then, they said they waited at police headquarters for over an hour and when Jack complained, he was told that they could leave if they wished. Eventually, a statement was handed to him to sign, but it was in French even though it had been explained by CNN that they did not speak French.

Jack’s statement contained errors. For example, there was never a large crowd at the Ritz rear exit. He said he had only seen five or six photographers in the tunnel, and various parts of Robin’s statement had been attributed to him. At the inquest, a lot of time was spent questioning why they had come to the UK to give evidence when it could have been read out.

There was also discussion about whether they should waste time hearing Robin Firestone’s evidence. It was finally agreed that the questioning would be ‘very brief’.

Robin’s evidence differed only in that she noticed a couple of parked cars as they were approaching the tunnel entrance. She couldn’t describe them in detail, only that they were large and dark. She also saw parked motorbikes as they neared the crash site. The French police estimated that they were there about two to two and a half minutes after the crash because they didn’t hear the horn blaring or see the smoke. In fact, it must have been about eight minutes after the crash if Robin saw a police officer arguing with a photographer before they reached the Mercedes. The first two police officers did not arrive until 12.30.

No other questions were asked. Apparently, the shorthand writers were desperate for a break, so the Coroner ended the session.

LORD JUSTICE SCOTT BAKER: ‘Thank you very much indeed, Mrs Firestone, that will be all. Thank you.’

ROBIN FIRESTONE: ‘There is something that I would like to say. Am I allowed to say something?’

LORD JUSTICE SCOTT BAKER: ‘Well, you can say it, but if it is not on the point, we will not really be very interested.’

Their evidence was questionable, as well as conflicting with other witness statements and those of each other. They wrote a book, “Chasing Diana”, which is described as historical fiction at its finest. Inspired by the events they witnessed in Paris, it is a unique mixture of truth and fiction.

Li-Falandry, Gurnaud & Samer

Li-Falandry’s statement was also read out. He was a hire car chauffeur, driving alone in a Chrysler Voyager. Walking towards the tunnel, he saw lots of people. He even heard some

apparently arguing. He then ran to the crash scene and, as he went around the Mercedes, he heard one photographer repeatedly telling the others not to take pictures of the interior.

The others continued to take photos. There were about ten paparazzi and he thought Rat was the one shouting at the others.

Marc Henri Gurnaude

Very little is reported of Gurnaude's evidence. He must have driven through the tunnel very soon after the crash because he heard the car horn and drove through without encountering a hold up or parked cars in front of him. This, for some reason, appeared on page 590 on the Stevens Report in the section dealing with the actions of the French investigators. He was obviously not classed as an eyewitness.

French Dossier: D6107-D6109

The interesting part of his statement was that, as he drove through in a Honda Concerto, he saw a 500cc or 600cc trail bike parked up. This could have belonged to Rat's driver, Darmon, or Nikola Arsov.

Amel Samer

Four statements were taken from Miss Samer. The first was at 6 p.m. on Monday September 1st, 1997. The second on September 3rd, 1997. The third was on September 18th, 1997 and the fourth was to the magistrate.

She was driving a white Citroen ZX Estate eastwards. She could not say what speed she was doing, so the police estimated her speed at about 80 or 90 kilometres an hour. Before entering the tunnel, she saw a large, dark car parked in the opposite right-hand lane at the top of the exit ramp. Though the police showed her various car photos, she could not identify the make or model.

Ahead she saw camera flashes and noticed some parked vehicles inside the tunnel. She had to change lanes from left to right because a car was parked in that lane. Stopping for about one minute at 12.24, she saw the crashed Mercedes with smoke around it. She tried to call emergency services, but misdialled. She then dialled the correct number at about 12.25.

There were 11 or 12 people on the other side, eight of whom were in an arc around the car taking photos. She told the police that the doors were closed. Two people walked away from the photographers as if leaving. One was aged between 30 and 40, of average size, possibly wearing a pink or light shirt, and had short brown hair. He did not have a camera. The other was European, small, very thin with short brown hair, wearing dark clothes and carrying a large camera. They were walking towards the car parked on the exit ramp. On September 1st, 1997, she said that they got into the car and drove away. She was certain they were not among the men in the photos that she was shown.

Comment:

The only men connected to the paparazzi who were not in the photos were Alain Guizard, who parked his car on the exit slope, and Laurent Sola, agent for Chassery and Odekerken. At some point, Sola met with Chassery and Odekerken near the tunnel. He was very vague about where precisely they met, but he took their films and had them processed. It is possible that he also took one of their cameras because, as you'll see from the paparazzi evidence, the police found their cameras in unexpected places.

Amel Samer said that the car parked on the exit ramp was in front of a red car. This was possibly an error or mistranslation, but Fabrice Chassery, in a statement taken on September 4th said that fellow photographer, Jacques Langevin, had a red car. However, in evidence read out at the inquest, it stated that Langevin was driving a grey Volkswagen Golf. In the French report, it gives the registration 3765PL94.

