



Transocean Ltd. Provides Quarterly Fleet Status Report

STEINHAUSEN, Switzerland—February 14, 2024—Transocean Ltd. (NYSE: RIG) today issued a quarterly Fleet Status Report that provides the current status of, and contract information for, the company's fleet of offshore drilling rigs.

This quarter's report includes the following updates:

- *Transocean Barents* – Awarded a minimum 540-day contract in the Romanian Black Sea at a rate of \$465,000.
- *Deepwater Skyros* – Awarded a three-well extension in Angola at a rate of \$400,000.
- *Deepwater Invictus* – Awarded a 40-day contract in the U.S. Gulf of Mexico.

The aggregate incremental backlog associated with these fixtures is approximately \$326 million. As of February 14, 2024, the company's total backlog is approximately \$9 billion.

The report can be accessed on the company's website: www.deepwater.com.

About Transocean

Transocean is a leading international provider of offshore contract drilling services for oil and gas wells. Transocean specializes in technically demanding sectors of the global offshore drilling business with a particular focus on deepwater and harsh environment drilling services and operates the highest specification floating offshore drilling fleet in the world.

Transocean owns or has partial ownership interests in and operates a fleet of 37 mobile offshore drilling units, consisting of 28 ultra-deepwater floaters and nine harsh environment floaters. In addition, Transocean is constructing one ultra-deepwater drillship.

Forward-Looking Statements

The statements described herein that are not historical facts are forward-looking statements within the meaning of Section 27A of the Securities Act of 1933, as amended, and Section 21E of the Securities Exchange Act of 1934, as amended. These statements could contain words such as "possible," "intend," "will," "if," "expect," or other similar expressions. Forward-looking statements are based on management's current expectations and assumptions, and are subject to inherent uncertainties, risks and changes in circumstances that are difficult to predict. As a result, actual results could differ materially from those indicated in these forward-looking statements. Factors that could cause actual results to differ materially include, but are not limited to, estimated duration of customer contracts, contract dayrate amounts, future contract commencement dates and locations, planned shipyard projects and other out-of-service time, sales of drilling units, timing of the company's newbuild deliveries, operating hazards and delays, risks associated with international operations, actions by customers and other third parties, the fluctuation of current and future prices of oil and gas, the global and regional supply and demand for oil and gas, the intention to scrap certain drilling rigs, the success of our business following prior acquisitions, the effects of the spread of and mitigation efforts by governments, businesses and individuals related to contagious illnesses, such as COVID-19, and other factors,

including those and other risks discussed in the company's most recent Annual Report on Form 10-K for the year ended December 31, 2022, and in the company'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 the other consequences of such a development worsen), or should underlying assumptions prove incorrect, actual results may vary materially from those indicated or expressed or implied by such forward-looking statements. All subsequent written and oral forward-looking statements attributable to the company or to persons acting on our behalf are expressly qualified in their entirety by reference to these risks and uncertainties. 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 to reflect events or circumstances that occur, or which we become aware of, after the date hereof, except as otherwise may be required by law. All non-GAAP financial measure reconciliations to the most comparative GAAP measure are displayed in quantitative schedules on the company's website at: www.deepwater.com.

This press release, or referenced documents, do not constitute an offer to sell, or a solicitation of an offer to buy, any securities, and do not constitute an offering prospectus within the meaning of the Swiss Financial Services Act ("FinSA") or advertising within the meaning of the FinSA. Investors must rely on their own evaluation of Transocean and its securities, including the merits and risks involved. Nothing contained herein is, or shall be relied on as, a promise or representation as to the future performance of Transocean.

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FLEET STATUS REPORT



February 2024

Transocean Ltd. (NYSE: RIG)

