

**UNITED STATES  
SECURITIES AND EXCHANGE COMMISSION  
Washington, D.C. 20549**

**FORM 8-K**

**CURRENT REPORT**

**PURSUANT TO SECTION 13 OR 15(d) OF THE  
SECURITIES EXCHANGE ACT OF 1934**

**DATE OF REPORT (Date of earliest event reported): December 6, 2016**

**Ensc o plc**

**(Exact name of registrant as specified in its charter)**

**England and Wales**

**(State or other jurisdiction of incorporation)**

**1-8097**

**(Commission File Number)**

**98-0635229**

**(I.R.S. Employer Identification No.)**

**6 Chesterfield Gardens**

**London, England W1J 5BQ**

**(Address of Principal Executive Offices and Zip Code)**

**Registrant's telephone number, including area code: 44 (0) 20 7659 4660**

**Not Applicable**

**(Former name or former address, if changed since last report)**

Check the appropriate box below if the Form 8-K filing is intended to simultaneously satisfy the filing obligation of the registrant under any of the following provisions:

- Written communications pursuant to Rule 425 under the Securities Act (17 CFR 230.425)
  - Soliciting material pursuant to Rule 14a-12 under the Exchange Act (17 CFR 240.14a-12)
  - Pre-commencement communications pursuant to Rule 14d-2(b) under the Exchange Act (17 CFR 240.14d-2(b))
  - Pre-commencement communications pursuant to Rule 13e-4(c) under the Exchange Act (17 CFR 240.13e-4(c))
-

**TABLE OF CONTENTS**

|   |          |
|---|----------|
| INFORMATION TO BE INCLUDED IN THE REPORT    | <u>3</u> |
| Item 7.01 Regulation FD Disclosure          | <u>3</u> |
| Item 9.01 Financial Statements and Exhibits | <u>3</u> |
| SIGNATURE                                   | <u>4</u> |
| EXHIBIT INDEX                               | <u>5</u> |
| Fleet Status Report as of December 6, 2016  |          |

**Item 7.01 Regulation FD Disclosure**

**Fleet Status Report**

The Fleet Status Report of the Company as of December 6, 2016 is furnished as Exhibit 99.1 to this report.

The information furnished in this Item 7.01 and the information attached to this Form 8-K as Exhibit 99.1 shall not be deemed “filed” for purposes of Section 18 of the Securities Exchange Act of 1934, as amended (the "Exchange Act"), or otherwise subject to the liabilities of that section, nor shall such information be deemed incorporated by reference in any filing under the Securities Act of 1933, as amended, or the Exchange Act, except as shall be expressly set forth by specific reference in such filing.

**Item 9.01 Financial Statements and Exhibits**

(d) Exhibits

| <b><u>Exhibit No.</u></b> | <b><u>Description</u></b>                                |
|---------------------------|--|
| 99.1                      | Fleet Status Report of Ensco plc as of December 6, 2016. |

**SIGNATURE**

Pursuant to the requirements of the Securities Exchange Act of 1934, the Registrant has duly caused this report to be signed on its behalf by the undersigned hereunto duly authorized.

**Ensc o plc**

Date: December 6, 2016

/s/ TOMMY E. DARBY

Tommy E. Darby

Controller

EXHIBIT INDEX

| <u>Exhibit No.</u> | <u>Description</u>                                      |
|--------------------|---|
| 99.1               | Fleet Status Report of Enco plc as of December 6, 2016. |



# Fleet Status Report

6 December 2016

## ENSCO 101 Awarded Contract Extension

EnSCO 101 was awarded a contract extension from the customer for work offshore Netherlands. EnSCO was rated #1 in the North Sea in the most recent EnergyPoint Research customer satisfaction survey.





