



March 2012



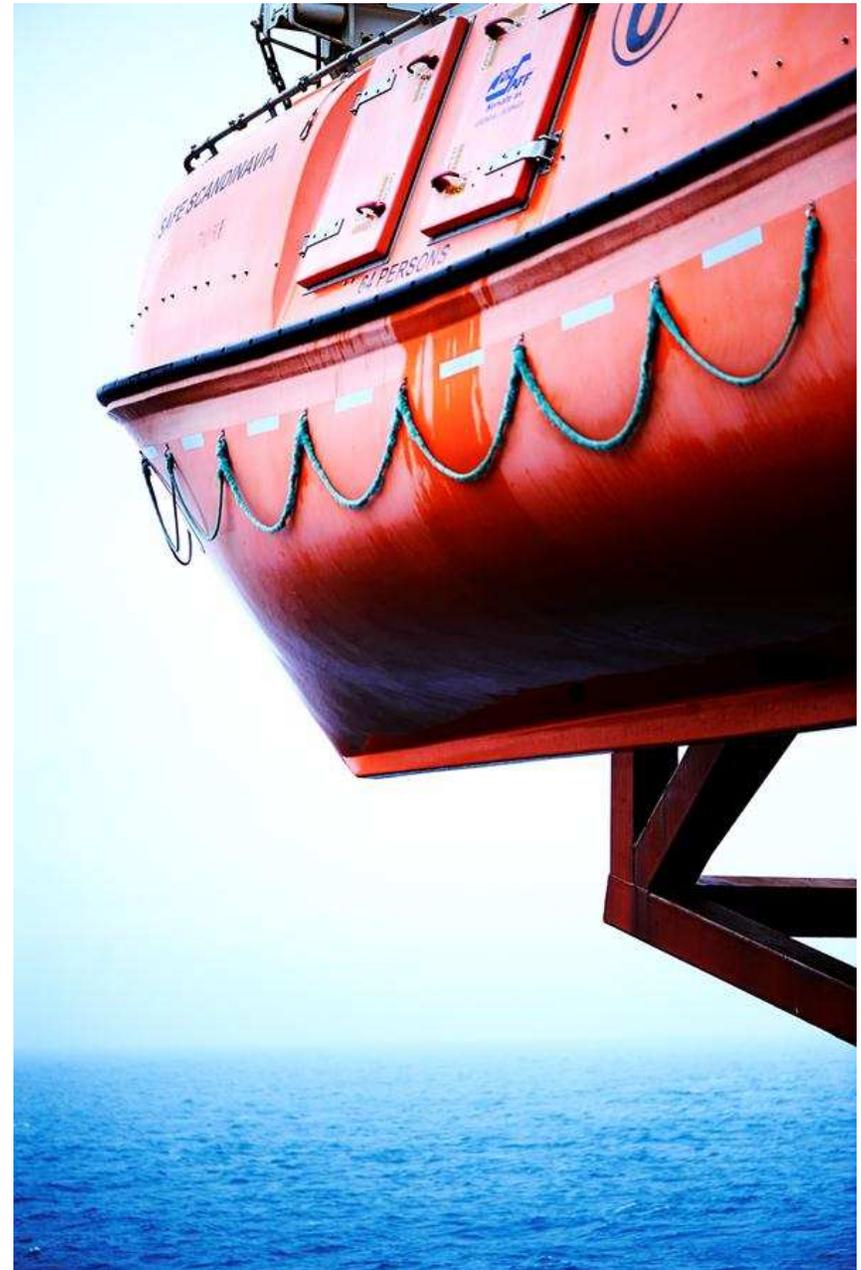
## Company presentation

# Disclaimer

All statements in this presentation other than statements of historical fact are forward-looking statements, which are subject to a number of risks, uncertainties, and assumptions that are difficult to predict and are based upon assumptions as to future events that may not prove accurate. Certain such forward-looking statements can be identified by the use of forward-looking terminology such as “believe”, “may”, “will”, “should”, “would be”, “expect” or “anticipate” or similar expressions, or the negative thereof, or other variations thereof, or comparable terminology, or by discussions of strategy, plans or intentions. Should one or more of these risks or uncertainties materialise, or should underlying assumptions prove incorrect, actual results may vary materially from those described in this presentation as anticipated, believed or expected. Prosafe does not intend, and does not assume any obligation to update any industry information or forward-looking statements set forth in this presentation to reflect subsequent events or circumstances.

# Agenda

- ➔ ■ PRS in brief
- Supply
- Demand
- Attachments

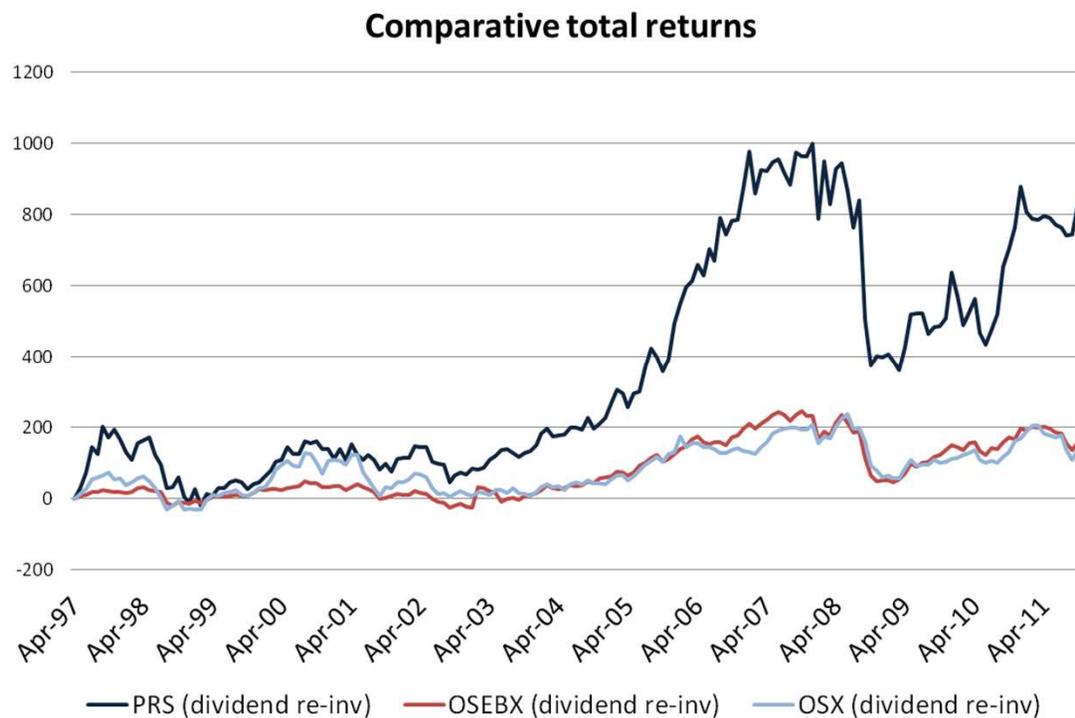


# Prosafe – the leading accommodation rig company

- Global leader
  - The world's leading owner and operator of semi-submersible accommodation rigs in harsh environments
  - Strategically focused on high-end accommodation segment
- Long track record with versatile operations for national and major oil companies
- High cash flow generation, return of capital to shareholders, strong balance sheet and low cost of funding



