

Transocean

Fleet Update Summary

February 14, 2012



Transocean Ltd. (NYSE: RIG), (SIX: RIGN)



Updated: February 14, 2012
Revisions to Fleet Status Report Noted in Bold

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Rig Type/Name ⁽¹⁴⁾	Footnote References	Floater Type	Dynamically Positioned	Yr. ⁽¹⁾ Entered Service	Water Depth (Feet)	Drilling Depth (Feet)	Location	Customer	Estimated Contract Start Date ⁽²⁾	Estimated Expiration Date ⁽²⁾	Dayrate on Current Contract ⁽³⁾ (Dollars)	Dayrate on Previous Contract ⁽³⁾ (Dollars)	Estimated Out of Service Days ⁽⁴⁾				
													Q4 2011	Q1 2012	Q2 2012	Q3 2012	Q4 2012
High-Specification Floater: Ultra-Deepwater																	
Discoverer India	(12)	ship	★	2010	12,000	40,000	USGOM India	Reliance	Aug-11	Aug-13	508,000	508,000	-	-	-	-	-
Discoverer Spirit	(6), (13) (6), (13)	ship	★	2000	10,000	35,000	Sierra Leone Liberia USGOM	Anadarko Chevron Anadarko	Oct-11	Mar-12	545,000 564,000	547,000 545,000	-	-	-	28	-
GSF Jack Ryan	(6)	ship	★	2000	10,000	35,000	Nigeria	Total	Jun-09	Jul-13	425,000	297,000	72	-	14	-	-
Deepwater Frontier	(6)	ship	★	1999	10,000	30,000	Australia	ExxonMobil	Feb-12	Apr-14	475,000	477,000	92	67	-	-	-
High-Specification Floater: Deepwater																	
Discoverer Seven Seas		ship	★	1976/1997	7,000	25,000	India	ONGC	Jun-11	Feb-12	295,000	316,000	-	-	-	-	-
Jack Bates		semi		1986/1997	5,400	30,000	Australia Australia	Hess Santos	Feb-12 Jul-12	Jul-12 May-13	380,000 380,000	420,000 380,000	92	55	-	3	-
Sedco 702	(6), (7), (14)	semi	★	1973/2007	6,500	25,000	Nigeria	Shell	Mar-08	Apr-12	357,000	N/A	16	-	30	-	-
Transocean Rather		semi		1988	4,500	25,000	Angola Angola	ExxonMobil ExxonMobil	Jan-12	Jul-12	437,000	256,000	-	-	-	-	-
Sedco 710	(7), (8), (16)	semi	★	1983/2001	4,500	25,000	Brazil	Petrobras	Oct-10	Sep-16	286,000	128,000	3	81	-	-	-
Midwater Floater																	
Transocean Legend		semi		1983	3,500	25,000	Australia	Conoco Phillips	Feb-12	Mar-13	293,000	300,000	91	60	-	-	-
GSF Arctic I	(6), (7)	semi		1983/1996	3,400	25,000	Brazil Brazil	Starfish Vanco	Jan-11	Mar-12	250,000	287,000	-	-	76	1	-
GSF Rig 135		semi		1983	2,800	25,000	Nigeria Nigeria	Addax Petroleum NPDC	Jun-11	Feb-12	254,000	264,000	-	-	7	-	-
Actinia	(14)	semi		1982	1,500	25,000	Malaysia India	Petronas ONGC	Oct-11	Mar-12	222,000	190,000	-	-	83	9	-
Sedneth 701		semi		1972/1993	1,500	25,000	Congo Congo	Total Total	Aug-11	Jan-12	235,000	210,000	-	-	-	-	-
Sedco 704	(7)	semi		1974/1993	1,000	25,000	UKNS UKNS UKNS	Premier Oil Sterling Talisman	Dec-11	Mar-12	252,000	N/A	-	-	-	-	-
									Mar-12	Apr-12	270,000	252,000					
									Apr-12	Jun-12	280,000	270,000					
High-Specification Jackups																	
GSF Galaxy II	(7)			1998	400	30,000	UKNS UKNS	GDF Suez GDF Suez	Jul-11	Jul-12	167,000	N/A	-	-	-	-	-
GSF Baltic	(6), (7)			1983	375	25,000	Nigeria	ExxonMobil	Jun-10	Jun-12	100,000	248,000	-	-	35	-	-
GSF Monarch	(6)			1986	350	30,000	Denmark	Maersk Oil	Jul-11	Jun-12	94,000	N/A	-	-	-	30	-
Standard Jackups																	
GSF Main Pass I				1982	300	25,000	Saudi Arabia	Saudi Aramco	Jun-11	Sep-14	73,000	164,000	-	-	69	16	-
GSF Main Pass IV				1982	300	25,000	Saudi Arabia	Saudi Aramco	Jul-11	Oct-14	73,000	164,000	-	55	30	-	-
Trident 15	(15)			1982	300	25,000	Thailand Thailand	Chevron Chevron	Feb-10	Feb-12	92,000	100,000	-	-	14	-	-
Trident XII				1982/1992	300	25,000	India	ONGC	May-10	May-13	65,000	140,000	-	31	4	-	-
GSF Rig 124				1980	250	20,000	Egypt	Petrobel	Dec-11	Dec-12	63,000	N/A	-	-	-	-	-
Fixed-Price Options ⁽¹⁰⁾																	
High Specification Jackups																	
GSF Monarch	(6)			1986	350	30,000	Denmark Denmark Denmark	Maersk Oil Maersk Oil Maersk Oil	Jul-12 Nov-12 Mar-13	Nov-12 Mar-13 Jul-13	92,000 92,000 92,000	94,000 92,000 92,000					

