

EUROSOURCE PLUS

The New Eurotheater Sourcebook for Cyberpunk

CYBERPUNK

EUROSOURCE PLUS

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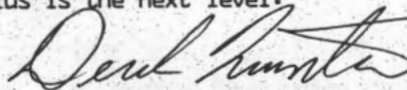
⇨ WE'VE COME BACK...

With the release of our innovative Pacific Rim Sourcebook, we felt that Europe — home of a major third of cyberpunk style — needed the same depth of study, especially since eurostyle is what most 'punks measure themselves against. Thus was born Eurosource Plus.

As we follow the trail blazed by M. Galeotti and Crew, we walk familiar ground — greed, grandeur and glitter — a culture that puts U.S. 'punks to shame. But this trip, we go deeper, seeking the motivations of Goldenkid and Eurocrat alike; the structures (social and financial) that support the facade of Fortress Europe. How does a Euro live? How does he travel? Where does he work? How was he taught? What does he really believe in? This isn't the land of guns and mohawks; more is done with a subtle glance and a single world than any number of popped rippers and whirring cyberlimbs. The forces that shape that subtlety are exposed as well — for the first time, the inner secrets of the Scandinavian clinics are laid bare.

You say "Europe's too refined for American 'punks!" Euro Plus will show you the wild side of the continent: the former East Bloc, where crime, poverty, corruption and war make cyberpunks feel right at home. At the same time, the economies and societies of New Central Europe are in flux — the perfect time for techno-revolutionaries to seize history by the scruff of the neck; jump on the tank, it's sure to be a bumpy ride.

Whether you're the fashionable scion of EC institutions taking what you know is yours — or a foreign barbarian just trying to crash the party — Eurosource Plus is the next level.



Derek Quintanar, Cyberpunk Senior Editor

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FORTRESS EUROPE



ENTERING EUROPE

There are two ways to get in: legal and illegal.

Using the legal method, you have three options of getting to the borders of Europe. All of them entail applying for an entry permit about two weeks beforehand. For this permit you need to transmit a medical record, your credit rating and ID-data to your local EC-embassy. Of course, all of this should already be in your corporate passport along with your retina patterns, fingerprints and tissue samples. Therefore all you really need to do is let them have a look at your corp ID.

Not having an international corporate passport decreases your chance of getting an entry permit and increases exponentially the amount of paperwork involved. If need be, the Easies might want a certificate of good conduct. Pray you don't have any speeding tickets.

So far, so good. Next is transportation. Going by ship, airplane or blimp differs only in the amount of time you spend on the voyage. Either way, you end up in a security arrival complex. If you think security in your research center was tough, think again. The Euros have the money (and the interest) not to let any troublemakers into their country.

Let's look at how William Leeb got through the check points.

He arrived via orbital shuttle in Frankfurt Airport. Along with the other passengers he was channeled to the customs check point. Here's where the fun began. First thing the customs police did was search for illegal implants. Unfortunately, William was the proud owner of a new Raven Microcyb™ cyberarm. The customs police asked him to step into a side room and undress. Two armed officers took his clothes away for intensive search while two other policemen probed his body for illegal implants. All the while they kept on apologizing for the fuss and the low temperature in the testing room. Next they opened the cyberarm, checked the strength regulators and looked for illegal weaponry and hidden storage spaces. At this point William noticed the extra ducts beside the airconditioning. They are used to fill the room with paralyzing nerve gas in case of an emergency. Meanwhile the results of the blood sample test taken earlier were transmitted. They said that William had no contagious illnesses aside from slight cold. With a friendly remark to do something against that cold he was again released into the stream of passengers. All of this took an hour and some embarrassment.

Next stop was the pass controls. There were three queues. The first was reserved for citizens of the EC, the second for people with corporate passports and the third for the rest. As can be expected the first two queues were virtually empty while the third one was packed with people. The customs officers have to ver-

ify every ID thoroughly, which needs some time given the variety of passports. In addition, all people coming in this way must endure a retina check and, if need be, a DNA test. These tests also take time to process, further increasing the waiting span. Luckily, all this time can be used fruitfully signing documents saying that you do not wish political asylum in the EC. These papers are mandatory.

These tests and controls normally take 45 minutes for a foreign businessperson and up to three hours for non-corporate tourists, i.e. you. After that, you're free to go wherever you want.

If you think the controls in the ports take long, you probably haven't seen the jams at the eastern frontier crossings. People still want to enter the EC via regular roads. If you are thus inclined, pack a sleeping bag and provisions.

There are several reasons for the land border controls taking longer than usual. The problem is that people trying to get into the EC this way normally want to keep their transports. Therefore, customs police also have to check cars and trucks in addition to the normal ID-controls.

Again, there are different queues for corps and EC-citizens on one hand and the miserable rest on the other. These are further split for trucks and personal transports. The queues for insider traffic, i.e. corps and Euros, are seldom very long. In Fortress Europe terms, this means the normal ID-checks along with a search of your car using sniffers and other remote probes.

The miserable rest has put up with not only an in-depth check of your persona, but sometimes the literal taking apart of their vehicles. If you so much as sneeze during the customs procedure, they will put you in quarantine for as long as they wish. The funny thing is, you have to pay for that service yourself. All of this accounts for waiting periods of over a week at times.