# Growth achieved with a robust financial position



## Growth achieved by:

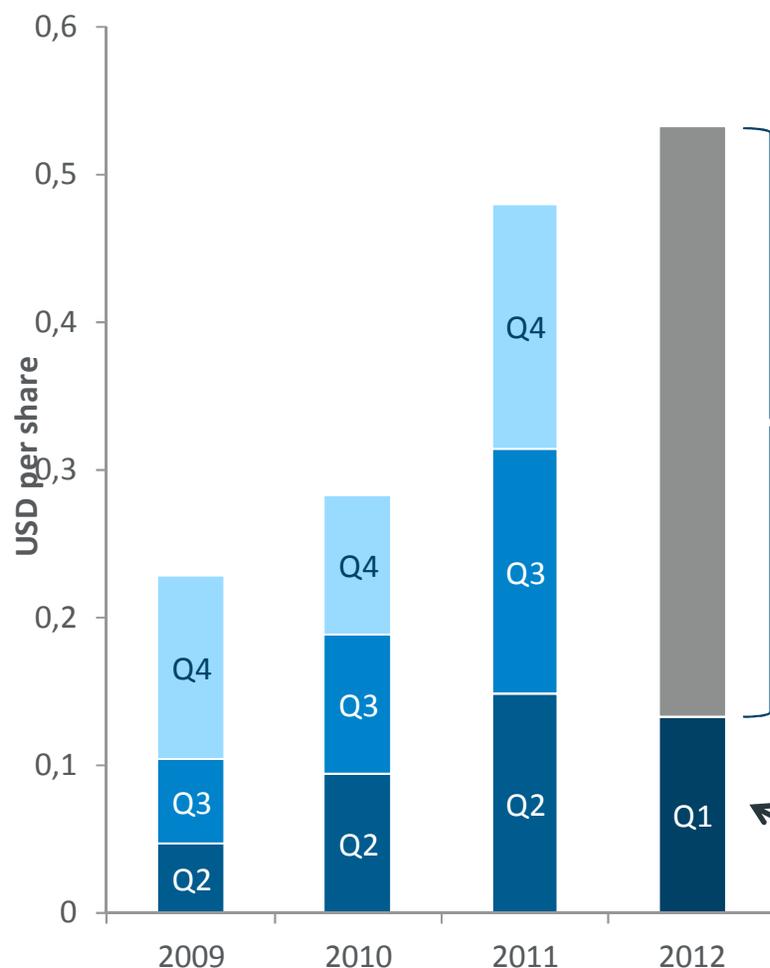
- Good operating performance
- At all times, a robust financial position
- An efficient financing and tax structure (low cost of funding)
- Returning capital to shareholders (high dividend payouts)

Securities	Total return	Annual equivalent
Prosafe SE (dividends re-inv)	830%	16.6%