Footnotes

- (1) Dates shown are the original service date and the date of the most recent upgrade, if any.
- (2) Estimated Contract Start and Estimated Expiration Dates are calculated as follows: (1) for events estimated to occur between the 1st and 15th of a month, the previous month is reported (i.e. a contract which is estimated to commence on May 4, 2011 will be reported as commencing in April 2011) and (2) for events estimated to occur between the 16th and the end of a month, the actual month is reported (i.e. a contract which is estimated to commence on May 24, 2011 will be reported as commencing in May 2011). Expiration dates represent the company's current estimate of the earliest date the contract for each rig is likely to expire. Some rigs have two or more contracts in continuation, so the last line shows the estimated earliest availability. Many contracts permit the customer to extend the contract.
- (3) Represents the full operating dayrate, although the average dayrate over the term of the contract will be lower and could be substantially lower. Does not reflect incentive programs which are typically based on the rig's operating performance against a performance curve. Please refer to the "Customer Contract Duration and Dayrates and Risks Associated with Operations" section of the Disclaimers & Definitions for a description of dayrates. This column may not reflect the rate currently being received under the contract as a result of an applicable standby rate or other rate, which typically is less than the contract dayrate.
- (4) The out of service time represents those days where a rig is scheduled to be out of service and not be available to earn an operating dayrate. Please refer to the "Out of Service Days (Shipyards, Mobilizations, Demobilizations, Contract Preparation)" section of the Disclaimers & Definitions for a full description.
- (5) Estimated Average Contract Dayrate is defined as the average contracted full operating dayrate to be earned per revenue earning day. See note (3) for definition of full operating dayrate.
- (6) Reflects the current contracted dayrate which could reflect prior cost escalations and could change in the future due to further cost escalations.
- (7) Reflects the current contracted dayrate which is comprised of a foreign currency component and which could change due to foreign exchange adjustments.
- (8) Current contract provides for a bonus incentive opportunity not reflected in the stated current contract dayrate.
- (9) For the period of time that this rig is contracted to Applied Drilling Technology International, the drilling management services division of the company's U.K. operating subsidiary, or Applied Drilling Technology Inc., the company's U.S. drilling management services subsidiary, accounting rules require that we eliminate the revenues and costs related to those contracts from the contract drilling segment of the consolidated statement of operations. Revenues from turnkey contracts will be recognized in other revenues and are contingent upon successful completion of the well program.
- (10) Fixed price options may be exercised at the customer's discretion. During periods when dayrates on new contracts are increasing relative to existing contracts, the likelihood of customers' exercising fixed price options increases. During periods when dayrates on new contracts are decreasing relative to existing contracts, the likelihood of customers' exercising fixed price options declines.
- (11) The rig is owned by a joint venture in which the company owns less than a 100 percent interest. Dayrate reflects 100 percent of the contract rate.
- (12) The customer may elect to have the operating dayrate for the last five years of the contract fluctuate based on crude oil price with a floor of \$458,250 corresponding to a crude oil price of less than or equal to \$50 per barrel, and a ceiling of \$558,250 corresponding to a crude oil price of \$100 per barrel or greater.
- (13) Dayrate excludes tax amounts, to be determined, for which Transocean will be reimbursed.
- (14) As a result of the requirement for third party certification of well control equipment on rigs operating in the U.S. Gulf of Mexico, and potential future requirements imposed by our customers, other regulators, and industry standards, Transocean preemptively embarked on a well control equipment certification program in 2010. We have acquired third party certification of well control equipment on 29 of our 63 active floaters, including 18 of 27 of our ultra deepwater rigs. All of the rigs currently operating in the Gulf of Mexico have been certified to meet existing regulatory and customer requirements. Rigs that move between locations or customers may require additional well control equipment certification even if the rigs meet Transocean's certification program, current customer or regulatory requirements. In 2012, the following rigs are planned to conduct extensive well control equipment overhaul during their out of service period: GSF Rig 140, Trident 16, Transocean Prospect, Actinia, Sedco 707, Sedco 702, CR Luigs and Transocean Leader.
- (15) Dayrate subject to annual adjustment based on market dayrates within specific parameters.
- (16) While the customer has the option to add any out of service days to the end of the contract, the Estimated Expiration Date does not reflect any extension due to this option until actually exercised by the customer.