Rig Type/Name	Footnote References	Floater Type	Primary Hookload Capacity (Short Tons)	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)	Additional Comments
Rigs Under Construction (1)													
Deepwater Aquila	(6), (7)	ship	1,400	TBA	12,000	40,000	Brazil	Petrobras	Jun-24	Jun-27	449,000	N/A	
Ultra-Deepwater (28)													
Deepwater Titan	(5)	ship	1,700	2023	12,000	40,000	USGOM	Chevron	May-23	Mar-28	455,000	N/A	Excludes additional services
Deepwater Atlas	(8), (25)	ship	1,700	2022	12,000	40,000	USGOM	Beacon	Jul-23	Mar-24	268,000	315,000	Excludes additional services
								Beacon	Mar-24	Apr-25	455,000	268,000	Excludes additional services
Deepwater Poseidon	(5)	ship	1,400	2018	12,000	40,000	USGOM	Shell	Sep-18	Feb-28	487,000	N/A	Excludes additional services
Deepwater Pontus	(5)	ship	1,400	2017	12,000	40,000	USGOM	Shell	Oct-17	Oct-27	492,000	N/A	Excludes additional services
Deepwater Conqueror	(22)	ship	1,400	2016	12,000	40,000	USGOM	Chevron	Apr-23	Mar-25	440,000	335,000	Excludes additional services
Deepwater Proteus	(5)	ship	1,400	2016	12,000	40,000	USGOM	Shell	Aug-16	May-26	490,000	N/A	Excludes additional services
Deepwater Thalassa	(5)	ship	1,400	2016	12,000	40,000	USGOM	Shell	Jul-16	Feb-26	486,000	N/A	Excludes additional services
Deepwater Asgard	(23)	ship	1,400	2014	12,000	40,000	USGOM	Hess Corporation	Apr-23	Apr-24	440,000	395,000	Excludes additional services
Deepwater Invictus	(5)	ship	1,400	2014	12,000	40,000	USGOM	Not Disclosed	Jan-24	Feb-24	Not disclosed	440,000	
	(14)						Mexico	Not Disclosed	Nov-25	Nov-28	480,000	Not disclosed	
Ocean Rig Apollo		ship	1,250	2015	12,000	40,000				Stacked May-16			
Ocean Rig Athena		ship	1,250	2014	12,000	40,000				Stacked Mar-17			
Deepwater Skyros	(7)	ship	1,250	2013	12,000	40,000	Angola	TotalEnergies	Dec-22	Jan-25	310,000	195,000	Excludes additional services
	(7)						Angola	TotalEnergies	Jan-25	Jun-25	400,000	310,000	Excludes additional services
Ocean Rig Mylos		ship	1,250	2013	12,000	40,000				Stacked Sep-16			
Discoverer Inspiration		ship	1,130	2010	12,000	40,000				Idle Apr-23			
Discoverer India		ship	1,130	2010	12,000	40,000				Stacked Jul-20			
Discoverer Americas		ship	1,130	2009	12,000	40,000				Stacked Apr-16			
Discoverer Clear Leader		ship	1,130	2009	12,000	40,000				Stacked Jun-19			
Deepwater Corcovado	(6), (7)	ship	1,000	2011	10,000	35,000	Brazil	Petrobras	Aug-23	Aug-27	407,000	203,000	
Deepwater Mykonos	(6), (7)	ship	1,000	2011	10,000	35,000	Brazil	Petrobras	Oct-23	Dec-24	375,000	228,000	
Deepwater Orion	(6), (7)	ship	1,000	2011	10,000	35,000	Brazil	Petrobras	Feb-24	Feb-27	422,000	N/A	
Deepwater Champion	(6), (7)	ship	1,000	2011	12,000	40,000				Stacked Feb-16			
Dhirubhai Deepwater KG2	(6), (7)	ship	1,000	2010	12,000	35,000	Brazil	Petrobras	Nov-23	Mar-24	409,000	190,000	
	(6), (7)						Brazil	Petrobras	Mar-24	May-24	-	N/A	Contract Preparation - 72 days
	(6), (7)						Brazil	Petrobras	May-24	Jul-26	445,000	409,000	
Petrobras 10000	(5), (6), (15)	ship	1,000	2009	12,000	37,500	Brazil	Petrobras	Sep-23	Sep-24	397,000	332,000	
	(5), (6), (15)						Brazil	Petrobras	Sep-24	Sep-25	409,000	397,000	