# Steady growth in dividend

Combined with fleet growth

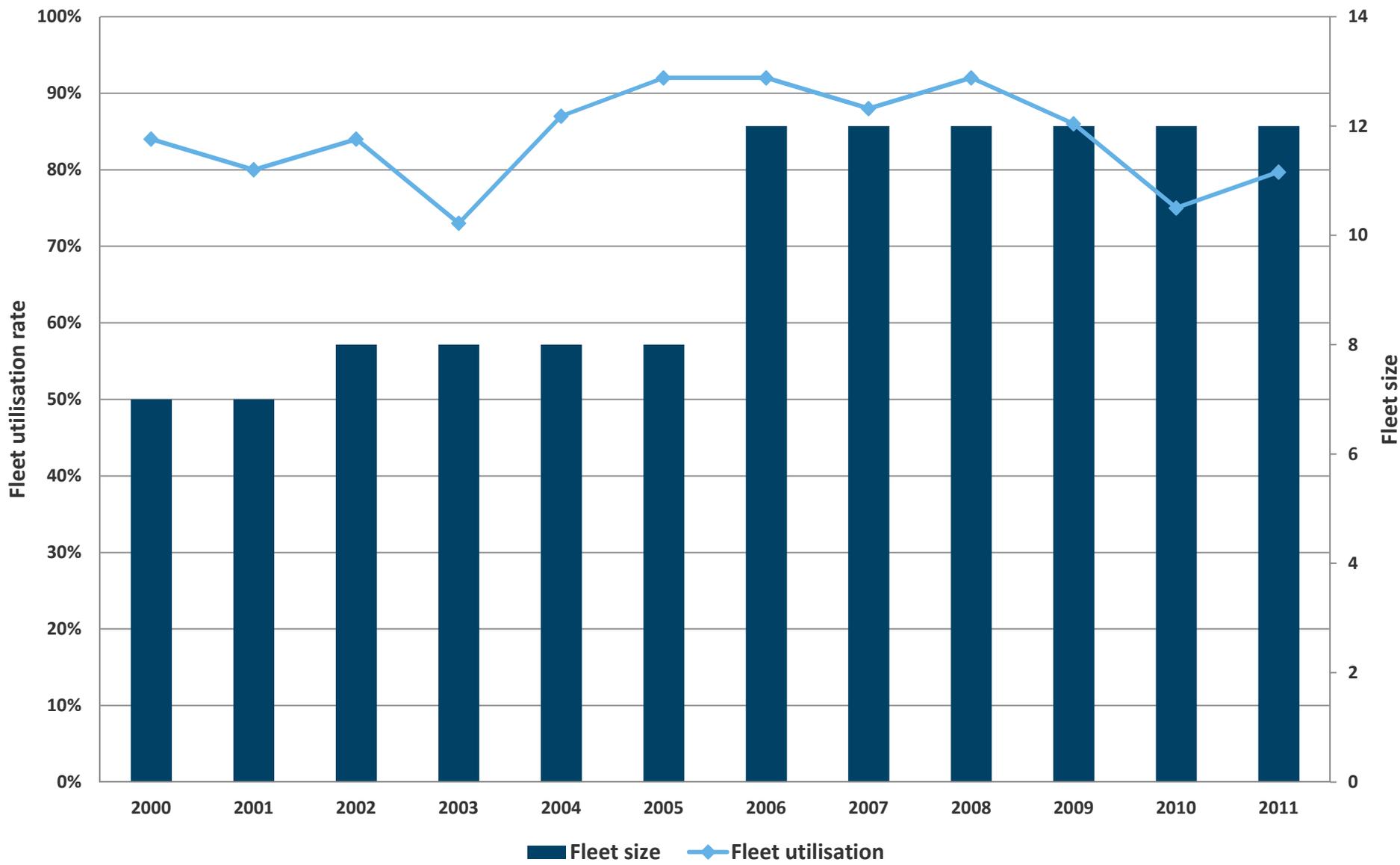
## Dividend payments



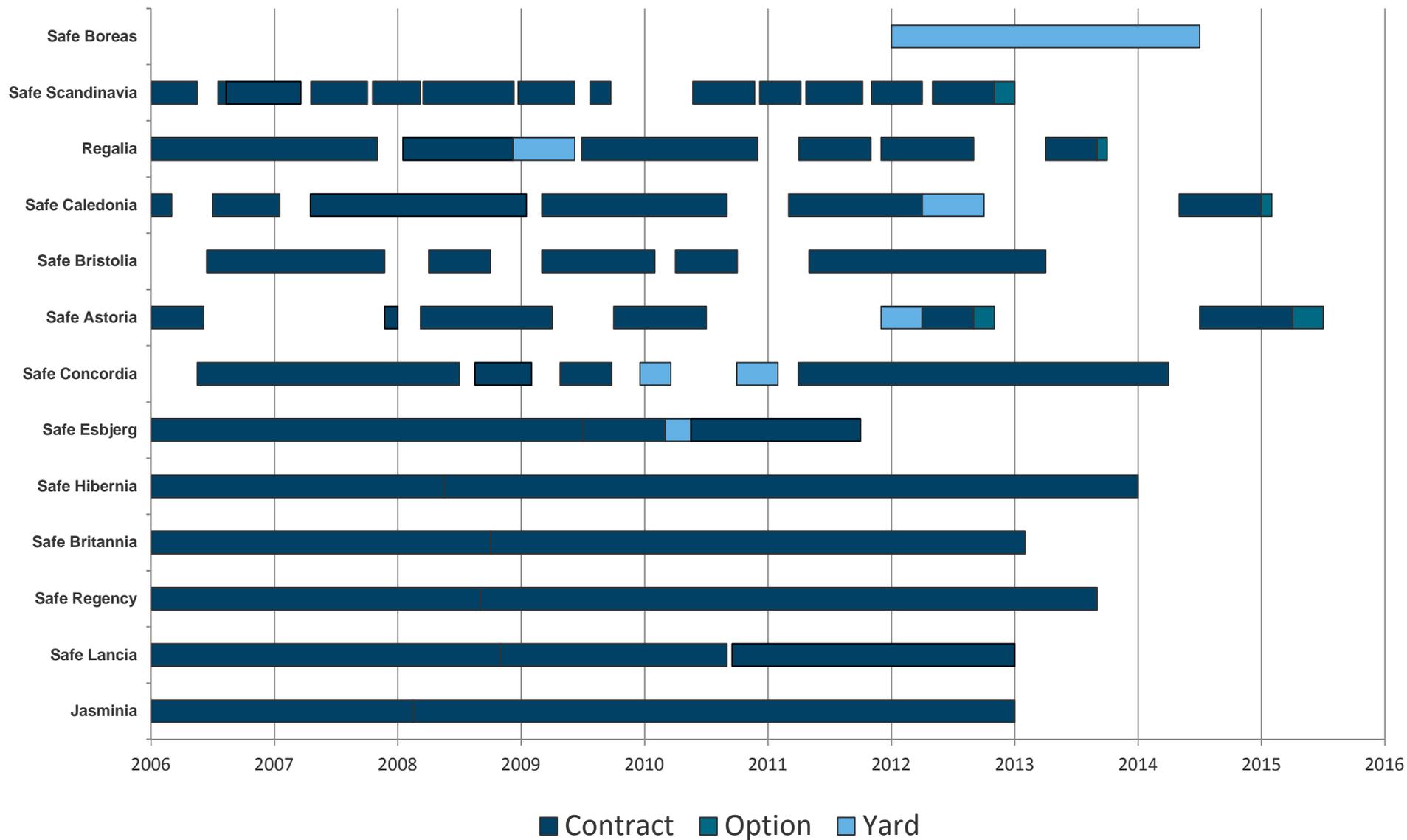
- Policy of paying out up to 75 per cent of previous year's net profit in four payments
- Steady growth in dividend since 2009
- Full payout according to the dividend policy would imply growth for 2012 as well (75 per cent of 2011 EPS)

*USD 0.133 per share paid in Q1*

# Fleet size and utilisation



## Contract status



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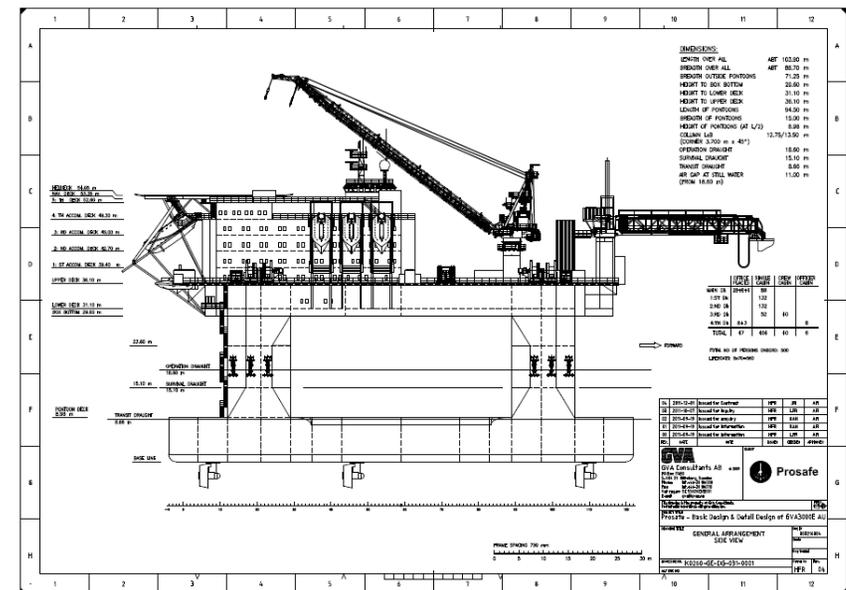
# The world's most advanced and efficient harsh-environment semi-submersible accommodation rig

- Compliant with stringent Norwegian regulations
- Turnkey contract with Jurong Shipyard in Singapore
- GVA 3000E design
  - Very efficient hydrodynamic rig design
- DP3 and 12pt mooring
- Accommodation capacity of 450 persons
- Delivery from yard in Q2 2014
- Total cost estimated at USD 350 million
  - 20/80 payment structure on yard cost (yard cost USD 292 million)
  - Financing supported by strong balance sheet
- Options for two more units
  - Valid until December 2012 and June 2013



# New build progress

- Contract with yard signed on 14 December 2011
- Initial installment of USD 58 million (20 per cent of total yard price) paid upon signing
- Project team established and in place at the yard in Singapore
- Engineering progressing as planned
- To be named Safe Boreas



## Financial status Q4 11

USDm

Book value o.b.	0
Book value c.b.	58
Capitalised in quarter	58
Estimated total cost	350

# Several new building initiatives launched

## ■ Firm orders

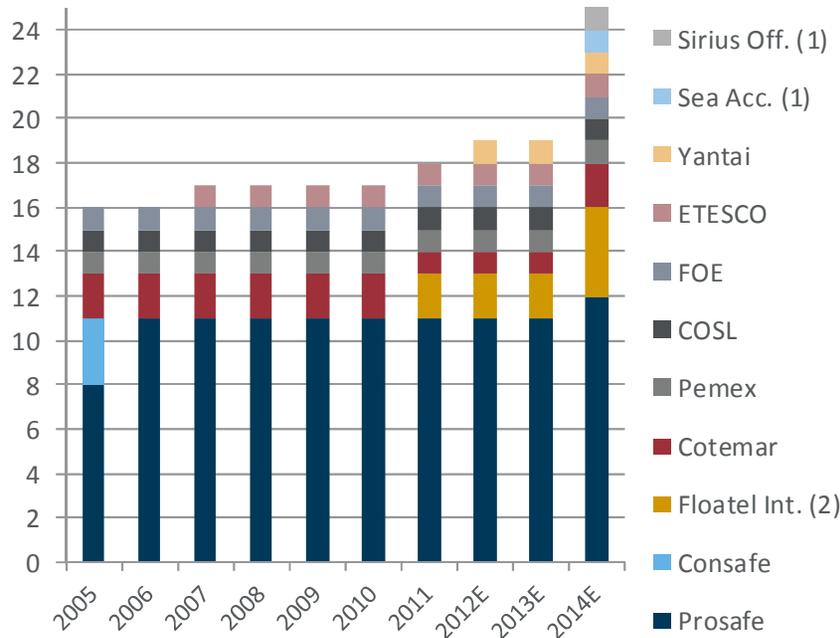
- Floatel International - Floatel Vicotry
  - UK compliant, Keppel FELS (Singapore), delivery Q1 14
- Prosafe – Safe Boreas
  - Norway compliant, Jurong (Singapore), delivery Q2 14
- Cotemar - TBN
  - RoW/(UK), Cosco (Nantong, China), delivery Q4 14