DISCLAIMERS & DEFINITIONS

The information contained in this Fleet Status Report (the "Information") is as of the date of the report only and is subject to change without notice to the recipient. Transocean Ltd. assumes no duty to update any portion of the Information.

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Customer Contract Duration, Timing and Dayrates and Risks Associated with Operations. The duration and timing (including both starting and ending dates) of the customer contracts are estimates only, and customer contracts are subject to cancellation, suspension and delays for a variety of reasons, including some beyond the control of Transocean. Also, the dayrates set forth in the report are estimates based upon the full contractual operating dayrate. However, the actual average dayrate earned over the course of any given contract will be lower and could be substantially lower. The actual average dayrate will depend upon a number of factors (rig downtime, suspension of operations, etc.) including some beyond the control of Transocean. Our customer contracts and operations are generally subject to a number of risks and uncertainties, and we urge you to review the description and explanation of such risks and uncertainties in our filings with the Securities and Exchange Commission (SEC), which are available free of charge on the SEC's website at www.sec.gov. The dayrates do not include revenue for mobilizations, demobilizations, upgrades, shipyards or recharges.

Out of Service Days (Shipyards, Mobilizations, Demobilizations, Contract Preparation). Changes in estimated out of service time are noted where changes in the time Transocean anticipates that a rig is scheduled to be out of service and not be available to earn an operating dayrate have changed by a period of **15 days or longer** for all rig classifications since the previously issued Monthly Fleet Update Summary or Comprehensive Fleet Status Report. The changes to estimated out of service time included in this Fleet Status may not be firm and could change significantly based on a variety of factors. Any significant changes to our estimates of out of service time will be reflected in subsequent Monthly Fleet Updates and Comprehensive Fleet Status Reports, as applicable.

Contract Preparation refers to periods during which the rig is undergoing modifications or upgrades as a result of contract requirements. Shipyards refers to periods during which the rig is out of service as a result of other scheduled shipyards, surveys, repairs, regulatory inspections or other scheduled service or work on the rig.