Enco plc  
Fleet Status Report  
6 December 2016

Monthly Changes: bolded rig names and underlined text signify changes in rig status from previous report.

| Segment / Region / Rig           | Design                         | Water Depth' <sup>(1)</sup> | Customer/ Status                   | Day Rate \$000's US | Location            | Est. Avail <sup>(2)</sup> | Comments   |
|----------------------------------|--------------------------------|-----------------------------|------------------------------------|---------------------|---------------------|---------------------------|--|
| <b>Floaters</b>                  |                                |                             |                                    |                     |                     |                           |  |
| <b>North &amp; South America</b> |                                |                             |                                    |                     |                     |                           |  |
| <b>ENSCO 8503</b>                | Semisubmersible DP             | 8500/10000                  | <u>Available</u>                   |                     | U.S. Gulf of Mexico |                           | Contracted to Talos from late Sep. 16 to <u>mid</u> Oct. 16  |
| <b>ENSCO 8505</b>                | Semisubmersible DP             | 8500/10000                  | -----/Deep Gulf Energy             | Not Disclosed       | U.S. Gulf of Mexico | <u>Mar. 17</u>            | -----, -----, <u>Contracted to Deep Gulf Energy from mid Nov. 16 through the completion of three wells (est. mid Mar. 17). Planned maintenance for approx. 15 days in 4Q16</u> |
| ENSCO 8506                       | Semisubmersible DP             | 8500/10000                  | Preservation Stacking Preparations |                     | U.S. Gulf of Mexico |                           |  |
| ENSCO 8500                       | Semisubmersible DP             | 8500/10000                  | Preservation Stacked*              |                     | U.S. Gulf of Mexico |                           |  |
| ENSCO 8501                       | Semisubmersible DP             | 8500/10000                  | Preservation Stacked*              |                     | U.S. Gulf of Mexico |                           |  |
| ENSCO 8502                       | Semisubmersible DP             | 8500/10000                  | Preservation Stacked*              |                     | U.S. Gulf of Mexico |                           |  |
| <b>ENSCO 6001</b>                | Semisubmersible - DP Megathyst | 5600                        | Petrobras                          | <u>High 270s</u>    | Brazil              | Jun. 18                   | <u>Zero rate for approx. 10 days in 4Q16. Plus approx. \$20,000 per day amortized through Jun. 18 for capital upgrades. Plus cost adjustments</u>                              |
| ENSCO 6002                       | Semisubmersible - DP Megathyst | 5600                        | Petrobras                          | Mid 240s            | Brazil              | Dec. 19                   | Plus approx. \$17,000 per day amortized through Dec. 19 for capital upgrades. Plus cost adjustments  |

\*Prior to stacking, upfront steps are taken to preserve the rig. This may include a quayside power source to dehumidify key equipment and/or provide electrical current to the hull to prevent corrosion. Also, certain equipment may be removed from the rig for storage in a temperature-controlled environment. While stacked, large equipment that remains on the rig is periodically inspected and maintained by Enco personnel. These steps are designed to reduce time and lower cost to reactivate the rig when market conditions improve.



EnSCO plc  
Fleet Status Report  
6 December 2016

Monthly Changes: bolded rig names and underlined text signify changes in rig status from previous report.