	(5), (6), (15)						Brazil	Petrobras	Sep-25	Sep-26	422,000	409,000	
	(5), (6), (15)						Brazil	Petrobras	Sep-26	Sep-27	434,000	422,000	
	(5), (6), (15)						Brazil	Petrobras	Sep-27	Sep-28	447,000	434,000	
	(5), (6), (15)						Brazil	Petrobras	Sep-28	Jul-29	461,000	447,000	
Dhirubhai Deepwater KG1	(6), (7), (11), (12)	ship	1,000	2009	12,000	35,000	India	ONGC	Jan-24	Mar-24	-	N/A	Contract Preparation - 51 days
	(6), (7), (11), (12)								Mar-24	Dec-25	347,500	348,000	
Development Driller III		semi	1,000	2009	7,500	37,500				Idle Aug-23			
GSF Development Driller I		semi	1,000	2005	7,500	37,500				Stacked Nov-20			
Deepwater Nautilus		semi	1,000	2000	8,000	30,000				Stacked Nov-22			
Discoverer Luanda		ship	750	2010	7,500	40,000				Stacked Feb-18			
Estimated Average Contract Dayrates (5)									Q1 2024	Q2 2024	Q3 2024	Q4 2024	
									\$471,000	\$427,000	\$431,000	\$431,000	
Harsh Environment (9)													
Transocean Norge	(6), (7), (11), (12)	semi	1,000	2019	10,000	40,000	Norway	Wintershall DEA/OMV	Nov-23	Feb-24	349,000	348,000	Excludes additional services
	(6), (7), (11), (12)						Norway	Wintershall DEA/OMV	Feb-24	Apr-24	419,000	349,000	Excludes additional services
	(6), (7), (11), (12)						Norway	Wintershall DEA/OMV	Apr-24	Sep-24	369,000	419,000	Excludes additional services
	(6), (7), (11), (12)						Norway	Wintershall DEA/OMV	Sep-24	Nov-24	419,000	369,000	Excludes additional services
	(6), (7), (11), (12)						Norway	Wintershall DEA/OMV	Nov-24	Dec-24	369,000	419,000	Excludes additional services
	(6), (7), (11), (12)						Norway	Wintershall DEA/OMV	Dec-24	Dec-25	424,000	369,000	Excludes additional services
	(6), (7), (11), (12)						Norway	Wintershall DEA/OMV	Dec-25	Jul-27	429,000	424,000	Excludes additional services
Transocean Spitsbergen	(5), (6), (7)	semi	1,000	2010	10,000	30,000	Norway	Equinor	Nov-23	Apr-25	338,000	311,000	Excludes additional services
Transocean Barents	(5)	semi	1,000	2009	10,000	30,000	Romania	OMV Petrom S.A.	Jan-25	Jun-26	465,000	370,000	
Transocean Enabler	(5), (6), (7)	semi	750	2016	1,640	28,000	Norway	Equinor	Jul-23	Mar-24	416,000	422,000	
	(5), (6), (7)						Norway	Equinor	Mar-24	Oct-25	394,000	416,000	
Transocean Encourage	(5), (6), (7)	semi	750	2016	1,640	28,000	Norway	Equinor	Jan-24	Apr-25	368,000	409,000	
	(5), (6), (7)						Norway	Not Disclosed	Apr-25	Apr-26	470,000	364,000	
Transocean Endurance	(5), (6), (7)	semi	750	2015	1,640	28,000	Australia	Not Disclosed	Jan-24	Mar-25	380,000	385,000	
Transocean Equinox	(5), (6), (7)	semi	750	2015	1,640	28,000	Australia	Not Disclosed	Mar-24	Mar-25	455,000	477,000	
							Australia	Not Disclosed	Jun-25	Sep-25	485,000	455,000	
							Australia	Not Disclosed	Sep-25	Jul-26	485,000	455,000	
Paul B. Loyd, Jr.	(4), (5), (6), (7)	semi	750	1990	2,000	25,000	Australia	Not Disclosed	Sep-25	Jul-26	485,000	455,000	
Henry Goodrich		semi	750	1985/2007	5,000	30,000	UKNS	Harbour Energy	Nov-23	Aug-24	177,000	175,000	
										Stacked Mar-20			
Estimated Average Contract Dayrates (5)									Q1 2024	Q2 2024	Q3 2024	Q4 2024	
									\$423,000	\$356,000	\$365,000	\$389,000	



