

It's Saturday August 30, 1997. The end of a long, hot, Paris summer. All of the popular restaurants and cafes close in August as the population escapes for summer holiday, leaving a city almost deserted except for tourists. But Paris will always be romantic Paris. The city of light celebrates beauty. It's in love with lovers. And two have just arrived by private jet at Le Bourget airport. But they're star-crossed lovers. He's the son of Mohamed Al Fayed, an Egyptian millionaire, who owns Harrods, the most famous department store in the world, the Paris Ritz Hotel as well as an English Premier league soccer team. And she's a blue blood, the most photographed woman in the World, a former member of the British royal family and the mother of a Prince who will one day become King of England. Dodi Al Fayed and Diana Spencer Princess of Wales. No match made in heaven according to the British Upper Class. Money can't buy Mohamed Al Fayed respectability with the establishment. To them the Al Fayed family will always be a bunch of immigrant shopkeepers who own a flash foreign pub. And what's worse, they're Muslim. So this love story was never going to have the happy ending.

Headstrong, impetuous, defiant and principled, Princess Diana had it all. But this is not the kind of behaviour tolerated in the British Royal family where following the company line over rides individual expression. And it certainly didn't help to be more popular than the Queen and loved by a public who couldn't get enough of her. To top it off Diana's much publicized and bitter divorce, the TV interview she gave that sent shock-waves through the Royal family and her politically embarrassing causes like the abolition of land mines when England is one of the largest land mine manufacturers and exporters in the world. Princess Diana was trouble. Big trouble. But did she cause the kind of trouble that gets you killed? It's a question that goes to the heart of this extraordinary, intriguing and baffling mystery.

The death of the Princess provoked much speculation and allegations of a murder conspiracy involving British intelligence and the Royal Family. But conspiracy theories never go anywhere. They remain theories and nothing more. Never any proof that leads to a prosecution or a conviction.

Before I began this journey, I knew very little about what happened in the Alma Tunnel. But as an investigative journalist of 30 years' experience and some curiosity I decided to look for whatever pointed me in the right direction: books, newspapers and magazine articles as well as television documentaries. But most importantly, what's inside the official transcripts of the British and French investigations. I wanted to revisit and deconstruct the main parts of the evidence to see what questions it raised and more importantly if it revealed any previously unreported information. And I discovered plenty of everything, especially new information.

As I began looking it became very apparent you don't need a conspiracy theory to ring alarm bells about this case. What happened to Diana, Dodi and their temporary chauffeur, Henri Paul, isn't just a tragedy. It's wrong and very troubling. Wrong in a way that makes a mockery of justice and the law.

Finding the relevant transcripts isn't easy. In fact the French Investigation, comprising a dossier of six thousand pages and standing more than one metre high, has vanished. A fact revealed by a French lawyer, Jean-Louis Pelletier who made the discovery while defending a paparazzi photographer who was in the Alma Tunnel on the night of the crash. The photographer was fighting a private civil prosecution brought against him by Mohamed Al Fayed. Pelletier was out to prove his client took a notorious picture of Princess Diana, in the wreckage of the Mercedes moments after the crash. The picture was published in magazines and newspapers but quickly withdrawn and placed in the French Investigation files. Pelletier told a newspaper reporter when he requested access to the dossier from the French authorities, he was told all the files were missing.

We are talking about a dossier that represents one of the longest and most expensive investigations in French legal history. It includes 200 witness statements, files of

photographs and detailed test results. Pelletier said:  
It's the first time I've seen anything like this.... I know files go missing occasionally but, bearing in mind the size and importance of this particular one, it is extraordinary. I went to every different part of the building, thinking perhaps it had been moved from the High court archives to the Criminal court or the Appeal court, but no one could find it. A search on the computer to try to locate it also revealed nothing. I am amazed that something like this could simply vanish.

Along with the French Inquiry there was a parallel British Investigation, code named Operation Paget and conducted by Lord John Stevens, a former London Metropolitan Police Commissioner.

Fortunately, British investigators accessed the French Dossier before it disappeared using some of the French information in the British report, otherwise much of the French Investigation and its key findings would never be publicly known. But one statement can be made with a great deal of certainty. This is not some tragic but straightforward fatal car accident. When you look at the official transcripts of the case, nothing that happened in the seconds, minutes, hours and days after the black Mercedes Benz carrying Princess Diana and Dodi Al Fayed crashed into pylon 13 in the Alma Tunnel makes any sense.

But in order to understand the events of the early hours of Sunday the 31st of August 1997 you need to step back further in time. The story begins a month earlier when Diana and her two sons the Princes, William and Harry, went on summer holiday to St Tropez as guests of Mohamed Al Fayed. Diana was a friend but this was the first time she'd accepted Al Fayed's invitation to stay at his holiday house in the south of France. The Princess told close friends she wanted to spend quality time with her two boys in a secure environment and felt reassured about staying in St Tropez because Mohamed Al Fayed had his own security team.

In addition to a nice holiday, a blossoming romance was happening between Diana and Dodi Al Fayed, Mohamed's eldest son. Three days after Diana and her sons had arrived in St Tropez, Dodi joined them on holiday. That was enough to send the paparazzi into overdrive. Diana was photographed wearing the famous leopard print swimsuit and her slightly rounded belly prompted British tabloids to run a story suggesting she was pregnant. But most importantly, Diana who seemed to have a love-hate relationship with the press made this cryptic media comment during the holiday: "You're going to get a big surprise. You'll see, you're going to get a big surprise with the next thing I do."

After the Princess and her sons flew back to England she told friends she really enjoyed the holiday. She must have because not long after, Diana and Dodi began spending more time together. A weekend away in Paris was followed by another summer break on the French and Italian Rivas on board the Jonikal, Mohamed Al Fayed's \$30 million yacht. This holiday would be memorable for the infamous photograph taken by Italian paparazzi, Mario Brenna, showing Dodi kissing Diana. It would be interesting to speculate on the reaction inside Buckingham Palace when they saw that picture. The photograph earned big bucks for Brenna, \$7 million from worldwide sales. Diana and Dodi returned to England to a blaze of publicity and a media feeding frenzy.

Dodi Al Fayed employed two private bodyguards for personal security. Trevor Rees-Jones and Keiran Wingfield. But Dodi Al Fayed didn't always follow the advice of his bodyguards when it came to security matters. Had he done so, he and the Princess might still be alive. But I will discuss this point later in the chapter.