| Segment / Region / Rig            | Design   | Water Depth' <sup>(1)</sup> | Customer/ Status                   | Day Rate \$000's US | Location      | Est. Avail <sup>(2)</sup> | Comments  |
|-----------------------------------|--|-----------------------------|------------------------------------|---------------------|---------------|---------------------------|---|
| <b>Floaters</b>                   |  |                             |                                    |                     |               |                           |   |
| <b>Europe &amp; Mediterranean</b> |  |                             |                                    |                     |               |                           |   |
| <b>ENSCO DS-6</b>                 | Drillship, DP3 Samsung                           | 10000/12000                 | BP                                 | Mid 480s            | Egypt         | Feb. 18                   | -----, Plus approx. \$102,000 per day amortized through Feb. 18. Plus two 1-year options at mutually agreed rates   |
| ENSCO 5004                        | Semisubmersible - Conv F & G Enhanced Pacesetter | 1500                        | Mellitah                           | Mid 130s            | Mediterranean | Jul. 18                   | Rate increases to mid 190s Jan. 17 to Jul. 18. Plus approx. \$9,000 per day for mobilization and reimbursable upgrades amortized through Jul. 18  |
| ENSCO DS-3                        | Drillship, DP3 Samsung                           | 10000/12000                 | Preservation Stacking Preparations |                     | Spain         |                           |   |
| ENSCO DS-4                        | Drillship, DP3 Samsung                           | 10000/12000                 | Preservation Stacked*              |                     | Spain         |                           |   |
| ENSCO DS-5                        | Drillship, DP3 Samsung                           | 10000/12000                 | Preservation Stacked*              |                     | Spain         |                           |   |
| <b>ENSCO DS-7</b>                 | Drillship, DP3 Samsung                           | 10000/12000                 | <u>Available</u>                   | <u>See Comments</u> | <u>Spain</u>  |                           | Notice of early termination for convenience received from the customer with an effective date of <u>early Nov. 16</u> . For the first 90 days following the effective date, the daily termination fee is equal to the operating day rate of approx. \$585,000. For the remaining term through Nov. 17, the daily termination fee is equal to approx. \$439,000. <u>If the rig is contracted to a third party, the day rate revenue received is deducted from the approx. \$439,000 due from the original customer through Nov. 17.</u> Plus approx. \$90,000 per day amortized Aug. 16 to Oct. 16 for mobilization and capital upgrades |
| <b>Africa</b>                     |  |                             |                                    |                     |               |                           |   |
| ENSCO DS-8                        | Drillship, DP3 Samsung GF12000                   | 10000/12000                 | TOTAL                              | High 610s           | Angola        | Nov. 20                   | Plus periodic rate increases and approx. \$14,000 per day amortized through Nov. 20 for mobilization. Plus one 1-year priced option   |

\*Prior to stacking, upfront steps are taken to preserve the rig. This may include a quayside power source to dehumidify key equipment and/or provide electrical current to the hull to prevent corrosion. Also, certain equipment may be removed from the rig for storage in a temperature-controlled environment. While stacked, large equipment that remains on the rig is periodically inspected and maintained by EnSCO personnel. These steps are designed to reduce time and lower cost to reactivate the rig when market conditions improve.





Enso plc  
Fleet Status Report  
6 December 2016

Monthly Changes: bolded rig names and underlined text signify changes in rig status from previous report.

| Segment /<br>Region / Rig            | Design   | Water<br>Depth' <sup>(1)</sup> | Customer/<br>Status      | Day Rate<br>\$000's US | Location         | Est. Avail <sup>(2)</sup> | Comments   |
|--------------------------------------|--|--------------------------------|--------------------------|------------------------|------------------|---------------------------|--|
| <b>Floaters</b>                      |  |                                |                          |                        |                  |                           |  |
| <b><u>Asia &amp; Pacific Rim</u></b> |  |                                |                          |                        |                  |                           |  |
| <b>ENSCO 8504</b>                    | Semisubmersible DP                                     | 8500/10000                     | <u>Available</u>         | ----                   | <u>Singapore</u> |                           |  |
| ENSCO 5006                           | Semisubmersible -<br>Conv Bingo 8,000                  | 7000/7500                      | INPEX                    | Low 360s               | Australia        | Sep. 19                   | Plus approx. \$125,000 per day amortized through Aug. 19 for capital upgrades and day rates during shipyard stay and mobilizations |
| ENSCO DS-9                           | Drillship, DP3<br>Samsung GF12000                      | 10000/12000                    | Available                |                        | Singapore        |                           |  |
| ENSCO 5005                           | Semisubmersible -<br>Conv F & G<br>Enhanced Pacesetter | 1500/1700                      | Preservation<br>Stacked* |                        | Singapore        |                           |  |
| <b><u>Under Construction</u></b>     |  |                                |                          |                        |                  |                           |  |
| ENSCO DS-10                          | Drillship, DP3<br>Samsung GF12000                      | 10000/12000                    | Under construction       |                        | South Korea      | 1Q17                      |  |

\*Prior to stacking, upfront steps are taken to preserve the rig. This may include a quayside power source to dehumidify key equipment and/or provide electrical current to the hull to prevent corrosion. Also, certain equipment may be removed from the rig for storage in a temperature-controlled environment. While stacked, large equipment that remains on the rig is periodically inspected and maintained by Enso personnel. These steps are designed to reduce time and lower cost to reactivate the rig when market conditions improve.