Revisions Noted in Bold

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 generally calculated as follows: (1) for events estimated to occur between the 1st and 15th of a month, the previous month or quarter is reported (i.e. a contract which is estimated to commence on March 4, 2021 will be reported as commencing in February 2021) and (2) for events estimated to occur between the 16th and the end of a month, the actual month or quarter is reported (i.e. a contract which is estimated to commence on March 24, 2021 will be reported as commencing in March 2021). 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, Timing 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) **Paul B. Lloyd, Jr. is classified as held for sale. Transocean will operate the rig until the transaction closes (expected by Q1'24).**
- (5) If the dayrate is disclosed, reflects the current contracted dayrate which could reflect prior cost escalations, or de-escalations, and could change in the future due to further cost escalations, or de-escalations.
- (6) If the dayrate is disclosed, reflects the current contracted dayrate which, along with costs, includes a foreign currency component. Changes in the value of the U.S. dollar relative to certain foreign currencies will result in an adjustment to the dayrate according to the terms of the contract. The dayrate adjustment generally offsets the foreign currency exchange-related change in costs.
- (7) If the dayrate is disclosed, the contract provides for a bonus incentive opportunity not reflected in the current contract dayrate.
- (8) Customer pays an additional MPD standby rate and may call-off full MPD services to be provided at any time resulting in incremental \$32,000 MPD operating rate to be paid to Transocean.
- (9) 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.
- (10) Reserved

⁽¹¹⁾We hold a 33.0% ownership interest in the unconsolidated company owning the rig. Our customer has entered into the drilling contract with the operating company, a wholly owned subsidiary. Our contract backlog includes and we will recognize 100% of the contract drilling revenues associated with the drilling contract.

⁽¹²⁾**The contract is well-based. The order and the duration of the wells are subject to change on a quarterly basis.**

⁽¹³⁾Reserved

⁽¹⁴⁾We have assigned the contract to the *Deepwater Invictus*. However, under the terms of the contract, Transocean has the right to designate one of three rigs: *Deepwater Invictus*, *Deepwater Proteus* or *Deepwater Thalassa* by November 1, 2024. The commencement window is November 1, 2025 to August 1, 2026. The contractual dayrate is subject to a semi-annual cost adjustment mechanism with a baseline established as of July 1, 2023.

⁽¹⁵⁾The dayrate disclosed excludes a 5% royalty related to Transocean's dual activity patent.

⁽¹⁶⁾Reserved

⁽¹⁷⁾Reserved

⁽¹⁸⁾Reserved

⁽¹⁹⁾Contract includes multiple option periods of minimum 90 days up to 279 days.

⁽²⁰⁾Reserved

⁽²¹⁾Reserved

⁽²²⁾In addition to operating dayrate, up to an incremental \$39,000 per day may be paid for additional products and services.

⁽²³⁾In addition to operating dayrate, up to an incremental \$40,000 per day may be paid for additional products and services.

⁽²⁴⁾Reserved

⁽²⁵⁾The prior dayrate of \$315,000 included a lump sum payment of \$11.8M prorated over the estimated 255-day duration of the original drilling program.



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.

DISCLAIMER. NEITHER TRANSOCEAN LTD. NOR ITS AFFILIATES MAKE ANY EXPRESS OR IMPLIED WARRANTIES (INCLUDING, WITHOUT LIMITATION, ANY WARRANTY OF MERCHANTABILITY OR FITNESS FOR A PARTICULAR PURPOSE OR USE) REGARDING THE INFORMATION CONTAINED IN THIS REPORT, WHICH INFORMATION IS PROVIDED "AS IS." Neither Transocean Ltd. nor its affiliates will be liable to any recipient or anyone else for any inaccuracy, error or omission, regardless of cause, in the information set forth in this report or for any damages (whether direct or indirect, consequential, punitive or exemplary) resulting therefrom.

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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. The time associated with committed shipyards, upgrades, surveys, repairs, regulatory inspections, contract preparation or other committed activity on the rig and is not expected to earn an operating dayrate. Contract preparation refers to periods during which the rig is undergoing modifications or upgrades as a result of contract requirements.

- The references included in this Fleet Status Report 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 Fleet Status Reports, as applicable.
- In some instances such as certain mobilizations, 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 contract.

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

Fleet Classifications. Transocean uses classifications for its drillships and semisubmersibles as follows: "Ultra-Deepwater" are the latest generation of drillships and semisubmersible rigs and are capable of drilling in water depths equal to or greater than 7,500 feet; "Harsh Environment" are premium rigs equipped for year-round operations in harsh environments.

Stacking. An "Idle" rig is primarily between contracts, readily available for operations, and operating costs are typically at or near normal levels. A "Stacked" rig, on the other hand, is primarily 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 approximately 30 days following initiation of stacking.