## ■ Potential orders (subject financing/Lol)

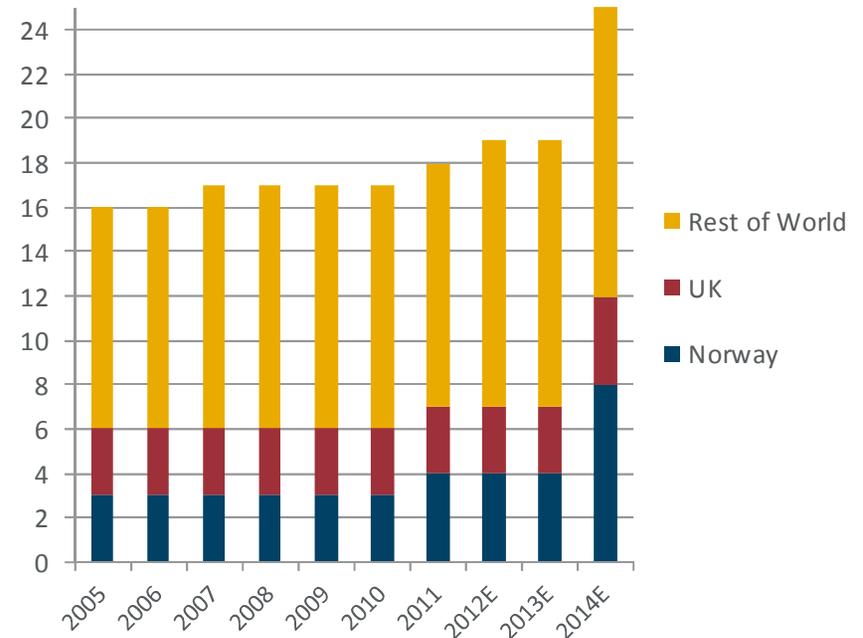
- Floatel International - TBN
  - Norway compliant – Keppel FELS (Singapore), delivery Q3 14
- Sea Accommodation - TBN
  - Norway compliant – DSIC (Dalian, China), delivery Q3 14
- Sirius Offshore – TBN
  - Norway compliant – DSIC (Dalian, China), delivery Q4 14

# Growing supply

No. of accommodation semis by owner



No. of accommodation semis by regional capabilities



Accommodation semi fleet CAGR

	Norway	UK	RoW	Total
2005-14E	12 %	3 %	3 %	5 %
2009-14E	22 %	6 %	3 %	8 %
2012-14E	41 %	15 %	4 %	4 %

1. Subject financing
2. One of the Floatel units to be delivered in 2014 not firm yet

# Overview of NCS accommodation semis

	Safe Boreas	Floatel TBN <sup>1</sup>	Sirius NB	Sea Acc. NB	Regalia	Safe Scandinavia	Floatel Superior	COSL Reval
Owner	Prosafe	Floatel Int.	Sirius Offshore	Sea Acc.	Prosafe	Prosafe	Floatel Int.	COSL Drilling
Design	GVA 3000E	KFELS DSS20	BT-4900N	Gusto Ocean500	GVA 3000	Aker H-3.2 E	KFELS DSS20	Aker H-3
DP	DP3	DP3	DP3	DP3	DP3	N/A	DP3	N/A
Thrusters	6 x 4.4MW (26.4MW)	6 x 3.2MW (19.2 MW)	8 x 3MW (24.0 MW)	8 x 3.3MW (26.4 MW)	6 x 2.6MW (15.6 MW)	N/A	6 x 3.2MW (19.2 MW)	N/A
Anchor mooring	12pt 90mm (wire)	8pt 76mm (wire)	10pt (not included)	12pt 89mm (wire)	N/A	12pt 76/84mm (chain)	8pt 76mm (wire)	12pt76mm (chain)
Airgap operation/survival	11 m, 14.5 m	9.5 m, 14.5 m	12 m, 16 m	11.5m, 15m	8.5 m, 11.5 m	12.5 m, 17 m	9.5 m, 14.5 m	N/A
Displacement	30,940Mt	29,030Mt	39,800Mt	38,300Mt	21,030Mt	27,784Mt	29,030Mt	22,335Mt
Acc. cap. NCS/UK	450	440	490	450	282	292/583	440	310

 In operation

 Under construction

 Potential new orders

1. Assumed to have same specifications as Floatel Superior – not confirmed by company

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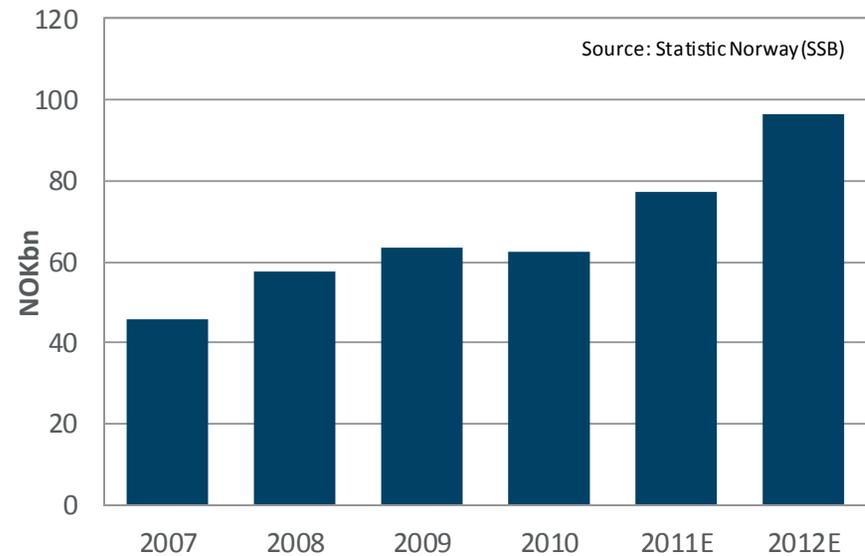


## Demand - North Sea

- Robust North Sea demand expected for coming three year period
- Driven by increased maintenance activity, modifications and upgrades and redevelopments
  - Commissioning and hook-ups of new fields only a small part of prospect database
- As usual limited visibility beyond three years

\* Based on firm contracts, extension options, projects in the tendering phase and prospects for the next 36 months. Index based on number of days in demand