<sup>(1)</sup> For rigs that may be modified to drill in deeper water depths, both the currently outfitted and maximum upgrade capabilities are shown.

<sup>(2)</sup> Estimated available date for rig after current and follow-on contracts (excluding option period) and shipyard stays have been completed. For newbuild rigs without a contract, the estimated available date is the expected delivery date from the shipyard.



EnSCO plc  
**Fleet Status Report**  
**6 December 2016**

**Monthly Changes:** bolded rig names and underlined text signify changes in rig status from previous report.

| Segment /<br>Region / Rig        | Design          | Water<br>Depth' <sup>(1)</sup> | Customer/<br>Status     | Day Rate<br>\$000's US | Location            | Est. Avail <sup>(2)</sup> | Comments  |
|----------------------------------|-----------------|--------------------------------|-------------------------|------------------------|---------------------|---------------------------|---|
| <b>Jackups</b>                   |                 |                                |                         |                        |                     |                           |   |
| <b>North &amp; South America</b> |                 |                                |                         |                        |                     |                           |   |
| <b>ENSCO 68</b>                  | MLT 84-CE       | 400                            | <u>Fieldwood/ Enven</u> | <u>Mid 50s</u>         | U.S. Gulf of Mexico | <u>Feb. 17</u>            | <u>Contracted to Fieldwood early Nov. 16 to late Dec. 16, mid 50s. Next to Enven Jan. 17 to late Jan. 17, low 60s</u>   |
| <b>ENSCO 75</b>                  | MLT Super 116-C | 400                            | <u>Apache/ Rooster</u>  | <u>Mid 40s</u>         | U.S. Gulf of Mexico | <u>Jan. 17</u>            | Contracted to Talos mid Jul. 16 to <u>early Nov. 16</u> , low 40s. <u>Contracted</u> to Apache <u>early Nov. 16</u> to <u>mid Dec. 16</u> , mid 40s. Then to Rooster <u>mid Dec. 16</u> to <u>mid Jan. 17</u> , mid 40s |
| ENSCO 81                         | MLT 116-C       | 350                            | Cold Stacked            |                        | U.S. Gulf of Mexico |                           |   |
| ENSCO 82                         | MLT 116-C       | 300                            | Cold Stacked            |                        | U.S. Gulf of Mexico |                           |   |
| ENSCO 86                         | MLT 82 SD-C     | 250                            | Cold Stacked            |                        | U.S. Gulf of Mexico |                           |   |
| <b>ENSCO 87</b>                  | MLT 116-C       | 350                            | <u>Talos</u>            | <u>Low 40s</u>         | U.S. Gulf of Mexico | <u>Dec. 16</u>            | Contracted to Castex mid Sep. 16 to <u>late Nov. 16</u> , low 50s. Contracted to Talos <u>late Nov. 16</u> to <u>mid Dec. 16</u>  |
| ENSCO 99                         | MLT 82 SD-C     | 250                            | Cold Stacked            |                        | U.S. Gulf of Mexico |                           |   |



EnSCO plc  
Fleet Status Report  
6 December 2016

Monthly Changes: bolded rig names and underlined text signify changes in rig status from previous report.