In the week leading up to the crash, Diana and Dodi again travelled to Nice to re join the Jonikal, for a brief cruise of the Mediterranean coasts of France, Monaco and Sardinia. At the end of the holiday, the couple flew by private jet from Sardinia to Le Bourget airport on the outskirts of Paris. Overnight in Paris was the plan before flying

to London. Finding a comfortable bed wasn't a problem. Mohamed Al Fayed owns the Ritz Hotel, as well as an apartment in Rue Arsene Houssaye just off the Champs Elysee. He also rents the historic villa in the Bois de Boulogne, once the private home of the Duke and Duchess of Windsor.

Paparazzi photographers greeted the couple at Le Bourget taking pictures as they left the plane. Two private cars were ready to pick them up: a Mercedes and a Range Rover. Dodi's regular chauffeur Phillipe Dourneau would drive the couple in the Mercedes to Villa Windsor. The Range Rover, driven by Henri Paul, acting head of security at the Paris Ritz Hotel, would transport the support staff as well as the couple's luggage to the apartment on Rue Arsene Houssaye. Henri Paul, not meant to be on duty that weekend, volunteered to help with the arrival of two very important guests. Witnesses gave interesting accounts of aggressive paparazzi behaviour on the drive from the airport into Paris. Normally these freelance photographers travel on low powered but highly manoeuvrable scooters keeping a discreet distance but on this occasion, several witnesses reported seeing paparazzi on powerful motorcycles travelling close to the Mercedes and behaving in a noticeably aggressive manner. Behaviour so unusual witnesses were left wondering if these motorbike riders were really paparazzi. Interestingly, no photographs taken of the couple during the road trip from Le Bourget, were ever published.

After the support party and luggage was dropped off at the apartment, Henri Paul and bodyguard Kieran Wingfield drove to the Villa Windsor to meet up with Dodi and Diana and provide extra security for the trip into the Ritz Hotel. It was now 4.30 pm and Dodi had some very important private business to attend to at Repossi's jewellers in the Place Vendome, a short walk from the Ritz. He'd arranged to meet senior Ritz Hotel executive Charles Roulet at Repossi's because Dodi planned some shopping and Monsieur Roulet would pay the bill. There is no doubt Dodi wanted to buy a special piece of jewellery for Princess Diana. Security camera pictures show him in Repossi's jewellers. But was it a generous gift for someone he liked or something more serious? Was Dodi buying an engagement ring because he planned to ask the Princess to marry him? Of course that kind of news would send shockwaves throughout the British establishment especially if there was a chance that Diana might accept the proposal.

There were plenty of press rumors doing the rounds. Photographer Thierry Orban of the Sigma Photo Agency said that around 9pm, on the 30th of August 1997, his chief editor asked him to go to the Paris Ritz Hotel specifically because big news was expected: "He told me that there were rumors of an announcement that Lady Diana was getting married or having a baby and asked me to go to the Ritz Hotel."

Henri Paul left the Ritz around 7 pm because he had finished his duties for the weekend. But in reality there was no way he was off duty. The enigmatic Henri Paul remains at the very heart of this extraordinary mystery so it's important to understand his character.

Paul was described to investigators as a careful, secretive man who would never discuss his private or professional life. And that might have been because he had much to hide. Henri Paul joined the Ritz Hotel in 1986 getting the job of Assistant Head of Security. But at the time of the crash, Paul was the acting Head of Security. Franz Klein, the President of the Ritz Hotel told French investigators that Paul also "dealt with outside contacts on security issues." In fact Ritz staff gave him the nickname 'The Ferret' for "sticking his nose in everywhere." It is clear from the evidence that Henri Paul took his role and responsibilities at the Ritz very seriously. He liked his job and was regarded as a very conscientious employee.

But Franz Klein would also tell investigators that chauffeuring was not part of Henri Paul's duties. In fact driving was never part of his job description. Claude Garrec one of Henri Paul's closest friends gave the following insight: He didn't particularly like driving cars. If he could let someone else drive, he would or,

if he could avoid driving, he would.

So, for someone who disliked driving so much and did not have it as part of their job description, why was Henri Paul driving the Mercedes that struck the pylon in the Alma Tunnel? Part of the reason might have something to do with the missing three hours of Henri Paul's movements from the time he finished work at 7 pm until he returned unexpectedly to the Ritz Hotel at 10.10 pm. What was he doing in those missing three hours?

Here is one possible explanation. One of the witnesses interviewed by British investigators from the Operation Paget Inquiry was Gerald Posner, an American lawyer, author and investigative journalist. Posner came to the attention of British investigators when a story he wrote about the Alma Tunnel crash was published in Talk Magazine in the United States. What Posner told British investigators was based on what he claimed was information received from sources inside the United States National Security Agency. His statement is very interesting because it went largely unchallenged by the British Operation Paget investigators.

Posner said:

As for Henri Paul's missing three hours I have spoken to a source in the US National Security Agency (name not disclosed) who learned from French colleagues - employed by French security agencies - that Henri Paul had a meeting with a member of the DGSE (Direction Generale de la Securite ) that evening he died. Henri Paul was an informer and this was his informant handler with whom he met.

His position at the hotel evidently enabled him to obtain details on high ranking visitors and any liaisons with which they may have been involved. There is apparently a file on him in this role with the French authorities confirming he had a standard informant/pay relationship with this agency.. ...The DGSE is the equivalent to and performs the same function as the CIA in the USA and MI6 in the United Kingdom. Although I was not told what this meeting was about that day I was told what it was not about. It had nothing to do with Diana, Princess of Wales. I was told the subject did come up but only in general conversation and that it was pure coincidence that this meeting took place on the same day as the crash occurred. He was paid FF12, 560.

This is a compelling reason for why Posner's story should be taken seriously. When French police removed the body of Henri Paul from the crashed Mercedes in the Alma Tunnel they discovered FF12, 565 in his possession, a fact that was not made public until the release of the Operation Paget Report by British investigators in 2006. The probability of Henri Paul having this almost precise amount of money and it being a mere coincidence is extremely remote. The source of this intelligence, the American National Security Agency, which Posner talks about, operates very much like the CIA. It was keenly interested in Princess Diana and had gathered a good deal of intelligence information on her. We know this because of a Freedom of Information request made by Mohamed Al Fayed to the agency. Al Fayed understandably wanted to know what the NSA might have known about the car crash that killed his son and the Princess.