### Investment costs fields on stream in Norway

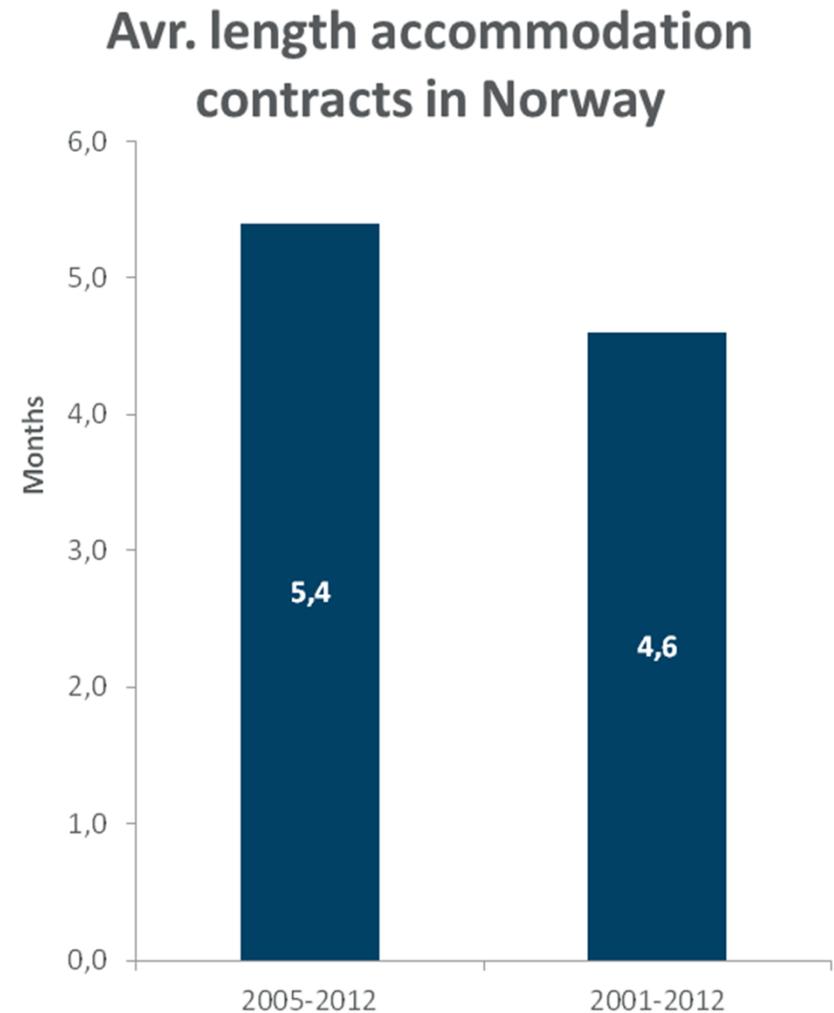


### North Sea demand index\*



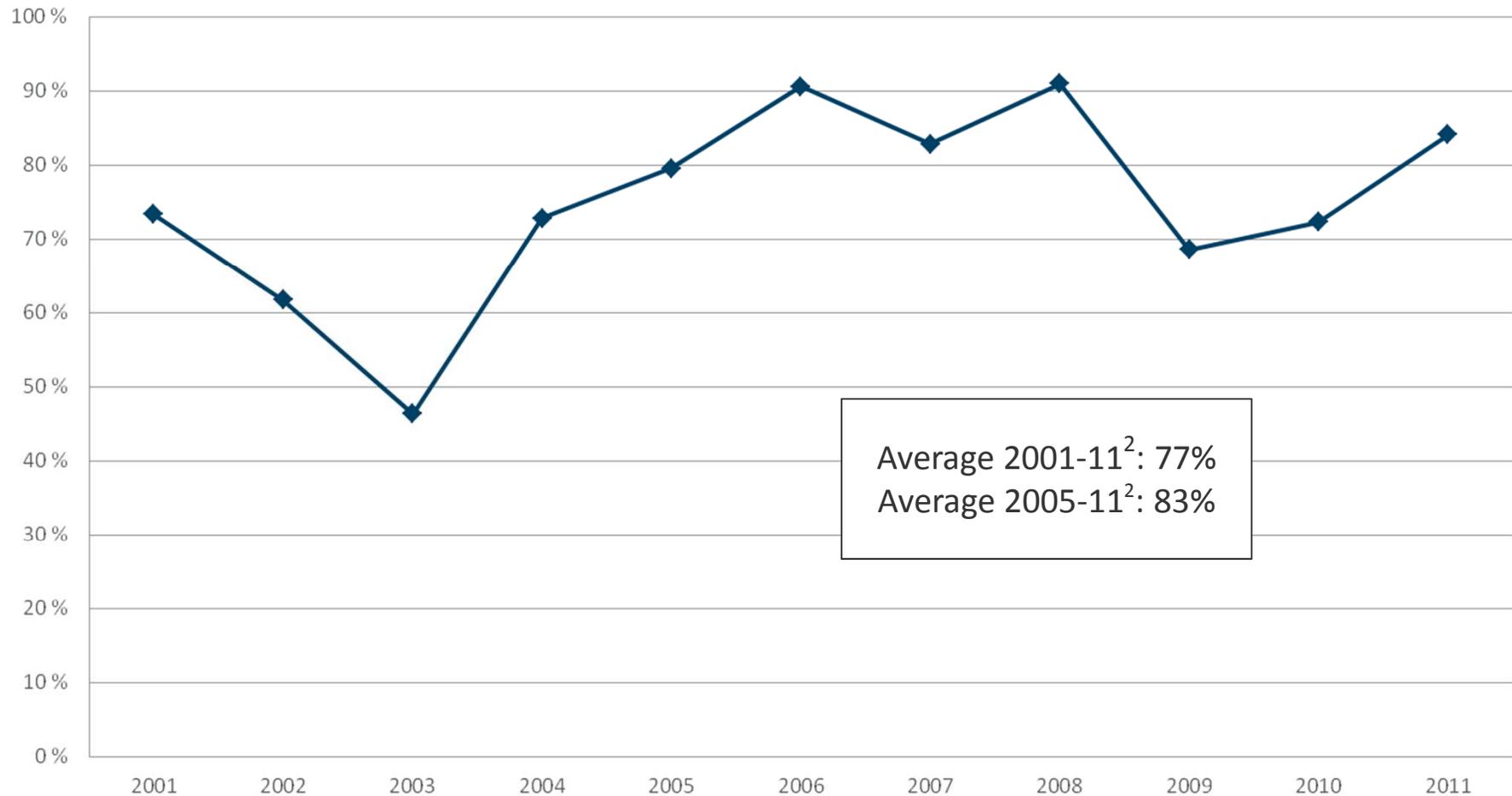
# Typical length of contracts in Norway

- Few long-term contracts in the Norwegian accommodation rig market
- Average duration contracts in Norway<sup>1</sup>:
  - Since 2000: 4.6 months
  - Since 2005: 5.4 months
- No contracts of more than 24 months
- Two contracts more than 12 months



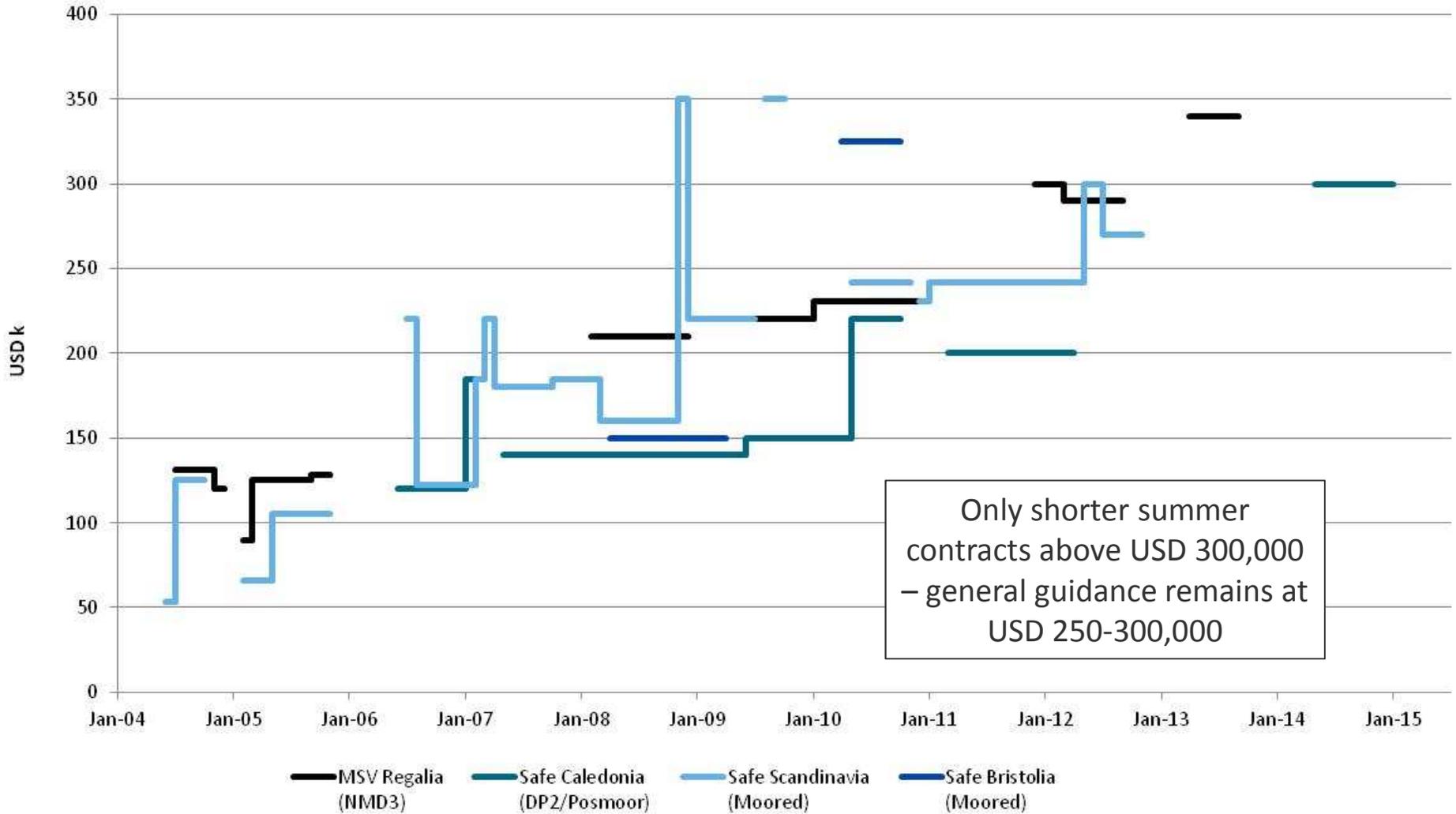
1. Prosafe contracts only. Based on duration at time of award

