



Transocean Ltd. Provides Quarterly Fleet Status Report

ZUG, Switzerland—October 26, 2017—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. As of October 26, 2017, the company's contract backlog is \$9.4 billion.

The newbuild ultra-deepwater drillship *Deepwater Pontus* commenced operations in late October on its 10-year contract with Shell in the U.S. Gulf of Mexico.

The company agreed with SembCorp Marine's subsidiary, Jurong Shipyard, to enhance the two, newbuild drillships by increasing the hook load capacity to three million pounds. With the upgrade, the company has further delayed the delivery dates on each rig. The drillships are expected to be delivered in the second and fourth quarter of 2020.

The report also includes the following contracts:

- *Deepwater Invictus* – Awarded a two-year contract plus three one-year priced options
- *Deepwater Nautilus* – Awarded a four-well contract plus 11 one-well priced options offshore Southeast Asia
- *Paul B. Loyd, Jr.* – Awarded two contracts, both in the U.K. North Sea
 - two-well contract plus three one-well priced options
 - two-well contract plus two one-well priced options

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. The company specializes in technically demanding sectors of the global offshore drilling business with a particular focus on ultra-deepwater and harsh environment drilling services, and believes that it operates one of the most versatile offshore drilling fleets in the world.

Transocean owns or has partial ownership interests in, and operates a fleet of 39 mobile offshore drilling units consisting of 26 ultra-deepwater floaters, seven harsh environment floaters, two deepwater floaters and four midwater floaters. In addition, Transocean has three ultra-deepwater drillships under construction or under contract to be constructed. The company also operates two high-specification jackups that were under drilling contracts when the rigs were sold, and the company continues to operate these jackups until completion or novation of the drilling contracts.

Forward-Looking Statements

The statements described in this press release 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 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 future prices of oil and gas, the intention to scrap certain drilling rigs, the benefits, 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, 2016, 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 article 652a or article 1156 of the Swiss Code of Obligations. 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

October 26, 2017

Transocean Ltd. (NYSE: RIG)