| Segment / Region / Rig | Design           | Water Depth' <sup>(1)</sup> | Customer/ Status      | Day Rate \$000's US | Location           | Est. Avail <sup>(2)</sup> | Comments  |
|------------------------|------------------|-----------------------------|-----------------------|---------------------|--------------------|---------------------------|---|
| <b>Jackups</b>         |                  |                             |                       |                     |                    |                           |   |
| <b>Europe</b>          |                  |                             |                       |                     |                    |                           |   |
| ENSCO 70               | Hitachi K1032N   | 250                         | Cold Stacked          |                     | UK                 |                           |   |
| ENSCO 71               | Hitachi K1032N   | 225                         | Maersk                | Mid 90s             | Denmark            | Jul. 18                   | Planned inspection for approx. 21 days in 4Q17  |
| <b>ENSCO 72</b>        | Hitachi K1025N   | 225                         | Contract Preparations |                     | Denmark            | <u>Sep. 17</u>            | Contracted to ENGIE in the Netherlands <u>late Jan. 17</u> to <u>late Aug. 17</u> , mid 60s   |
| ENSCO 80               | MLT 116-CE       | 225                         | ENGIE                 | High 130s           | UK                 | Feb. 17                   | Rate decreases to mid 70s from Feb. 17 to late Feb. 17  |
| ENSCO 92               | MLT 116-C        | 225                         | ConocoPhillips        | Mid 90s             | UK                 | Aug. 18                   | Planned inspection for approx. 23 days in 2Q17  |
| ENSCO 100              | MLT 150-88-C     | 350                         | Premier               | Mid 180s            | UK                 | Nov. 18                   |   |
| <b>ENSCO 101</b>       | KFELS MOD V-A    | 400                         | <u>ENGIE</u>          | <u>Mid 70s</u>      | <u>Netherlands</u> | <u>Oct. 17</u>            | Contracted to ENGIE <u>late Nov. 16</u> to <u>late Sep. 17</u> . -----  |
| <b>ENSCO 102</b>       | KFELS MOD V-A    | 400                         | <u>Available</u>      | -----               | UK                 |                           | -----, -----  |
| <b>ENSCO 120</b>       | ENSCO 120 Series | 400                         | <u>Available</u>      | -----               | UK                 |                           |   |
| <b>ENSCO 121</b>       | ENSCO 120 Series | 400                         | Wintershall           | Mid 90s             | Denmark            | <u>Dec. 16</u>            |   |
| <b>ENSCO 122</b>       | ENSCO 120 Series | 400                         | NAM                   | <u>High 80s</u>     | Netherlands        | <u>Feb. 17</u>            | <u>Zero rate for approx. 24 days in 4Q16</u> . Rate mid 120s late Oct. 2016 to <u>mid</u> Nov. 2016, <u>then high 80s mid Nov. 16 to late Jan. 17</u> . Plus approx. \$14,000 per day for mobilization amortized through Nov. 16. ----- <u>Next to Ithaca Apr. 17 to late Aug. 17, low 100s</u> |



Enesco plc  
Fleet Status Report  
6 December 2016

Monthly Changes: bolded rig names and underlined text signify changes in rig status from previous report.