Clarence Williams & Michael Walker

American tourists, Clarence Williams, Michael Walker, and Stanley Culbreath were travelling in a light-coloured Peugeot taxi driven by Malo France. Clarence Williams gave evidence to Operation Paget and to the inquest via videolink.

Approaching the tunnel, the traffic in front was stopping. Edging forward, they saw the crashed Mercedes on the other carriageway. There were five or six people in various places around the car. Michael Walker started taking photos. Leaving the tunnel, Clarence saw a photographer with a very long lens in front of the Mercedes, taking a shot back into the tunnel. Another photographer deliberately blocked his view by standing next to the taxi.

Michael Walker's photos:

1. Shows Romuald Rat as he was arguing with police officer Dorzée, Damien Dalby, Redjil, Bouzid, Goroovadoo, and an unidentified cyclist.
2. Slightly further on, shows Rat and Arnal 'talking' to Dorzée.
3. Shows Dorzée walking back to the Mercedes, Damien Dalby, Sebastien Pennequin and Redjil.
4. A close-up of the Mercedes front bumper against the pillar, some other items and the foot of Christian Martinez.
5. Shows Dorzée talking to Benhamou and Goroovadoo, Redjil, Bouzid, Pennequin and two young men, one of whom is the one wearing a blue and white striped T-shirt.
6. Shows Benhamou and Goroovadoo talking to Dorzée, plus Bouzid, Redjil, the two young men, two unknown witnesses and the unknown off-duty fireman.

As they went past, they heard loud voices, some yelling, and the feet of the front passenger outside the Mercedes. They then left the tunnel. On the Tuesday afternoon, Clarence Williams went shopping, while Michael Walker returned to the hotel. When Clarence got back, he learned that Michael had been taken to police headquarters.

Comment:

There was a fairly bizarre episode with Brian Anderson outside a restaurant in the evening. In a statement, they told Anderson that Michael had photos and took him to their hotel to show them to him.

Gary Hunter

London based Supreme Court solicitor, Gary Hunter, was staying with his wife at the Royal Alma Hotel in Rue Jean Goujon (see map of Alma Tunnel area). Although the tunnel cannot be seen from their hotel room, it is within hearing distance.

Hunter was watching the TV news when he heard the crash. His wife was asleep beside him. He got out of bed and went to the window. Opening the window, he looked to his left and saw people running across the grass at the end of the road towards the tunnel. He watched for a minute or so, then went back to bed for a minute or so until he heard the sound of skidding tyres. He got up again and returned to the window.

A small dark car with a white Mercedes immediately behind sped from left to right past his hotel, nose-to-tail at inordinate speed, as if the Mercedes was protecting the smaller car. The time on the TV was 12:25. The cars sped past and turned right, tyres screeching. He said, 'My own feeling is that these people were in a hurry not to be there. I am confident that car was getting off the scene. It was obvious they were getting away from something and that they were in a hurry. It looked quite sinister.'

Operation Paget's comment was, 'Other than the manner of driving close together there was no evidence to suggest that the two vehicles were travelling together in a co-ordinated way.'

Excuse me! 'Nose-to-tail' he said 'at inordinate speed, as if the Mercedes was protecting the smaller car.' The white Mercedes did not try to overtake.

At the inquest they went through the route those cars would have had to take from the tunnel in detail. That route would have taken too long. Michael Mansfield pointed out that, if those cars had come from Cours Albert 1er, they could have turned right into Place de la Reine Astrid and right again into Rue Jean Goujon. That would have only taken a minute or so.

Comment:

If you were planning a kidnap or assassination, you would wait in Cours Albert 1er, parallel to the Riverside Highway. That was the route Henri Paul would have taken, had the exit road not been blocked. He would not have gone through the tunnel unless he was forced to.

Therefore, the driver of a car waiting near the tunnel entrance would have known that Henri Paul had been blocked. That means any assassins would have to have been in league with the blocking motorcyclist. Either that, or the driver of the pale car going at snail's pace near the tunnel entrance was a member of the paparazzi who overtook the Mercedes between Place de la Concorde and the tunnel entrance.

Thierry Hackett testified that one of the motorbikes turned off at the exit road into Cours Albert 1er. If we were to speculate that the riders of this bike were part of a plot to either kidnap or murder Diana and Dodi Fayed, they would have informed their co-conspirators waiting in Cours Albert 1er that the Mercedes was blocked. They would have then heard the crash and gone to the tunnel via the entry slip road to see what had happened. Rat's driver, Darmon, gave evidence that there was another motorbike, a Yamaha that stopped in the tunnel. The passenger took some photos of the crash and they then left.

They could then have driven back to Cours Albert 1er and informed their colleagues in the small dark car and the white Mercedes, who hightailed it past the Royal Alma Hotel to the British Embassy, six blocks away. The time would then have been around 12.25, the time on Gary Hunter's hotel room TV. According to the Stevens Report, it was possible to turn right into Place de la Reine Astrid and then into Rue Jean Goujon. Therefore, it seems that Michael Mansfield, without expressing a theory, could have hit the proverbial nail on the head.