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Revisions Noted in Bold

Dynamically positioned *

Rig Type/Name	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)	Additional Comments for Q3 2017 - Q3 2018		
Rigs Under Construction (3)															
Deepwater Poseidon	(6), (11)	ship	•	TBA	12,000	40,000	TBA	Shell	Q1 2018	Q1 2028	519,000	N/A			
J SPL Ultra-Deepwater Drillship TBN 1	(9)	ship	•	TBA	12,000	40,000	TBA								
J SPL Ultra-Deepwater Drillship TBN 2	(9)	ship	•	TBA	12,000	40,000	TBA								
Ultra-Deepwater (26)															
Deepwater Pontus	(6)	ship	*	2017	12,000	40,000	USGOM	Shell	Oct-17	Oct-27	519,000	N/A			
Deepwater Conqueror	(6), (8)	ship	*	2016	12,000	40,000	USGOM	Chevron	Dec-16	Dec-21	586,000	N/A			
Deepwater Proteus	(6)	ship	*	2016	12,000	40,000	USGOM	Shell	Aug-16	May-26	486,000	498,000			
Deepwater Thalassa	(6)	ship	*	2016	12,000	40,000	USGOM	Shell	Jul-16	Feb-26	488,000	499,000			
Deepwater Asgard		ship	*	2014	12,000	40,000				Idle October 2017					
Deepwater Invictus	(6), (13)	ship	*	2014	12,000	40,000	USGOM	BHP Billiton	Jan-17	Nov-17	592,000	350,000			
Discoverer Americas	(6)	ship	*	2009	12,000	40,000	USGOM	BHP Billiton	Apr-18	Apr-20	Not Disclosed	592,000			
Deepwater Champion		ship	*	2011	12,000	40,000				Stacked April 2016					
Discoverer Clear Leader	(6), (8)	ship	*	2009	12,000	40,000	USGOM	Chevron	Nov-14	Nov-17	570,000	575,000			
Discoverer Inspiration	(6), (8)	ship	*	2010	12,000	40,000	USGOM	Chevron	Mar-15	Mar-20	571,000	523,000			
Dhirubhai Deepwater KG1	(6), (7), (8)	ship	*	2009	12,000	35,000	Brazil	Petrobras	Dec-14	Dec-17	433,000	510,000			
Dhirubhai Deepwater KG2		ship	*	2010	12,000	35,000				Idle October 2017					
Discoverer India		ship	*	2010	12,000	40,000				Idled Dec. 2016			Strategic upgrade estimated at \$27 million to be incurred in 2017		
Petrobras 10000	(6), (8), (16)	ship	*	2009	12,000	37,500	USGOM	Petrobras	Sep-17	Dec-17	494,000	492,000			
	(6), (7), (8)						Brazil	Petrobras	Jan-18	Aug-19	460,000	494,000			
Discoverer Deep Seas		ship	*	2001	10,000	35,000				Stacked Feb. 2016					
Discoverer Enterprise		ship	*	1999	10,000	35,000				Stacked Sept. 2015					
Discoverer Spirit		ship	*	2000	10,000	35,000				Stacked March 2015					
GSF C.R. Luigs		ship	*	2000	10,000	35,000				Stacked June 2015					
Deepwater Discovery		ship	*	2000	10,000	30,000				Stacked March 2015					
Deepwater Frontier		ship	*	1999	10,000	30,000				Stacked Nov. 2015					
Deepwater Millennium		ship	*	1999	10,000	30,000				Stacked May 2016					
Deepwater Nautilus		semi	*	2000	8,000	30,000	SE Asia	Not Disclosed	Nov-17	Mar-18	Not Disclosed	456,000			
Discoverer Luanda	(12), (17)	ship	*	2010	7,500	40,000	Malaysia	BP	Jul-17	Jan-18	431,000	N/A			
GSF Development Driller I		semi	*	2005	7,500	37,500	Australia	Quadrant Energy	Mar-18	Aug-18	Not Disclosed	N/A	Reactivation costs estimated at \$25 million, incurred primarily in Q4 2017		
GSF Development Driller II		semi	*	2005	7,500	37,500				Stacked Jan. 2016					
Development Driller III		semi	*	2009	7,500	37,500				Idle October 2017					
											Estimated Average Contract Dayrates ⁽⁵⁾				
											Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018
											\$449,000	\$488,000	\$453,000	\$438,000	\$454,000
Harsh Environment (7)															
Transocean Barents	(8)	semi	*	2009	10,000	30,000	Canada	Suncor Energy	Aug-17	Oct-18	260,000	N/A	Reactivation costs estimated at \$40 million, incurred primarily in Q2 2017, completion Q3 2017; approximately one-quarter of costs to be amortized/depreciated		
Transocean Spitsbergen	(7), (8)	semi	*	2010	10,000	30,000	NNS	Statoil	Oct-17	Oct-18	Not Disclosed	Not Disclosed			
Henry Goodrich	(6)	semi	*	1985/2007	5,000	30,000	Canada	Husky	May-16	May-18	275,000	N/A			
Transocean Leader	(14)	semi	*	1987/1997	4,500	25,000	UKNS	Enquest	May-15	May-18	335,000	377,000			
	(6), (7)						UKNS	Enquest	May-18	May-19	305,000	335,000			
Paul B. Loyd, Jr.		semi	*	1990	2,000	25,000	UKNS	BP	Jul-17	Nov-17	Not Disclosed	423,000			
							UKNS	Hurricane Energy PLC	Mar-18	May-18	Not Disclosed	Not Disclosed			
							UKNS	Zenior Petroleum Limited	May-18	Oct-18	Not Disclosed	Not Disclosed			
Transocean Arctic	(7), (15)	semi	*	1986	1,650	25,000	NNS	Aker BP	Sep-17	Feb-18	Not Disclosed	180,000			
Polar Pioneer		semi	*	1985/2014	1,500	25,000				Stacked Dec. 2015					
											Estimated Average Contract Dayrates ⁽⁵⁾				
											Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018
											\$213,000	\$230,000	\$264,000	\$227,000	\$219,000
Deepwater (2)															
Transocean 706	(6), (7)	semi	•	1976/1994/ 2008	6,500	25,000	Brazil	Petrobras	Sep-16	Oct-18	290,000	283,000			
Jack Bates		semi	*	1986/1997	5,400	30,000	India	ONGC	Nov-16	Oct-18	127,000	N/A			
											Estimated Average Contract Dayrates ⁽⁵⁾				
											Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018
											\$187,000	\$209,000	\$209,000	\$209,000	\$209,000

Midwater Floaters (4)											
Sedco 711		semi	1982	1,800	25,000					Stacked Jan. 2016	
Transocean 712	(7)	semi	1983	1,600	25,000	UKNS	Fairfield Energy Ltd.	Apr-17	Jun-18	Not Disclosed	Not Disclosed
Sedco 714		semi	1983/1997	1,600	25,000					Stacked Nov. 2015	
Actinia		semi	1982	1,500	25,000	India	ONGC	May-16	May-19	101,000	N/A

Estimated Average Contract Dayrates ⁽⁵⁾

Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018
\$99,000	\$101,000	\$101,000	\$101,000	\$101,000

High Specification Jackups (2)											
Transocean Siam Driller	(4)		2013	350	35,000	Thailand	Chevron	Mar-13	Mar-18	144,000	N/A
Transocean Ao Thai	(4)		2013	350	35,000	Thailand	Chevron	Oct-13	Oct-18	144,000	N/A