| Segment / Region / Rig | Design             | Water Depth' <sup>(1)</sup> | Customer/ Status            | Day Rate \$000's US   | Location     | Est. Avail <sup>(2)</sup> | Comments   |
|------------------------|--------------------|-----------------------------|-----------------------------|-----------------------|--------------|---------------------------|--|
| <b>Jackups</b>         |                    |                             |                             |                       |              |                           |  |
| <b>Middle East</b>     |                    |                             |                             |                       |              |                           |  |
| <b>ENSCO 54</b>        | F&G L-780 Mod II-C | 300                         | Saudi Aramco                | Low 90s/<br>Low 110s  | Saudi Arabia | Sep. 17                   | Operating rate Jan. 16 to year-end 2016, low 90s. -----, Contract rate increases to mid 110s Jan. 17, <u>however in discussions with customer regarding day rate for 2017.</u> Plus approx. \$39,000 per day for upgrade costs and mobilization amortized through Sep. 17. Plus one 1-year priced option |
| <b>ENSCO 76</b>        | MLT Super 116-C    | 350                         | Saudi Aramco                | Mid 120s/<br>Low 170s | Saudi Arabia | Dec. 18                   | Operating rate to year-end 2016, mid 120s. Contract rate increases to low 170s Jan. 17 to Dec. 18, <u>however in discussions with customer regarding day rate for 2017</u>   |
| <b>ENSCO 84</b>        | MLT 82 SD-C        | 250                         | Contract Preparations       |                       | Bahrain      | Aug. 21                   | Contract extension with Saudi Aramco from late Dec. 16 to Aug. 21, low 70s. Contract for ENSCO 94 with Saudi Aramco transferred to rig. Planned inspection for approx. 14 days in 4Q17   |
| <b>ENSCO 88</b>        | MLT 82 SD-C        | 250                         | Saudi Aramco                | <u>Mid 60s</u>        | Saudi Arabia | Dec. 19                   | -----, Plus approx. \$23,000 per day for upgrade costs amortized through Nov. 16. -----, -----   |
| <b>ENSCO 96</b>        | Hitachi 250-C      | 250                         | Saudi Aramco                | Mid 60s/<br>Mid 120s  | Saudi Arabia | Feb. 19                   | Operating rate to year-end 2016, mid 60s. Contract rate increases to mid 120s Jan. 17 to Feb. 19, <u>however in discussions with customer regarding day rate for 2017.</u> Planned inspection for approx. 60 days in 3Q17  |
| <b>ENSCO 97</b>        | MLT 82 SD-C        | 250                         | Saudi Aramco                | Mid 60s/<br>Mid 120s  | Saudi Arabia | Feb. 19                   | Operating rate to year-end 2016, mid 60s. Contract rate increases to mid 120s Jan. 17 to Feb. 19, <u>however in discussions with customer regarding day rate for 2017.</u> Planned inspection for approx. 21 days in 2Q17  |
| <b>ENSCO 104</b>       | KFELS MOD V-B      | 400                         | NDC/ Wintershall            | <u>Mid 80s</u>        | UAE          | <u>Jan. 18</u>            | Planned inspection and maintenance for -----, approx. 30 days in 4Q16. Then assigned to Wintershall from Nov. 16 through the completion of two wells ( <u>est. Dec. 17</u> ). <u>In discussions with the customer regarding day rate for 2017</u>  |
| <b>ENSCO 110</b>       | KFELS MOD V-B      | 400                         | <u>Available</u>            | -----                 | UAE          |                           |  |
| <b>ENSCO 140</b>       | ENSCO 140 Series   | 340/400                     | Available                   |                       | UAE          |                           | Daily warm stacking costs covered by the shipyard for up to two years  |
| <b>ENSCO 141</b>       | ENSCO 140 Series   | 340/400                     | <u>Delivered/ Available</u> |                       | UAE          |                           | <u>Rig delivered in 4Q16.</u> Daily warm stacking costs covered by the shipyard for up to two years  |