In response to the Al Fayed request, the NSA confirmed it had a thousand pages of documents in its possession relating to the Princess of Wales. But, it refused to release any material on the grounds that the:  
Disclosure could reasonably be expected to cause exceptionally grave damage to the national security of the United States by revealing intelligence sources and methods.

Why would an American spy agency be interested in keeping tabs on Princess Diana? Do they have secret information on the crash in the Alma Tunnel? And why is the information on Diana so secret that releasing it would cause "grave damage" to the national security of the United States?

Posner says the meeting between Henri Paul and his DGSE handler had nothing to do with Princess Diana and that it was "pure coincidence that this meeting took place on

the same day as the crash occurred." But if Henri Paul was an informant paid to provide information on "high ranking visitors and any liaisons with which they may have been involved" then they don't come much higher than the Princess of Wales who was in Paris that day and was having a romantic relationship with someone who the British establishment regarded as objectionable in the extreme. Henri Paul knew in advance that Dodi and Diana were coming to Paris. He had made plans with other staff to meet and assist the couple on their arrival at Le Bourget airport.

As acting Head of Security at the Ritz he was in a unique position to provide valuable inside knowledge of their movements and plans.

And there is additional evidence, apart from Posner's testimony, that points to Henri Paul being an informer for French Intelligence. When French Police searched his apartment and his office after he died, they found two telephone notebooks. A computerized version and a hard copy notebook with the names and telephone numbers of two people next to the letters 'DST' an abbreviation for "La Direction de la Surveillance du Territoire." DST is a domestic French intelligence agency that deals with espionage and terrorism within France itself. Not surprisingly, the British investigators wanted to know more about the Henri Paul links to the DST. They contacted the French Ministry of the Interior, which in turn received this reply from the Deputy Head of the French DST:

Henri Paul, born 3rd July 1956 in Lorient (56), is known to our Department, as a former Head of Security at the Ritz Hotel, 15 Place Vendôme, Paris (1e). As such Henri Paul has been in touch with members of the DST specifically tasked with enquiries in hotel circles.

And almost as if they might have been anticipating the next obvious question without being asked, the DST said in its reply that it had no information on the whereabouts of Henri Paul from the time he finished work at 7pm at the Ritz until he returned to the hotel three hours later. Interestingly none of Henri Paul's friends, relatives or work colleagues or his employer for that matter was aware of his official link with the French Intelligence community. Henri Paul was a spy who knew how to keep a secret.

That wasn't his only secret. He kept banks accounts with very large deposits. At the time of his death, Henri Paul had the equivalent of almost \$400,000 sitting in about 15 different bank accounts. In fact he had deposited around \$120,000 in the last eight months of his life. So how does a man earning around \$65,000 a year get to have that kind of money at his disposal? Then of course there's the cost of indulging in his expensive hobby of flying a plane. At the time of his death Henri Paul had amassed 605 hours of flying time at approximately \$600 an hour so he has spent an additional six figure sum. The amount of money that he had at his disposal and needed to pay for his lifestyle would seem to rule out tips from wealthy guests as the main source of the extra funds. So where did he get the cash? Unfortunately the evidence from his bank accounts gathered by British and French investigators does not answer this question although these same investigators could have traced the source of the money if they'd wanted to. And if the investigators discovered that some, or all, of the money originated from the UK then they'd have a serious line of inquiry worth following. But no attempt was made to trace the source of these deposits.

British agent Richard Tomlinson who worked for MI6 from 1991 to 1995 told French investigators that British Intelligence had a paid informer working at the Ritz Hotel: I cannot say for sure that it was Henri Paul but I am positive that it was a Frenchman working in the security department of the Ritz Hotel.

Tomlinson went on to say that he believed an informer like a Henri Paul would have received money, from an organization like MI6 and not French Intelligence for the following reason:

I should explain that only MI6, Mossad and the CIA pay their informants, unlike other countries, including France.

So who or what might have persuaded Henri Paul to come back to the Ritz Hotel when he was off duty? And how did he end up driving the couple on the ill-fated journey into the Alma Tunnel?

Dodi and Diana left the apartment in Rue Arsene Houssaye at 9.30 pm to have dinner at the Chez Benoit Restaurant east of the center of Paris. En route, the paparazzi were aggressive and intrusive. Didier Gamblin, a fire safety officer at the Ritz who also doubled as a security officer at the apartment on the Rue Arsene Houssaye had this to say to French investigators about the behavior of the paparazzi: Although we had come to an agreement with the paparazzi they did not do what we had asked them. They came closer to the car than expected, although they didn't rush forward as they had done when the couple arrived. But when the couple's car drove off they went completely crazy. They called their motorbikes and set off like lunatics to follow the car. They could have knocked pedestrians over on the pavement. People had to press themselves against the wall to let the paparazzi's motorbikes pass, they were driving on the pavement...

The paparazzi forced Dodi and Diana into abandoning dinner at Chez Benoit. Instead they would dine at the Ritz Hotel where their security would be guaranteed. Chauffeur Phillipe Dourneau has a vivid recollection of arriving at the front of the Ritz: Once we got to the hotel, there was a sea of people. Mr Dodi made a gesture of annoyance when the doorman opened the door for him and people rushed up to him. It was a slightly aggressive movement. However, the Princess pacified him and I also suggested that he smile so as to avoid walking into a trap because of the situation.

Dodi was upset at the failure of his personal security to keep the crowds away. So did Henri Paul return to the Ritz because of the behavior of the paparazzi? Or was he following someone else's instructions like British Intelligence?

What is certain he was not acting at the direction of his employer, the Ritz Hotel. Claude Roulet, assistant to the President of the Ritz Hotel told French investigators: I had no intention whatsoever of asking him (Henri Paul) to come back to the Ritz... I called Mr Tendil, the guard in the lobby, again at around 2325 hrs but it was Henri Paul who answered. I was very surprised and asked him what he was doing there. Henri Paul decided to return to the hotel off his own bat and without being asked by Mr Tendil or myself.

The Ritz Night Duty Security Officer François Tendil telephoned the off-duty Henri Paul around 9.50 pm to tell him that the couple had abandoned plans to dine at Chez Benoit and instead were returning to the Ritz. Within 15 minutes of that phone call ending, Henri Paul was back at the Hotel. The Espadon Restaurant at the Ritz was full of diners so Dodi and Diana headed to the Imperial Suite and had their food brought to the room. And here we come to some crucial questions: Did Henri Paul drink alcohol after returning to the Ritz and before setting off on the fateful drive into the Alma Tunnel? If he did, how much did he drink?