Around the frontier crossings, virtual cities have sprung up catering to people wanting to cross the border into the Land of Rape and Honey. If you're clever, you rent a driver for your car while spending a couple of days in your hotel. The Rent-a-Drivers practically live in your car for the entire duration, inching it steadily towards your destination. Once they are within a half day's distance of the customs station, they alert you. Most hotels offer this service with specially-licensed drivers.

Warning: It is not advisable to let cheap locals without a license do this job for you. If you're lucky, they only sift through your bags and steal everything they can. Some of them have a sick sense of humor and plant minor amounts of drugs in your car. That spells the end of your voyage permanently.

So what you do to easily get through customs is get an official invitation by an EC-directorate or a corporation. That way you may also use the express way for corps. Of course, this only pertains to law abiding citizens with a clean record and no black market cyberware. How you get an invitation is an entirely different story.



THE BORDER POLICE

The European land borders are still taken care of by the separate countries. That means the various police or paramilitary units used by Europe's states still do what they did for the last fifty years. They take care of all those airports, land borders and coast patrols.

The exact set up of the forces differ from country to country. What they have in common is that they're paid by Interior Commission and they can call for assistance by the EDF. Assistance in the form of satellite surveillance and interception aircraft is standard op procedure. Otherwise they are a self-contained and formidable force. The Interior Commission also takes care that all customs facilities are readily informed of unwanted persons using Interpol's Pyramid mainframe.

Let's look at some highlights of the European defense architecture.

The land borders along the Italian, Austrian and German borders are even more secure than the old border between East and West Germany. Stepping close to the border your first obstacle is a chain-link fence topped with razor wire. The fence is meant to keep animals from the mine field immediately behind it. Once you've navigated the mines and trip wires, you face a sheer wall 6 metres high. It is quite thick and can withstand anything up to serious anti-tank weaponry. If you're thinking of simply jumping on this wall, think again. It is topped with loads of glass shards that can pierce your camo suit like butter—and you will need the suit once you get over.

Behind the first wall lies a strip of grass bordered by a second wall higher than the first one. The grass strip has tracks for the patrol cars that rapid response teams use to quickly close a security breach. They normally stay within the guard houses set along the second wall. From there, they control the Automatic Point Defense systems installed in the first and second walls. The APDS are equipped with motion sensors, thermographic imagers and seismic sensors. In addition, they carry microwavers and GPMGs in armored turrets. Once the APDS see an object they alert the nearest guard house and open fire. Since they are set up with overlapping lines of fire, a single target may take hits from up to three installations. Don't even think about trying to get into the system net-wise. The APDS is contained in a closed system hardwired directly to the nearest guard station.

At irregular intervals, the teams patrol the strip between the walls. To avoid being slaughtered, each guard carries a small transmitter that gives out a coded signal as soon as one of the apds notice the guard. The codes are changed daily as an added security measure.

The rapid response teams along this line work very closely with one another, and readily lend assistance. At least, they would if there weren't national pride. Most commanders wait until the last possible moment until they call for help. Unofficially, it's considered a black mark to request assistance from a friendly, but foreign unit. It is very bad PR to tell your commanding officer others saved the day.

NPC DOSSIER

TYPICAL RRT: Uwe Jung, Wachtmeister, BGS, Austria (Solo)

INT: 7	REF: 7	ATTR: 5
MA: 6	EMP: 7	TECH: 5
COOL: 5	LUCK: 5	BOD: 7

SKILLS: *Combat Sense: 4, Rifle 6, Martial Arts: 5, First Aid: 3, Endurance: 3, Awareness: 4, Heavy Wpns: 5, Athletic: 3, Drive: 4, Basic Tech: 2, Weaponsmith 4, Melee: 4*

CYBERWARE: Skinweave, Biomonitor

EQUIPMENT: flak vest & pants, helmet w/ smartlink, H&K MPK-2020 (airports) or whatever rifle is more appropriate. In addition, a squad carries an assortment of heavier weaponry like the G-6 SAW and anti-tank weaponry like the Rheinmetall Kanone.

THE COASTS

The policing of Europe's coasts has been united into one hand: the Navy. The Navy handles its duty to protect Europe's borders in two ways. They can be grossly divided into above and below waterline operations.

Above waterline, business is normally handled with fast patrol boats armed with intelligent torpedoes, anti-air missiles and light rail-guns. As they work in pairs, this is normally enough to deter anyone along Europe's northern coasts. In case of emergency they can always call for back up at the next air force base. Once called the air force can get a squadron of AV's equipped to deal with vessels within fifteen minutes into the air. Large operations like boarding actions are usually accompanied by the Navy's multitask frigates. These can carry enough troops to board even large transport ships.

The Meditarrenian Patrol is special in that they have more business than anyone else. The Mediterranean is home to nearly two-thirds of the Navy's forces. They have the tricky duty to patrol the Greek Islands and keep gun runners from crossing the Adriatic. To this end they use heavily armed cigarette boats to track down would-be smugglers. The fast patrol boats normally used by the navy are simply too slow to keep up with the smuggler's high-powered speed boats. In addition they work in groups of three, a measure taken to avoid high casualties. The smugglers operating in the Greek Islands not only use the best boats around, they also have access to high tech weaponry. This fact sometimes results in small fleets of speed boats racing around between the islands battling each other with missiles and rail guns. Needless to be said, Mediterranean Navy personnel are the toughest bunch of marines around.

The underwater section of the coast patrol forces have been set up since smuggling via small two man subs has come into fashion. Even though expensive, the subs are well concealed and can carry large quantities of contraband. Even