EnSCO plc  
**Fleet Status Report**  
**6 December 2016**

**Monthly Changes:** bolded rig names and underlined text signify changes in rig status from previous report.

| Segment /<br>Region / Rig            | Design              | Water<br>Depth' <sup>(1)</sup> | Customer/<br>Status   | Day Rate<br>\$000's US      | Location  | Est. Avail <sup>(2)</sup> | Comments  |
|--------------------------------------|---------------------|--------------------------------|-----------------------|-----------------------------|-----------|---------------------------|---|
| <b>Jackups</b>                       |                     |                                |                       |                             |           |                           |   |
| <b><u>Africa</u></b>                 |                     |                                |                       |                             |           |                           |   |
| <b>ENSCO 109</b>                     | KFELS MOD V-Super B | 350                            | Chevron               | Low 170s                    | Angola    | Jan. 18                   | -----, Plus \$13,000 per day for mobilization amortized through Jan. 18. Plus cost adjustments  |
| <b><u>Asia &amp; Pacific Rim</u></b> |                     |                                |                       |                             |           |                           |   |
| <b>ENSCO 52</b>                      | F&G L-780 Mod II-C  | 300                            | Murphy/ <u>PCPP</u>   | Mid 80s/<br><u>High 90s</u> | Malaysia  | Aug. 17                   | <u>Sublet to PCPP to early Dec.16.</u> Plus one 1-year unpriced option                          |
| ENSCO 56                             | F&G L-780 Mod II-C  | 300                            | Cold Stacked          |                             | Malaysia  |                           |   |
| ENSCO 67                             | MLT 84-CE           | 400                            | Contract Preparations |                             | Malaysia  |                           | Contracted to Pertamina in Indonesia Dec. 16 to Dec. 17, low 50s. Plus one 1-year priced option |
| ENSCO 105                            | KFELS MOD V-B       | 400                            | Cold Stacked          |                             | Singapore |                           |   |
| ENSCO 106                            | KFELS MOD V-B       | 400                            | Available             |                             | Malaysia  |                           |   |
| ENSCO 107                            | KFELS MOD V-B       | 400                            | Chevron               | High 120s                   | Australia | Apr. 17                   | Plus six 1-month options  |
| <b>ENSCO 108</b>                     | KFELS MOD V-B       | 400                            | PTTEP                 | Low 160s                    | Thailand  | Apr. 17                   | -----   |



EnSCO plc  
Fleet Status Report  
6 December 2016

Monthly Changes: bolded rig names and underlined text signify changes in rig status from previous report.

| Segment / Region / Rig         | Design                      | Water Depth' <sup>(1)</sup> | Customer/ Status   | Day Rate \$000's US | Location            | Est. Avail <sup>(2)</sup> | Comments  |
|--------------------------------|-----------------------------|-----------------------------|--------------------|---------------------|---------------------|---------------------------|---|
| <b>Jackups</b>                 |                             |                             |                    |                     |                     |                           |   |
| <b>Under Construction</b>      |                             |                             |                    |                     |                     |                           |   |
| ENSCO 123                      | ENSCO 120 Series            | 400                         | Under construction |                     | Singapore           | 1Q18                      |   |
| <b>Other</b>                   |                             |                             |                    |                     |                     |                           |   |
| <b>Drilling Management</b>     |                             |                             |                    |                     |                     |                           |   |
| Thunder Horse                  | Deepwater Semisubmersible   | 6000                        | BP                 | Mid 90s             | U.S. Gulf of Mexico | Jan. 22                   | Plus cost adjustments and five 1-year options   |
| Mad Dog                        | Deepwater Spar Drilling Rig | 4500                        | BP                 | Low 60s             | U.S. Gulf of Mexico | Jan. 22                   | Rate decreases to mid 50s Jan. 17 to Jan. 22. Plus cost adjustments and five 1-year options |
| <b>Held for Sale</b>           |                             |                             |                    |                     |                     |                           |   |
| <b>Continuing Operations</b>   |                             |                             |                    |                     |                     |                           |   |
| ENSCO 53                       | F&G L-780 Mod II-C          | 300                         | <u>Sold</u>        |                     |                     |                           | ----- Sold for scrap value. Sale price in line with net book value of rig                   |
| ENSCO 94                       | Hitachi 250-C               | 250                         | <u>Available</u>   | -----               | <u>Bahrain</u>      |                           | ----- Contract extended and transferred to ENSCO 84. -----                                  |
| <b>Discontinued Operations</b> |                             |                             |                    |                     |                     |                           |   |
| ENSCO 7500                     | Semisubmersible DP          | 7500/8000                   | Cold Stacked       |                     | Spain               |                           |   |
| ENSCO 90                       | MLT 82 SD-C                 | 250                         | Cold Stacked       |                     | U.S. Gulf of Mexico |                           |   |

<sup>(1)</sup> For rigs that may be modified to drill in deeper water depths, both the currently outfitted and maximum upgrade capabilities are shown.