In some instances such as certain mobilizations, demobilizations, upgrades and shipyards, we are paid compensation by our customers that is generally recognized over the life of the primary contract term of the drilling project, although such compensation is not typically significant in relation to the revenues generated by the dayrates we charge our customers. When mobilization or demobilization occurs during a contract period, we recognize revenues as earned. In instances where mobilization or demobilization time occurs before or between the start of a contract period, the stated estimated contract start date represents the expected commencement date for the primary contract term of the drilling project and the point at which we expect to begin recognizing revenues.

Forward-Looking Statement. The statements made in the Fleet Update that are not historical facts are forward-looking statements within the meaning of Section 27A of the Securities Act of 1933 and Section 21E of the Securities Exchange Act of 1934. Forward-looking statements made in the Fleet Update include, but are not limited to, statements involving the estimated duration of customer contracts, contract dayrate amounts, future contract commencement dates and locations and planned shipyard projects and other out of service time. Such statements are subject to numerous risks, uncertainties and assumptions, including but not limited to, uncertainties relating to the level of activity in offshore oil and gas exploration and development, exploration success by producers, oil and gas prices, competition and market conditions in the contract drilling industry, shipyard delays, actions and approvals of third parties, possible cancellation or suspension of drilling contracts as a result of mechanical difficulties or performance, Transocean's ability to enter into and the terms of future contracts, the availability of qualified personnel, labor relations and the outcome of negotiations with unions representing workers, operating hazards, factors affecting the duration of contracts including well-in-progress provisions, the actual amount of downtime, factors resulting in reduced applicable dayrates, hurricanes and other weather conditions, terrorism, political and other uncertainties inherent in non-U.S. operations (including the risk of war, civil disturbance, seizure or damage of equipment and exchange and currency fluctuations), the impact of governmental laws and regulations, the adequacy of sources of liquidity, the effect of litigation and contingencies and other factors described above and discussed in Transocean's most recently filed Form 10-K, in Transocean's Forms 10-Q for subsequent periods and in Transocean's other filings with the SEC, which are available free of charge on the SEC's website at www.sec.gov. Should one or more of these risks or uncertainties materialize, or should underlying assumptions prove incorrect, actual results may vary materially from those indicated. You should not place undue reliance on forward-looking statements. Each forward-looking statement speaks only as of the date of the particular statement, and we undertake no obligation to publicly update or revise any forward looking statements, except as required by law.

Fleet Classification. Transocean uses a rig classification for its semisubmersible rigs and drillships to reflect the company's strategic focus on the ownership and operation of premium, high specification floating rigs. The rig classification "High Specification Floaters" is comprised of "Ultra-Deepwater" which refers to the latest generation of semisubmersible rigs and drillships possessing the latest technical drilling capabilities and the ability to operate in water depths equal to or greater than 7,500 feet, "Deepwater" which refers to semisubmersible rigs and drillships that possess the ability to drill in water depths equal to or greater than 4,500 feet, and "Harsh Environment" comprised of seven of the company's premium harsh environment rigs, the semisubmersibles Transocean Barents, Transocean Spitsbergen, Henry Goodrich, Transocean Leader, Paul B. Loyd, Jr., Transocean Arctic and Polar Pioneer. The category titled "Midwater Floaters" represents semisubmersible rigs and drillships that possess the ability to drill in water depths of up to 4,499 feet. The jackup fleet is subdivided into two categories; "High Specification" which consists of harsh environment and high performance jackups and "Standard".

Stacking. An "Idle" rig is between contracts, readily available for operations, and operating costs are typically at or near normal levels. A "Stacked" rig, on the other hand, is manned by a reduced crew or unmanned and typically has reduced operating costs and is (i) preparing for an extended period of inactivity, (ii) expected to continue to be inactive for an extended period, or (iii) completing a period of extended inactivity. However, stacked rigs will continue to incur operating costs at or above normal operating costs for 30 to 60 days following initiation of stacking.