With Dodi and Diana dining in the Imperial Suite, Henri Paul and bodyguards Kieran Wingfield and Trevor Rees Jones headed to the Ritz Bar Vendome to have their meal break. Henri Paul was witnessed consuming two alcoholic drinks: both were glasses of Pastis, a French alcoholic aperitif taken with water. Certainly it wasn't enough to make him drunk. As bodyguard Kieran Wingfield observed: Mr Paul's behavior, was completely normal, that he in no way whatsoever had the appearance of a man who had been drinking and that if, as has been said in the press, he had drunk alcohol (previously) that night, you certainly could not tell.

Kieran Wingfield's observations of Henri Paul's alcohol consumption and his behavior, were corroborated by other independent witnesses. But, it should be noted that Henri Paul could still have been well over the legal limit for alcohol in his blood stream even though he didn't appear to be noticeably affected. There were three hours where his

movements could not be fully accounted for that evening.

Of course confirmation of Henri Paul's precise alcohol levels and how much they might have impacted on his ability to drive a car needed to be carefully determined after the crash in the Alma Tunnel through body samples taken at his post mortem. But as we will see later in this chapter, Henri Paul's toxicology results were destined to become one of the biggest unexplained mysteries of all.

So how did Henri Paul end up as driver of the Mercedes transporting Dodi and Diana instead of the regular chauffeur who was waiting for them at the front of the Hotel? And why was the decision taken to abandon the normal security procedure of having a backup vehicle travelling with the couple? Again the enigmatic Henri Paul seems to be the one making the decisions rather than Dodi Al Fayed's bodyguards.

Dodi and Diana's travel arrangement for the rest of the evening was straightforward. After dinner in their suite at the Ritz they intended to spend the night at the apartment in Rue Arsene Houssaye. But, there was one significant change to their plan. Instead of travelling in the Mercedes, chauffeured by Phillip Dourneau, parked at the front of the hotel with the support vehicle carrying the security guards, the couple would leave from the rear of the Hotel via Rue Cambon in a third vehicle, another Mercedes, without bodyguards or a support vehicle. The two cars parked in the front of the Hotel would act as decoys for the waiting paparazzi. It was a dangerous decision because it left the couple exposed and without their usual protection. It was also against the better judgment of the people who knew best: Dodi's security guards Trevor Rees Jones and Keiran Wingfield.

As Trevor Rees Jones said:

At one point, Dodi emerged. Paul was there. Dodi told us that we needed a third car at the rear of the hotel and two cars in front of the Ritz to serve as decoys. I was not happy, as Dodi was splitting the two security officers up, but I toed the line. It was Dodi too who decided that Paul would drive the car. We got these instructions roughly half an hour before we left. I myself remained upstairs, and I think Wingfield went downstairs with Paul...

But whose idea was this? Was it Dodi's alone or did he take the advice of the Ritz Acting Head of Security, Henri Paul? Dodi's bodyguard Trevor Rees-Jones made this very interesting observation:

Whilst we were waiting outside the suite, Henri Paul had been into the suite to see Dodi on a number of occasions. Later Dodi stuck his head out of the door to tell us that they were leaving or would be leaving soon. He told me that he wanted to leave from the back of the hotel with Henri Paul driving just him and the Princess. He told me "You and Kes stay at the front to appear that we're leaving from there." I told him that wasn't going to happen. Although neither Kes nor I had a problem with Henri Paul driving, I strongly advised Dodi that we should leave from the front where the usual driver Dourneau was waiting. Dodi would not listen to my reasoning and was having none of it. I told him that if he insisted on this plan of leaving from the rear that I would also insist that I should at least travel with him so that he had some security, leaving Kes at the front of the hotel to leave with the other vehicles. That was the compromise that I managed to get from him.

But irrespective of whose idea it was to use decoy vehicles, what happened next was very strange. The decoy plan was supposed to be a secret and certainly designed to trick the paparazzi. But clearly it wasn't a secret as far as Henri Paul was concerned. Five minutes before Dodi and Diana left the Ritz, Henri Paul is seen and recorded on the hotel Security Camera going into the Rue Cambon at the rear of the Ritz, waving at something or someone down the street and then re-entering the hotel. He was giving a signal that they were about to leave but who was he waving to?

Let's move on and examine a couple of important questions: Why did Henri Paul choose to travel through the Alma Tunnel when it was a significant detour? And what role did cars and motorcycles play in relation to this crash?

Henri Paul set off on the established route that all professional chauffeurs follow at that time of night to go from the Ritz Hotel to the apartment in Rue Arsene Houssaye with one notable exception: he entered the Alma Tunnel when he wasn't supposed to. What is distinctive and dangerous about travelling through the Alma underpass at speed is the complete lack of crash barriers in the central median strip, with all of the central pillars made of concrete. Witnesses reported seeing the Mercedes travelling fast surrounded by motorcycles the entire time leading up to the crash. Even bodyguard Trevor Rees-Jones made mention of it:  
We were being followed as we headed for the apartment. There were two cars and a motorbike. One seemed to be a white car with a boot that opened at the back and had two doors.

Rees-Jones appears to be referring to a mysterious white Fiat Uno that played such a crucial role in the crash but more on that later.

Thierry Hackett was the driver of a grey Peugeot 205 travelling on the same road as Dodi and Diana when their black Mercedes overtook him. He said the Mercedes was being harassed by five or six motorcycles and had difficulty keeping its line on the road.

Hackett's description was given some credibility by two French motor vehicle crash Investigators Bernard Amouroux and Michel Nibodeau Frindel appointed by a court in France as expert witnesses to examine the behavior of the Mercedes as well as the physical aspects of the collision. They both believe that Henri Paul was blocked from exiting via the slip road, leaving him with no alternative but to continue into the Alma Tunnel.

But the Mercedes being blocked by cars and motorcycles were not the only factors at play here. Some witnesses also reported seeing a bright light, much brighter than a camera flash, shortly before the collision with the concrete pillar. François Levistre was driving his car along the service road that runs parallel to the main expressway before joining it just before the Alma underpass:

I could see in the distance in my rear view mirror a vehicle surrounded on either side by motorbikes. I said to my wife: "That must be someone important". I joined the embankment via a slip road and the convoy drew closer. I accelerated on leaving the slip road and went into the tunnel. I would add that there was a white car between the convoy and me. There were more than two motorbikes, travelling in tandem on each side of the car. As I was about to start to climb out of the tunnel, I could distinctly see one motorbike cut across the front of the car. There was a large white flash. I did not notice a bang. I saw the car zigzagging. I carried on driving until I was outside the tunnel, where I stopped to collect my thoughts. I realised that something serious had happened, and that the car had had an accident. I thought it might have been an assassination attempt or a gangland hit. I left, as I did not want to get involved in any more trouble. Immediately afterwards, I saw a motorbike coming out of the tunnel. It was a powerful machine, with two people on board.