# North Sea fleet utilisation<sup>1</sup>



1. Prosafe's North Sea fleet,
2. Adjusted for longer yard stays

### North Sea dayrates (time charter)

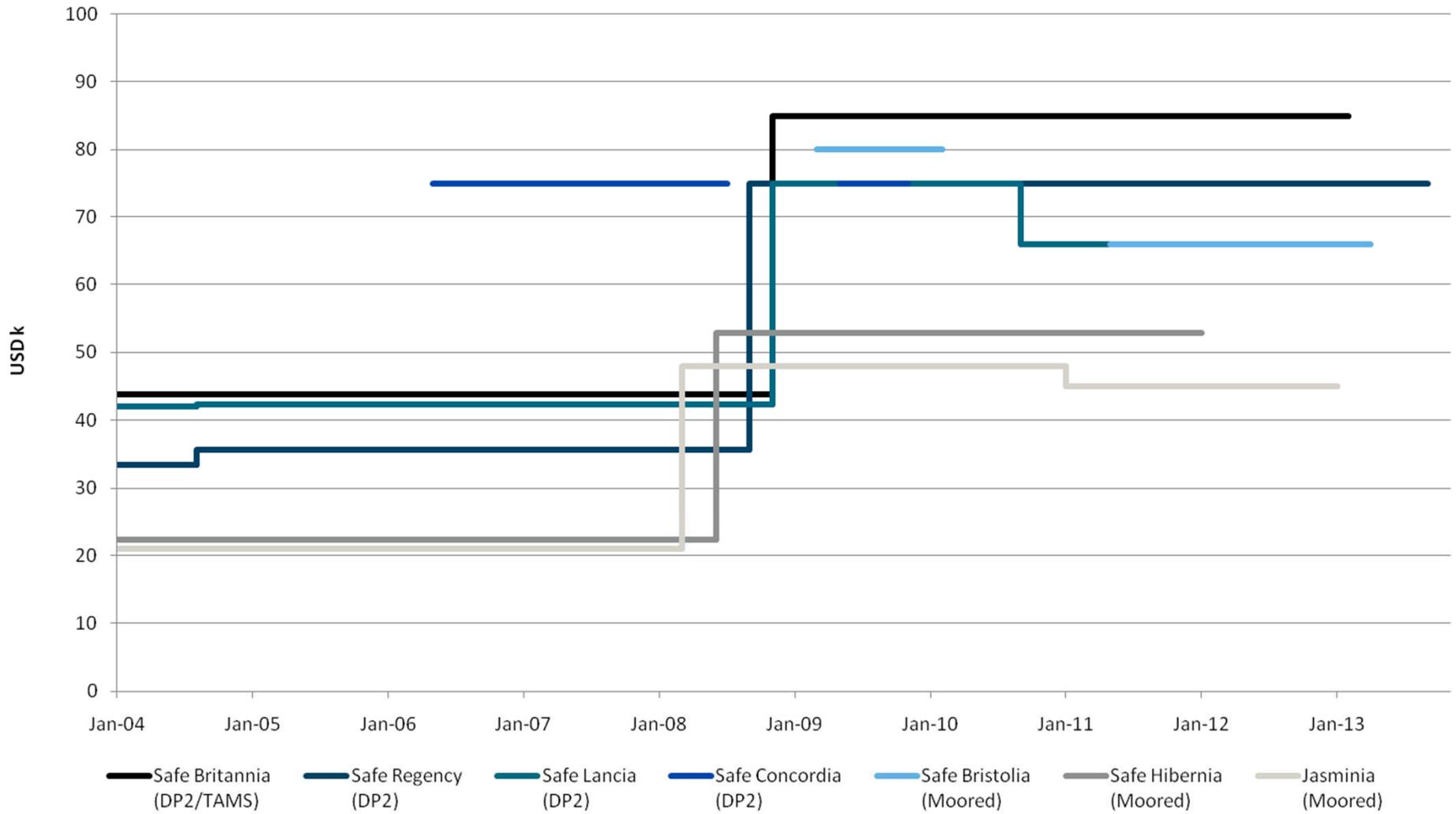


## Demand – Mexico

- Demand in Mexico has been stable for a number of years
- The rigs are assisting on maintenance and construction projects
- Vital in the efforts of keeping up production at the Cantarell field
- Demand for accommodation semis in Mexico is anticipated to remain stable over the coming years



### Gulf of Mexico dayrates (bareboat)



## Demand – Brazil

- The demand currently comes from the Campos basin, where safety and maintenance units are assisting in connection with maintenance of FPSOs and fixed installations
- Longer term it is expected that there will be more demand in other basins

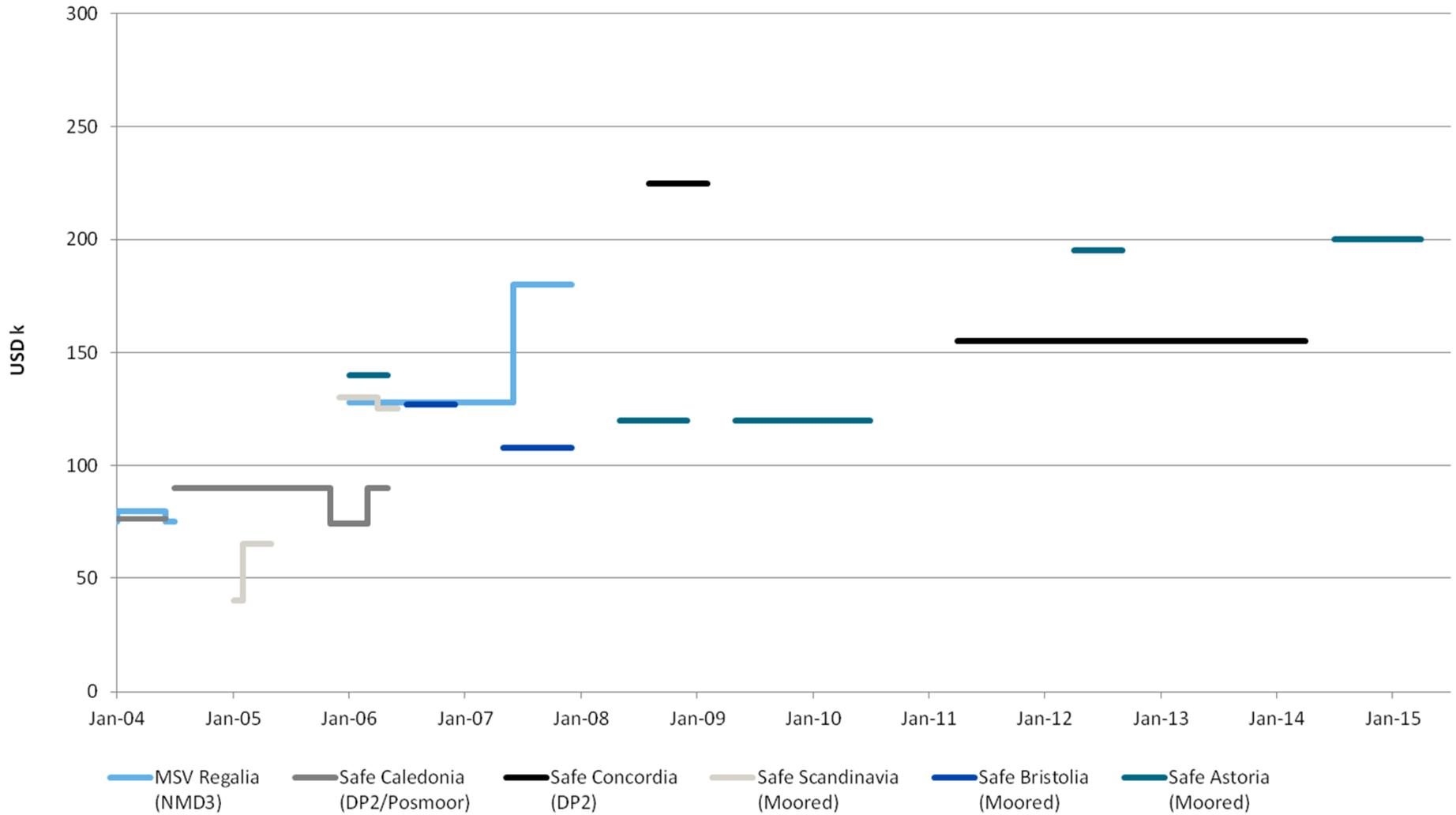


## Demand – Rest of world

- Positive development in markets where semi-submersible accommodation rigs traditionally have not been widely used
- Both the Australian and Asian markets appear promising and a number of concrete prospects have been identified