Estimated Average Contract Dayrates ⁽⁵⁾

Q3 2017	Q4 2017	Q1 2018	Q2 2018	Q3 2018
\$151,000	\$144,000	\$144,000	\$144,000	\$144,000

Fixed-Price Options - See Footnote 10

Ultra-Deepwater												
Deepwater Invictus	(6)	ship	*	2014	12,000	40,000	USGOM	BHP Billiton	Apr-20	Apr-21	Not Disclosed	Not Disclosed
	(6)						USGOM	BHP Billiton	Apr-21	Apr-22	Not Disclosed	Not Disclosed
	(6)						USGOM	BHP Billiton	Apr-22	Apr-23	Not Disclosed	Not Disclosed
GSF Development Driller I		semi	*	2005	7,500	37,500	Australia	Quadrant Energy	Aug-18	Sep-18	Not Disclosed	Not Disclosed
							Australia	Quadrant Energy	Oct-18	Nov-18	Not Disclosed	Not Disclosed
Deepwater Nautilus		semi		2000	8,000	30,000	S.E. Asia	Not Disclosed	Mar-18	Apr-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Apr-18	May-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	May-18	Jun-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Jun-18	Jul-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Jul-18	Aug-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Aug-18	Sep-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Sep-18	Oct-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Oct-18	Nov-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Nov-18	Dec-18	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Dec-18	Jan-19	Not Disclosed	Not Disclosed
							S.E. Asia	Not Disclosed	Jan-19	Feb-19	Not Disclosed	Not Disclosed

Harsh Environment												
Transocean Spitsbergen	(7), (8)	semi	*	2010	10,000	30,000	NNS	Statoil	Nov-18	Nov-18	Not Disclosed	Not Disclosed
	(7), (8)						NNS	Statoil	Dec-18	Dec-18	Not Disclosed	Not Disclosed
	(7), (8)						NNS	Statoil	Jan-19	Jan-19	Not Disclosed	Not Disclosed
	(7), (8)						NNS	Statoil	Feb-19	Feb-19	Not Disclosed	Not Disclosed
	(7), (8)						NNS	Statoil	Mar-19	Mar-19	Not Disclosed	Not Disclosed
	(7), (8)						NNS	Statoil	Apr-19	Apr-19	Not Disclosed	Not Disclosed
Paul B. Loyd, Jr.		semi		1990	2,000	25,000	UKNS	Zennor Petroleum Limited	Oct-18	Nov-18	Not Disclosed	Not Disclosed
							UKNS	Zennor Petroleum Limited	Nov-18	Dec-18	Not Disclosed	Not Disclosed
							UKNS	Zennor Petroleum Limited	Dec-18	Jan-19	Not Disclosed	Not Disclosed
							UKNS	Hurricane Energy PLC	Jan-19	Apr-19	Not Disclosed	Not Disclosed
							UKNS	Hurricane Energy PLC	Apr-19	Jun-19	Not Disclosed	Not Disclosed
Transocean Arctic	(7), (15)	semi		1986	1,650	25,000	NNS	Aker BP	Feb-18	Apr-18	Not Disclosed	Not Disclosed



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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 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 March 4, 2017 will be reported as commencing in February 2017) 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 March 24, 2017 will be reported as commencing in March 2017). 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) The jackup was contracted at the time of its sale on May 31, 2017. The company will continue to operate the rig until completion or novation of the drilling contract.
- (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, or de-escalations, and could change in the future due to further cost escalations, or de-escalations.
- (7) 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.
- (8) Current contract provides for a bonus incentive opportunity not reflected in the current contract dayrate.
- (9) The two drillships on order from Sembcorp Marine's subsidiary, Jurong Shipyard, are expected to be delivered in the second quarter and fourth quarter of 2020.**
- (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 contract is expected to start in the quarter indicated. Factors that could influence the contract start date include shipyard delivery, customer acceptance, and mobilization to operating location, among others.
- (12) 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.
- (13) Mobilization, customer commissioning and acceptance testing commenced in March 2014. Revenue of approximately \$52 million earned from March 2014 to July 2014 will be recognized over the remaining contract.
- (14) The dayrate for the last year of the contract will be set three months prior to the third anniversary of the contract commencement date, subject to a floor dayrate of \$305,000 and a ceiling dayrate of \$365,000, pursuant to the terms of the contract.
- (15) Dayrate will be increased when the rig is performing high-pressure high-temperature wells, or wells in the Barents Sea.
- (16) The increase in dayrate, which is commensurate with the increase in cost, is associated with the change in location.
- (17) The rig is on a special standby rate as agreed with 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. 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 update or revise any forward looking statements, except as required by law.

Fleet Classifications. Transocean uses classifications for its drillships, semisubmersibles, and jackup rigs. The classifications reflect the company's strategic focus on the ownership and operations of premium, high-specification units and are approximately 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; "Deepwater" rigs are drillships and semisubmersible rigs capable of drilling in water depths equal to or greater than 4,500 feet and less than 7,500 feet; "Harsh Environment" are premium rigs equipped for year-round operations in harsh environments; "Midwater Floaters" are semisubmersible rigs capable of drilling in water depths of greater than 300 feet and up to 4,499 feet; and "High-Specification Jackups" are high-performance, independent cantilever jackup rigs that are capable of drilling in water depths of up to 400 feet.

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.