<sup>(2)</sup> Estimated available date for rig after current and follow-on contracts (excluding option period) and shipyard stays have been completed. For newbuild rigs without a contract, the estimated available date is the expected delivery date from the shipyard.



**EnSCO plc**  
**Fleet Status Report**  
**6 December 2016**

**Definitions and Disclaimers**

**Day Rate and Terms.** The day rates reflected in this Fleet Status Report are the operating day rates charged to customers, which may include estimated contractual adjustments for changes in operating costs and/or reimbursable cost adjustments for ongoing expenses such as crew, catering, insurance and taxes. The day rates, however, do not include certain types of non-recurring revenues such as lump sum mobilization payments, revenues earned during mobilizations, revenues associated with contract preparation and other non-recurring reimbursable items such as mobilizations and capital enhancements, and the impact of the fair market value adjustments to previously acquired drilling contracts. Routine and non-routine downtime may reduce the actual revenues recognized during the contract term. Additionally, we sometimes negotiate special rates and/or day rate adjustments with customers that may reduce revenues recognized. Significant zero rate estimates are reflected in the comments section for 2016 and 2017.

**Forward Looking Statement.** Statements contained in this Fleet Status Report 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 include words or phrases such as “anticipate,” “believe,” “estimate,” “expect,” “intend,” “plan,” “project,” “could,” “may,” “might,” “should,” “will” and similar words and specifically include statements involving future rig day rates including adjustments with the customer; discussions with the customer; backlog; cost adjustments; utilization; estimated rig availability; expected work commitments and contracts; contract duration, status, terms and other contract commitments; letters of intent or letters of award; rig enhancement projects; new rig commitments; the expected period of time and number of rigs that will be in a shipyard for repairs, maintenance, enhancement or construction; sale leaseback transactions; scheduled delivery dates for new rigs; and the timing of delivery, mobilization, contract commencement, relocation or other movement of rigs. Such statements are subject to numerous risks, uncertainties and assumptions that may cause actual results to vary materially from those indicated, including commodity price fluctuations, customer demand, new rig supply, downtime and other risks associated with offshore rig operations, relocations, severe weather or hurricanes; changes in worldwide rig supply and demand, competition and technology; future levels of offshore drilling activity; governmental action, civil unrest and political and economic uncertainties; terrorism, piracy and military action; risks inherent to shipyard rig construction, repair, maintenance or enhancement; possible cancellation, suspension; repudiation; or termination of drilling contracts, including termination for convenience (without cause), as a result of mechanical difficulties, performance, customer liquidity and finances, the decline or the perceived risk of a further decline in oil and/or natural gas prices, or other reasons; the cancellation of letters of intent or any failure to execute definitive contracts following announcements of letters of intent or letters of award; the outcome of litigation, legal proceedings, investigations or other claims or contract disputes; governmental regulatory, legislative and permitting requirements affecting drilling operations; our ability to attract and retain skilled personnel on commercially reasonable terms; environmental or other liabilities, risks or losses; debt restrictions that may limit our liquidity and flexibility; our ability to realize the expected benefits from our redomestication and actual contract commencement dates; cybersecurity risks and threats; and the occurrence or threat of epidemic or pandemic diseases or any governmental response to such occurrence or threat. In addition to the numerous factors described above, you should also carefully read and consider “Item 1A. Risk Factors” in Part I and “Item 7. Management’s Discussion and Analysis of Financial Condition and Results of Operations” in Part II of our most recent annual report on Form 10-K, as updated in our subsequent quarterly reports on Form 10-Q, which are available on the SEC’s website at [www.sec.gov](http://www.sec.gov) or on the Investor Relations section of our website at [www.enscople.com](http://www.enscople.com). Each forward-looking statement contained herein speaks only as of the date of this Fleet Status Report, and we undertake no obligation to publicly update or revise any forward looking statements, except as required by law.