When Levistre was called as a witness to the London Coronial Inquest he gave evidence that he had not told the French Police about how one of the motorbikes stopped near the Mercedes just after the crash. He said the motorcycle's pillion passenger went over to check on the Mercedes and then gestured as if "everything was over."

Brian Anderson, a Californian businessman was another important eyewitness. He was travelling in a taxi that followed the Mercedes into the Alma Tunnel at the time of the crash. But neither Anderson nor his taxi driver were ever interviewed by French investigators even though they had the best chance of seeing what happened because it was right in front of them. Anderson was eventually interviewed by British investigators but not until 2003. His evidence is significant because it corroborates

what Levistre had said.

The bikes were in a cluster, like a swarm around the Mercedes.... I saw a flash coming from what I thought was in front of us. This flash looked like out of place light..... it was an intense flash. I liken it to be so bright like magnesium igniting. I then heard a very loud explosion, which seemed like it was coming from ahead of us.

Later, in a television interview with American CBS, Brian Anderson gave this reply to the question "Do you think the motorcycles caused the crash?" Yes I do." (I think) that they contributed to something (that) happened that caused that car to lose control."

What is significant is that both the British and French investigators gave no credence at all to the eyewitness statements about the bright flash being a contributing factor to the Mercedes crashing into the concrete pillar. The British investigators concluded that the chain of events that led to the fatal collision started some distance away from the entrance to the underpass even though not one of the witnesses supported this contention. The British investigators formed the opinion that by the time the Mercedes approached the thirteenth pillar in the tunnel the resulting collision was inevitable. The British investigators took the view that the car's loss of control inside the tunnel was due to the actions and reactions of Henri Paul outside the tunnel. The investigators concluded that if there was a bright light or flash inside the underpass near the Mercedes, and particularly near the thirteenth pillar, it did not cause the crash.

So were British investigators mistaken in discounting the bright flash that eyewitnesses talk about as a cause of the crash? Former MI6 agent and whistleblower Richard Tomlinson said that when he was working for British Intelligence, members of the SAS demonstrated a high-powered strobe light that was capable of blinding helicopter pilots and causing them to crash. Tomlinson also told French investigators between June and September 1992, an MI6 colleague showed him a top-secret document containing a plan to assassinate Serbian President Slobodan Milosovic using a high-powered strobe light. It was a car crash scenario very similar to what witnesses say they saw happen in the Alma Tunnel. In the statement to French authorities, Tomlinson said:

There were ... three scenarios for his assassination. It is the third scenario however, which is the most interesting from the standpoint of the matter that you are investigating. The scenario was very brief, but it involved causing an accident with a serious risk of the Serb President being killed with as few witnesses as possible, in a tunnel for example. The possibility of using a very powerful flash, capable of blinding the driver of the vehicle, was mentioned.

Tomlinson's statement, coming from someone who worked for MI6, is remarkable enough. But what is most extraordinary is the fact that the British investigators were able to corroborate an important part of what Tomlinson had alleged. They interviewed and took a statement from the MI6 officer who was the author of the memorandum. The official Paget report of the British Investigation said the following: In March or April 1993, a middle-ranking officer working in the Balkans Section of the SIS (MI6) produced a written memorandum suggesting that, in view of the worsening ethnic violence in the Balkans... consideration should be given to drawing up a contingency plan to KILL a named extremist leader who was reported to have been involved in acts of genocide. The person referred to, whose name is known to Operation Paget, was not Slobodan Milosevic. The memorandum did not contain detailed means of carrying out the proposal, nor any of the alleged similarities to the crash in Paris in 1997. The officer's line managers, who regarded the suggestion as totally unacceptable, as the Service would not countenance assassination in any circumstances, immediately rejected the memorandum.

Despite the denials of any connection to the Alma Tunnel Crash, this document is clear confirmation that MI6 was prepared to consider political assassination as a way of solving a problem.

But there is another mystery in this story that almost certainly had a significant bearing on what happened in the Alma tunnel. Shortly before the crash, the Mercedes carrying Dodi and Diana collided with a white Fiat Uno and there is physical evidence to establish this fact. It was an Australian couple Vlad Borovac and Chloe Papazahariakis who might have been the first witnesses to see the Fiat Uno. They unwittingly videotaped a Fiat Uno outside the Paris Ritz Hotel earlier in the evening of the 30th of August 1997. Their videotape was later handed over to French authorities. However, after examining it, the French investigators concluded that while it was useful in demonstrating the crowd of people in front of the Ritz Hotel, the videotape added little else by way of evidence. Interestingly, the investigators made no reference at all to the Fiat Uno appearing in the footage. However, in a magazine interview, the Australian couple had this to say about what they observed and filmed:

Chloe spotted the crowd of paparazzi... then turns the camera on about 30 photographers and unwittingly gets a side shot of a white older model Fiat Uno parked just outside the Ritz.

The article went on to say that Chloe Spun her camera around in time to catch the Fiat speeding flat out after the Mercedes and the Range Rover (the two decoy vehicles) on the wrong side of the road and the wrong way up a one-way street.

Another witness, David Laurent was westbound through the Alma underpass when he overtook a small light coloured hatchback that he described as a "white or beige Fiat Uno type" travelling unusually slowly. However, Laurent was no ordinary witness. He was an off-duty senior French Police officer. So you might think his observations would have greater weight. Curiously the British investigators talk about what Laurent saw but they make no reference to him being a policeman. Laurent said as he approached the Alma Tunnel the Fiat Uno was crawling along in the right hand traffic lane, almost at a standstill just before the tunnel entrance. The Fiat had no reason to slow down and appeared to be waiting for another car. Clearly it had aroused Laurent's suspicions. As a policeman you would expect him to make a note of the Fiat's registration and anything else that might be identifiable at a later date. If Laurent did this there is no record of it being included in his statement.