The Hunters heard about the crash victims the following day and returned to London on the following Monday. Having decided that what he saw might be important, Hunter was put in touch with Mohamed Al Fayed's security chief, John Macnamara. They met and Macnamara urged him to return to Paris and give a statement to the French police.

His story was apparently passed on to the French police, but Hunter did not hear a word for weeks. He returned to Paris on September 7th and contacted the French authorities, offering to give a statement, but they refused to see him.

He subsequently gave an interview to the London Sunday Times because the French police refused to see him. Two days later, the London Evening Standard published a story, based on unnamed sources in the French investigative squad, branding his story 'ludicrous'.

Other media picked up Hunter's story and, when the Fiat Uno story came out in October 1997, the French police asked Scotland Yard to take a statement from him. He was interviewed on October 22nd. However, Judge Stéphan dismissed his evidence. Gary Hunter died in February 2004. It was, therefore, not possible to ask him if his complete story was reported.

Operation Paget Conclusions:

‘There are two eyewitnesses who provide some evidence of the Mercedes being prevented from using the Cours Albert 1er exit slip-road – in any event the Mercedes was travelling too fast to make the manoeuvre’.

Comment:

Even the French report states that Henri Paul was prevented from turning off and was forced to go via the Alma Tunnel. It did not say that he was travelling too fast to turn off.

French Police

First to arrive at the scene were two police officers, Sébastien Dorzée and Lino Gagliardone. They were in a patrol car, near the entry slip-road when three or four people flagged them down. It was about 12.30. I include them as passers-by because they happened upon the crash and saw what went on before the authorities and politicians arrived and took over.

Sebastien Dorzée

Dorzée made a statement at 5.35 p.m. on August 31st. He said they went immediately to the scene and saw the crashed Mercedes with a crowd of photographers around it taking photos. He thought there were a dozen or so. Onlookers began arriving. A witness immediately told Dorzée that one of the victims was Lady Diana.

The photographers were busy taking photos and shouting abuse at one another. He even heard one say ‘It’s your fault’ to one of the others. He and Gagliardone found it difficult to get the aggressive photographers away from the Mercedes. Gagliardone called for assistance by radio while Dorzée struggled with the photographers. He was jostled and insulted and had great difficulty getting to the Mercedes.

‘Nobody was rendering assistance to the injured,’ he said. ‘The photographers were just taking photos.’

Eventually reaching the Mercedes, he noted that the driver appeared to be dead, embedded into the steering wheel, and the same went for Dodi Fayed. ‘The front-seat passenger was seriously injured; his head had gone through the windscreen. He was not moving, but you could see signs of life in his face. The female seated in the rear was also alive. I was next to her at this point and I was getting hassled by the photographers. She appeared to me to be in the best shape of all of them.’

She was murmuring in English, but he could not understand what she was saying. It could have been ‘My God’. Dorzée tried take her pulse and keep her conscious, speaking in English. As Diana was conscious, he stayed with her until the ambulance arrived, whilst still trying to get the photographers, who were going at one another and insulting him, to move away. Very shortly after, Gagliardone returned to lend a hand and get the journalists away. Fortunately, reinforcements soon arrived and the photographers were taken away by the night duty Crime Patrol Group. He remembers that the photographers tried to get away.

His second statement was at 9.05 p.m. on August 31st. Shown line-up photos, he identified Romuald Rat as the hostile, agitated one who insisted on taking photos and Christian Martinez as the one who mentioned being allowed to do their job in Sarajevo. He also identified Serge Arnal and Jacques Langevin as taking photos, but was less certain about Nicola Arsov and Laslo Veres.

In a report, dated 31st August 1997 to the Chief Superintendent of the Public Highway responsible for the 8th arrondissement, the officers stated ‘The photographers were taking shot after shot through the open rear door. They were vicious, repellent, and continued to take photographs, wilfully preventing him from giving assistance to the casualty. Whilst

pushing him away, one of them said “Give me a break, let me do my job. In Sarajevo, the police let us do our job, wait until you're under fire and you'll see ...” ’

Dorzée made a third statement to magistrate, Stéphan, on September 26th, which was the same as the previous statements except that he said he picked up jewellery and recognised Serge Benhamou as one of the photographers who left before the emergency services arrived.

Lino Gagliardone

Police Constable Gagliardone made two short statements, the first to Lieutenant Bernard Gisbert at 5.30 p.m. on August 31st. This was virtually the same as that of Dorzée, except that he described Diana as lying with her back against the seat and her legs on the rear seat. He also saw that the rear door of the Mercedes was open.

Two men standing between the police car and the Mercedes were shouting at one another. He thought he heard one shout, ‘It’s your fault’, and then they continued arguing. When he was shown pictures of the arrested paparazzi, he identified Romuald Rat as the one making the accusation. He could not be certain about the other one.

Comment:

Despite reports that Diana was unconscious, Dorzée stated that she was conscious even after the firemen had arrived. It is strange that, although Dr Mailliez arrived before Dorzée and Gagliardone, neither of them mentioned him at all. However, one of Michael Walker’s photos shows the white jeans of Dr Mailliez as he was leaning into the Mercedes.