### Rest of World dayrates (time charter)



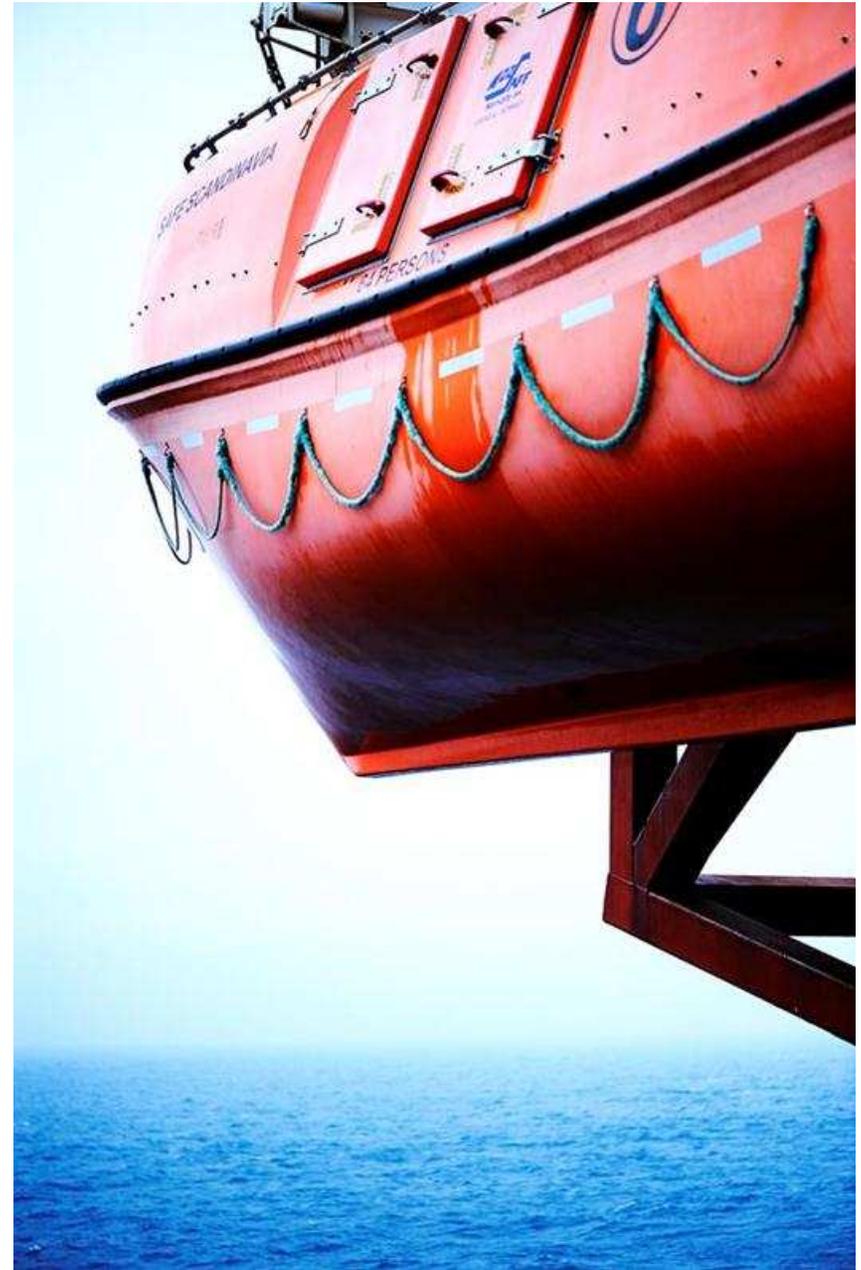
# Summary

- Leading market position
- High quality and versatile rig fleet
- High dividend combined with fleet growth/renewal
- Good market outlook next two-three years
- Potential supply increase may impact market from 2015



# Agenda

- Introduction/finance
- Operations
- Outlook
- ➔ ■ Attachments



# Income statement

(Unaudited figures in USD million)	Q4 11	Q3 11	Q4 10	2011	2010
Operating revenues	121.7	131.8	75.3	449.6	442.4
Operating expenses	(53.2)	(45.8)	(41.4)	(192.0)	(159.3)
<b>EBITDA</b>	<b>68.5</b>	<b>86.0</b>	<b>33.9</b>	<b>257.6</b>	<b>283.1</b>
Depreciation	(16.7)	(17.0)	(15.5)	(65.3)	(62.0)
<b>Operating profit</b>	<b>51.8</b>	<b>69.0</b>	<b>18.4</b>	<b>192.3</b>	<b>221.1</b>
Interest income	0.1	0.1	0.1	0.3	0.3
Interest expenses	(11.9)	(10.4)	(10.5)	(42.4)	(42.9)
Other financial items	(3.0)	3.9	22.2	6.9	23.7
<b>Net financial items</b>	<b>(14.8)</b>	<b>(6.4)</b>	<b>11.8</b>	<b>(35.2)</b>	<b>(18.9)</b>
<b>Profit before taxes</b>	<b>37.0</b>	<b>62.6</b>	<b>30.2</b>	<b>157.1</b>	<b>202.2</b>
Taxes	(0.5)	0.2	(0.2)	0.9	(3.7)
<b>Net profit</b>	<b>36.5</b>	<b>62.8</b>	<b>30.0</b>	<b>158.0</b>	<b>198.5</b>
<b>EPS</b>	<b>0.16</b>	<b>0.28</b>	<b>0.13</b>	<b>0.71</b>	<b>0.89</b>
<b>Diluted EPS</b>	<b>0.16</b>	<b>0.28</b>	<b>0.13</b>	<b>0.71</b>	<b>0.89</b>

# Balance sheet

(Unaudited figures in USD million)	31.12.11	30.09.11	31.12.10
Goodwill	226.7	226.7	226.7
Rigs	893.7	910.4	898.8
Prepayment new build	58.3	0.0	0.0
Other non-current assets	5.1	4.9	4.5
<b>Total non-current assets</b>	<b>1 183.8</b>	<b>1 142.0</b>	<b>1 130.0</b>
Cash and deposits	93.4	83.6	98.3
Other current assets	98.9	98.9	38.1
<b>Total current assets</b>	<b>192.3</b>	<b>182.5</b>	<b>136.4</b>
<b>Total assets</b>	<b>1 376.1</b>	<b>1 324.5</b>	<b>1 266.4</b>
Share capital	63.9	63.9	63.9
Other equity	397.9	389.7	346.4
<b>Total equity</b>	<b>461.8</b>	<b>453.6</b>	<b>410.3</b>
Interest-free long-term liabilities	68.3	81.4	77.5
Interest-bearing long-term debt	756.9	691.2	705.4
<b>Total long-term liabilities</b>	<b>825.2</b>	<b>772.6</b>	<b>782.9</b>
Other interest-free current liabilities	85.5	94.7	73.2
Current portion of long-term debt	3.6	3.6	0.0
<b>Total current liabilities</b>	<b>89.1</b>	<b>98.3</b>	<b>73.2</b>
<b>Total equity and liabilities</b>	<b>1 376.1</b>	<b>1 324.5</b>	<b>1 266.4</b>