Benoît Boura, was driving through the underpass in the opposite direction to Diana and Dodi's Mercedes at the time of the collision. He described flashes in the distance as he approached and he immediately thought that they were speed camera flashes. Boura is the only witness to see a collision between Dodi and Diana's Mercedes and another car shortly before the fatal crash inside the tunnel. But there was also physical evidence to prove that a collision occurred between the Mercedes and the white Fiat Uno. The examination of vehicle debris at the scene together with paint samples taken from the Mercedes door, side panels and wing mirror confirmed the involvement of a white Fiat Uno which did not stop and neither the driver nor the vehicle has ever been identified. However, investigators were able to match the white paint samples with Fiat Uno's manufactured between 1983 and 1989. The Senior French Policeman leading the Alma Tunnel crash investigation Jean Claude Mules made the extraordinary comment that they "would have had their killer" if they had been able to find the Fiat Uno and its driver. But were the French authorities serious about making every effort to track down the Fiat and its driver? According to the British Operation Paget Report:

The French inquiry devoted considerable time and resources to try to identify the car involved. Geographical parameters were set to make the task manageable, resulting in checks on 4,668 vehicles registered.

The reality is the French Police investigation took a very narrow focus. The French Police only searched for Fiat Uno cars in two Paris Districts rather than for the whole of France. They based their decision on the vehicle registration descriptions that were given by eyewitnesses. But to restrict the investigation in this way is puzzling because

the collision was a piece of solid evidence, which could be linked directly to the crash. You might have thought they'd want to search everywhere to find that Fiat Uno. Instead the search only lasted 12 months. Why it stopped at that particular time has never been explained. But at one point the investigation did switch to a very hot suspect, a paparazzi photographer called James Andanson who owned a white Fiat Uno that matched the description given by eyewitnesses. So how did the Police come to knock on James Andanson's door? The answer to that is an interesting story in itself. But in order to understand the significance of Andanson, you need to know his background.

James Andanson was considered to be one of the founders of paparazzi photography. His ability to take exclusive pictures made him a millionaire. But his approach to the job also earned him many enemies. The people he photographed called him a 'thug with a camera.' The 52-year-old Andanson took the famous photograph of Prince Charles kissing Royal Nanny, Tiggy Legge-Bourke, while on a skiing holiday in the Swiss Alps. The photo got Prince Charles into trouble but it earned Andanson around \$200,000. Andanson was an eccentric Frenchman. He loved everything British and would fly the Union Jack flag above his house in Lignières, about 285km south of Paris where he lived with his wife and children.

In August 1997, the Andanson family owned three cars: two BMW's and a white Fiat Uno. James Andanson also owned a red/orange BMW R65 motorcycle. But Andanson was very proud of his Fiat Uno, which he often used as his work car. During the summer of 1997, James Andanson was on assignment in the South of France covering the 'Jonikal' yacht cruise. French investigators found entries in Andanson's diary, which made reference to spending the best part of the 23rd of August 1997 actually on board the 'Jonikal' at the same time as Diana and Dodi. The French investigators speculated that Andanson had done a deal with Diana to photograph her in a high-cut swimsuit.

But in terms of tying him to the Alma Tunnel Crash Investigation, it was excellent detective work that led to the discovery that Andanson owned a white Fiat Uno and that this might be the suspect vehicle. Unfortunately it was not the French Police who made the discovery. Mohammed Al Fayed hired a highly respected French firm of Private Detectives to do some digging. The head of the firm was Pierre Ottavioli, the former head of the French Police Brigade Criminelle, which is equivalent to the British CIB. Ottavioli said his team

Discovered a white Fiat Uno belonging to a journalist (James Andanson) who was very interested in the Princess of Wales and who had been in the south of France while the Princess was on holiday.

The Fiat was found in a garage in Tours and had been repainted and sold by Andanson in October 1997. This discovery was important because the French Police would never have looked at Andanson as a possible suspect, even though he owned a white Fiat Uno. Their geographic search area, for the suspect Fiat, was limited to just two Districts in Paris because of the way witnesses described the Fiat's number plate. Since Andanson lived 285 kilometres away from Paris he was geographically out of the frame. But after the French Police were tipped off about him they were forced to look in his direction and they quickly confirmed that not only did Andanson own a white Fiat Uno, it also matched the car they were looking for. However, after conducting a preliminary investigation they just as quickly reached the conclusion that his car couldn't have been involved. But that was not going to be the end of the matter.

In February 1998, a lawyer representing Mohammed Al Fayed wrote to the French Investigating judge, Herve Stephan, requesting that he take a second look at Andanson's Fiat Uno. According to Operation Paget, as a result of that request French authorities then carried out forensic tests on paint and bumper samples from James Andanson's Fiat Uno as well as Dodi and Diana's Mercedes. But the French

investigators decided that the area on the Fiat where the probable impact had occurred was, in their opinion, repainted before the date of the crash and in any case, was incompatible with the sample found on the Mercedes. The French investigators also claimed there was no visible accident damage to the Fiat. When all of this information was added together, it meant the car was forensically eliminated from their enquiry. However, the British investigators decided to use their own expert examiners, LGC Forensics, to give a second opinion on the French report dealing with the paint comparison. And LGC reached a very different conclusion saying it could not support the French claim that Andanson's Fiat was repainted before the crash because the French experts had based their opinion on a visual inspection and nothing else.

But an even stronger link to Andanson's Fiat Uno being the suspect vehicle would be made in a British newspaper that claimed a secret report from the official French Investigation had directly compared paint samples found on the Mercedes with Andanson's Fiat Uno and concluded that the paint samples were a match.

Unfortunately there is no way of verifying the existence of this report because the entire French Investigation dossier is missing and crucial pieces of physical evidence relating to the samples were destroyed. The right front door and the right front wing of the Mercedes that contained the paint samples from the white Fiat Uno no longer exist. The door was destroyed in a fire in 1999 and a French judge ordered the destruction of the right front wing in 2003.

So what did James Andanson have to say about the allegation that his Fiat Uno was involved in the Alma Tunnel crash? According to Operation Paget, French Police officers went to Andanson's home and spoke directly to him about his movements on the day in question. They also spoke to his wife and son. Andanson said he was at home on the 30th of August 1997 and went to bed around 10.30pm. He left the house around 4 am the next day bound for Orly airport near Paris to fly to Corsica for a pre-arranged photographic assignment.

His wife, Elisabeth, corroborated James Andanson's alibi. She said her husband remained at home until the early hours of Sunday morning. However, the Andanson's story about remaining at home was shot down in flames when French Investigators spoke to his son, James Andanson Junior who contradicted the statements made by both of his parents:

I do not remember where my father was, but one thing is certain, he was not at home. He cannot have been in the Paris region, otherwise he would have covered the couple's outings.