# Key figures

<b>KEY FIGURES</b>	<b>Q4 11</b>	<b>Q3 11</b>	<b>Q4 10</b>	<b>2011</b>	<b>2010</b>
Operating margin	42.6 %	52.4 %	24.4 %	42.8 %	50.0 %
Equity ratio	33.6 %	34.2 %	32.4 %	33.6 %	32.4 %
Return on equity	33.5 %	58.2 %	35.6 %	36.2 %	58.9 %
Net interest bearing debt (USD million)	667.1	611.2	607.1	667.1	607.1
Number of shares (1 000)	229 937	229 937	229 937	229 937	229 937
Average no. of outstanding shares (1 000)	222 950	222 949	222 942	222 949	222 942
USD/NOK exchange rate at end of period	5.99	5.84	5.86	5.99	5.86
Share price (NOK)	40.99	38.39	46.40	40.99	46.40
Share price (USD)	6.84	6.57	7.92	6.84	7.92
Market capitalisation (NOK million)	9 425	8 827	10 669	9 425	10 669
Market capitalisation (USD million)	1 573	1 512	1 821	1 573	1 821

Rig name	Location	Client name	Type of contract	Firm contract	Option	Dayrate
<b>Current contract</b>						
<b>Regalia</b>						
	Norway, Draugen	Shell	Time charter	Late April 2013 (150 days)		USD 340 000
	Norwegian North Sea, Yrme	Talisman	Time charter	Feb. 12 - Aug 12		USD 290 000
	Norwegian North Sea, Yrme	Talisman	Time charter	Nov 11- Feb 12		USD 300 000
	Norwegian North Sea, Valhall	BP	Time charter	Jul 11- Oct 11		USD 242 500
	Norwegian North Sea, Valhall	BP	Time charter	March 11 - Jul 11		USD 242 000
	Norwegian North Sea, Valhall	BP	Time charter	Jan 10 - Nov 10		USD 231 000
				Jul 09 - Jan 10		USD 220 000
	Yard/mobilisation			Dec 08 - Jul 09		
	UK North Sea, MCP-01	Aker Kværner	Time charter	Feb 08 - Dec 08		USD 210 000
	West Africa, Girassol	Total	Time charter	Dec 05 - Oct 07		USD 128 000 - 180 000
<b>Safe Astoria</b>						
	Philippines, Malampaya	Shell	Time charter	Q2/Q3 2014, 9 months firm	3 months**	USD 200 000
	North Rankin, Australia	Woodside	Time charter	April/May 2012, 150 days	2 * 30 days	USD 195 500
				Mob/de-mob (estimated 2x20 days)		USD 120 000
	Philippines, Malampaya	Shell	Time charter	Oct 09 - Jun 10		USD 120 000
	Kemaman yard, Malaysia			Sept 09		SEIC contract convenience terminated 9 Feb 09, 85% of day rate
	Sakhalin Island, Russia	SEIC	Time charter	Dec 07 - Mar 09		USD 120 000, standby during winter months USD 60 000
<b>Safe Bristolia</b>						
	GoM, Cantarell	Cotemur Group (for Pemex)	Bareboat	May 11 - March 13		USD 66 000
	UK North Sea, Buzzard	Nexen	Time charter	Apr 10 - Sep 10		USD 325 000
	GoM, Cantarell	Cotemur Group (for Pemex)	Bareboat	Mar 09 - Jan 10		USD 80 000
	UK North Sea	ConocoPhillips	Time charter	Apr 08 - Sep 08		USD 150 000 (+ mob and demob fee)
<b>Safe Scandinavia</b>						
	UK North Sea	ConocoPhillips	Time charter	July 12 - end Oct 12	Dec 12	USD 270 000
	Norwegian North Sea	ConocoPhillips	Time charter	May 12- end June 12		USD 300 000
	Norwegian North Sea, Valhall	BP	Time charter	Oct 11- end Mar 12		USD 242 500
	Norwegian North Sea, Snorre A	Statoil	Time charter	Apr 11 - Sep 11		USD 242 000
	Norwegian North Sea, Valhall	BP	Time charter	Nov 10- March 11		USD 231 000/242 000
	Norwegian North Sea, Snorre A	Statoil	Time charter	May 10 - Oct 10		USD 242 000
	UK North Sea	Shell	Time charter	Jul 09 - Sep 09 (65 days)		USD 350 000
	Yard/mobilisation			6 - 7 weeks in June/July 09		
	Norwegian North Sea, Valhall	BP	Time charter	Dec 08 - Jun 09		USD 220 000
	Yard			2 weeks in Dec 08		
	Norwegian North Sea, Sleipner	StatoilHydro	Time charter	Mar 08 - Nov 08		USD 160 000, from 1 - 26 Nov: USD 350 000
	UK North Sea, Britannia	ConocoPhillips	Time charter	Oct 07 - Feb 08		USD 185 000
	Norwegian North Sea, Snorre A	StatoilHydro	Time charter	Apr 07 - Sep 07		USD 180 000
<b>Safe Caledonia</b>						
	UK North Sea, Golden Eagle	Nexen	Time charter	start-up between May-July 2014, 240 day firm	30-days	USD 300 000
	UK North Sea	BG	Time charter	Nov 11- end March 12		USD 200 000
	UK North Sea	BG	Time charter	March 11 - Nov 11		USD 200 000
	UK North Sea, Dunbar Elgin	Total	Time charter	Jun 10 - Sep 10		USD 220 000
				Apr 09 - Jun 10		USD 150 000
				May 07 - Apr 09		USD 140 000
	Yard/mobilisation					1.5 mth yard stay in Q1 09

Safe Concordia						around USD 150 000 (average daily income, consisting of dayrate and other income over the contract period, a major part of the dayrate is adjusted for inflation (yearly) and BRL exchange rate (monthly))
	Brazil	Petrobras Lol	Time charter	Early Q2 11 - early Q2 14		
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	May 09 - Oct 09		USD 75 000
	US, Tahiti spar	ChevronTexaco	Time charter	Aug 08 - Jan 09		USD 225 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	May 06 - Jun 08		USD 75 000
Jasminia						
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Jan 11 - Dec 12		USD 45 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Feb 09 - Dec 10		USD 48 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Feb 08 - Feb 09		USD 48 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Oct 03 - Feb 08		USD 21 000
Safe Hibernia						
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Dec 11 - Dec 13		USD 53 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	May 08 - Dec 11		USD 53 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	May 03 - May 08		USD 22 000
Safe Lancia						
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Aug 10 - Dec 12		USD 66 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Oct 08 - Aug 10		USD 75 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Apr 03 - Oct 08		USD 42 000
Safe Regency						
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Sep 08 - Aug 13		USD 75 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Jul 03 - Aug 08		USD 36 000
Safe Britannia						
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Oct 08 - Jan 13		USD 85 000
	GoM, Cantarell	Cotemar Group (for Pemex)	Bareboat	Oct 03 - Oct 08		USD 44 000
Safe Esbjerg						
	Denmark	Maersk	Time charter	Apr 10 - Sept 11		Euro 53 500
	Yard/mobilisation			Feb 10 - Apr 10		
	Denmark	Maersk	Time charter	Jun 09 - Feb 10		Euro 63 000
	Denmark	Maersk	Time charter	Jun 05 - Jun 09		Euro 45 000
<b>OPEX per day*</b>		<b>Norwegian North Sea</b>		<b>UK North Sea</b>		<b>Other regions</b>
	Dynamically positioned semi-subm. rigs	85 000 - 95 000		45 000 - 60 000		40 000 - 80 000
	Anchored semi-submersible rigs	65 000 - 75 000		35 000 - 55 000		25 000 - 45 000

\*Opex per day is average estimate on an annual basis, on a quarter by quarter basis these can vary

\*\* Shell currently has the option to choose 11 months firm plus options or 12 months firm plus options, at somewhat lower dayrates