Even Elisabeth Andanson would later have second thoughts about her husband's movements at the time Princess Diana died. In an interview with a British newspaper, she said her husband was "constantly on the run" and she might have been mistaken about his movements:

It was always very difficult to recall James's precise movements because he was always coming and going.

James Junior claimed his father had been photographing Dodi and Diana in the south of France but had decided not to photograph the couple on their trip to Paris. So why would a paparazzi photographer like Andanson suddenly decide that Dodi and Diana were no longer news worthy? If anything it was likely to be the other way around given the frenzy of media speculation that surrounded the couple. None of the paparazzi at the time of the crash reported seeing Andanson in Paris or outside the Ritz. But one of Andanson's closest friends, Françoise Dard, the wife of acclaimed French fictional crime writer, Frédéric Dard, gave some very interesting information to French investigators. She said Andanson told her that not only was he in the Alma Tunnel at the time of the crash he also took photographs of the Princess. This is a translation of a statement Françoise Dard gave to British investigators:

Having been informed of their arrival, James was at the airport where the aircraft arrived in which Dodi Al Fayed and the Princess of Wales had been travelling landed.

Using his motorbike he followed them to a private address in Paris occupied by the couple. Whilst waiting in situ, James followed them to the Ritz. Very cleverly he waited for a convoy to leave the hotel. Having positioned himself at another location, he saw another car with the Princess of Wales and Dodi Al Fayed in it, leave. He followed them by motorbike and witnessed the crash of which he took photographs. This is in no way an interpretation on my part, it is what he told me. Perhaps he was bragging I don't know.

She went on to say: "He told us the photos of the crash were located somewhere and that it would cause a real stir when they were published."

Françoise's daughter Josephine said she was present when Andanson had the conversation with her mother. She said Andanson wanted her father's help to write a book about the death of the Princess of Wales. He told the Dards he had pictures of the incident and he wanted Frédéric Dard to write the words. Joséphine said she assumed that Andanson had taken these pictures himself. But the idea was never discussed again.

Two years and eight months after Dodi, Diana and Henri Paul were killed in the Alma Tunnel, James Andanson was found dead in circumstances that are completely inexplicable. The official verdict is that he committed suicide. On the 4th of May 2000, Andanson was about to sit down to a nice lunch with his family when according to witnesses he received a number of telephone calls. Whatever was said made him leave the house almost immediately. Then his burned out BMW sedan was later found at an isolated forest next to a military camp about 400 kilometres from his home. Locals in the area could not understand how his car came to be in a place at night that is normally only accessible by four-wheel-drive vehicles. Andanson's charred body had been drenched in petrol along with much of the interior of the car, which was then set on fire.

When firemen and police looked inside the car, they discovered that Andanson was sitting normally, with his arms folded as if he had calmly waited until he burned to death. In fact Andanson was so badly burned that it took nearly a month to confirm his identity using DNA and dental records. One of the French Policemen who attended the scene said he had "never seen a body so thoroughly destroyed by fire."

There were other very puzzling aspects about this suicide. Firstly, Andanson left no suicide note nor did he give anyone a reason to suspect he wanted to kill himself. Secondly, he was in good health, had no money worries and was looking forward to attending his daughter's first communion. Some of the physical evidence at the scene or the lack of it also did not make sense. Andanson was locked inside his car but his car keys were missing. One of the firemen who attended, Christophe Pelat looked closely at the remains and observed something very unusual that he would later tell journalists:

I saw him at close range and I'm absolutely convinced that he had been shot in the head, twice.

When asked to expand on his story, Monsieur Pelat said:

It is not my job to say any more to anybody except the official authorities. I deal with emergencies every day of the week and treat each one with equal importance.

The French Forensic Pathologist who examined the remains inside the car also observed a hole in Andanson's skull but gave a completely different explanation. In his opinion, the hole was caused by intense heat from the fire and not as a result of violence or blunt force trauma. Unfortunately the skull disintegrated when it was removed so no further examination could be conducted. The Pathologist's explanation might account for one of the holes, but Fireman Christophe Pelat said he saw two holes in Andanson's skull and he believed they were bullet holes. However, British investigators had no interest at all in what Christophe Pelat had to say. There is no mention of him in the Operation Paget report and he did not appear as a witness at

the British Coroner's Inquest, which also heard evidence about the death of James Andanson.

Finally here's another twist in the story that makes the whole suicide scenario very dodgy. When British investigators looked through the French Investigation dossier they discovered that James Andanson's bankcard was used to make a fuel purchase at Géant Service Station in Millau at 3.36 pm on the day he was found dead. However the information gave no specific details of what he purchased. The French investigators discovered that the value of the transaction was more than was necessary to fill the fuel tank of his car and Andanson was known to carry fuel containers so the underlying implication was that Andanson bought petrol at the service station, which he later used to kill himself. The theory was given a lot of mileage in the popular press. But there is a big problem with this assumption and it has to do with chemistry. Andanson had indeed bought fuel with his bankcard but it was diesel not petrol. This is a very important difference. Petrol, is a highly volatile fuel, diesel is not. In order to get diesel to burn you would need to warm it up first with something as extreme as a blow-torch. You can't simply set fire to it with a match. So Andanson's fuel purchase could not have been used to start the fire in his car. Certainly close friends like Françoise Dard simply do not believe that Andanson took his own life: "It is impossible that he committed suicide. We are convinced of it. To be burned alive in a car - we don't believe it at all."

Was there any other evidence that might have linked James Andanson to the Alma Tunnel Crash? There were 10 security cameras on the route from the Ritz Hotel to the Alma Tunnel and a traffic-monitoring camera above the entrance to the underpass. If James Andanson's Fiat Uno was the one that crashed into Dodi and Diana's Mercedes then surely the collision would have been recorded on a security camera? But according to authorities not one of these cameras saw or recorded the Mercedes carrying Diana and Dodi nor any of the cars and motorbikes seen in the vicinity by eyewitnesses. The cameras were either not working or pointing away from the road. But there was one mobile speed camera that witnesses saw near the Alma Tunnel that might have been operating that night.

Two paparazzi photographers Pierre Suu and Pierre Hounsfield did not follow Princess Diana's Mercedes but instead were chasing the two decoy vehicles. They headed over to the Alma Tunnel after hearing reports of the crash. When they arrived, both Suu and Hounsfield reported seeing a police mobile speed camera next to the road leading into the tunnel entrance. They described it as an old style, tripod type speed camera. There was a marked police car parked next to it and it was being manned by two uniformed police officers. However, the official French Police position is that there were no speed cameras operating in the vicinity of the Alma Tunnel at that time. As you would expect British investigators were interested in following this lead because it might have uncovered vital new information. They requested and examined 71 photocopied speed camera photographs supplied by the French Police and taken between midnight on Saturday the 30th of August 1997 and 3.53am on Sunday the 31st of August 1997. Each of the photocopies showed the time, date and speed of the vehicle concerned but what was missing was the location of WHERE each of the photographs was taken which is absolutely crucial information. So we have no way of knowing if any of these speed camera photographs were taken near the Alma Tunnel. Why this information was missing is extraordinary. What is even more extraordinary, there is no record of the British investigators questioning French police about this discrepancy.

Here is something else that supports the claim that a police mobile speed camera was operating near the Alma tunnel at the time of the crash. As I have already pointed out, François Levistre, a retired ship's captain from Rouen was driving ahead of Dodi and Diana's Mercedes in the Alma tunnel at the time of the crash. On the 4th of September 1997, four days after the crash, Levistre admitted to a journalist from the New York Times that he had been travelling at more than twice the legal speed limit in the tunnel. "I got a letter from the Paris Police Monday morning (24 hours after the

crash) asking me to contact them,” Mr Levistre said. His comment is very interesting because the only way police could have identified him so quickly is by photographing his car license plate.

But the most disturbing aspect of this story occurred after the black Mercedes carrying Diana and Dodi hit the concrete pylon in the Alma Tunnel. It begins with the emergency medical treatment the Princess received or more importantly didn't receive.

After the Mercedes had crashed, you might think that Princess Diana, being a VIP and the mother of the future King of England, would receive the very best emergency medical treatment the French system could provide to try and save her life especially considering the fact that there was no shortage of French Officials who attended the crash scene after the collision. The French Officials included the Paris Prefect of Police, the Director of Judicial Police, the Assistant Director of Public Safety, the Chief of Staff of the Judicial Police, the Head of Brigade Criminelle, the Area Director of Judicial Police, the Deputy Public Prosecutor, four senior Firemen including the Fire Service Colonel and the Fire Service Battalion Commander. There were also 23 medical officers, lighting and relief teams and the police crash investigation team. In short a cast of thousands. Yet it took the ambulance one hour and 43 minutes to get Princess Diana to a hospital that was eight kilometers away. It took 48 minutes to remove her from the car wreck even though there is photographic evidence to show that she was never trapped in the vehicle. A further 30 minutes was spent treating her in the ambulance before it departed for the hospital. In fact it wasn't until 1.20 am, almost an hour after emergency services had first responded, that a decision was made on which hospital to send her to. On two occasions the ambulance stopped completely on the journey to give her emergency treatment. The ambulance stopped for a second time within 200 meters of the hospital again because her condition was critical. After Princess Diana had finally been transferred to the hospital's emergency department, it took another 24 minutes for a specialist cardio-thoracic surgeon to arrive and begin an emergency operation to repair a ruptured pulmonary artery. In other words it was two hours and seven minutes before Princess Diana began receiving the emergency surgery she desperately needed to save her life.

Here's what some medical experts had to say:

Doctor John Ochsner, a leading American cardio-vascular surgeon: "Given that she was still alive after two hours, if they'd gotten her there in one hour, they might have saved her....if you're trying to save a life, you have to get them to an operating room quickly."

Doctor David Wasserman, Emergency Room surgeon: "Spending all that time on on-site treatment was absolutely the wrong approach for this patient."

Doctor Stephen Ramee, a leading American cardiologist: "We believe you have a golden hour to save someone's life, whether it's a traumatic injury or a heart attack. As soon as you get to the casualty, you stabilize them, then you move them as fast as possible, often by helicopter, to a center where you can perform surgery. If she had done that, most of us (cardiologists) think she probably would have lived."

Doctor James Colthurst, a British medical practitioner with 25 years experience: "My belief is that had Diana been moved more quickly, the surgeons may have had a better chance. Her injuries of course were very serious but there were delays in addressing those injuries that, to my mind, could have been critical."

So what was going on from the time emergency services arrived at the crash site until the time Princess Diana began having emergency surgery? When firemen and the French emergency SAMU ambulance first arrived in the Alma tunnel they discovered that the front of the Mercedes was a mangled wreck. Chauffeur Henri Paul had been killed instantly. The other front seat passenger Trevor Rees Jones, was alive but with severe injuries including a badly lacerated face. He would make a full recovery from his injuries but he claims to have only a partial recollection of what happened. The Operation Paget investigators determined that none of the passengers or the driver of the Mercedes were wearing seatbelts. But there is some odd evidence about this.

Operation Paget asked David Price, a British Forensic Accident investigator to examine the Mercedes. He discovered that the seat belt Diana should have been wearing wasn't working. It was jammed in the retracted position. Operation Paget accepted without question the French Investigation finding that Diana's seat belt must have been damaged as a result of the collision. But it might also be equally true that the seat belt was damaged before the collision. At the very least it should have been ruled out one way or the other. But just like a lot of other elements in this case it remains a loose end that was never properly examined or considered. The people who knew Diana's travelling habits very well like her former bodyguard Ken Wharfe say she would never travel in a car without wearing her seat belt. In fact she always fastened her seat belt as soon as she got into a vehicle whether she was the driver or a passenger. Similarly author Joy Jones Daymon in her book Princess Diana. The Lamb to the Slaughter wrote:

The Princess was well trained in surviving even terrorist attacks. She would never have failed to fasten her seat belt. It seems inconceivable that she would be without a seat belt. She was obsessive about seat belts.

In other words, Diana would not ride in a car without trying to fit her seat belt.

When emergency workers examined Dodi Al Fayed he barely had a pulse and died soon after he was removed from the wreck. Princess Diana looked to be in the best shape according to witnesses. She was bleeding from a cut in her forehead, speaking incoherently and drifting in and out of consciousness. Frédéric Mailliez, an off-duty Doctor happened to be driving in the Alma Tunnel at the time and the first emergency medical staff to arrive at the scene.

I hardly noticed the driver, he was stuck in the twisted metal and I had no illusions about his condition. The rear right hand passenger, a young woman seemed to have fared best...I went back to my car and gave first aid which consisted of helping the young woman who I had not recognized....